

OH.02
29853

DEPARTMENT OF DEFENCE

CL.

NUM.

OH-02

ACCESSION
NUMBER

29853

29853

RESTRICTED

COMMONWEALTH NAVY ORDERS

I N D E X

OF

NAVY ORDERS

1948

COMPRISING

NAVY ORDERS ISSUED BETWEEN

1st JANUARY, 1947 and 31st DECEMBER, 1948

and

LIST OF NAVY ORDERS CANCELLED

SUBSEQUENT TO 1st JANUARY, 1939.

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

DEPARTMENT OF DEFENCE

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*Denotes C.C.N.O.

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*Denotes C.C.N.O.

| Subject | C.N.O. or C.C.N.O. No. |
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| Subject | C.N.O. or C.C.N.O. No. |
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| Subject | C.N.O. or C.C.N.O. No. |
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*Denotes C.C.N.O.

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*Denotes C.C.N.O.

LIST OF NAVY ORDERS ISSUED BETWEEN 1ST JANUARY, 1939 AND
31ST DECEMBER, 1948, WHICH HAVE BEEN CANCELLED.

| Cancelled Order | Superseded by | Cancelled Order | Superseded by | Cancelled Order | Superseded by |
|-----------------|---------------|-----------------|---------------|-----------------|---------------|
| 1939 | | 1941 - etd. | | 1942 - etd. | |
| 39 | 50/40 | 9 | 362/43 | 47 | 561/44 |
| 50 | 420/43 | 10 | 513/43 | 60 | 230/42 |
| 85 | 107/39 | 22 | 601/43 | 69 | 104/45 |
| 96 | 420/43 | 23 | 232/43 | 73 | 446/43 |
| 115 | 226/47 | 34 | 42/47 | 82 | 230/42 |
| 158 | 37/40 | 38 | 504/45 | 86 | 230/42 |
| 159 | 91/40 | 42 | 355/45 | 89 | 446/43 |
| 163 | 84/47 | 54 | 232/41 | 104 | 339/43 |
| 172 | 66/48 | 65 | 141/47 | 105 | 609/44 |
| | | 74 | 305/44 | 107 | 230/42 |
| | | 85 | 345/44 | 119 | 265/44 |
| | | 103 | 412/42 | 127 | 326/45 |
| | | 113 | 601/43 | 129 | 66/46 |
| 2 | 249/40 | 114 | 326/45 | 133 | 342/44 |
| 34 | 332/42 | 127 | 351/41 | 134 | 350/47 |
| 37 | 132/41 | 129 | 355/41 | 140 | 612/44 |
| 41 | 38/41 | 133 | 136/43 | 147 | 518/43 |
| 43 | 321/44 | 134 | 23/44 | 158 | 446/43 |
| 50 | 305/44 | 135 | 393/42 | 160 | 332/42 |
| 83 | 170/47 | 148 | 103/43 | 167 | 84/47 |
| 89 | 342/42 | 150 | 115/46 | 168 | 84/47 |
| 90 | 155/40 | 154 | 239/41 | 170 | 332/43 |
| 91 | 23/41 | 155 | 366/41 | 177 | 448/42 |
| 104 | 282/42 | 157 | 234/42 | 183 | 519/43 |
| 116 | 612/44 | 164 | 280/43 | 184 | 414/43 |
| 120 | 39/41 | 166 | 334/42 | 190 | 211/46 |
| 146 | 283/40 | 183 | 327/45 | 205 | 305/44 |
| 150 | 393/42 | 193 | 84/47 | 219 | 134/45 |
| 167 | 61/44 | 201 | 141/47 | 230 - Part | 375/42 |
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| 232 | 528/43 | 235 | 342/45 | 250 | 480/43 |
| 233 | 26/48 | 255 | 334/42 | 265 | 211/46 |
| 240 | 304/42 | 261 | 212/42 | 277 | 286/48 |
| 243 | 580/44 | 263 | 342/42 | 281 | 35/45 |
| 250 | 73/42 | 319 | 162/47 | 282 | 149/43 |
| 253 | 233/47 | 325 | 429/43 | 283 | 146/44 |
| 257 | 498/43 | 326 | 410/42 | 288 | 339/43 |
| 259 | 280/47 | 340 | 463/45 | 292 | 263/43 |
| 265 | 84/47 | 344 | 327/45 | 293 | 448/43 |
| 269 | 436/45 | 350 | 459/45 | 299 | 471/43 |
| 271 | 220/47 | 366 | 410/42 | 300 | 211/46 |
| 275 | 359/43 | 368 | | 303 | 149/43 |
| 280 | 237/45 | | | 304 | 601/43 |
| 301 | 315/41 | | | 305 | 280/47 |
| | | 1942 | | 313 | 237/45 |
| | | 2 | 103/43 | 316 | 51/45 |
| 1941 | | 18 | 256/44 | 321 | 525/43 |
| 3 | 220/47 | 28 | 429/43 | 331 | 246/45 |
| 4 | 64/41 | 38 | 448/42 | | |

| Cancelled Order | Superseded by | Cancelled Order | Superseded by | Cancelled Order | Superseded by |
|-----------------|---------------|-----------------|---------------|-----------------|---------------|
| 1942 - ctd. | | 1943 - ctd. | | 1943 - ctd. | |
| 333 | 326/45 | 93 | 116/45 | 380 | 281/47 |
| 344 | 327/45 | *94 | *123/43 | 388 | 127/48 |
| 346 | 211/46 | *98 | *71/45 | 392 | 266/44 |
| 350 | 84/47 | 101 | 363/45 | 406 | 481/45 |
| 352 | 480/43 | 102 | 53/45 | 412 | 414/44 |
| 357 | 345/44 | *106 | *164/44 | 414 | 500/45 |
| 358 | 446/43 | 107 | 140/46 | 415 | 11/47 |
| 360 | 256/44 | *110 | *63/45 | 421 | 414/45 |
| 361 | 525/43 | *112 | *235/45 | 426 | 481/45 |
| 375(b) | 210/43 | *115 | 395/46 | 440 | 116/45 |
| 385 | 612/44 | *117 | *180/44 | 446 | 23/44 |
| 389 | 263/43 | 118 | 480/43 | 449 | 649/44 |
| 394 | 197/43 | *128 | *80/44 | 471 | 205/45 |
| 308 | 519/43 | *130 | *83/44 | 472 | 211/46 |
| 403 | 84/47 | *131 | *36/44 | 480 | 630/44 |
| 409 | 325/45 | 132 | 368/45 | 485 | 116/45 |
| 410 | 218/45 | *142 | *45/44 | 489 | 65/48 |
| 420 | 325/45 | 145 | 359/43 | 491 | 327/45 |
| 421 | 228/45 | 149 | 414/45 | 497 | 366/44 |
| 435 | 390/43 | *150 | *63/45 | 503 | 354/44 |
| 440 | 351/43 | 153 | 385/46 | 519 | 543/44 |
| 446 | 265/43 | *160 | *141/44 | 521 | 263/44 |
| 448 | 140/46 | 162 | 414/45 | 525 | 100/46 |
| 449 | 102/43 | 163 | 140/46 | 526 | 425/44 |
| 451 | 587/44 | 164 | 140/46 | 535 | 421/45 |
| 453 | 525/43 | 172 | 66/48 | 539 | 278/45 |
| 458 | 211/46 | *174 | *141/44 | 547 | 288/45 |
| 461 | 480/43 | *175 | *36/44 | 548 | 272/47 |
| | | *176 | *80/44 | 554 | 92/48 |
| 1943 | | *179 | *71/44 | 559 | 375/44 |
| | | *180 | *164/44 | 564 | 99/48 |
| 2 | 346/44 | 181 | 188/45 | 576 | 263/44 |
| 5 | 220/48 | 185 | 49/45 | 578 | 178/45 |
| *9 | *188/44 | 197 | 235/45 | 582 | 414/44 |
| 11 | 320/45 | 215 | 241/45 | 584 | 205/45 |
| *20 | *63/45 | 217 | 305/44 | 589 | 211/46 |
| 23 | 436/43 | 223 | 145/45 | 594 | 265/44 |
| *25 | *20/44 | 226 | 158/44 | 611 | 481/45 |
| *29 | *57/43 | 244 | 257/45 | 649 | 119/46 |
| *34 | *36/44 | 245 | 265/44 | 664 | 163/45 |
| *36 | *83/44 | 246 | 446/43 | 671 | 109/47 |
| 40 | 519/43 | 258 | 69/47 | 672 | 199/45 |
| 41 | 229/44 | 263 | 266/44 | 674 | 493/44 |
| 45 | 257/45 | 284 | 127/44 | 676 | 260/44 |
| *46 | *72/44 | 299 | 290/46 | 682 | 99/47 |
| 46 | 127/44 | 311 | 258/45 | 684 | 560/44 |
| 49 | 104/45 | 313 | 90/45 | | |
| *50 | *164/44 | 315 | 465/44 | 1944 | |
| 56 | 580/44 | 317 | 251/47 | *2 | *117/44 |
| *60 | *63/45 | 327 | 190/45 | 5 | 251/47 |
| 60 | 66/48 | 331 | 241/44 | 10 | 464/44 |
| *61 | *117/44 | 341 | 220/48 | *10 | *139/44 |
| *64 | *138/43 | 351 | 152/47 | *13 | *36/44 |
| *69 | *177/44 | 355 | 612/44 | *14 | *71/44 |
| 72 | 264/45 | 359 | 39/45 | 17 | 167/45 |
| 75 | 414/45 | 360 | 257/44 | *20 | *66/45 |
| *83 | *131/43 | 364 | 241/47 | *35 | *30/44 |
| *86 | *119/43 | 367 | 328/47 | | |

*Denotes C. C. N. O.

| Cancelled Order | Superseded by | Cancelled Order | Superseded by | Cancelled Order | Superseded by |
|-----------------|---------------|-----------------|---------------|-----------------|---------------|
| 1944 - ctd. | | 1944 - ctd. | | 1944 - ctd. | |
| *36 | *141/44 | *282 | 408/45 | 686 | 140/46 |
| 39 | 477/44 | 287 | 376/46 | | |
| 45 | 140/46 | 292 | 649/44 | 1945 | |
| *47 | *72/44 | 294 | 234/48 | 9 | 200/45 |
| 54 | 51/45 | 297 | 33/45 | *13 | *82/45 |
| *64 | *72/44 | 302 | 325/45 | 16 | 229/47 |
| *71 | *140/44 | 304 | 370/45 | *25 | 500/45 |
| *72 | *211/46 | 305 | 203/45 | 33 | 172/44 |
| 76 | 278/44 | 311 | 424/45 | 34 | 469/45 |
| *82 | *45/45 | 317 | 425/44 | *44 | *94/45 |
| 84 | 543/44 | 325 | 84/46 | 48 | 289/47 |
| 89 | 329/46 | 326 | 211/46 | *56 | 107/46 |
| *117 | *208/44 | 337 | 500/45 | 57 | 336/46 |
| *119 | 462/45 | 348 | 643/44 | 65 | 420/45 |
| *122 | 414/45 | 357 | 116/47 | 79 | 343/45 |
| 126 | 84/47 | 360 | 500/45 | 81 | 526/45 |
| 127 | 36/45 | 364 | 347/45 | 91 | 140/45 |
| 131 | 51/45 | 375 | 311/45 | 102 | 182/45 |
| 135 | 625/44 | 393 | 517/44 | 105 | 218/45 |
| *135 | 211/46 | 396 | 289/46 | *106 | *6/48 |
| *136 | *63/45 | 405 | 122/47 | 128 | 450/45 |
| 139 | 424/45 | 406 | 122/47 | 130 | 356/46 |
| *141 | *240/44 | 407 | 213/45 | 135 | 3/46 |
| 144 | 294/44 | 413 | 512/44 | 140 | 113/47 |
| 145 | 414/45 | 416 | 86/45 | 143 | 60/48 |
| *147 | 72/48 | 421 | 234/48 | 156 | 300/46 |
| 147 | 561/44 | 440 | 384/46 | 160 | 337/45 |
| 150 | 321/44 | 441 | 38/45 | *169 | *12/48 |
| 160 | 77/46 | 444 | 99/48 | 174 | 265/48 |
| 165 | 414/45 | 457 | 251/47 | 176 | 229/47 |
| 166 | 211/46 | 458 | 213/45 | 180 | 265/45 |
| 167 | 79/46 | 469 | 234/48 | 194 | 338/45 |
| 170 | 234/45 | 475 | 289/47 | 185 | 289/47 |
| 172 | 89/48 | 484 | 469/45 | 203 | 134/46 |
| *175 | *280/44 | 489 | 212/45 | 207 | 371/45 |
| 184 | 250/48 | 492 | 163/45 | 213 | 25/47 |
| 198 | 385/46 | 493 | 121/46 | 233 | 337/45 |
| 199 | 425/44 | 502 | 424/45 | 234 | 32/47 |
| 212 | 84/47 | 508 | 122/47 | 237 | 278/47 |
| 216 | 59/45 | 512 | 180/45 | 241 | 214/47 |
| 219 | 289/47 | 526 | 631/44 | 254 | 13/48 |
| 221 | 649/44 | 538 | 526/45 | 257 | 335/48 |
| 223 | 56/45 | 552 | 234/45 | 267 | 478/45 |
| *224 | *271/44 | 553 | 116/47 | 279 | 33/46 |
| 234 | 69/47 | 560 | 311/47 | 282 | 370/46 |
| 241 | 69/47 | 567 | 222/45 | 286 | 43/46 |
| *248 | 72/48 | 588 | 97/47 | 338 | 149/46 |
| 249 | 543/44 | 599 | 469/45 | 341 | 202/47 |
| 250 | 272/47 | 600 | 100/46 | 408 | 299/47 |
| 251 | 140/46 | 605 | 440/45 | 413 | 10/47 |
| 252 | 140/46 | 618 | 469/45 | 420 | 325/46 |
| 257 | 40/45 | 627 | 234/45 | 430 | 147/47 |
| 259 | 641/44 | 628 | 122/47 | 481 | 21/47 |
| 264 | 234/45 | 649 | 279/45 | 497 | 91/47 |
| 266 | 440/45 | 656 | 13/48 | 498 | 349/48 |
| 270 | 390/44 | 660 | 213/45 | 500 | 300/46 |
| *271 | 339/45 | 666 | 229/47 | 515 | 99/47 |
| *280 | *44/45 | 680 | 218/45 | | |

*Denotes C. C. N. O.

| Cancelled Order | Superseded by | Cancelled Order | Superseded by | Cancelled Order | Superseded by |
|--------------------|---------------|--------------------|---------------|--------------------|---------------|
| <u>1945 - ctd.</u> | | <u>1946 - ctd.</u> | | <u>1947 - ctd.</u> | |
| 529 | 175/47 | 300 | 246/47 | 142 | 191/48 |
| 556 | 114/48 | 313 | 153/47 | 193 | 321/48 |
| 580 | 366/46 | 318 | 298/47 | 225 | 224/48 |
| 602 | 376/46 | 372 | 94/47 | 242 | 186/48 |
| | | 373 | 242/47 | 272 | 210/48 |
| <u>1946</u> | | 392 | 30/47 | 303 | 2/48 |
| 21 | 209/46 | 395 | 359/47 | 376 | 191/48 |
| *22 | *2/48 | 396 | 231/48 | 392 | 248/48 |
| 77 | 276/46 | | | 409 | 349/48 |
| 81 | 2/48 | <u>1947</u> | | | |
| 120 | 30/47 | *5 | *2/48 | <u>1948</u> | |
| 134 | 115/47 | 9 | 214/47 | 2 | 247/48 |
| 152 | 355/46 | 23 | 347/47 | 32 | 248/48 |
| 167 | 44/47 | 26 | 90/47 | 44 | 110/48 |
| 182 | 175/47 | 30 | 215/47 | 48 | 224/48 |
| 208 | 174/47 | 44 | 22/48 | 55 | 191/48 |
| 209 | 294/46 | 105 | 215/47 | 70 | 223/48 |
| 211 | 563/47 | 106 | 294/47 | 106 | 274/48 |
| 266 | 107/48 | 115 | 248/48 | 184 | 272/48 |
| 275 | 180/48 | | | 230 | 351/48 |

*Denotes C.C.N.O.

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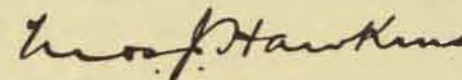
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Commonwealth Navy Orders.

Navy Office, Melbourne,
6th January, 1948.

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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| 2. | Operation and Administration of the R.A.N. |
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| 4. | Injections—Intravenous and Intramuscular. |

C.60/48.

1.

ISSUE OF NAVY ORDERS.—1947.

The last Navy Order issued for 1947 was No. 412.

2.

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. Navy Orders 81 of 1946 and 303 of 1947 are cancelled.

6. The following organization became effective on 1st January, 1948:—

| Ship. | Administration. | Operation. |
|---|---|--|
| Cruisers— <i>Australia</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. | F.O.C.A.S. (except when allocated to N.O.I.C., New Guinea by F.O.C.A.S.) |
| <i>Condamine</i> | 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.) |
| Surveying Ships— <i>Warrego</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. |
| H.D.M.L's 1328, 1329 | F.O.C.A.S. | S.O., 20th M.S.F. |
| G.P.V's 960, 963 | F.O.C.A.S. | S.O., 20th M.S.F. |
| <i>Kangaroo</i> | F.O.C.A.S. (whilst attached to 20th M.S.F.) | S.O., 20th M.S.F. (whilst attached to 20th M.S.F.) |
| L.S.I.— <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. | Naval Board (except when allocated to an N.O.I.C. for special duties) |
| 3501 | F.O.I.C., Sydney (whilst employed on Antarctic Expedition). | |
| Miscellaneous— <i>Reserve</i> | F.O.I.C., Sydney | 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.—While cruisers are reducing to Reserve under Flag Officer-in-Charge, New South Wales, and are in Reserve, copies of all correspondence regarding alterations and additions are to be sent to the Flag Officer Commanding, H.M. Australian Squadron.

(404/201/893.)

3.

NAMING OF BATTLE CLASS DESTROYERS.

His Majesty the King has been pleased to approve of the two Battle Class Destroyers under construction at Sydney and Williams-town being named "Tobruk" and "Anzac," respectively.

(603/300/189.)

4.

INJECTIONS—INTRAVENOUS AND INTRAMUSCULAR.

Navy Order 318 of 1947 is amended by the addition of the following words at the end of paragraph 1:—

"except where the administration is given in the presence of a Medical Officer and under his immediate supervision."

(527/211/2311.)

Library

5-8/48

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

Navy Office, Melbourne,

13th January, 1948.

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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| 6. | Dinghy, 16 ft., No. 652. |
| 7. | Naval Stores—Stationery Section. |
| 8. | Corrigendum. |
| | C.344/48. |

5.

AMMUNITION—GENERAL—CORDITE—RETURNS OF TEMPERATURE.

Admiralty Fleet Order 3961/47 is not to apply in the Royal Australian Navy.

2. H.M.A. ships are to continue to render returns of temperatures of storage of cordite (Forms S.1147A) to Navy Office.

3. At Naval Armament Depots the existing instructions in connexion with returns of temperatures are also to continue.

(471/202/1651.)

6.

DINGHY, 16 ft., No. 652.

A search is to be carried out in all H.M.A. ships and establishments and advice furnished to the Superintending Naval Store Officer, Sydney, as soon as possible, if any information is available as to the disposal or present location of 16 ft. Dinghy, Harbour Service, registered No. 652.

2. Nil reports are not required.

(603/243/2433.)

7.

NAVAL STORES—STATIONERY SECTION.

The address of the Naval Store Stationery Section, Sydney, is now 16 Dowling-street, Woolloomooloo.

2. Consignments of office equipment, non-confidential publications, stationery, &c., for Superintending Naval Store Officer, Sydney, should be addressed:—

Officer-in-Charge,
Stationery Section,
Naval Storehouse,
16 Dowling-street,
Woolloomooloo,
Sydney, N.S.W.

(443/201/1720.)

8.

CORRIGENDUM.

Navy Order 342 of 1947 is to be amended as follows:—

Para. 3.—Alter the words "column of demands" to read "space provided on the demands."

Para. 4 (b), line 31.—Alter the words "The responsible Officer in the ship" to read "The Officer responsible for stores in the ship."

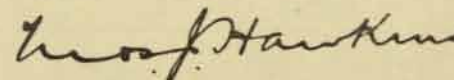
(612/212/3902.)

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

Navy Office, Melbourne,
20th January, 1948.

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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HIGHER EDUCATIONAL TEST—OCTOBER, 1947—RESULTS.

The pass results obtained by candidates in the subjects taken by them in the Higher Educational Test held from 14th October to 17th October, 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 October, 1947, examination.

| Name. | Rating. | Official No. | Where Serving at Time of Examination. | Papers. | | | | | | | Remarks. | |
|---------------------------|----------------------|--------------|---------------------------------------|--------------------------|-------------------------|--------------------|--------------------|------------------------------|-------------------|------------------------------------|----------|---|
| | | | | I. General Knowledge. | II. English History. | III. Geography. | IV. Navigation. | V. Practical Mathematics. | VI. Mechanics. | VII. Magnetism and Electricity. | | |
| Dennis, John R. B. | Ldg. Writer | 27464 | Australia | 76 | | 65 | | | | | | Qualified for Warrant Rank |
| Harvey, McDonald C. | Ldg. Steward | 24462 | " | | | 55 | | | | | | |
| Marshall, William H. | C.P.O. Writer | 20189 | " | 82 | | 60 | | | | | | |
| Stevens, Ronald A. | Ldg. St. Asst. | 28974 | " | 76 | | | | 70 | | | | |
| Gale, Walter | E.R.A., 4th Class | 31903 | Barcoo | | | | | | | | | |
| Taaffe, Terence A. | E.R.A., 4th Class | 31227 | " | | | | 57 | | | | | |
| Bult, George | Chief E.R.A. | 22534 | Barwon | 56 | | | | | | | | |
| Drake, Stanley O. | Able Seaman | 31826 | Bataan | 56(zz) | | 56(ss) | | | | | | |
| Vale, Brian R. | Ord. Sig. | 32777 | " | 64 | | 58 | 65 | | | | | |
| Packer, Maxwell G. | Chief E.R.A. | 23201 | Burdekin | | | 55 | | | | | | |
| Ball, Edward E. | Writer | 33135 | Cerberus | 81 | | | | | | | | |
| Bannon, Roderick A. | Rec. (Radio Mech.) | 34968 | " | | | | | 55 | | | | |
| Barrell, John K. | Recruit (Stoker) | 34970 | " | | | 61 | | | | | | |
| Berry, John E. | Rec. (Radio Mech.) | 34975 | " | 64 | | 62 | | | | | | |
| Bird, Edward E. | Petty Officer | 23028 | " | | | | | 56 | | | 55 | |
| Bolton, John A. | Recruit (Writer) | 34981 | " | | | | | | | | 64 | |
| Brooks, Austin M. | E.R.A., 3rd Class | 22986 | " | 62 | 61 | 55 | | | | | | |
| Clark, George J. M. | Recruit (Seaman) | 35183 | " | | | 60 | | | | | | |
| Dellamarta, Anthony W. | Recruit (Writer) | 35001 | " | 63 | | | 83 | 76 | | | | |
| Freckleton, Frederick B. | E.R.A., 2nd Class | 22903 | " | | | | | | | | | |
| Gafford, Geoffrey T. | Petty Officer | 19585 | " | 78 | 72 | 75 | | | | | | |
| Hill, Frank L. | Chief Elec. Art. | 23202 | " | | | 55 | | | | | | |
| Hurley, Henry J. | Ord. Seaman | 34840 | " | 59 | | 58 | | | | | | |
| Laing-Schofield, George | P.O. Sto. Mech. | 21988 | " | 75 | | | | 66(b) | | | | |
| Madge, Melvyn J. | P.O. Sto. Mech. | 23181 | " | 57 | | | | 71 | | | | |
| Mills, Kevin B. | Ord. Smn. Rad. Mech. | 35046 | " | 76 | | | | | | | | |
| Old, Dean W. H. | Ldg. Signalman | 23891 | " | 56(a) | 78(a) | 65(a) | 85 | 59 | | | | Qualified for Warrant Rank Awarded H.E. Certificate, 2nd Class |
| Reid, James E. | P.O. Sto. Mech. | 21132 | " | 78 | | | | 66(c) | 65 | | | Qualified for Warrant Rank |
| Shiplee, Arthur E. | P.O. Telegraphist | 22727 | " | 62(c) | | 57 | | | | | 58 | Awarded H.E. Certificate, 2nd Class |
| Skuse, Nevill F. | Rec. (Rad. Mech.) | 35080 | " | | | 56 | | | | | | Qualified for Warrant Rank |
| Sweeney, Brian W. | Rec. (Rad. Mech.) | 35087 | " | | | | | | | | | |
| Train, Harold | P.O. Sto. Mech. | 21134 | " | 75 | | | | 60 57(c) | | | | |
| Mashford, James G. | Stores P.O. | 33387 | Cerberus II. | 86 | | 75 | | 56 | | | | 2nd Class Qualified for Warrant Rank |
| Lewis, Frederick | Act. E.A., 4th Class | 27934 | Condamine | 64 | | 62 | | | | | | |
| Ashton, Oriel I. | Petty Officer | 21966 | Hobart | 80(c) | 64 | 75(c) | | | | | 73(c) | Qualified for Warrant Rank; Awarded H.E. Certificate, 2nd Class |
| Dixon, John K. | Writer | 29121 | " | 75 | | 76 | | | | | | |
| McEwan, William R. | Petty Officer | 22368 | " | | | | | | | | 62 | |
| Pilkington, Vincent J. | C.P.O. Writer | 22996 | " | 87(gg) | | | | 79 | | | | Qualified for Warrant Rank |
| Donnolly, Warren J. | Petty Officer | 22688 | Katoomba | 72 | 63 | | 68 | 55 | | | | Qualified for Warrant Rank; Awarded H.E. Certificate, 2nd Class |
| Bosci, Francis B. | Chief E.R.A. | 24456 | Lachlan | 55 | | 57 | | | | | | |
| Kear, Barry R. | Stoker | 31546 | " | 55 | 55 | 55 | | | | | | |
| Head, Henry A. | E.R.A. | 34800 | Latrobe | | | | | 60 | | | | |
| Morton, Murray | Petty Officer | 20694 | " | 66(b) | 60 | 55 | | | | | | |
| Lovell, George | Stores P.O. | 22573 | Leeuwin | 65 | | | | | | | | |
| Robinson, Dudley W. F. | S.B.P.O. | 31792 | " | 56 | | | | | | | | |
| Berry, Ralph | P.O. Writer | 22990 | Lonsdale | 58 | | 60 | | | | | | |
| Chapman, Douglas McC. | St. C.P.O. | 20981 | " | 64(nn) | | | | 58(jj) | | | | |
| Lewis, Hyman | Chief E.R.A. | 30861 | LST 3014 | 55 | | | | | | | | |
| Dalziel, Reginald F. | Ldg. Writer | 23115 | Melville | 62(pp) | | 58 | | | | | | |
| Moindrot-Wills, Ronald M. | Acting P.O. | 21282 | " | | | | 56 | | | | | |
| Banner, John W. | Writer | 30895 | Moreton | | 77 | 63(c) | | | | | | |
| Carter, Cyril K. | Ldg. Writer | 33920 | " | 65 | | 56 | | | | | | |
| Peterson, Leonard B. | Able Seaman | 33888 | Murchison | 69 | | | | | | | | |
| Armstrong, Kenneth B. | C.P.O. Writer | 21561 | Penguin | 55(b) | 66 | | | 57(c) | | | | Qualified for Warrant Rank |
| Rix, Gordon R. | P.O. Writer | 23128 | " | 77 | | | | 62 | | | | Qualified for Warrant Rank |
| Walker, Ronald L. | Petty Officer | 34291 | Platypus | 76 | 66 | 59 | | | | | 76 | Qualified for Warrant Rank; Awarded H.E. Certificate, 2nd Class |
| Chenney, Donald J. | Able Seaman | 27431 | Shropshire | 76 | | | | | | | | |
| Dyson, Arthur R. | Chief E.R.A. | 23068 | Wagga | 56 | 56(c) | 62(c) | | | | | | |
| Gravell, David G. | P.O. Rad. Mech. | 19605 | Watson | 66(aa) | | 60 | | 55(bb) | | | 78 | Qualified for Warrant Rank; Awarded H.E. Certificate, 2nd Class |
| Scanlan, John F. | Radio Mechanic | 33065 | " | | | | | | 70 | | 84 | |

(aa) Marks obtained at March, 1933, examination.
 (bb) Marks obtained at October, 1933, 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.

(ss) Marks obtained at April, 1942, examination.
 (zz) Marks obtained at October, 1945, examination.
 (a) Marks obtained at May, 1946, examination.
 (b) Marks obtained at October, 1946, examination.
 (c) Marks obtained at April, 1947, 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.

(465/204/682.)

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

10.

H.M.A. SHIPS—PAYING OFF.

H.M.A. Ships *Brolga* and *Tallarook* paid off into "F" class reserve on 8th January, 1948.

(603/217/3574.)

11.

ORDNANCE, Q.F., 40 MM. BOFORS.

Investigations regarding stoppages caused by jamming of chargers in the ejection chute have disclosed that:—

(a) The width of the ejector way on certain guns may be found to be below plan size.

(b) The ejector way of the auto loader does not always coincide correctly with the aperture in the breech casing.

2. Depots are to examine and, if necessary, correct all equipments in respect to these two elements.

3. Ships are to arrange with the nearest Naval Armament Depot to have their equipments examined at the first opportunity and adjusted where found necessary.

(408/206/1770.)

12.

CORRESPONDENCE FOR LONDON DEPOT.

Correspondence intended for H.M.A. Naval Depot, London, continues to be incorrectly addressed, e.g., The Supply Officer, H.M.A. London Depot, London, England.

2. The correct address is as shown in Navy Order 604 of 1944, viz., H.M.A. Naval Depot, Australia House, Strand, London, W.C.2.

(443/201/1724.)

13.

ARRANGEMENT, NUMBERING, ETC., OF LEDGER PAGES—H.M.A. SHIPS AND ESTABLISHMENTS.

It has been decided that when new Naval and Air Store ledgers are being created or existing ledgers require renumbering in H.M.A. ships and establishments to which the standard Naval and Air store-keeping procedure in accordance with B.R.4 and B.R.1297 is applicable, the allocation of ledger page numbers will be dispensed with. All pages will, however, bear a serial number.

2. Ledgers are to be arranged in numerical order of pattern or reference number within each class and group of the Rate Book of Naval Stores or section and sub-section of A.P.1086 (Vocabulary of Air Stores), and ledger pages for all items to which a pattern or

reference number has not been allocated will be arranged alphabetically at the end of each class and group or section and sub-section. Where a series of similar non-pattern, &c., numbered items is involved, e.g., bolts and nuts, anchors, condensers, &c., the pages should be arranged in ascending order of size, weight, rating, &c. A ready index to the location of particular ledger pages is thus provided and the use of ledger page numbers is rendered unnecessary. It is essential, however, that care be taken in the correct arrangement of ledgers, particularly in regard to the utilization of the correct descriptive noun as the basis for the alphabetical arrangement of non-pattern numbered items, e.g., *pins*, split; *sheet*, I.R.; *plates*, steel; *angles*, steel; *rope*, steel wire; &c.

An illustration of the correct arrangement of certain non-pattern numbered items is shown in Appendix "A" to this Order.

3. The following procedure is to be observed in regard to the registration and control of ledger pages:—

(i) All pages in the ledgers at the time of opening will be allocated a serial number, commencing with No. 1 for each class and group or section and sub-section.

(ii) A ledger certificate, on Forms A.S.155A, will be provided by the (Superintending) Naval Store Officer or Inspecting Officer as appropriate for each class and group, &c. (See Appendix "B.")

(iii) Serially numbered ledger pages or cards for subsequent insertion in the ledgers will be supplied by the authorities referred to in paragraph 6 of this Order. It should be noted that the serial numbers of the pages, &c., issued *subsequent* to the opening of the ledgers will be prefixed by the initial letter of the port of issue, namely Sydney S; Melbourne M; Fremantle F; Brisbane B.

(iv) Serial register sheets, Forms A.S.155B, completed as regards serial numbers (see Appendix "C"), will accompany the ledger pages or cards. When it is necessary to insert a new ledger page, the Form A.S.155B is to be completed by the insertion of the class and group or section and sub-section to which the page is allocated against the relevant serial number. (See Appendix "D.")

(v) Ledger certificate, Form A.S.155A, is to be completed by the insertion of the serial number of the ledger page or card, pattern or reference number or for non-pattern items description of the item concerned and initials of the ledgerkeeper (see Appendix "E"). The new ledger page is then to be inserted in the correct position in the ledger according to pattern, &c., number or description.

(vi) When pages are removed to the dead ledgers, the serial numbers of the pages will be shown on register sheet, Form A.S.155c (see Appendix "F"), a separate Form A.S.155c being used for each class and group.

4. In the case of existing ships and establishments, Naval Board approval is to be obtained before the new system is introduced, and consideration will be given to the allocation of an Inspecting Officer (Naval Storekeeping) to supervise its introduction.

5. Naval Storekeeping forms concerned will be revised on reprint, but existing stocks of the forms should be adapted and utilized until supplies of the revised forms become available.

6. Stocks of ledger pages and register forms are maintained at Melbourne, Sydney, Brisbane and Fremantle, and ledger pages, Forms A.S.123A, A.S.146, A.S.151, A.S.153 and A.S.153R, which require to be serially numbered and initialed by an Inspecting Officer (Naval Storekeeping) before issue should be demanded by memorandum from the authority concerned at the appropriate port, viz.:—

MELBOURNE.—Director of Naval Stores, Navy Office.

SYDNEY.—Senior Inspecting Officer (Naval Storekeeping), care of Superintending Naval Store Officer.

BRISBANE.—Deputy Naval Store Officer in Charge.

FREMANTLE.—Deputy Naval Store Officer in Charge.

Ledger pages comprising a new ledger will not have a prefix, but the serial numbers of the pages, &c., subsequently issued will be prefixed by the initial letter of the port of issue, viz., Sydney S; Melbourne M; Fremantle F; Brisbane B.

Register Forms A.S.155 series (except A.S.155B) are supplied in the same manner as all other forms and stationery, &c., and should be demanded on Forms A.S.134D from the Naval Store Depot at any of the above-mentioned ports.

7. Navy Orders 656 of 1944 and 254 of 1945 are cancelled.

(612/212/3101.)

APPENDIX "A."

Class B, Group 5.

Examples of the order of arranging certain non-pattern numbered items:—

Rope, S.W., Extra Special Flexible, Galv.—

Class B, Group 2.

Bolts, Steel, Bright—

$\frac{1}{8}$ " x 1"
 $\frac{1}{8}$ " x 1 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 2"
 $\frac{1}{8}$ " x 2 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 3"
 $\frac{1}{8}$ " x 1"
 $\frac{1}{8}$ " x 1 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 2"
 $\frac{1}{8}$ " x 2 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 3"
 $\frac{1}{8}$ " x 3 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 1 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 2"
 $\frac{1}{8}$ " x 2 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 3"
 $\frac{1}{8}$ " x 3 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 4"
 $\frac{1}{8}$ " x 2 $\frac{1}{2}$ "
 $\frac{1}{8}$ " x 4"
 $\frac{1}{8}$ " x 5"
 $\frac{1}{8}$ " x 3"
 $\frac{1}{8}$ " x 6"

1"
 1 $\frac{1}{2}$ "
 2"
 2 $\frac{1}{2}$ "
 3"
 3 $\frac{1}{2}$ "

Rope, S.W., Flexible, Galv.—

1"
 1 $\frac{1}{2}$ "
 2"
 2 $\frac{1}{2}$ "
 3"
 3 $\frac{1}{2}$ "

Wire Line and Strand, Flexible, Galv., for Seizings—

$\frac{1}{16}$ "
 $\frac{1}{8}$ "
 1"
 1 $\frac{1}{2}$ "

| Class F, Group 1. | | Resistances— | |
|---------------------|---------------------------|--------------|----------------|
| Condensers— | 750 ohms, I.R.C., Type DG | 825 | AA |
| 50 mmfd. 750V. | 1,000 " | 1,000 | " 1 W., Carbon |
| 100 " 400V., midget | 1,000 " | 2,000 | " 1 W. " |
| 100 " 400V., silver | 2,000 " | 2,000 | " 1 W. " |
| 200 " 400V. | 2,000 " | 3,200 | " 1 W. " |
| 500 " 400V. | 3,200 " | 10,000 | " 1 W. " |
| 1,000 " 400V. | 10,000 " | 16,000 | " 1 W. Ducon |
| 0.001 mfd. 22 K.V. | 16,000 " | 50,000 | " 1 W. Carbon |
| 0.002 " 750V. | 50,000 " | 50,000 | " 1 W. " |
| 0.01 " 700V. | 63,000 " | 250,000 | " 1 W. " |
| 0.01 " 1200V. | 63,000 " | 300,000 | " 1 W., W.W. |
| 0.01 " 3000V. | 250,000 " | 800,000 | " 1 W., W.W. |
| 0.1 " 700V. | 300,000 " | 1 megohm, | " 1 W. Carbon |
| 0.1 " 750V. | 800,000 " | 1 " | " 1 W. " |
| 0.5 " 600V. | 1 " | 10 " | " 1 W. " |
| 1 " 3000V. | 10 " | | |
| 4 " 600V. | | | |
| 4 " 750V. | | | |
| 4 " 1500V. | | | |

APPENDIX "B."

ON OPENING A LEDGER FOR A NEW SHIP OR ESTABLISHMENT.

Form A.S. 155A.

The ledger for Class B., Group 11, Consumable, contains 411 ledger pages, Serial Numbers 1 to 411 inclusive, as per outfit allowance.

(Sgd.) (Superintending) Naval Store Officer.

Date—

LEDGER PAGES INSERTED SINCE LEDGER WAS OPENED.

| Serial No. | Patt. No., Ref. No. or Description. | Initials of Ledgerkeeper. | Serial No. | Patt. No., Ref. No. or Description. | Initials of Ledgerkeeper. |
|------------|-------------------------------------|---------------------------|------------|-------------------------------------|---------------------------|
| | | | | | |

APPENDIX "C."

ADDITIONAL LEDGER PAGES OR CARDS PROVIDED BY INSPECTING OFFICER.

Form A.S. 155B.

Register of Serial Nos. of A.S. 151, Ledger Sheets/Cards.

| Serial No. | Class and Group or Section and Sub-Section. | Serial No. | Class and Group or Section and Sub-Section. | Serial No. | Class and Group or Section and Sub-Section. |
|------------|---|------------|---|------------|---|
| S. 1 | | S. 9 | | S. 17 | |
| S. 2 | | S. 10 | | S. 18 | |
| S. 3 | | S. 11 | | S. 19 | |
| S. 4 | | S. 12 | | S. 20 | |
| S. 5 | | S. 13 | | S. 21 | |
| S. 6 | | S. 14 | | W. 22 | |
| S. 7 | | S. 15 | | S. 23 | |
| S. 8 | | S. 16 | | S. 24 | |

APPENDIX "D."

WHEN A NEW LEDGER PAGE IS REQUIRED.

Form A.S. 155B.

Register of Serial Nos. of A.S. 151, Ledger Sheets/Cards.

| Serial No. | Class and Group or Section and Sub-Section. | Serial No. | Class and Group or Section and Sub-Section. | Serial No. | Class and Group or Section and Sub-Section. |
|------------|---|------------|---|------------|---|
| S. 1 | B. 11 | S. 9 | D. 3 | S. 17 | |
| S. 2 | D. 3 | S. 10 | B. 11 | S. 18 | |
| S. 3 | A. | S. 11 | F. 2 | S. 19 | |
| S. 4 | F. 1 | S. 12 | B. 11 | S. 20 | |
| S. 5 | F. 3 | S. 13 | B. 11 | S. 21 | |
| S. 6 | B. 11 | S. 14 | | S. 22 | |
| S. 7 | B. 10 | S. 15 | | S. 23 | |
| S. 8 | B. 9 | S. 16 | | S. 24 | |

APPENDIX "E."

WHEN A NEW LEDGER PAGE IS REQUIRED.

Form A.S. 155A.

The ledger for Class B, Group 11, Consumable, contains 411 ledger pages, Serial Nos. 1 to 411, inclusive, as per outfit allowance.

(Sgd.) (Superintending) Naval Store Officer.

Date—

LEDGER PAGES INSERTED SINCE LEDGER WAS OPENED.

| Serial No. | Patt. No., Ref. No., or Description. | Initials of Ledger-keeper. | Serial No. | Patt. No., Ref. No., or Description. | Initials of Ledger-keeper. |
|------------|--|----------------------------|------------|--------------------------------------|----------------------------|
| S. 1 | 64 | A.B. | | | |
| S. 6 | 170 | A.B. | | | |
| S. 10 | Spanners, Tube, Hex | A.D. | | | |
| S. 12 | Taps, Commercial Type, $\frac{3}{8}$ " Whit. Taper | A.B. | | | |
| S. 13 | Taps, Commercial Type, $\frac{1}{4}$ " Whit. Plug | A.B. | | | |

APPENDIX "F."

WHEN A PAGE IS TRANSFERRED TO THE DEAD LEDGER.

Form A.S. 155C.

Register of ledger pages, Class B., Group 11 transferred to Consumable Dead Ledger.

| Serial No. | Forwarded to Navy Office. | Serial No. | Forwarded to Navy Office. | Serial No. | Forwarded to Navy Office. | Serial No. | Forwarded to Navy Office. |
|------------|---------------------------|------------|---------------------------|------------|---------------------------|------------|---------------------------|
| 61 | | | | | | | |
| 75 | | | | | | | |
| S. 6 | | | | | | | |
| 94 | | | | | | | |
| 53 | | | | | | | |
| S. 1 | | | | | | | |

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

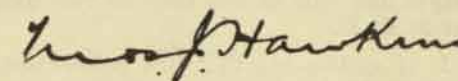
RESTRICTED.(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
27th January, 1948.

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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| 17. | Detonators No. 25, Mark 2 of W.B.G. and E.C. and C Manufacture filed B.R.—Withdrawal from Service. |
| 18. | Examination of Sick Berth Ratings—November, 1947. |
| 19. | Mess Gear. |
| 20. | Travelling Warrants—Port Adelaide/Port Lincoln. |
| 21. | Books and Forms. |

C.860/48.

14.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

Navy Order 2 of 1948 is amended as follows:—

Insert in Table appended to paragraph 5—

| | | |
|----------------------|------------------------|-------------------|
| <i>Ship.</i> | <i>Administration.</i> | <i>Operation.</i> |
| <i>Wyatt Earp</i> .. | F.O.I.C., Sydney .. | Naval Board. |
| | | (472/201/83.) |

15.

HISTORY OF THE ROYAL AUSTRALIAN NAVAL COLLEGE.

Mr. F. B. Eldridge, M.A., Senior Master, Royal Australian Naval College, has written a comprehensive history of the College, illustrated with drawings and photographs, and has arranged for its publication by Georgian House Pty. Ltd., 431 Bourke-street, Melbourne. The book will be produced in quarto size, will contain approximately 450 pages and will be available in two bindings—cloth at £2 2s. and leather at £3 3s.

2. It is anticipated that this publication will be available towards the end of 1948. Advance orders may be made, addressed to Mr. Eldridge, care of the publishers.

(580/201/265.)

16.

H.M.A. GUNMOUNTING STORE—CHANGE OF TITLE.

With reference to A.F.O 3400/47, the Gunmounting Store at Garden Island, Sydney, will in future be known as the Gunnery Equipment Store.

(549/201/306.)

17.

DETONATORS No. 25, MARK 2 of W.B.G. AND E.C. AND C MANUFACTURE FILLED B.R.—WITHDRAWAL FROM SERVICE.

1. Appended for information is an advance copy of A.F.O. 4288/47, which has not yet been circulated on the Australia Station:—

“All detonators No. 25, Mark 2 of W.B.G. and E.C. and C manufacture filled B.R. are to be withdrawn from service. Any detonators of this manufacture and filling on board are to be exchanged at the nearest R.N. Armament Depot at the first convenient opportunity.”

(A.F.O.3369/47.)

(A.F.O. 4033/47 is cancelled).

2. A.F.O. 4033/47 cancelled by this Fleet Order contained an error in the initials of the manufacturer.

(471/201/1845.)

18. EXAMINATION OF SICK BERTH RATINGS—NOVEMBER, 1947.

The results obtained by candidates who passed in the examination for advancement in the Sick Berth Branch, held on 25th November, 1947, are given hereunder:—

| Examination Number. | 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. | | | |
| 1 | Sanderson, J. A. | S.B.P.O. | 32938 | 70 | 76 | 73 | 73 | Passed | Harmas |
| 38 | Cook, F. H. | L.S.B.A. | 22601 | 65 | 69 | 67 | 70 | " | Penguin |
| 4 | Jeppeson, J. C. | S.B.A. | 33392 | 57 | 64 | 60.5 | 68 | " | Moreton |
| 12 | Knight, A. T. | " | 28271 | 57 | 65 | 61 | 67 | " | Cerberus |
| 13 | Lawrence, L. W. | " | 32136 | 53 | 52 | 52.5 | 71 | " | " |
| 15 | Millsom, A. G. | " | 31328 | 48 | 56 | 52 | 63 | " | " |
| 16 | Newman, M. J. | " | 31630 | 59 | 61 | 60 | 67 | " | " |
| 20 | Rogerson, R. J. | " | 27086 | 52 | 60 | 56 | 61 | " | " |
| 41 | Thomson, W. E. | " | 33565 | 60 | 68 | 64 | 63 | " | Russhauter |
| 45 | Clayton, I. M. | " | 32022 | 61 | 61 | 61 | 60 | " | " |
| 46 | Hunter, V. P. | " | 34083 | 60 | 64 | 62 | 64 | " | " |
| 50 | Penberthy, F. W. | " | 33261 | 52 | 64 | 58 | 61 | " | " |
| 51 | Wellings, L. M. | " | 33916 | 60 | 60 | 60 | 63 | " | Penguin |

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

3. The 25th November, 1947, is to be regarded as the basic date for the passing of this examination.

4. 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.)

19.

MESS GEAR.

The question of the re-introduction of items of mess gear which were discontinued or substituted during the war is under constant review, but, owing to the local supply situation and the impossibility of securing requirements from Admiralty due to the difficulties outlined in A.F.O. 126 of 1947, there is no immediate prospect of any substantial improvement in present austerity standards which were adopted as a wartime measure.

2. Items, the supply of which was discontinued during the war, may now be demanded to complete to the pre-war scales set out in B.R.93A, Manual of Victualling, Volume 2, Appendix K, as amended by A.F.O's 5969 of 1944, 1476 of 1946, and 2761 and 2865 of 1947, and will be supplied until exhaustion of existing limited stocks.

3. All items of mess traps for Commanding Officers are especially in short supply and the application of restrictions similar to those set out in C.A.F.O. 288 of 1947 is necessary. Stocks of stemmed glasses and fluted chinaware are practically exhausted and the issue of substitute articles will be necessary in most cases.

(530/207/24.)

20.

TRAVELLING WARRANTS—PORT ADELAIDE/PORT LINCOLN.

It has come under notice that warrants are being issued for single tickets for the journey between Port Adelaide and Port Lincoln.

2. As the cost of two single tickets exceeds that of a return ticket and return tickets are obtainable for this journey, action should be taken, in future, to issue warrants for return tickets where applicable.

3. A suitable notation should be made in Navy Order 369 of 1947.

(632/203/1129.)

21.

BOOKS AND FORMS.

First supplies of the under-mentioned publications have been distributed. Additional copies of B.Rs. (1292(1) and 1754 are being obtained to complete distribution:—

B.Rs. 31, 32 and 32A.—King's Regulations and Admiralty Instructions—Amendments Nos. 3 and 4/1947.
(A.F.O's 2955 and 3657/47.)
(584/203/141.)

B.R.122.—Alphabetical List of Call Signs and Supplement No. 1.
(A.F.O's 2595 and 3035/47.)
(571/202/2041.)

B.R.205/1947.—Drill for 4-inch Q.F., Marks 12, 12* and 22 Guns on S.I. Mounting (Submarines).
(A.F.C. 2430/47.)
(571/202/2918.)

B.R.1291(1) Reprinted 1946.—Duties of a Staff Engineer Officer in the Naval Planning of Amphibious Operations.
(A.F.O. 3391/47.)
(571/202/2292.)

B.R.1314(17).—Shock Effects from Under Water Explosions: Cameron Report. Oscillograph records.
(A.F.O. 3035/47.)
(571/202/2801.)

B.R.1338.—Manual for the Operation of the Gebescope 16 mm. Sound and Silent Film Cinema Projector. Type L.516 (Admiralty Pattern 7600).
(A.F.O. 220/47.)
(571/202/2732.)

B.R.1697(2/46).—Handbook of Torpedo Heads and Pistols and their effect under water—Warheads.
(A.F.O. 2595/47.)
(571/202/2680.)

B.R.1738.—Preliminary Narrative of the War at Sea. Vols. 1-6 and Amendment No. 1 to Vol. 1.
(A.F.O. 3035/47.)
(571/202/2931.)

B.R.1754.—Regulations for the storage and handling of Petrol, Paraffin, Anti-freeze Fluid, Dope and Hydrogen.
(A.F.O. 3033/47.)
(571/202/2929.)

B.R.1775.—Drill for the Simple Tachometric Director.
(A.F.O. 2677/47.)
(571/202/2924.)

Priced Vocabulary of Naval Armament Stores:—

O.U.5365A.—Part I, Errata No. 27.
O.U.5365B.—Part II, Errata No. 42.
O.U.5365E.—Part V, Errata No. 9.

(A.F.O. 2595/47.)
(571/203/2559.)

Journal of Naval Engineering No. 1.
(A.F.O. 1172/47.)
(571/201/4913.)

Government Department Electrical Specification No. 19. 1947. "Cordage and Cords for Telecommunications."
(607/201/1002.)

2. Consequent upon the introduction of the New Pay Code, a revision of Form A.S.536D "Qualification Sheet for the Rating of Able Seaman" is necessary following the new conditions of advancement.

The revised Form A.S.536D is only for use in connection with the advancement of Seamen ratings who entered the R.A.N. after 30th June, 1947, and therefore does not cancel the existing form which will continue in use for Seamen ratings entered before that date,

Supply of the revised form will be issued by the Superintending Naval Store Officer, Sydney, to the Commodore Superintendent of Training, Flinders Naval Depot.

(480/202/4879.)

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

Form "A."—Contract Shipbuilders' Preliminary Application for Permission to Remove a Ship from Their Premises for Purpose of Trials.

(A.F.O. 2596/47.)
(480/201/3835.)

4. 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.228 (Est. May, 1947).—Fire Report.

(A.F.O. 2434/47.)
(480/202/5018.)

RESTRICTED.

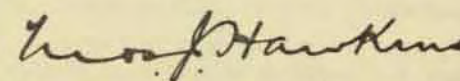
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Order.

Navy Office, Melbourne,
27th January, 1948.

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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| No. | Subject. |
|-----|--|
| 22. | Clothes Rationing—Naval Personnel—Rationing Year, 1948. C.861/48. |

22.

CLOTHES RATIONING—NAVAL PERSONNEL—RATIONING YEAR, 1948.

The following instructions in regard to the application of civilian clothes rationing to Naval Personnel for the rationing year commenced on 1st December, 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. Special "Service" clothes ration coupons are not provided for the 1948 rationing year. Naval personnel will receive the same type and initial number of maintenance coupons as civilians.

Part II—Coupon Entitlement.

3. Personnel (including R.N. and Dominion Navies attached to the R.A.N.) serving on Australia Station on 1st December, 1947, will be issued with a Civilian Clothing Sheet containing 56 coupons.

4. Persons entered between 1st December, 1947, and 31st December, 1948, are not required to surrender clothes ration coupons received prior to entry, and are therefore not entitled to a further issue through the Department of the Navy.

5. Serving personnel of the Royal Australian Navy who return to, and of Royal Navy and Dominion Navies who arrive on the Australia Station during the 1948 rationing year will be entitled to a pro-rata Civilian Sheet on the following scale:—

- 1st December, 1947-31st March, 1948—56 coupons.
- 1st April, 1947-30th June, 1948—42 coupons.
- 1st July, 1948-30th September, 1948—28 coupons.
- 1st October, 1948-31st December, 1948—14 coupons.

Part III—Supplies and Distribution, Records and Returns.

6. Bulk supplies of ration sheets are to be demanded by the Flag Officer-in-Charge, Sydney, the Naval Officers-in-Charge, Brisbane and Fremantle, and the 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 as hitherto. H.M.A. seagoing ships and naval establishments are to demand their estimated requirements of ration sheets from any of those authorities as most convenient. The requirements of tenders are to be issued by the parent ship or establishment concerned.

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

- (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.

8. 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 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.

9. 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).

10. 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.

Part IV—Special Issues.

11. *Bed Linen—Officers entered or personnel promoted to officer rank subsequent to 1st December, 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 four 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 Flag or other Naval Officer-in-Charge of a capital city area except in the case of the Commodore Superintendent of Training, Flinders Naval Depot, Naval Officers-in-Charge, Darwin, and Port Melbourne, who should forward such application direct to the Director of Victualling. Each 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.

12. *Replacement of Personal Clothing Lost or Destroyed.*—To permit of replacement of articles of personal apparel, such as civilian 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.

13. Applications are to include the following information:—

- (i) Name, rank or rating and official number;
- (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.

14. 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.

15. *Loss of Bed Linen.*—The conditions laid down in paragraph 12 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.

16. 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.

17. *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 V—General.

18. *Deceased Naval Personnel—disposal of ration 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 and official number and date of death;
- (c) coupon value of sheet destroyed;
- (d) number of coupons destroyed; and
- (e) ship in which borne at time of death.

19. *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 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.

20. *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. Ship under my command, and will remain the property of the ship.

.....Rank.

Commanding Officer.

Date

21. 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.

22. *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.

23. *Individual approach to Rationing Authorities.*—Except as indicated in paragraphs 16 and 17 above, no member is, under any circumstances, to make direct representations to the Rationing Directorate on any matter relating to Service clothes rationing.

24. *Operation of this Order.*—This Order is to apply as from 1st December, 1947, from which date Navy Order 44 of 1947 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.

(350/201/189.)

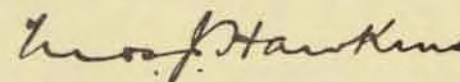
RESTRICTED.(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
3rd February, 1948.

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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23.

**CROSSLEY PATTERN OBTURATORS—NEED FOR CAREFUL
PRESERVATION.**

Obturators, Crossley Pattern, have recently been returned to store with bruised pads. It would appear that the damage is due to a blow when shipping a sub-calibre gun or possibly from the tilting tray.

2. The attention of all concerned is drawn to the need for careful preservation of this type of pad as local repair is not possible.

(612/202/4016.)

24.

**GUN MOUNTINGS 40MM. BOFORS MKS. III, IIIa, IIIp AND VII—
ELEVATION LOCKING GEAR.**

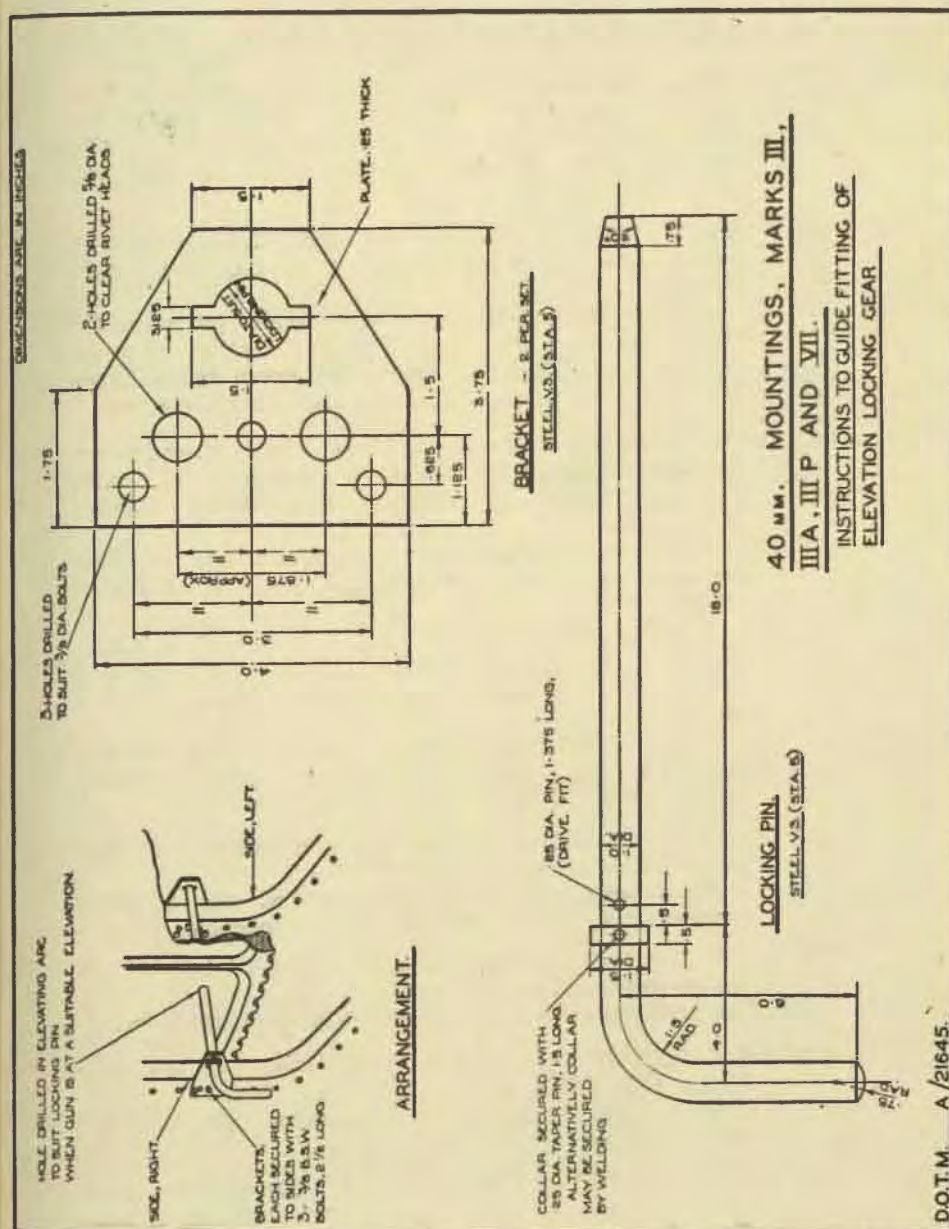
To facilitate the changing of barrels, Bofors guns mounted in Mks. III, IIIa, IIIp and VII mountings are to be fitted with elevation locking gear in accordance with diagram D.O.T.M. A/21645.

2. The locking gear is to be made and fitted by ships' staffs for all mountings in H.M.A. ships.

3. As no hard and fast rule can be laid down for the positioning of the hole through the elevating arc, ships are to position this hole as necessary to enable the gun to be locked at the most convenient elevation for changing barrels.

4. Gun mountings in store are to be similarly fitted with the exception that the hole through the elevating arc is not to be cut.

(490/212/1486.)



25.

MODIFICATION STORES FOR RADIO SETS.

With reference to Navy Order 216 of 1947, the following Admiralty Fleet Orders have been adopted in the R.A.N.:—

- (a) C.A.F.O. 66/47—"Radar Display—Outfits JE/JD/JN (P.P.I., H.P.I., Azicator)—Summary of Modifications".
Ships and establishments fitted with Outfits J.E., J.D., and J.N. are to raise demands on S.N.S.O. Sydney for such store items as are necessary for ships' staffs, assisted where necessary by base staffs, to carry out these modifications.
- (b) C.A.F.O. 135/47—"Radar Type 275—Replacement of Synchronous Motor A.P. W7003/A by D.C. Motor A.P. 57449".
S.N.S.O. Sydney is requested to make provision for Types 275 held in store. The modification is to be carried out in Leichardt Radio Test Room before Types 275 are issued to ships and establishments concerned.
- (c) A.F.O. 487/47—"Wireless, Type 86M—Transmitter-Receiver 7BP—Type 87M—Transmitter 8C with Common Aerial Working—Dummy Aerial Load—Introduction".
Ships and establishments concerned are to raise demands for the stores *vide* paragraph 3 of A.F.O. 487/47.
In view of paragraph 6 of A.F.O. 487/47, S.N.S.O., Sydney is, if necessary, to arrange for local production of dummy aerial loads, *vide* Appendix paragraphs 1, 2 and 3.
Dummy aerial loads made up locally are to be described for accounting purposes as "Like P.N. 65628, dummy load for P.N. 56695, Transmitter-Receiver 7BP".
- (d) A.F.O. 750/47—"Radar, Type 253P—Introduction of New Code Section Unit, Pattern 59277".
Ships and establishments concerned are to raise demands for code selection units as applicable.
- (e) A.F.O. 1057/47—"Radio—Double Pen Undulator Type U.G.8—Introduction".
Instructions regarding supply will be issued later.
- (f) A.F.O. 1140/47—"D/F Outfit FH4 (Switch Coil Model)—Power Unit F.H.B. (Design 2)—Modifications".
Ships and establishments concerned are to raise demands for stores required.
- (g) A.F.O. 1342/47—"Loud Hailing Equipment—Loudspeakers, Patterns W.2041 and W.2041A—Fitting of Blast Traps".
Ships and establishments concerned are to raise demands for stores required.

- (h) A.F.O. 1817/47—"Wireless Transmitters—Types 57CMR/DMR—Modification No. 1 (Summary of Past Modifications)".
Ships concerned are to demand stores as applicable. Attention is drawn to A.F.O. 2663/47 and A.F.O. 3200/47.
- (i) A.F.O. 1818/47—"Wireless—Transmitter-Receiver—Type T.B.S.—Modification No. 1 (Summary of Past Modifications)".
Ships concerned are to demand stores as applicable.
- (j) A.F.O. 2321/47—"Wireless—Transmitter—Types 87M/MS—Modification No. 1 (Summary of Past Modifications)".
Ships and establishments concerned are to demand stores as applicable.
- (k) A.F.O. 2504/47—"Radar—Teacher Outfit (Temporary)—Types 277/P 293/M/P—Panels L37 and L43".
Ships and establishments concerned are to demand stores required.
- (l) A.F.O. 2507/47—"Wireless—Transmitters—Type 60 Series—Modification No. 1 (Summary of Past Modifications)".
Ships concerned are to demand stores as applicable.
- (m) A.F.O. 2663/47—"Wireless—Transmitter—Type 57CMR/DMR—Modification No. 2—Modification to Rectifier and Grid Bias Unit and Intermediate Stage Valveholder".
No stores are required for this modification.
- (n) A.F.O. 2664/47—"Wireless—Transmitter—Type 52 Series—Modification No. 1 (Summary of Past Modifications)".
Ships and establishments concerned are to demand stores as applicable.
- (o) A.F.O. 2665/47—"Wireless—Transmitter-Receiver—Type 86M/MS—Modification No. 1 (Summary of Past Modifications)".
Ships and establishments concerned are to demand stores as applicable.
- (p) A.F.O. 2754/47—"Wireless Transmitters—Type 60 Series—Modification No. 2—Type 60EQR—Pattern 57255—Motor Generator—Replacement—Resistance Diverter for Pattern 147 Motor Generator—Introduction and Fitting".
Ships and establishments concerned are to demand stores required.
- (q) A.F.O. 2935/47—"Wireless—Transmitter—Type 59—Modification No. 1 (Summary of Past Modifications)".
Ships and establishments concerned are to demand stores as applicable.

(r) A.F.O. 3018/47—"Wireless—Transmitter—Type 89M—Modification No. 1 (Summary of Past Modifications)".

Ships and establishments concerned are to demand stores as applicable.

(s) A.F.O. 3201/47—"Signals—Wireless—Transmitters—Types 87M/MS—Modification No. 2—Fitting of Valve Retainers—Replacement of Flexible Couplings".

Ships and establishments concerned are to demand stores required.

2. In future it is intended to issue a separate Navy Order for each A.F.O. adopted in the R.A.N.

3. Ships and establishments are to report completion of modifications *vide* paragraphs 1 and 2 when rendering radar and wireless equipment reports (C.B. 3090 Section D and R.A.N. Supplement thereto, and C.N.O. 256/47).

(2037/8/414.)

26.

VERIFICATION OF PARTICULARS OF MARRIAGES OF MEMBERS OF THE FORCES.

In connection with applications for payment of marriage allowance in accordance with the provisions of the Post War Pay Code, the onus of proof of marriage will be upon the member by production of the marriage certificate.

2. In cases where it is impossible for the original document to be produced, and verification is undertaken by the Department on behalf of the member, the cost thereof will be charged against the member's ledger account.

3. Navy Order 233 of 1940 is cancelled accordingly.

(407/214/10228.)

27.

MESS UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS' AND SEAMEN'S MESSSES—REPLACEMENT ALLOWANCES FOR 1947-1948.

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, 1948, are as follows:—

(a) Chief Petty Officers and Petty Officers 9s. 0d. 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 1947-1948, 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.

(530/202/518.)

28.

PLAIN CLOTHES—WEARING BY RATINGS ON LEAVE.

Plain clothes may be worn within the limits of the Australia Station by all ratings, except those under training, while on leave over 24 hours. "Ratings under training" include those undergoing disciplinary and technical training on first entry into the Service and those who are undergoing initial technical training for transfer to another branch.

2. This privilege may be applied abroad at such British ports and under the same conditions as are approved by the Commander-in-Chief of the Station, but not in foreign countries.

3. Chief Petty Officers and Petty Officers may wear plain clothes when proceeding from, or returning to shore establishments. This privilege is subject to withdrawal from individuals at the discretion of the Commanding Officer for misconduct, or if the standard of appearance is unsatisfactory.

4. Plain clothes are not to be worn by any ratings when going on board or leaving H.M.A. ships or when proceeding in Service boats.

Note.—Chief Petty Officers and Petty Officers serving in Shore Naval W/T Stations may be permitted to travel in Service road transport in plain clothes from the W/T Station to the nearest public transport. Other ratings mentioned in paragraph 1 above and who occupy official married quarters at Naval Shore W/T Stations may be granted the same privilege.

5. No additional accommodation for the stowage of plain clothes will be provided and no compensation will be allowed for loss or damage.

6. Ratings availing themselves of the privilege of wearing plain clothes must wear no visible items of uniform clothing.

7. Hats are to be worn and the customary Service marks of respect must be carefully adhered to.

8. Navy Order 159 of 1937 is cancelled.

(584/206/153.)

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

29.

ISSUES OF HARD SOAP.

Hard soap loses weight after a period in store due to loss of volatile matter, and discrepancies are being reported from H.M.A. ships due to issue from Ship's Naval Store on the basis of weight determined at time of issue.

2. As hard soap is issued from Naval Store Depots in 50 lb. boxes each containing 100 No. $\frac{1}{2}$ lb. bars, and is taken on charge in Naval store accounts at that weight, H.M.A. ships and Naval establishments should account for issues on the assumption that each bar still weighs $\frac{1}{2}$ lb.

(612/207/4946.)

30.

FORM A.M. 165Z—VOUCHERS FOR DEMAND OR SUPPLY OF MEDICAL AND DENTAL STORES.

Frequent instances have occurred where the closing of blank spaces in demand or supply notes for medical or dental stores is not being observed.

2. Attention is therefore drawn to the necessity for careful observance of this requirement to conform to paragraph 2 of the instructions for use, printed on the inside cover of pads of Forms A.M. 165Z. A diagonal line is invariably to be placed through all blank lines of each copy of each demand and supply voucher.

(480/201/3846.)

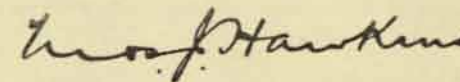
RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne.

10th February, 1948.

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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C.1300/48.

31.

FIRE CONTROL EQUIPMENT—TRANSFER FROM CHARGE OF SUPERINTENDING NAVAL STORE OFFICER TO GUNNERY EQUIPMENT DEPOT—A.F.O's 4881/46, 7259/46, 1579/47 AND 2705/47.

With reference to Navy Order 125 of 1947, stocks of fire control gear as detailed in the above-quoted A.F.O's are now being transferred from the charge of the Superintending Naval Store Officer to that of the Engineer Manager, Gunnery Equipment Store, Garden Island, Sydney, to whom all future demands for these stores are to be forwarded.

2. In ships in commission, any of the relevant items carried on board which are on the charge of the Supply Officer are to be transferred by means of Forms A.S.549 to that of the Gunner who should enter them in his List of Portable Fittings, and report the additions to the Engineer Manager. Forms D.526 (S.197) for correction of the List of Portable Fittings should be prepared in the normal manner.

(490/214/510.)

32.

RATES OF TREATMENT IN PRIVATE HOSPITALS WITH APPROVED ACCOMMODATION FOR NAVAL OFFICERS—MELBOURNE.

With reference to Navy Order 392 of 1947, regarding the arrangements made for the treatment of Naval officers in a private hospital in Melbourne, approval has been given for the fees to be increased as from 1st August, 1947, to the following:—

| Name and Address of Hospital. | Rates of Treatment. | Class of Case Taken. |
|--|---|-----------------------|
| Heidelberg House Hospital, Heidelberg (Phone J.L. 1281). | Three-bed wards and over—136s. 6d. per week. Two-bed wards—189s. per week. Single-bed rooms—252s. per week. | Medical and Surgical. |

2. The rates of treatment indicated above are subject to deduction of Commonwealth Government Allowance of 42s. per week.

3. Navy Order 392 of 1947 should be amended accordingly.

(527/211/2148.)

33.

R.A.N. ESTABLISHMENTS OF NAVAL STORES.

With reference to Navy Order 625 of 1944, the under-mentioned Establishment Lists of Naval Stores for Australian radio equipments have been allocated the identification numbers indicated:—

| Establishment List. | Identification No. |
|--|--------------------|
| Establishment of Base Spares for Types A.286Q and A.272 Radar Equipments | R.L.E.1 |
| Establishment of Naval Stores for— | |
| Type A.286P/Q Set | R.L.E.2 |
| Type A.79 Set | R.L.E.3 |
| Type A.272 Set | R.L.E.4 |
| Type A.276 Set | R.L.E.5 |
| Aerial Outfit B.A.P. | R.L.E.6 |
| Aerial Outfit B.A.M. | R.L.E.7 |
| Aerial Outfit C.P.T. | R.L.E.8 |
| Aerial Outfit Y.F.P. | R.L.E.9 |
| Aerial Outfit ST/M | R.L.E.10 |
| Power Supplies A.3, A.4 and A.5 | R.L.E.11 |
| Power Supplies A.6 and A.7 | R.L.E.12 |
| Establishment of Test Equipment for Radar Bases | R.L.E.13 |
| Establishment of Naval Stores for— | |
| Type 253 Set | R.L.E.14 |
| A.W.A. Portable Elec. Megaphone Outfit | R.L.E.15 |
| R/T Set, R.C.8 | R.L.E.16 |
| W/T Set, S.C.R.522 | R.L.E.17 |
| A.W.A. Marine Installation Type 18J.5198 | R.L.E.18 |
| R/T Set, A.T.5/A.R.8 | R.L.E.19 |
| D/F Equipment, Type C.143A | R.L.E.20 |
| A.W.A. Teleradio Set, Type 3B, 3BZ | R.L.E.21 |
| W/T Installation Type F.S.6 (2J.5870) | R.L.E.22 |

2. Arrangement should be made for all distributed copies of the various Establishment Lists to be endorsed with the relevant R.L.E. No. referred to above.

(612/226/1225.)

34.

NOISE LIMITERS FOR RECEIVERS B.28.

Stocks of Noise Limiters, Pattern 56703, introduced by A.F.O. 6064 of 1944 for Receivers B.28 Pattern W2835A, are now available.

2. All H.M.A. ships and establishments fitted with Receivers B.28, Pattern W.2835A, requiring modification in accordance with A.F.O. 6064 of 1944, should demand requirements of Pattern 56703 Noise Limiters from the Superintending Naval Store Officer, Sydney, quoting this Order as authority.

(612/246/3538.)

35.

BOOKS AND FORMS.

The under-mentioned forms have been revised. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stock of the existing form is exhausted:—

- A.S.83, Part II.—Clothing Account. (480/202/4974.)
 A.S.116A.—Muster Book of Mess Utensils. (480/202/4861.)
 A.S.222.—Application for Discharge. (480/202/4959.)
 A.S.248.—Leave Passes. (480/202/4804.)

2. 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 obsolete:—

- A.O.5Z.—Ammunition Stock Report. (480/201/3793.)

3. The conditions of advancement under the New Pay Code require the introduction of the under-mentioned forms for use in the R.A.N.:—

- A.S.536 (E).—Qualification Sheet for the Rating of Stoker Mechanic.
 A.S.536 (S).—Qualification Sheet for the Rating of Writer, Stores Assistant, Cook and Steward.

First supply of these forms will be effected by the Superintending Naval Store Officer, Sydney, to the Commodore Superintendent of Training, Flinders Naval Depot.

(480/202/5049.)

4. 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 the Central Machinery Spares Depot, Sydney and other centres, by the Superintending Naval Store Officer, Sydney:—

- A.D.609.—Warning Label for Inhibited I.C. Engines. (A.F.O. 1753/47.)
 (480/201/3784.)

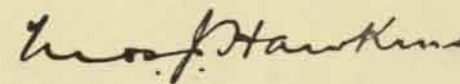
By Authority: J. J. GOURLEY, Government Printer, Melbourne.

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

Navy Office, Melbourne,
 17th February, 1948.

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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36.

**EXAMINATION FOR LIEUTENANT-COMMANDER (S)—ABOLITION
FOR CERTAIN SUPPLY OFFICERS.**

With reference to A.F.O. 4420/47, owing to the shortage of (S) Officers in the Royal Australian Navy, it will not be possible for a considerable time to come to spare any to proceed to the United Kingdom for the purpose of undergoing the Supply and Secretariat Advanced Course. Consequently, Lieutenants (S) and Acting Lieutenant-Commanders (S), irrespective of seniority, will be required until further notice to pass the present professional examination (King's Regulations and Admiralty Instructions, Article 299) before being promoted to or confirmed in the rank of Lieutenant-Commander (S), R.A.N.

(465/206/276.)

37.

V/S AND W/T INSTRUCTORS.

Courses.—The first courses for V/S Instructor and W/T Instructor will commence in H.M.A. Signal School in April, 1948. Forms 1303A in respect of recommended volunteers should be forwarded so as to reach the Commodore Superintendent of Training and the Manning Department by the 15th March, 1948.

2. Attention of Commanding Officers is called to Navy Order 321 of 1947, paragraphs 58 to 60, giving the conditions governing the grant of the Instructor Rate, and to paragraphs 72 and 76 outlining the duties of V/S and W/T Instructors. Particular attention is also called to paragraph 50 of the above-mentioned Navy Order in which it is stated that a recommendation for a course should not be given unless the Commanding Officer is satisfied that the applicant has a reasonable chance of passing. It should be noted that Instructional Technique is included in the qualifying course and that, therefore, ratings who show no aptitude for instructional work should not be recommended.

3. *Instructor's Allowance.*—Instructor's Allowance of 1s. per diem will be payable to all ratings holding the rate of V/S Instructor or W/T Instructor.

4. *Complements.*—Allowed Fleet numbers of V/S and W/T Instructors are still under consideration and further information will be promulgated in due course.

5. *Interim measure for Payment of Instructor's Allowance to V/S and W/T Ratings.*—(a) Until the allowed numbers of V/S and W/T Instructors have been qualified, the Instructor's Allowance may be paid to Acting Instructors up to numbers required to meet minimum requirements.

(b) From those ratings recommended for Instructors Courses in accordance with paragraph 1 of this order, the following will be selected:—

(i) Ratings who will be given a Provisional Examination (without a course) for the rating of Acting V/S Instructor or Acting W/T Instructor.

(ii) Ratings to be appropriated to F.N.D. for the first course.

(c) Acting Instructors will retain their rating until either—

(i) Confirmed after undergoing the V/S or W/T Instructor's Course.

(ii) They fail to pass on completion of the course.
or

(iii) Displaced on the establishment by a confirmed rating.

(d) The names of men who pass the provisional examination under (b) (i) are to be reported to Naval Board by C.S.T., when authority for payment of the allowance up to the numbers required to meet immediate requirements will be given.

(348/204/44.)

38.

TRAINING OF RADAR CONTROL RATINGS FIRST CLASS.

Radar Control ratings first class will in future be trained at H.M.A. Gunnery School and H.M.A.S. *Watson*, and the first course will commence early in 1948.

2. It is realized that certain items of modern equipment required for training R.C.I's are not yet fitted in the schools concerned and, until such time as this equipment is available for instruction, the course is to be extended by two weeks to enable practical instruction to be given in ships of H.M.A. Squadron and in the radar training ship.

(614/216/65.)

39.

EXAMINATIONS OF ENGINE ROOM RATINGS—SEPTEMBER, 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> | | | | |
| 23304 | Begg, L. G. | E.R.A. 2 | Cerberus | Superior |
| 22903 | Freckleton, F. B. | E.R.A. 2 | Cerberus | Satisfactory |
| 34804 | Tyrell, R. H. | E.R.A. 3 | Cerberus | Superior |
| <i>E.R.A.A/4th Class for Confirmation and Mechanician 2nd Class for Mechanician 1st Class.</i> | | | | |
| 27384 | Armstrong, R. F. | E.R.A.A/4th | Hobart | Satisfactory |
| 28737 | Blackman, W. J. | E.R.A.A/4th | Quickmatch | Satisfactory |
| 30015 | Bothamley, F. C. | E.R.A.A/4th | Shropshire | Superior |
| 30927 | Brown, J. W. | E.R.A.A/4th | Australia | Superior |
| 31801 | Butterworth, K. W. | E.R.A.A/4th | Australia | Superior |
| 30911 | Burton, R. C. | E.R.A.A/4th | Australia | Satisfactory |
| 30014 | Bloxham, F. O. | E.R.A.A/4th | Australia | Satisfactory |
| 32460 | Brown, P. A. | E.R.A.A/4th (M) | H.D.M.L. 1323 | Satisfactory |
| 27798 | Cottrill, R. J. | E.R.A.A/4th | Lonsdale | Satisfactory |
| 31364 | Blackland, I. E. | E.R.A.A/4th | Hobart | Satisfactory |
| 31805 | Clark, R. D. | E.R.A.A/4th | Hobart | Satisfactory |
| 32491 | Cranny, J. J. | E.R.A.A/4th (M) | H.D.M.L. 1328 | Superior |
| 31365 | Campbell, J. N. | E.R.A.A/4th | Australia | Superior |
| 31804 | Cameron, A. J. | E.R.A.A/4th | Australia | Satisfactory |
| 31366 | Chapman, N. R. | E.R.A.A/4th (M) | Manoora | Superior |
| PM/7661 | Chambers, R. W. | E.R.A.A/4th | Bataaan | Superior |
| 29103 | Day, J. G. | E.R.A.A/4th | Quiberon | Satisfactory |
| 30981 | Dixon, B. M. | E.R.A.A/4th | Australia | Superior |
| 30456 | English, J. C. | E.R.A.A/4th | Hobart | Satisfactory |
| 31418 | Edmunds, H. G. | E.R.A.A/4th | L.S.T. 3017 | Superior |
| 28203 | Euston, N. C. | E.R.A.A/4th | L.S.T. 3008 | Satisfactory |
| 31273 | Foot, R. M. | E.R.A.A/4th | Hobart | Superior |
| 28542 | Fry, L. B. | E.R.A.A/4th | Hobart | Satisfactory |
| 28544 | Fitzgerald, L. C. | E.R.A.A/4th | Lachlan | Satisfactory |
| 28813 | Grubnau, R. | E.R.A.A/4th | Hobart | Satisfactory |
| 31466 | George, J. | E.R.A.A/4th | Swan | Satisfactory |
| 28230 | Gribbin, C. P. | E.R.A.A/4th | Quickmatch | Satisfactory |
| 30498 | Granter, J. F. | E.R.A.A/4th | L.S.T. 3008 | Satisfactory |
| 32333 | Grieve, C. J. | E.R.A.A/4th | Melville | Satisfactory |
| 31487 | Hart, G. E. | E.R.A.A/4th | Hobart | Satisfactory |
| 32091 | Hergt, H. G. | E.R.A.A/4th (M) | Kanimbla | Satisfactory |
| 27905 | Johnson, M. S. | E.R.A.A/4th | Murchison | Satisfactory |
| 31528 | Kyloh, J. H. | E.R.A.A/4th | Warramunga | Satisfactory |
| 30567 | Laragy, J. F. | E.R.A.A/4th | Hobart | Satisfactory |
| 28856 | Lockington, J. R. | E.R.A.A/4th | L.S.T. 3008 | Satisfactory |
| 28289 | Lukins, K. W. | E.R.A.A/4th | L.S.T. 3035 | Satisfactory |
| 27581 | Morgans, C. S. | E.R.A.A/4th | Shropshire | Superior |
| 31620 | McDonald, A. E. | E.R.A.A/4th (M) | Kanimbla | Satisfactory |
| 32184 | Murdoch, F. D. | E.R.A.A/4th (M) | H.D.M.L. 1328 | Satisfactory |
| 28646 | Marshall, F. W. | E.R.A.A/4th | L.S.T. 3014 | Satisfactory |
| 30571 | Muir, K. M. | E.R.A.A/4th | L.S.T. 3501 | Satisfactory |
| 31142 | Newman, F. H. | E.R.A.A/4th (M) | Manoora | Satisfactory |
| 31644 | Paris, J. L. | E.R.A.A/4th | Shropshire | Satisfactory |
| 30234 | Payne, W. L. | E.R.A.A/4th | L.S.T. 3008 | Satisfactory |

| O.N. | Name. | Present Rating. | Application Received from. | Result. |
|--|--------------------|------------------------|----------------------------|--------------|
| <i>E.R.A.A/4th Class for Confirmation and Mechanician 2nd Class for Mechanician 1st Class—continued.</i> | | | | |
| 27760 | Price, F. E. J. | E.R.A.A/4th | Australia | Satisfactory |
| 28022 | Rowley, N. R. | E.R.A.A/4th | L.S.T. 3014 | Superior |
| 31669 | Rollings, J. J. | E.R.A.A/4th | Condamine | Satisfactory |
| 30792 | Roberts, R. V. | E.R.A.A/4th | Penguin | Satisfactory |
| PM/8215 | Ray, E. | E.R.A.A/4th | Deloraine | Satisfactory |
| 28042 | Renehan, A. T. | E.R.A.A/4th | Barcoo | Satisfactory |
| 31795 | Steege, G. F. | E.R.A.A/4th | Australia | Satisfactory |
| 20449 | Stacey, E. | Mechanician, 2nd Class | Australia | Superior |
| PM/7964 | Stewart, P. M. | E.R.A.A/4th | Kuttabul | Satisfactory |
| 28390 | Seal, G. P. | E.R.A.A/4th (M) | Woomera | Satisfactory |
| 31221 | Simpson, J. S. | E.R.A.A/4th | Platypus | Satisfactory |
| 28071 | Stevenson, W. | E.R.A.A/4th | Australia | Satisfactory |
| 33339 | Toone, J. T. | E.R.A.A/4th | Shoalhaven | Satisfactory |
| 33320 | Thompson, J. D. | E.R.A.A/4th | Barcoo | Satisfactory |
| 28973 | Turnour, J. F. | E.R.A.A/4th | Murchison | Superior |
| PM/9596 | Vandersluys, T. C. | E.R.A.A/4th | Lithgow | Satisfactory |
| 28983 | Waddell, D. J. | E.R.A.A/4th | Shropshire | Satisfactory |
| 28086 | Wilton, G. A. | E.R.A.A/4th | Hobart | Satisfactory |
| 34612 | Waterworth, G. | E.R.A.A/4th | Torrens | Satisfactory |
| 20447 | Ward, G. S. | Mechanician, 2nd Class | Australia | Superior |
| 31757 | Williams, S. | E.R.A.A/4th | Australia | Satisfactory |
| 28712 | Weaver, R. T. | E.R.A.A/4th | L.S.T. 3501 | Superior |
| 30322 | Woods, A. N. | E.R.A.A/4th | L.S.T. 3017 | Superior |
| 28085 | Williams, F. V. | E.R.A.A/4th (M) | Reserve | Superior |
| <i>Petty Officer Stoker Mechanic for Chief Petty Officer Stoker Mechanic.</i> | | | | |
| 23004 | Auld, C. H. | P.O.S.M. | Culgoa | Satisfactory |
| 21531 | Birchall, J. E. | P.O.S.M. | Lachlan | Satisfactory |
| 22052 | Dean, A. M. | P.O.S.M. | L.S.T. 3035 | Satisfactory |
| 23073 | Mackie, E. K. | P.O.S.M. | Cerberus | Satisfactory |
| 23642 | Sheedy, T. | P.O.S.M. | L.S.T. 3035 | Satisfactory |
| 23059 | Scott, H. D. | P.O.S.M. | Quickmatch | Satisfactory |
| 21134 | Train, H. | P.O.S.M. | Cerberus | Superior |

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 examination.

A statement for the reason 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.

(465/207/1317.)

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

40.

85-FT. M.S.Ls. AND 75-FT. G.P.Vs.—PROPELLER SHAFTING—
REPAIRS.

Consideration is being given to the supply of bronze propeller shafting for the above-mentioned vessels, but considerable delay is expected before material is available for the 75-ft. G.P.Vs.

2. Until bronze shafts can be obtained, the following procedure is to be adopted when vessels are docked:—

- (a) If corrosion is not more than $\frac{1}{4}$ -in. deep, repairs are to be effected by welding in accordance with Navy Order 268 of 1945.
- (b) If corrosion is more than $\frac{1}{4}$ -in. deep, full particulars are to be forwarded to Naval Board for decision as to the action to be taken.
- (c) Both new and repaired shafts are to be undercut to a depth of 0.05-in. over a length extending 3-in. inside the stern tube and 1-in. along the propeller taper. The ends of the recessed portion are to be finished at shoulders, undercut to form dove-tails.
- (d) This area is to be roughened by cutting a thread of 1/16-in. pitch and 0.025-in. depth with a round nosed tool 0.045-in. wide to form a key for sprayed metal. The tops of the threads are to be flattened with a knurling tool to a width approximately equal to that of the grooves.
- (e) Monel metal is then to be sprayed over the prepared surface to 0.048-in. above the finished shaft diameter.
- (f) The sprayed section is then to be ground to shaft diameter.

3. A notation should be made on Form A.D.488 (Propeller and Underwater Fittings) when this work is done, and subsequent reports should include special remarks on the condition of the monel metal surface.

4. It is expected that shafts thus treated will remain serviceable for long periods.

(656/201/432.)

41.

SEXTANTS FOR N.D. OFFICERS.

The provisions of A.F.O. 108/47 have been adopted in the Royal Australian Navy.

2. Officers specializing in N.D. will draw their sextants through the Supply Officer, H.M.S. *Dryad*, in a similar manner to R.N. Officers.

(670/201/1250.)

42.

R.A.N. CENTRAL CANTEEN FUND.

The following summary of receipts and payments of the R.A.N. Central Canteen Fund during the period 17th April, 1946, to 30th June, 1947, is promulgated for general information, with reference to Navy Order 79 of 1946:—

Receipts—

| | | | | |
|---|---------|----|----|--------------|
| Proportion of Australian Army Canteen Service Rebates .. | £33,395 | 8 | 11 | |
| Less Distributions to Ships' Funds | 10,487 | 8 | 1 | |
| | | | | £22,908 0 10 |
| Profits on sales of bottled beer and canteen stores in V.S.I ships, &c. | 6,591 | 8 | 11 | |
| Levy on rentals of Canteen Tenants | 1,339 | 16 | 1 | |
| Interest on Commonwealth Treasury Bonds | 533 | 7 | 1 | |
| Interest on current account Commonwealth Savings Bank | 100 | 18 | 2 | |
| Balances of bank accounts of canteens in H.M.A. Ships paid off | 23 | 5 | 3 | |
| | | | | £31,496 16 4 |

Expenditure—

| | | | | |
|--|---------|----|----|--------------|
| Purchase of Commonwealth Treasury Bonds .. | £20,000 | 0 | 0 | |
| Contributions to R.A.N. Children's Education Fund | 1,175 | 0 | 0 | |
| Purchase of canteen equipment for H.M.A.S. <i>Tarangau</i> | 1,217 | 1 | 6 | |
| Payment of outstanding accounts of canteens in H.M.A. Ships paid off | 284 | 10 | 2 | |
| Purchase and renovation of billiard tables H.M.A.S. <i>Harman</i> | 183 | 9 | 6 | |
| Freight on films | 178 | 14 | 11 | |
| Illumination of Tennis Court—Belconnen W/T Station | 54 | 10 | 11 | |
| Purchase of canteen orders for returning P.O.W's | 52 | 0 | 0 | |
| Petty Cash Expenditure | 0 | 2 | 8 | |
| Petty Cash in Hand, 30th June, 1947 | 0 | 7 | 4 | |
| Balance at Bank, 30th June, 1947 | 8,350 | 19 | 4 | |
| | | | | £31,496 16 4 |

Assets at 30th June, 1947, were £28,351 6s. 8d., made up as follows:—

| | | | | |
|---|---------|----|---|-------------|
| Commonwealth Treasury Bonds | £20,000 | 0 | 0 | |
| Balance of account at Commonwealth Savings Bank | 8,350 | 19 | 4 | |
| Cash in hand | | | | 7 4 |
| | | | | £28,351 6 8 |

2. The accounts of the fund have been audited by the firm of Spencer, Martin and Goode, Melbourne, who have certified the correctness of the above statement. One of the principals of the firm is Lt. Cdr. (S) C. T. Goode, R.A.N.R., F.C.A. (Aust.).

3. As portion of the Navy contribution to the Services' Canteens Trust Fund, Commonwealth Treasury Bonds to the value of £20,000,

with accrued interest, were transferred in September, 1947, to the Trustees of that fund in accordance with Government direction.

4. The following information is furnished regarding detailed items of receipts and payments contained in the above statement:—

- (a) Balances of bank accounts of canteens in H.M.A. ships paid off: In the absence of advice from the respective Canteen Committees of their wishes regarding the disposal of remaining bank balances, the Naval Board approved of small balances held by various banks in the accounts of H.M.A. ships which had paid off, and the respective ships' companies dispersed, being transferred to the R.A.N. Central Canteen Fund.
- (b) Payment of outstanding accounts of canteens in H.M.A. ships paid off: Accounts were received at Navy Office for goods supplied to and services performed for canteens in H.M.A. ships which had already paid off. These amounts were individually small except in one case where an amount of approximately £200 was lost whilst being transferred from a small H.M.A. ship to an Admiralty V.S.I. ship at sea in payment for goods received from N.A.A.F.I. Liability for payment of these accounts was accepted by the Committee of the R.A.N. Central Canteen Fund.
- (c) Purchase of Canteen Equipment, H.M.A.S. *Tarangau*: In order to improve conditions of service in H.M.A.S. *Tarangau*, the Central Canteen Fund has undertaken, with Naval Board approval, the provision of a refrigerated soda water machine, billiard tables, and necessary equipment and materials for bootmaking, tailoring and hairdressing. Materials of a consumable nature provided in this manner are issued on a repayment basis.
- (d) Freight on films: To ensure a uniform cost for recreational films in all H.M.A. ships and establishments the cost of freight, including air freight where necessary, has been borne by the R.A.N. Central Canteen Fund.
- (e) Contributions to the R.A.N. Children's Education Fund: Responsibility for this fund has been transferred, as from 1st January, 1948, to the Services' Canteens Trust Fund referred to in paragraph 3 above. Details of this latter fund were promulgated in Navy Order 383 of 1946. (427/201/1036.)

43.

SUPPLY OF 16 MM. RECREATIONAL FILM PROGRAMMES.

Navy Order 329 of 1947 is to be amended by the addition of paragraph 11 as follows:—

"As a precaution against loss when transporting any film across water or when embarking and disembarking it from boats, use is to be made of a buoy and buoy rope."

(560/203/145.)

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

*24/2/48
indexed.*

RESTRICTED.(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
24th February, 1948.

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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| 47. | Hospital Accommodation for Naval Personnel in Public Hospitals in Victoria. |
| 48. | Contracts for Ratings' Made-to-Measure Uniforms. |

C.1856/48.

44.

UNIFORM—FLYING BADGES.

The following are the regulations for the award and subsequent wearing of Flying Badges or "Wings".

2. *Officers and Ratings*—

(a) *Pilots*.—On successful completion of the applied section of the Royal Australian Air Force or Royal Air Force standard syllabus for pilot training, officers and ratings will be awarded the Naval Pilots Flying Badge. In addition, the Naval Pilots Flying Badge is to be worn by all officers on the active or retired lists who have at any time qualified as pilots in the Royal Navy, any Dominion Navy, the Royal Naval Air Service, the Royal Air Force, the Royal Australian Air Force, any Dominion Air Force, or other Dominion Force which trains pilots and awards wings.

(b) *Observers*.—The Naval Observers Flying Badge is to be worn by all officers and ratings who have qualified as observers in the Royal Navy. It is also to be worn by all officers on the active or retired lists who have at any time qualified as observers in the Royal Navy, any Dominion Navy, the Royal Naval Air Service, the Royal Air Force, the Royal Australian Air Force, any Dominion Air Force, or other Dominion Force which trains pilots and awards wings.

3. Observer Officers who qualify as pilots will wear the pilot badge and cease to wear the observer's badge.

4. Doubtful cases of eligibility are to be referred to the Naval Board.

5. Regulations for the wearing of the badges are shown in Appendix to the Navy List (R.N.), Uniform Regulations, Naval Uniforms (Officers) Section 43 and (Ratings) Section V.

(416/201/1208.)

45.

AMMUNITION—PYROTECHNICS—ROCKET DISPLAYS—
PRECAUTIONS.

A serious accident recently occurred in one of H.M.A. ships during a rocket display when the precautionary instructions laid down in A.F.O. 6866/45 were not adhered to strictly.

2. Attention is drawn to the provisions of A.F.O. 6866/45, a copy of which is to be inserted in all copies of B.R. 932 (45) Restricted "Handbook of Ammunition," Chapter XIX., page 100.

(471/208/2009.)

46.

HOSPITAL ACCOMMODATION FOR NAVAL PATIENTS (APART FROM PRIVATE HOSPITALS).

With reference to Navy Order 165 of 1939 regarding the treatment of Naval personnel in approved hospitals (apart from private hospitals), the charges for the treatment of Naval patients in the South Australian hospitals shown hereunder have been increased as from the dates shown:—

Name of Hospital.

Royal Adelaide Hospital.
Port Lincoln Hospital.
Port Augusta Hospital.
Port Pirie Hospital.
Mount Gambier Hospital.
Wallaroo Hospital.
Infectious Diseases Hospital, Northfield.

New Rates.

Public Beds: 12s. 6d. per day from 1st January, 1948.
Private Beds: 17s. 6d. per day from 1st December, 1947.

2. Navy Order 165 of 1939 is to be amended accordingly.

(527/201/1167.)

47.

HOSPITAL ACCOMMODATION FOR NAVAL PERSONNEL IN PUBLIC HOSPITALS IN VICTORIA.

With reference to Navy Order 20 of 1947, the Charities Board of Victoria have advised that, in view of the increased costs which will be occasioned by the introduction of the 40-hour week, they have reviewed the financial position as affecting the *Intermediate* and *Private* sections of registered hospitals.

2. As from 1st January, 1948, approval has been given to increase in-patient fee charges as shown hereunder:—

(1) *Intermediate Patients' Fees* (four-bed units and larger)—by the rate of 10s. 6d. per week, provided that the rates will not then exceed—

| | | |
|-------------------|----|-----------------------|
| Medical patients | .. | £5 5s. 0d. per week. |
| Surgical patients | .. | £5 15s. 6d. per week. |

(2) *Semi-Private Patients' Fees* (two-bed units)—by the rate of £1 1s. per week, provided that the rates will not then exceed—

| | | |
|-------------------|----|-----------------------|
| Medical patients | .. | £7 7s. 0d. per week. |
| Surgical patients | .. | £7 17s. 6d. per week. |

(3) *Private Patients' Fees* (single rooms)—by the rate of £1 11s. 6d. per week, provided that the rates will not then exceed £9 19s. 6d. per week.

3. Paragraph 3 of Navy Order 20 of 1947 should be amended accordingly.

(527/201/1166.)

48.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS.

The current contracts with Messrs. Esquire Pty. Ltd., 230 Elizabeth-street, Sydney, and the National Clothing Company (1939) Ltd., 40 King-street, Perth, have been extended for the period ending 30th June, 1948, but with revised prices as shown hereunder:—

| Item. | Sydney. | Perth. |
|--|---------|---------|
| | £ s. d. | £ s. d. |
| Jackets, Diagonal Serge, Double Breasted, for— | | |
| (a) C.P.O's with Gilt Buttons | 3 10 5 | 4 17 6 |
| (b) P.O's with Gilt Buttons | 3 9 1 | 4 16 0 |
| (c) Other Ratings with Black Horn Buttons | 3 8 1 | 4 15 0 |
| Trousers, Diagonal Serge with Fly | 1 9 11 | 1 18 0 |
| Jackets, Seamen's Serge, Single Breasted, for— | | |
| (a) C.P.O's with Gilt Buttons | 3 5 9 | 4 8 0 |
| (b) P.O's with Gilt Buttons | 3 4 5 | 4 7 0 |
| (c) Other Ratings with Black Horn Buttons | 3 3 5 | 4 6 6 |
| Trousers, Seamen's, Serge, with Fly | 1 8 3 | 1 17 0 |
| Jumpers, Seamen's, serge | 1 11 3 | 2 0 0 |
| Trousers, Seamen's, Serge, with Fall | 1 10 9 | 1 16 0 |
| Overcoats, Cloth, for C.P.O's and P.O's with Gilt Buttons | 4 16 7 | 6 12 0 |
| Overcoats, Cloth for, Other Ratings, with Black Horn Buttons | 4 15 0 | 6 10 0 |

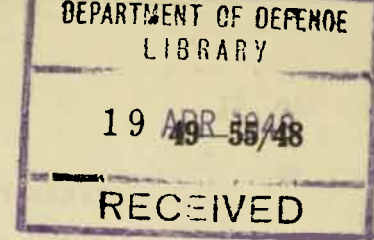
2. It has not been possible to extend the contract with Messrs. David Lack Pty. Ltd., Melbourne, and until alternative arrangements are made, the Commonwealth Government Clothing Factory will be the only source of supply of made-to-measure uniforms in Melbourne, *vide* Navy Order 242 of 1947.

3. The necessary amendments are to be made to the schedule of prices shown in Navy Order 122 of 1947.

(434/216/118.)

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

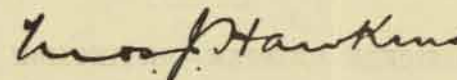
By Authority: J. J. GOURLY, Government Printer, Melbourne.

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

Navy Office, Melbourne,
2nd March, 1948.

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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49.

SPARES FOR S.G. RADAR EQUIPMENT.

It is proposed that eventually the "S.G." radar equipment fitted in "Tribal" and "Q" Class Destroyers be replaced by Admiralty type equipment and that the "S.G." equipment fitted in HOBART and SHROPSHIRE be withdrawn without replacement.

2. It is intended that all "S.G." equipments be retained as long as possible but it is necessary, in view of the need to reduce dollar expenditure, to obviate as far as practicable the procurement from the U.S.A. of replacement parts for these equipments.

3. It is essential, therefore, that the utmost economy be exercised by all concerned in the expenditure of replacement parts for "S.G." and that ships only hold stocks of spares in accordance with the normal allowance.

4. Stocks held by the Superintending Naval Store Officer, Sydney, of CV3588 and CV2789 valves (referred to in the "S.G." handbook as "706A/B/C" and "ZP455" respectively) are greatly depleted and, as it is understood that certain ships are holding stocks of these valves in excess of the spares allowance of 2 No. of each, all ships fitted with "S.G." are to review their stocks of spares held and return to the Superintending Naval Store Officer, Sydney, as early as practicable, any excess stocks of these valves and of other "S.G." spares.
(612/236/8474.)

50.

OFFICERS' UNIFORM—DISTINCTION LACE.

With reference to Navy Circular 002 Item July, 1947, gold lace for full lacing of officers uniforms is now available in ample quantities for both R.A.N. and Naval Reserve Officers.

2. Officers in possession of half-laced jackets or jackets laced with non-metallic gold lace may continue to wear them until the jackets or lace require renewal.

3. Navy Orders 55, 277 and 299 of 1941 are cancelled.

(434/203/200.)

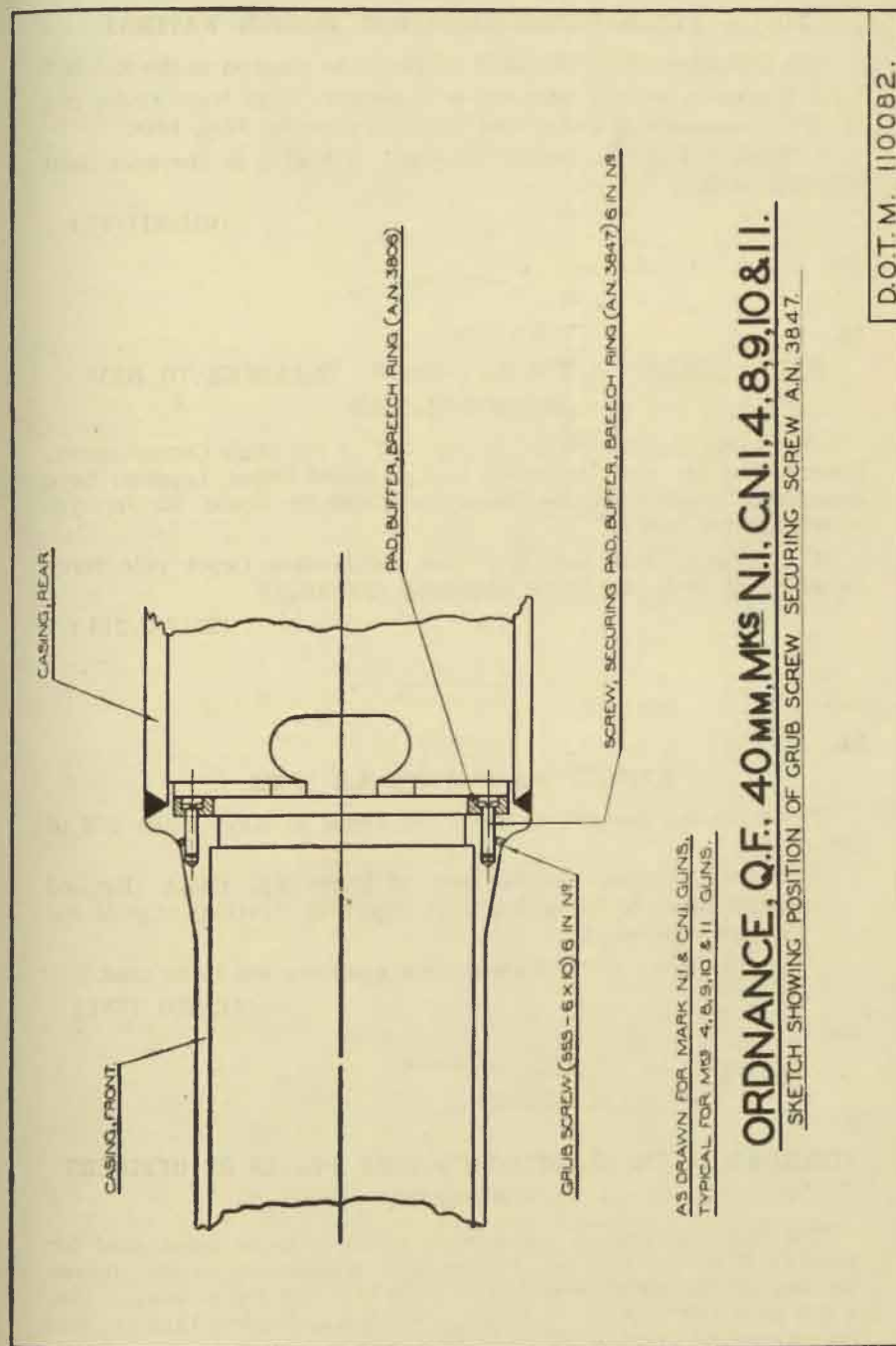
51.

ORDNANCE Q.F. 40 MM. MARKS N.I, C.N.I, 4, 8, 9, 10, AND 11—
REMOVAL OF PADS, BUFFER, BREECH RING.

When stripping pads, buffer breech ring by the removal of 6 in number screws A.N.3847, it is first necessary to remove the 6 in number grub screws which lock the securing screws in position. These grub screws are usually obscured by paint and their existence may not be known to ship's staffs.

2. The attached diagram (D.O.T.M.110082) shows the location of the grub screws and, in future, care must be taken to first remove them before any attempt is made to dismantle the pads, buffer; thus avoiding damage to the securing screws.

(490/212/1582.)



52.

TOUCH TYPING—COMMUNICATION BRANCH RATINGS.

The provisions of A.F.O. 3601/47 are to be adopted in the R.A.N.

2. Quarterly reports rendered in accordance with Navy Order 288 of 1946, paragraph 1, will not be required after 1st July, 1948.

3. Table 2, line 14 of Navy Order 321 of 1947 is in abeyance until 1st July, 1948.

(614/217/37.)

53.

NAVAL LIAISON OFFICER, LONDON—TRANSFER TO NEW ACCOMMODATION.

The Naval Liaison Officer on the staff of the High Commissioner, London, and his staff (including H.M.A. Naval Depot, London) have transferred from Australia House to Canberra House, 85 Jermynstreet, London, S.W.1.

2. Correspondence, including that for London Depot *vide* Navy Order 12 of 1948, should be addressed accordingly.

(2017/2/213.)

54.

RENDERING OF FORM A.S. 1303A.

The following paragraphs are to be added to Navy Order 236 of 1946:—

"3. The space on the back of Form A.S. 1303A (Revised 1945) must be completed with regard to "ratings eligible but not recommended."

4. Obsolete forms without this space are not to be used."

(443/201/1734.)

55.

COMMONWEALTH CLOTHING FACTORY PRICES OF OFFICERS' UNIFORMS.

The following revised schedule of prices is to be substituted for Schedule B of Navy Order 142 of 1947 consequent on the discontinuance of the use of non-metallic gold lace and the re-introduction of full lacing of sleeves of uniforms for Naval Reserve Officers. *vide* Navy Order 50 of 1948.

(434/201/3950.)

SCHEDULE OF REVISED PRICES.

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

| Rank. | Cloth for Officers Uniforms | | Lightweight Blue Serge. | | Diagonal Serge. | | Greatest No. 3 Cloth with Shoulder Straps. | | Shoulder Straps Cloth Blue No. 9 Gold Lace (per pair). | |
|------------------------------|-----------------------------|-------------------------|-------------------------|-------------------------|-----------------|-------------------------|--|-------------------------|--|-------------------------|
| | R.A.N.R.(S) | R.A.N.R. 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.R. 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.R. and R.A.N.V.R. |
| Midshipman .. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Warrant Officer .. | 5 19 6 | 5 19 6 | 5 16 3 | 5 16 3 | 5 11 9 | 5 11 9 | 7 13 3 | 7 13 3 | 1 8 3 | 1 3 3 |
| Commissioned Officer .. | 8 5 6 | 7 6 9 | 8 2 3 | 7 3 6 | 7 17 9 | 6 19 0 | 8 15 0 | 8 10 0 | 1 8 3 | 1 3 3 |
| Warrant Rank .. | 8 10 0 | 7 9 6 | 8 6 9 | 7 6 3 | 8 2 3 | 7 1 9 | 8 16 6 | 8 11 0 | 1 9 9 | 1 4 3 |
| Sub-Lieutenant .. | 8 10 0 | 7 9 6 | 8 6 9 | 7 6 3 | 8 2 3 | 7 1 9 | 8 15 0 | 8 11 0 | 1 8 3 | 1 4 3 |
| Lieutenant .. | 9 16 6 | 8 2 9 | 9 13 2 | 7 19 6 | 9 8 9 | 7 15 0 | 9 3 3 | 9 0 3 | 1 16 6 | 1 13 6 |
| Lieutenant-Commander .. | 10 8 9 | 8 16 6 | 10 5 6 | 8 12 3 | 10 1 0 | 8 7 9 | 9 7 0 | 9 4 3 | 2 0 3 | 1 17 6 |
| Commander .. | 11 4 9 | 8 17 9 | 11 1 6 | 8 14 6 | 10 17 0 | 8 10 0 | 9 11 6 | 9 4 6 | 2 4 9 | 1 17 9 |
| Captain .. | 12 16 3 | 9 9 3 | 12 13 0 | 9 6 0 | 12 8 6 | 9 1 6 | 10 0 9 | 9 8 9 | 2 14 0 | 2 2 0 |
| Warrant Officer .. | 8 10 9 | 7 12 0 | 8 7 6 | 7 8 9 | 8 3 0 | 7 4 3 | 8 17 0 | 8 12 0 | 1 10 3 | 1 5 3 |
| Commissioned Officer .. | 8 15 3 | 7 14 9 | 8 12 0 | 7 11 6 | 8 7 6 | 7 7 0 | 8 18 9 | 8 13 3 | 1 12 0 | 1 6 6 |
| Warrant Rank .. | 8 15 3 | 7 14 9 | 8 12 0 | 7 11 6 | 8 7 6 | 7 7 0 | 8 17 0 | 8 13 3 | 1 10 3 | 1 6 6 |
| *Sub-Lieutenant (E) .. | 10 2 3 | 8 8 6 | 9 19 0 | 8 5 3 | 9 14 6 | 8 0 9 | 9 5 9 | 9 2 9 | 1 19 0 | 1 16 0 |
| *Lieutenant (E) .. | 10 16 0 | 9 2 9 | 10 12 9 | 8 19 6 | 10 8 3 | 8 15 0 | 9 9 3 | 9 6 6 | 2 2 6 | 1 19 9 |
| *Lieutenant-Commander (E) .. | 11 12 0 | 9 5 0 | 11 8 9 | 9 1 9 | 11 4 3 | 8 17 3 | 9 14 0 | 9 7 0 | 2 7 3 | 2 0 3 |
| *Commander (E) .. | 13 4 6 | 9 17 6 | 13 1 3 | 9 14 3 | 12 16 9 | 9 9 9 | 10 3 3 | 9 11 3 | 2 16 6 | 2 4 6 |
| Captain (E) .. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| All Officers— | 1 10 6 | 1 9 6 | 1 9 6 | 1 8 6 | 1 8 6 | 1 8 6 | 1 8 6 | 1 8 6 | 1 8 6 | 1 8 6 |
| Waistcoat .. | 2 2 0 | 1 17 9 | 1 17 9 | 1 14 0 | 1 14 0 | 1 14 0 | 1 14 0 | 1 14 0 | 1 14 0 | 1 14 0 |
| Trousers Plain .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tunic with Buttons .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tunic without Buttons .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

* And all other officers of equivalent Rank with Distinctive Cloth between Lace.

Account of the Expenses of the Campaign in the Year 1862

| Particulars | Jan 1862 | Feb 1862 | Mar 1862 | Apr 1862 | May 1862 | June 1862 | July 1862 | Aug 1862 | Sep 1862 | Oct 1862 | Nov 1862 | Dec 1862 | Total | Balance |
|--------------|----------|----------|----------|----------|----------|-----------|-----------|----------|----------|----------|----------|----------|-------|---------|
| Carriage | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Stationery | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Printing | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Travel | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Expenses | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Received of the Treasurer of the Army, the sum of \$1000.00 on the 1st day of January 1862.
 Received of the Treasurer of the Army, the sum of \$500.00 on the 1st day of February 1862.
 Received of the Treasurer of the Army, the sum of \$750.00 on the 1st day of March 1862.
 Received of the Treasurer of the Army, the sum of \$1000.00 on the 1st day of April 1862.
 Received of the Treasurer of the Army, the sum of \$800.00 on the 1st day of May 1862.
 Received of the Treasurer of the Army, the sum of \$900.00 on the 1st day of June 1862.
 Received of the Treasurer of the Army, the sum of \$1100.00 on the 1st day of July 1862.
 Received of the Treasurer of the Army, the sum of \$1200.00 on the 1st day of August 1862.
 Received of the Treasurer of the Army, the sum of \$1300.00 on the 1st day of September 1862.
 Received of the Treasurer of the Army, the sum of \$1400.00 on the 1st day of October 1862.
 Received of the Treasurer of the Army, the sum of \$1500.00 on the 1st day of November 1862.
 Received of the Treasurer of the Army, the sum of \$1600.00 on the 1st day of December 1862.

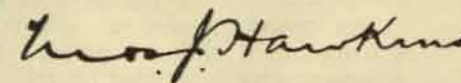
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Commonwealth Navy Orders.

Navy Office, Melbourne,
9th March, 1948.

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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C.2339/48.

56.

NAVAL BOARD—APPOINTMENT.

Rear-Admiral J. A. Collins, C.B., assumed duty as First Naval Member and Chief of the Naval Staff on 24th February, 1948, in succession to Admiral Sir Louis Hamilton, K.C.B., D.S.O.

(404/202/1005.)

57.

ADMIRAL SIR LOUIS H. K. HAMILTON, K.C.B., D.S.O.—VALEDICTORY ON RELINQUISHING OFFICE AS FIRST NAVAL MEMBER OF THE NAVAL BOARD.

The following message has been received from Admiral Sir Louis H. K. Hamilton, K.C.B., D.S.O., on his relinquishing office as First Naval Member of the Naval Board:—

“On my departure from Australia I would commend the officers, petty officers, and men of the Fleet, the officers and men of the reserves, and the naval and civil personnel of the shore establishments on their fine record of service, loyalty and co-operation during my term as First Naval Member.

Sea power is now as always our sure defence and the foundation of offensive action. It will remain so as long as our commerce is carried on the sea.

With the achievement of Naval Aviation the modernized Royal Australian Navy can maintain worthily its just fame won in two world wars.

I ask you all to safeguard your great tradition of service and discipline and give your utmost endeavours to make the new ships the most efficient units of the Navies of the British Commonwealth.

Good-bye and happy Ships.”

(443/202/279.)

58.

Q.F. 4-in. MARK 16 GUNS—FOULING AFTER FIRING SALUTES—PRECAUTIONS.

Excessive fouling is to be expected in Q.F. 4-in. Mark 16 guns during firing of salutes and thorough sponging out and cleaning of breech mechanism is to be carried out immediately after the firing of a salute and as necessary subsequently.

2. No gun used for saluting is to be fired with service ammunition until the gauge plug bore has been passed through the bore.

(490/203/1363.)

59.

CHARGERS. AMMUNITION Q.F. 40-mm. OF AUSTRALIAN MANUFACTURE—WITHDRAWAL.

The chargers, ammunition, Q.F. 40 mm. Bofors, Mark 3, of Australian manufacture (K.B.C. monogram) withdrawn from service, *vide* Navy Order 340 of 1947, are being rectified at R.A.N. armament depots. On reissue for service they will be marked with a large bright red paint spot on the sunken portion of the body of the charger between the pins to enable ready identification.

2. Any chargers Mark 3 of Australian manufacture (K.B.C. monogram) which do not bear this special identification marking should be landed under the terms of Navy Order 340 of 1947.

(408/206/1770.)

60.

REGISTERED TELEGRAPHIC ADDRESS OF THE FLAG OFFICER-IN-CHARGE, SYDNEY.

On 1st April, 1948, the registered telegraphic address of the Flag Officer-in-Charge, Sydney, will be changed to NAVY Sydney and the present telegraphic indicator GARDEN cancelled.

2. As from that date the necessary amendments are to be made in the list of Postal and Telegraphic Addresses contained in pages 4 and 5 of the January, 1948, issue of the Navy List.

(443/203/623.)

61.

COMMUNICATIONS BRANCH—SIGNAL AND WIRELESS INSTRUCTOR.

The provisions of A.F.O. 3848/47 are to be adopted in the R.A.N.

2. Navy Orders 321 of 1947 and 37 of 1948 are to be amended as follows:—

(a) *Navy Order 321 of 1947.*

(i) Paragraph 72—delete heading and substitute:—“The Signal Instructor Rate (Short title V.I.)”.

(ii) Paragraph 76—delete heading and substitute:—“The Wireless Instructor Rate (Short title W.I.)”.

(iii) Elsewhere throughout the Order insert Signal Instructor and Wireless Instructor in lieu of V/S Instructor and W/T Instructor respectively.

(b) *Navy Order 37 of 1948.*

(i) Amend heading to read:—“Signal and Wireless Instructors (Short titles V.I. and W.I.)”.

(ii) Elsewhere throughout the Order insert Signal Instructor and Wireless Instructor in lieu of V/S Instructor and W/T Instructor respectively.

(348/204/49.)

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

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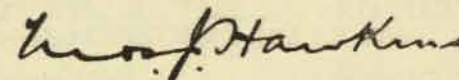
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
16th March, 1948.

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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| 65. | Bedding. |

C.2737/48.

62.

NAVAL BOARD—APPOINTMENT.

Commodore H. A. Showers, C.B.E., assumed the appointment of Second Naval Member and Chief of Personnel on 1st March, 1948, in succession to Commodore J. M. Armstrong, D.S.O.

(404/202/1007.)

63.

RAGS, COTTON, COLOURED, PATTERN T.808 AND RAGS OLD—NOT TO BE USED ON EXPLOSIVES.

With reference to Navy Order 195 of 1947 and A.F.O. 3380/47, rags, cotton, coloured, pattern T.808 and rags, old, are not to be used on any work which may involve contact with explosives.

(433/201/1014.)

64.

CAPTAIN COOK GRAVING DOCK, SYDNEY—CONDITIONS AND DOCKING AND ASSOCIATED CHARGES FOR OPERATION OF.

Conditions, and docking and associated charges as set out in this Navy Order have been approved for the operation of the Captain Cook Graving Dock, Sydney.

2. The graving dock will be made available for the docking and repair of commercial shipping and foreign warships, but at all times will remain under the control of the Naval Board.

3. The dock must be considered primarily as a very important Empire defence unit which should be kept in the highest state of efficiency and readiness for use, and to ensure that priority for Empire defence shipping and other Naval requirements will be secured at all times its operation by the Naval Board will be on the conditions set out hereunder—

- (i) Approved shipbuilding and ship repair firms shall be permitted to carry out repair work under conditions laid down by the Naval Board upon merchant ships and warships which have been docked.
- (ii) Should more than one private firm require the use of the dock at the same time, the priority will be decided by the Admiral Superintendent, Sydney.
- (iii) The actual docking of commercial ships and warships will be carried out by dockyard personnel under control of the responsible dockyard officer.
- (iv) Certain underwater work on docked vessels, as determined by the responsible dockyard officer, will also be carried out by the dockyard.

- (v) The dockyard may make available such workshops, plant, and machinery for work required by other Commonwealth and State Government Departments and instrumentalities, approved private contractors, or firms repairing docked vessels, as the responsible dockyard officer shall decide, and upon such terms as are mutually agreed upon, provided that dockyard personnel supervise and operate such plant and machinery.

4. Conditions for the use of the graving dock are set out in Appendix "A" to this Order, and whilst these conditions permit work to be carried on inside the vessels by the owners or the contractors, in general the work of cleaning and painting the ship and outside work in the dock will be carried out by the dockyard. Should it not be convenient for the dockyard to do this, however, it will be competent for the owners to arrange with the responsible dockyard officer to employ outside contractors on this work to assist as necessary.

5. The attention of any ship seeking the use of the dock is to be drawn to these conditions by the Admiral Superintendent and the appropriate application form for the use of the dock signed by, and a copy of the conditions issued to, the owners, master, or agent before the ship docks.

6. The docking charges for the use of the graving dock are set out in Schedule "A" attached to this Order.

7. The docking dues included in Schedule "A" will apply only to commercial shipping and foreign warships and will not be levied for ships of the Royal and Dominion Navies.

8. The charges to be levied for the use of services and ancillary equipment, such as cranes, are set out in Schedule "B" attached to this Order.

As experience in the operation of the dock is obtained, it may be necessary to add to and amend this schedule from time to time, as may be approved by the Naval Board.

9. Charges for the hire of any of the dockyard workshop plant and machinery, and work performed by dockyard personnel, will be computed by the Admiral Superintendent, Sydney, on a basis as approved from time to time by the Naval Board.

10. The conditions and schedules referred to in this Order are being incorporated in Sydney Port Orders.

11. The Captain Cook Graving Dock is large enough to accommodate any ship afloat or at present contemplated, and has been designed in two sections to enable medium sized ships to be docked in one section simultaneously with smaller ships in the other section. Special facilities such as shoring towers are provided to ensure the safe docking of such ships.

12. All applications for, and communications concerning, the use of the dock and associated machinery and equipment are to be addressed to the Admiral Superintendent, H.M.A. Naval Dockyard, Garden Island, Sydney, N.S.W.

(654/202/25.)

APPENDIX "A."

CAPTAIN COOK GRAVING DOCK—CONDITIONS.

1. Application for the use of the dock is to be made to the Admiral Superintendent, H.M.A. Naval Dockyard, Garden Island, Sydney.

2. An application to use the dock for any vessel, the shape of which demands that the blocks be prepared in a special manner to suit it, must be accompanied by a plan showing the shape, or by such information in writing as will enable the necessary disposition to be made.

3. The vessel shall, while docking, undocking, and in the dock, be entirely at the risk of the owners, and the Commonwealth of Australia shall not be responsible for any damage to the vessel howsoever occasioned.

4. The officers, crew, and workmen of any vessel in the dock shall adhere strictly to any regulations in force for the time being respecting the dock and dockyard premises.

5. The applicant shall indemnify the Commonwealth and keep it indemnified against all actions, claims and demands whatsoever in respect of any injury howsoever occasioned, occurring to any person, other than employees of the Commonwealth, except as stated hereunder, on or about the vessel while in dock, or other property of the Commonwealth unless the applicant can prove that such injury resulted from negligence of the Commonwealth or its servants. The applicant shall also indemnify the Commonwealth and keep it indemnified against all actions, claims, and demands made by virtue of the provisions of the Commonwealth Employees' Compensation Act in respect of injury to an employee or employees of the Commonwealth, unless the applicant can show that such injury did not result from the negligence of the applicant or his servant or servants.

6. The applicant shall be responsible for and liable to make good any damage to blocks, shores, or stages, or to the dock, caisson, keel-blocks or other property, plant, or material of the Commonwealth occasioned by (a) the vessel, her engines, or equipment, and (b) the act or omission of any person on or employed in connection with the vessel. Provided, however, that nothing in this clause shall render the applicant liable for any negligence of the Commonwealth or its servants.

7. When by and at the risk and expense of the master or owners, and to the satisfaction of the responsible dockyard officer, a warp has been made fast to the vessel, and such vessel has been placed in position in line with the fairway and the bow is over the outer sill of the dock, the vessel shall be under the control of the said dockyard officer, and the directions of this officer shall thenceforth be implicitly and promptly carried out.

8. The master or owners of the vessel shall provide the necessary ropes and a sufficient number of officers and crew on board the vessel for the purpose of warping the vessel in and out of dock, lifting shores on board, attending to such orders as are given by the responsible dockyard officer and assisting generally.

9. The vessel is to be trimmed upright to the satisfaction of the Engineer Manager of the dockyard, and any surplus weight, whether cargo or otherwise, is to be removed before the ship enters the dock, if so required by the Engineer Manager of the dockyard. The correct draught of the vessel is to be given in writing by the master to the Engineer Manager before the ship enters the dock.

10. No vessel with explosives or combustible, or dangerous, or inflammable substances on board will be permitted to enter the dock without the prior approval of the Admiral Superintendent.

11. Any vessel, in respect of which an application has been made for the use of the dock, not arriving at the dock at the appointed time, will be liable to forfeit its turn to use the dock, and the master or owners of any such vessel shall be liable for any expenditure properly incurred on their account.

12. No ashes, slops, or rubbish shall be deposited in the dock or on the roadways around the dock or wharfs except in places allotted for same, and, when so deposited, cartage will be charged for the removal of such ashes, slops or rubbish to a place of disposal.

13. Whilst the vessel is supported by the blocks of the dock, no fuel stores or cargo of any description shall be shipped, or unloaded, or moved within the vessel, nor shall the quantity of water in her boilers and tanks be altered, except by permission of the Engineer Manager.

14. No work other than such as may be permitted by the dockyard officers shall be performed upon or about the vessel while she is in the dock or in the vicinity of the dockyard premises. It shall normally be permissible for the owners or their contractors to perform work inside the vessel, but repairs to the outside of the hull and work on underwater fittings shall be carried out by the dockyard or by contractors arranged for and approved by the dockyard officers. The dockyard shall be responsible for all work performed in the workshops of the dockyard.

15. The Commonwealth shall have a lien on the vessel for expenditure properly incurred by the Commonwealth on behalf of the owners of the vessel and for which the owners are liable, until the owners have fulfilled their liabilities to the Commonwealth.

16. If and in so far as any delay or failure in the completion of the work which the Commonwealth contracts to perform, or in the docking, or undocking of the vessel, is caused by strike or lockout, or by any combination of or restriction or cessation of work by workmen of the Commonwealth or of any other corporation, firm, or person, or by accident, fire, force majeure, the act of the King's enemies, the Act of God, bad weather, or by any act or default of the owners of the vessel or their servants, or by any other cause whatsoever, not absolutely within the control of the Commonwealth, or by a Department performing any docking and/or rendering other services to and for any vessel or vessels under contract for the carriage of His Majesty's mails, such delay or failure shall not constitute any default or breach of contract on the part of the Commonwealth.

17. In the event of any breach of these conditions being committed, the Admiral Superintendent, or other proper officer of the Commonwealth may at once remove the vessel out of the dock and away from the vicinity of the dockyard premises, and the owners of the vessel shall be liable for, in addition to all other charges, any loss or expenses occasioned to or incurred by the Commonwealth in removing the vessel.

18. The charges to be made for the use of the dock, equipment and services shall be as set out in the attached Schedules "A" and "B" respectively. These charges will include the cost of pumping, shoring and unshoring, also providing requisite shores, staging, planks, wedges, etc., for a normal docking. Any such equipment supplied for special work will be charged for and all such staging, etc., must be returned in the same condition as when received, and stacked as directed. The charges do not include special blocks, special shores, or overtime. The cost of these will be in addition to the charges in Schedules "A" and "B". Docking charges shall begin from the time the caisson is restored to place after the vessel has entered the dock, provided the pumping and emptying of the dock is accomplished in normal time, and, subject to clause 16, will cease when the vessel clears the dock, provided that no delay in undocking has been caused by the dockyard, in which event due allowance shall be made. Should wind, weather, or tide not permit a vessel to be undocked when all work thereon is completed, she may be allowed to remain in the dock without additional charge, subject to the decision of the Admiral Superintendent, but no demand or claim for demurrage is to be made in respect of such detention. The tonnage on which the charges are based is the gross registered tonnage as shown in Lloyd's Register, or, if not appearing therein, then upon the gross tonnage shown in the vessel's official certificate.

SCHEDULE "A."
SCHEDULE OF DOCKING CHARGES.

| Docking Dues— First Day or Part thereof. | | Rent— For each succeeding day. | |
|---|------------------------------|-----------------------------------|--------------------|
| Gross Tonnage. | Docking Dues. | Gross Tonnage. | Daily Rent. |
| 1,000 tons .. | Subject to a minimum of £400 | Up to 1,000 tons | 4·8 pence per ton |
| 21,000 tons .. | | 1,001 to 4,000 tons | 4·0 pence per ton |
| For each additional 1,000 tons up to 30,000 tons .. | £16 13s. 4d. | 4,001 to 6,000 tons | 3·5 pence per ton |
| 30,000 tons .. | £550 | 6,001 to 30,000 tons | 3·0 pence per ton |
| For each additional 1,000 tons up to 80,000 tons .. | £85 13s. 4d. } | 30,001 tons up to 80,000 tons .. | 3·36 pence per ton |
| 80,000 tons .. |  |  |  | £4,833 } |

(a) The charge for docking dues includes the day of admission up to midnight, from which time daily rent is to be charged.

(b) Charges after the first day to be for any portion of a day, as follows:—

- (i) First six (6) hours or portion thereof—a quarter of a day to be charged.
- (ii) Over six (6) hours and not exceeding twelve (12) hours—one-half of a day to be charged.
- (iii) Over twelve (12) hours and not exceeding eighteen (18) hours—three-quarters of a day to be charged.
- (iv) Over eighteen (18) hours—a full day to be charged.

SCHEDULE "B."
SCHEDULE OF CHARGES FOR HIRE OF SERVICES OR EQUIPMENT.

| Plant or Service. | Charge per Hour. |
|--|---------------------------|
| 50-ton and 40-ton electric cranes— | |
| 10-ton hoist | £2 |
| 40-50-ton hoist | £3 10s. |
| 5-ton diesel cranes | £1 |
| 2-ton portable cranes | 12s. |
| Steam boilers—portable | £1 |
| Supply of compressed air for pneumatic tools | £1 |
| Trucks— | |
| 1½-ton | 8s. |
| 5-ton | 10s. |
| Portable welding sets—electric | 5s. |
| Canvas hoses | 5s. per day, each |
| Electric current— | |
| 220 volt D.C. | 1·5 pence per unit |
| 110 volt D.C. | 2 pence per unit |
| Fresh water | 1s. 3d. per 1,000 gallons |

65.

BEDDING.

It has been decided to discontinue, as early as practicable, the special wartime arrangements introduced in connection with the supply, accounting, etc., of authorized service bedding in H.M.A. ships and establishment, and to revert to standard pre-war procedure which is briefly as follows:—

Officers' Bedding.—Dealt with as Naval Stores.

Ratings' Bedding:

A. Ratings sleeping in hammocks ashore and afloat.—Dealt with as Victualling Stores as part of the compulsory kit, any additional blankets necessary being issued on loan from Victualling Stores.

B. Ratings sleeping in bunks ashore and afloat, or beds ashore.—Mattresses and pillows, and covers therefor, to be supplied and dealt with as Naval Stores, ratings using their kit blanket and any additional blankets necessary being issued on loan from Victualling Stores.

Sick Bays.—Dealt with as Naval Stores, except blankets for sick bays afloat which are dealt with as Victualling Stores.

2. Stocks of serviceable items of bedding are to be transferred between the Naval Store and Victualling Store Branches as necessary, such transfers (except between Victualling and Naval Store Depots) being dealt with on Forms A.S.549, copies being forwarded to Navy Office in the quarterly return to the Director of Naval Stores and also in support of the Clothing Accounts rendered to the Director of Victualling.

3. Navy Order 489 of 1943 is cancelled, and a further Navy Order in substitution of Navy Order 469 of 1944 will be promulgated at an early date.

(612/235/1129.)

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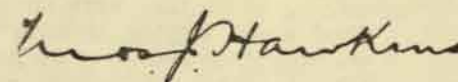
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Commonwealth Navy Order.

Navy Office, Melbourne,
23rd March, 1948.

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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C.2969/48.

66.

POST-WAR KITS OF NAVAL RATINGS.

It has been decided that the post-war compulsory and optional kits of ratings dressed in the uniform of classes I, II, and III, shall be as set out in Schedules "A," "B" and "C" to this Order, and a similar separate Order will be issued as early as practicable regarding band ratings.

2. Consequent upon the adoption of these post-war kits, all ratings now serving will be eligible for the gratuitous issues shown in paragraph 6 below, with the exception of—

- (a) ratings whose present engagement will expire on or before 30th June, 1949, and who do not engage for a further period of Naval Service, provided that such ratings serving afloat meanwhile in a sea-going ship will be entitled to the issues referred to; and
- (b) those ratings who have since hostilities terminated already received a gratuitous issue of some of the items detailed in paragraph 6—see paragraph 3 below.

Pending discharge ratings referred to in (a) will be required to maintain only the war-time scale of compulsory articles of kit unless they are serving, or have meanwhile served, afloat.

3. The following are the ratings referred to in paragraph 2 (b) above, and in this connexion special attention is drawn to paragraph 12 of this Order:—

- (i) All ratings entered between 1st July, 1946, and 15th April, 1947, received on entry two outfits of white tropical clothing which they were directed to retain in their kit when khaki tropical clothing was subsequently issued gratuitously in addition—see paragraph 4 of Navy Order 121 of 1947. No further gratuitous issue of white tropical clothing is to apply to those ratings.
- (ii) Class II ratings entered between 1st September, 1945, and 31st August, 1946, received on entry two white drill jumpers and two pairs of white drill trousers, and no further gratuitous issue of those items are to apply to such ratings.
- (iii) Ratings serving in H.M.A.S. *Quiberon* during June, 1946, whilst serving with the British Pacific Fleet in Japan, also ratings in *Warramunga* and *Arunta* in the same area during January and February, 1948, received gratuitously up to two outfits of action-working dress, and such issues must be taken into account and set off against the two outfits referred to in paragraph 6 below.

4. Diagonal serge suits re-included in the compulsory kits of classes I and III will not be issued gratuitously, but ratings will be expected to provide themselves therewith in the normal manner by 1st July, 1949. Meanwhile the war-time issues of two seamen's serge suits may be maintained until one requires replacement, when the diagonal serge suit is then to be obtained.

5. In regard to gold badges for No. 1 Dress of ratings, the required stocks of these items in all patterns will not be procurable for a considerable period in the initial large quantities required. Until the

necessary gold badges become available for issue from Service stocks, ratings may continue to utilize the corresponding red worsted badges in lieu thereof, pending the issue of further instructions in the matter.

6. As stocks of the following articles become available, the under-mentioned gratuitous issues will, subject to the provisions of paragraph 2 above, be made to complete war-time kits to the post-war quantities shown in Schedules "A," "B" and "C" of this Order, priority of issue of action-working dress being given generally to ships of the Squadron.

CLASS I AND CLASS III RATINGS.

- Note (1) { 3 shirts, light blue, action-working.
3 pairs trousers, dark blue, action-working.
2 pairs shorts, dark blue.
3 pairs gloves, white cotton (stewards only).
2 shirts, white, tropical.
- Note (2) { 2 pairs shorts, white, tropical.
2 pairs stockings, white (C.P.O's and P.O's only).
1 pair shoes, white canvas (C.P.O's and P.O's only).
2 pairs stockings, thin, blue (Class III other than P.O's).

CLASS II RATINGS.

- Note (1) { 3 shirts, light blue, action-working.
3 trousers, dark blue, action-working.
2 pairs shorts, dark blue.
1 jumper, serge.
1 pair trousers, serge.
2 jumpers, white drill.
2 pairs trousers, white drill.
- Note (2) { 2 pairs shorts, white, tropical.
2 singlets, white, tropical.
2 pairs stockings, thin, blue.

Note (1).—As supplies become available, a first issue of 2 action-working shirts and 2 pairs action-working trousers will be made to ships, after which shore establishments will receive similar issues. A further issue of 1 shirt and 1 pair trousers, together with 2 pairs blue shorts, will then be made to ships, and subsequently to shore establishments.

Note (2).—Except in the case of H.M.A. ships proceeding for service in Japanese waters and in any other specially approved instance, white tropical clothing will not be issued until blue shorts are available later in the year.

7. The surrender by ratings of khaki superseded articles of uniforms will not be required when action-working dress and white tropical dress have been issued, but, as these khaki garments will then be no longer approved items of uniform, no such articles are to be retained on board by ratings after supersession, nor are they to be worn subsequently on shore as Naval uniform under any circumstances.

8. The garments enumerated in paragraph 6 are maintained in a wide range of sizes, and it is most important that special action be taken to ensure that each rating is supplied in all instances with the most suitable size. Up-to-date scales of measurements and sizes for the garments concerned are being forwarded, under cover of a circular memorandum, to all ships and establishments in order that demands for adequate quantities of well-fitting articles may be prepared.

Demands are then to be forwarded to Royal Edward Victualling Yard for compliance in due course.

9. Except in the case of action-working dress and white tropical dress—see notes (1) and (2) to paragraph 6—items demanded can be supplied forthwith, and it is anticipated that the complete issue of action-working dress and white tropical dress will be made to all serving personnel before 31st October, 1948.

10. In regard to paragraph 8 above, the demands of sea-going ships based on Sydney, including tenders, are intended for use only as a guide to the sizes actually required. In view of the limited facilities on board ships for a general issue of this magnitude, issues will be made, as stocks become available, to groups of ratings from each ship either at Royal Edward Victualling Yard or in *Kuttabul*, as may be most convenient at the time of issue. It is desired that arrangements accordingly be made by Commanding Officers concerned, after consultation, as necessary, with the Flag Officer Commanding, H.M.A. Squadron, and the Flag Officer-in-Charge, Sydney.

11. Triplicate copies of all forms A.S.79 series used to record the gratuitous issues approved in this Order are to be forwarded monthly to the Director of Victualling under cover of a schedule. Such forms are to be clearly headed "Gratuitous issues in accordance with Navy Order 66 of 1948," and rendered not later than the seventh day of the following month for record on Navy Office clothing cards permanently maintained for each rating.

12. In the event of Navy Office cards disclosing in due course that an ineligible rating has received any or all of the foregoing gratuitous issues set out in paragraph 6, or that a duplicate issue has been made to a rating in error, recovery of the full value will be made from the rating concerned, if still serving; otherwise the liability for such losses will be the responsibility of the Supply Officer authorizing the issue.

13. Amendments to Articles 45 and 46 of Naval Financial Regulations and Instructions will be promulgated in R.I. series in due course, and Navy Orders 172 of 1939, 60 of 1943, and 172 of 1943 are hereby cancelled.

14. Additional copies of this Order will be supplied to all ships and establishments for issue to Officers of Divisions and for retention on Notice Boards for ready reference by ratings as necessary.

(516/201/788.)

SCHEDULE "A."
UNIFORM KIT—CLASS I.
Chief Petty Officers.

Compulsory Kit—

- 2 Aprons, cooks' (C.P.O. cooks only).
- 1 Bag, kit.
- 1 Bed.
- 1 Belt, waist with pouch.
- 1 Beret (for pilot ratings only).
- 1 Blanket.
- 1 Blouse, serge (for pilot ratings only).
- 2 pairs Boots, heavy (1 pair may be of light pattern or shoes, black leather).
- *1 pair Braces.

CLASS I.—CHIEF PETTY OFFICERS—*continued.*

- 3 Caps, cooks' working (C.P.O. cooks only).
- 2 Caps, peak.
- 1 set Clews and lanyards.
- 1 Coat, waterproof gabardine.
- 10 Collars, white, stiff or semi-stiff.
- 3 Covers, cap, marcelline.
- 2 Covers, bed.
- 2 pairs Drawers, long or short.
- 3 pairs Gloves, white, cotton (C.P.O. stewards only).
- 2 Hammocks.
- 1 Jacket, double-breasted, diagonal serge.
- 1 Jacket, single-breasted, seamen's serge.
- 1 Lashing, hammock.
- 1 Pullover, blue, sleeveless.
- 3 Shirts, light blue action-working.
- 4 Shirts, soft, white.
- 2 Shirts, white tropical.
- 1 pair Shoes, white canvas.
- 2 pairs Shorts, dark blue action-working.
- 2 pairs Shorts, white tropical.
- *2 pairs Socks, black or navy blue.
- 2 pairs Stockings, white.
- 2 Ties, black.
- *2 Towels, white.
- 3 pairs Trousers, dark blue action-working.
- 1 pair Trousers, diagonal serge.
- 2 pairs Trousers, white drill.
- 1 pair Trousers, seaman's serge.
- 1 pair Trousers, serge (for pilot ratings only).
- 2 Tunics, white drill.
- 3 Tunics, white drill, with blue facings (C.P.O. stewards only).
- *3 Vests, cotton and wool, or net cotton or singlets, cotton sleeveless.

Optional Kit—

- 1 Bag, kit, small.
- 1 Bag, soap.
- *2 Belts, cholera.
- 1 pair Boots, light, or shoes, black, leather.
- 1 Box, cap.
- *1 Brush, boot, blacking.
- *1 Brush, boot, hard.
- *1 Brush, boot, polishing.
- *1 Brush, clothes.
- *1 Brush, hair.
- *1 Brush, nail.
- *1 Brush, shaving.
- *1 Brush, tooth.
- 1 Call, boatswains.
- 1 Case, attache.
- 1 Case, suit (large or small).
- 1 Comb.

CLASS I.—CHIEF PETTY OFFICERS—*continued.*

- 1 pair Gaiters, black leather.
- 1 pair Gloves, white woollen.
- *6 Handkerchiefs, white.
- 1 Housewife.
- 1 Jacket, cardigan.
- 1 Overcoat.
- *1 Razor.
- 1 pair Sandals, leather.
- 1 Scarf, white.
- *1 pair Scissors.
- 1 pair Shoes, gymnastic.
- 1 pair Slippers, black leather.
- *2 pairs Socks, white.
- *2 Suits, pyjama.
- *1 pair Trunks, bathing.
- 1 Type.
- *4 Vests, cotton and wool, or net cotton, or Singlets, cotton, sleeveless.

SCHEDULE "B."

UNIFORM KIT—CLASS II.

*Petty Officers and Men Dressed as Seamen.**Compulsory Kit—*

- 1 Bag, kit.
- 1 Bag, soap.
- 1 Bed.
- 1 Belt, waist, with pouch.
- 1 Blanket.
- 2 pairs Boots, heavy (one pair may be light pattern or shoes, black leather).
- *1 Brush, boot, blacking.
- *1 Brush, boot, polishing.
- *1 Brush, clothes.
- *1 Brush, hair.
- *1 Brush, tooth.
- 2 Caps, white duck.
- 1 set Clews and lanyards.
- 1 Coat, waterproof, gabardine.
- 3 Collars, blue jean.
- *1 Comb.
- 2 Covers, bed.
- *2 pairs Drawers, long or short.
- 4 Flannels, woollen or cotton.
- 2 Hammocks.
- 1 Jersey, blue.
- 2 Jumpers, white drill.
- 3 Jumpers, serge.
- 1 Knife with marline spike (Seamen Branch Ratings only).
- 2 Lanyards, knife.
- 1 Lashing, hammock.

CLASS II.—PETTY OFFICERS AND MEN DRESSED AS SEAMEN—*continued.*

- 2 Ribbons, cap.
- 2 Scarves, black.
- 3 Shirts, light blue action-working.
- 2 pairs Shorts, dark blue action-working.
- 2 pairs Shorts, white tropical.
- 2 Singlets, white tropical.
- *2 pairs Socks, black or navy blue.
- 2 pairs Stockings, navy blue.
- *2 Towels, white.
- 3 pairs Trousers, dark blue action-working.
- 2 pairs Trousers, white drill.
- 3 pairs Trousers, serge.
- 1 No. Type.

Optional Kit—

- 1 Bag, kit, small.
- 1 Bar fastener with padlock for kit-bag.
- *2 Belts, cholera.
- 1 pair Boots, light, or shoes, black leather.
- 1 Box, cap.
- *1 Brush, boot, hard.
- *1 Brush, nail.
- *1 Brush, shaving.
- 1 Call, boatswains.
- 1 Cap, working for stoker ratings.
- 1 Case, attache.
- 1 Case, suit, small.
- 1 pair Gaiters, black leather.
- 1 pair Gloves, blue.
- *6 Handkerchiefs, white.
- 1 Housewife.
- 1 Overcoat.
- *1 Razor.
- 1 pair Sandals, leather.
- 1 Scarf, white, or comforter.
- *1 pair Scissors.
- 1 pair Shoes, gymnastic, white.
- 1 pair Shoes, white canvas.
- *4 Singlets, cotton, sleeveless.
- 1 pair Slippers, black leather.
- *2 pairs Socks, white.
- *2 Suits, pyjama.
- *1 pair Trunks, bathing.

SCHEDULE "C."

UNIFORM KIT—CLASS III.

*Petty Officers and Men Not Dressed as Seamen.**Compulsory Kit—*

- 2 Aprons, cooks' (cook and steward ratings only).
- 1 Bag, kit.
- 1 Bag, soap.

CLASS III.—PETTY OFFICERS AND MEN NOT DRESSED AS SEAMEN.—
continued.

- 1 Bed.
- 1 Belt, waist, with pouch.
- 1 Beret (for pilot ratings only).
- 1 Blanket.
- 1 Blouse, serge (for pilot ratings only).
- 2 pairs Boots, heavy (one pair may be of light pattern or shoes, black leather).
- *1 pair Braces.
- *1 Brush, boot, blacking.
- *1 Brush, boot, polishing.
- *1 Brush, clothes.
- *1 Brush, hair.
- *1 Brush, tooth.
- 3 Caps, cooks, working.
- 2 Caps, peak.
- 1 set Clews and lanyards.
- 1 Coat, waterproof, gabardine.
- 10 Collars, white, stiff or semi-stiff.
- *1 Comb.
- 2 Covers, bed.
- 3 Covers, cap, marcelline.
- *2 pairs Drawers, short or long.
- 3 pairs Gloves, white cotton (officers' stewards only).
- 2 Hammocks.
- 1 Jacket, double-breasted, diagonal serge.
- 1 Jacket, single-breasted, seaman's serge.
- 1 Knife with marline spike (wiremen only).
- 1 Lashing, hammock.
- 1 Pullover, blue, sleeveless.
- 3 Shirts, light blue action-working.
- 4 Shirts, soft, white.
- 2 Shirts, white tropical.
- 1 pair Shoes, white canvas (for confirmed P.O's).
- 2 pairs Shorts, dark blue action-working.
- 2 pairs Shorts, white tropical.
- *2 pairs Socks, black or navy blue.
- 2 pairs Stockings, navy blue or white (white for confirmed P.O's, navy blue for other ratings).
- 2 Ties, black, silk.
- *2 Towels, white.
- 3 pairs Trousers, dark blue action-working.
- 1 pair Trousers, diagonal serge.
- 1 pair Trousers, seaman's serge.
- 1 pair Trousers, serge (for pilot ratings only).
- 2 pairs Trousers, white drill.
- 2 Tunics, white drill.
- 3 Tunics, white drill with blue facings (stewards only).
- 1 Type.
- *3 Vests, cotton and wool, or net cotton, or singlets, cotton, sleeveless.

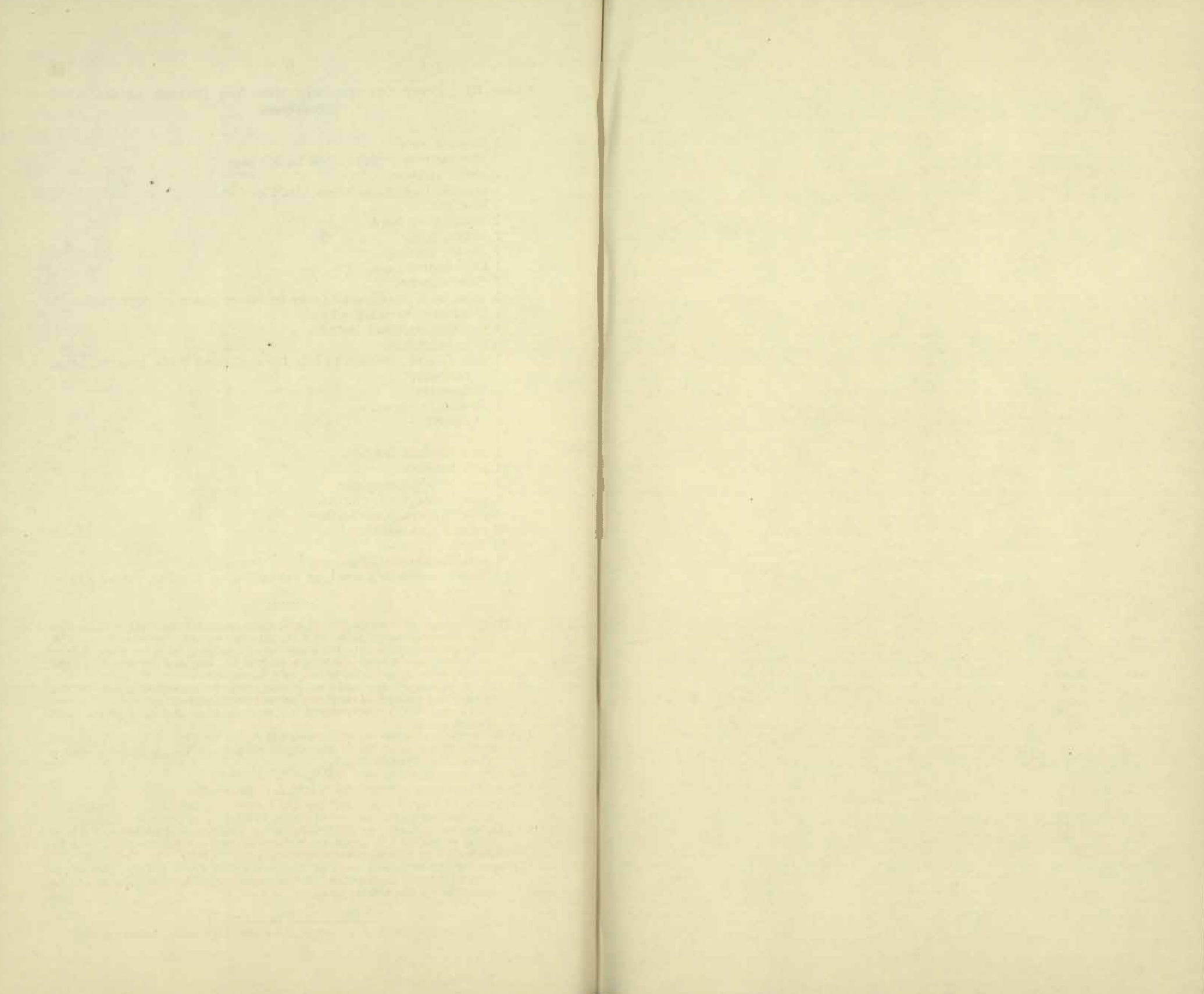
CLASS III.—PETTY OFFICERS AND MEN NOT DRESSED AS SEAMEN.—
continued.

Optional Kit—

- 1 Bag, kit, small.
- 1 Bar fastener with padlock for kit-bag.
- *2 Belts, cholera.
- 1 pair Boots, light, or shoes, black leather.
- 1 Box, cap.
- *1 Brush, boot, hard.
- *1 Brush, nail.
- *1 Brush, shaving.
- 1 Call, boatswain's.
- 1 Case, attache.
- 1 Case, suit, fibre, small (may be taken where kit lockers allow).
- 1 Comforter, or scarf, white.
- 1 pair Gaiters, black leather.
- *6 Handkerchiefs.
- 1 pair Gloves, woollen (white for confirmed P.O's, blue for other ratings).
- 1 Housewife.
- 1 Jacket, cardigan.
- 1 Overcoat.
- *1 Razor.
- 1 pair Sandals, leather.
- *1 pair Scissors.
- 1 pair Shoes, gymnastic.
- 1 pair Shoes, white canvas.
- 1 pair Slippers, black leather.
- *2 pairs Socks, white.
- *2 Suits, pyjama.
- *1 pair Trunks, bathing.
- *4 Vests, cotton and wool, or net cotton, or singlets, cotton sleeveless.

NOTES.

- (A) R.N. ratings on loan to the R.A.N. may wear a blue cloth suit in lieu of a diagonal serge suit. R.A.N. ratings serving temporarily in H.M. ships or establishments for a period of one year or more may, if they so desire, use a blue cloth suit as No. 1 dress, and on return to the R.A.N. wear it out as an article of optional kit.
- (B) The numbers of the articles stated may be exceeded when of the authorized pattern, if they can be conveniently stored.
- (C) C.P.O's and P.O's not dressed as seamen may maintain shirts with double cuffs.
- (D) With the exception of those marked *, all articles of compulsory and optional kit must be of the approved pattern as supplied through a Victualling Yard or Depot.
- (E) Gymnastic clothing—see N.F.R. & I., Article 63.
- (F) Boots for cook ratings—see N.F.R. & I., Article 62.
- (G) Stocks of recreational clothing are maintained for issue on repayment as provided in the current Clothing Price List of Seamen's Clothing.
- (H) Details of manuals, as applicable to the respective branches and which it is established practice to include in the compulsory kits, will be embodied in the necessary amendment of N.F.R. & I., Article 46.
- (J) Pending the complete issue of action-working dress and the promulgation of further instructions in the matter, combination suits are to be issued in all respects as hitherto.



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DEPARTMENT OF DEFENCE

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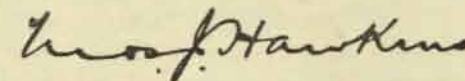
19 APR 1948

Commonwealth Navy Orders.

Navy Office, Melbourne,
23rd March, 1948.

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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67.

ELECTRICAL PERSONNEL REPORT—INTRODUCTION.

It has been decided that an Electrical Personnel Report is to be introduced to give administrative authorities, ships and shore establishments an opportunity to comment on matters affecting electrical personnel at regular intervals.

2. The report is to be rendered on the 31st March and 30th September of each year by all ships and establishment carrying an Electrical Officer. Blank reports are required.

Note.—In Carrier Air Groups, the report is to be rendered by the ship or establishment to which allocated.

3. The report should be forwarded in triplicate to the administrative authority, who should send the original and one copy to the Secretary, Naval Board (for the Director of the Electrical Branch).

4. The report is to include remarks on—

- (a) the training of ratings, with particular emphasis on items which do not appear to be sufficiently catered for in schools;
- (b) the efficiency and bearing of ratings in general where this is not covered by (a) above;
- (c) The electrical complement of the ship at the time of forwarding the report, with details to indicate the manner of its sub-division to carry out the various duties of the Department;
- (d) training carried out on board.

5. The report should be subdivided into the following four sections:—

- (i) Ship Electrical personnel.
- (ii) Ship Radio personnel.
- (iii) Air Electrical personnel.
- (iv) Air Radio personnel.

6. Administrative authorities should collate the individual reports, without re-typing, and group the sections together. They may attach either remarks to the individual ships' reports or summaries to each section, and raise additional items not covered by ships' reports.

(348/211/1.)

68.

RECOGNITION OF THE NAVY LEAGUE IN AUSTRALIA.

The Navy League in Australia and the Navy League Sea Cadets have been given official recognition by the Naval Board.

2. Details of the relations which will exist between the Naval Board and the Australian Council of the Navy League, and particularly the extent to which stores and equipment will be made available, efficiency grant payable, and Naval supervision of training of the Navy League Sea Cadets exercised, are under consideration.

3. The Australian Council of the Navy League will be the co-ordinating authority for all branches of the Navy League and Sea Cadet Corps in each State, and all correspondence affecting this organization will be between the Naval Board and the council.

4. If individual units of the Navy League or the Navy League Sea Cadets make requests to Naval Authorities for assistance in regard to provision of boats or other equipment, they are to be informed that all such requests should be forwarded to the Australian Council of the Navy League which body will deal with the requests as requisite.

(422/201/157.)

69.

BOLTS, NUTS, AND STUDS.

High tensile bolts and studs are now approved for all steam services in replacement of bright steel bolts and studs.

2. The position regarding provision of bolts, studs and nuts for machinery purposes is now as follows:—

Schedule 92.

- (a) Ordinary bright bolts, studs and nuts with Whitworth threads.
- (b) Bright nuts with B.S.F. threads.

Schedule 92A.

- (c) High tensile steel bolts and studs with B.S.F. threads.
- (d) High tensile steel studs with Whitworth threads.

3. It will be observed that the new high tensile bolts and studs are being screwed with B.S.F. threads. The bolts will be stamped with either "B.S.F." or "92A" and studs above $\frac{3}{8}$ -in. diameter will be stamped "S" on the end. Studs screwed B.S.F. have, however, a very limited use in ships now on service and for this reason it will be observed that high tensile studs with Whitworth threads are also provided to meet requirements for steam services in these ships.

4. For other than steam services Whitworth threaded bright steel bolts and studs in accordance with Schedule 92 will continue to be issued as hitherto.

5. Bright steel nuts, Schedule 92, will be used on both bright steel and high tensile bolts and studs, and it will be observed that provision is now made under Schedule 92 for bright nuts to be stocked in both B.S.F. and B.S.W. threads.

6. It is desired that demands be prepared accordingly in future and that the services for which the items are required be indicated on the demands.

(612/236/8650.)

70.

**RESERVE OFFICERS APPOINTED TO THE R.A.N.—ALTERATION
TO LACING OF UNIFORMS.**

Reserve Officers appointed to the Permanent Naval Forces may be reimbursed, on the authority of the Commanding Officer and subject to the production of receipts, expenditure incurred in re-lacing two jackets and two pairs shoulder straps calculated at the following Commonwealth Clothing Factory prices:—

| Reserve Officers. | Jacket, fully laced. | | | Shoulder straps. | | |
|--|----------------------|----|----|------------------|----|------|
| | Per jacket. | | | Per pair. | | |
| | £ | s. | d. | £ | s. | d. |
| Sub-Lieutenant (Reserve) to Sub-Lieutenant R.A.N. Executive .. | 2 | 1 | 9 | .. | 0 | 19 9 |
| Sub-Lieutenant (Reserve) to Sub-Lieutenant R.A.N. Other Branches | 2 | 6 | 6 | .. | 1 | 2 0 |
| Lieutenant (Reserve) to Lieutenant R.A.N. Executive | 3 | 1 | 0 | .. | 1 | 8 9 |
| Lieutenant (Reserve) to Lieutenant R.A.N. Other Branches .. | 3 | 6 | 9 | .. | 1 | 11 0 |
| Lieut.-Commander (Reserve) to Lieut.-Commander R.A.N. Executive | 3 | 12 | 9 | .. | 1 | 13 6 |
| Lieut.-Commander (Reserve) to Lieut.-Commander R.A.N. Other Branches | 3 | 18 | 6 | .. | 1 | 15 9 |

2. Receipts showing full particulars of alterations effected must be attached to the cash voucher, and each payment, as effected, is to be reported to the Director of Navy Accounts.

3. Navy Circulars 776 I, December, 1946, and 830 I, January, 1947, refer.

(407/212/657.)

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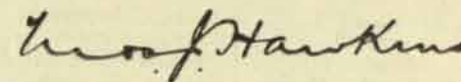
Commonwealth Navy Orders.

Navy Office, Melbourne,

30th March, 1948.

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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C.3314/48.

71.

EDUCATIONAL TEST I—DECEMBER, 1947.

The following ratings passed the Educational Test I, held on 9th December, 1947.

| Name. | Rating. | Official Number. |
|---------------------------|---------------------------------|------------------|
| <i>H.M.A.S. Arunta.</i> | | |
| Arnott, Cameron D. | Petty Officer | 22433 |
| Chandler, Noel D. | Petty Officer | 30334 |
| Cook, Stanley J. | Able Seaman | 28763 |
| Frost, William H. | Able Seaman | 28205 |
| Halliday, James E. | Petty Officer | 22429 |
| Hansson, Harvey D. | Able Seaman | 28231 |
| Smith, Rupert K. | Able Seaman | 28970 |
| <i>H.M.A.S. Australia</i> | | |
| Babbage, James P. | Musician | 31344 |
| Gilbert, Reginald D. | Stoker Mechanic | 30103 |
| Mills, Richard E. | Cook (S.) | 27596 |
| McGillivray, Ernest P. | Steward | 30338 |
| Ware, John | Leading Steward | 32380 |
| <i>H.M.A.S. Bataan.</i> | | |
| Gibson, Neil | Stores Assistant | 29161 |
| Jones, Max H. W. | Telegraphist | 28590 |
| <i>H.M.A.S. Cerberus.</i> | | |
| Alston, Archibald L. | Recruit (Stoker) | 34964 |
| Andrew, Kerry J. | Recruit (Stoker) | 34966 |
| Arnold, Edward M. | Recruit (Seaman) | 35258 |
| Battams, Ronald H. | Recruit (Writer) | 35264 |
| Becker, Herbert N. | Recruit (C/B) | 35358 |
| Boal, Thomas P. | Recruit (Stoker) | 34979 |
| Bobbermein, Brian W. J. | Recruit (Stoker) | 34980 |
| Bray, John A. | Recruit (S.A.M.) | 35361 |
| Brune, Stanleigh R. | Recruit (Seaman) | 35178 |
| Calvert, Rex P. | Signalman | 24536 |
| Campbell, Charles | Recruit (Writer) | 35271 |
| Campbell, James B. | Recruit (Stoker) | 34989 |
| Campbell, Rodney K. | Recruit (C/B) | 35366 |
| Campling, Albert J. | Recruit (Stoker) | 35182 |
| Carr, Ronald | Musician | 32015 |
| Carroll, Neville R. | Recruit (Seaman) | 35180 |
| Clark, George J. M. | Recruit (Seaman) | 35183 |
| Clements, Mervyn | Recruit (Seaman) | 35269 |
| Collins, Bruce G. | Signalman | 28512 |
| Cowen, William H. | Petty Officer (Stoker Mech.) | 34574 |
| Cowhan, Leo T. | Recruit (Stoker) | 34997 |
| Davies, Kevin T. | Recruit (Stores Assistant) | 35274 |
| Davis, Athol T. | Ordinary Seaman (W/T) | 34688 |
| Douglas, Wallace C. | Recruit (S.A.M.) | 35379 |
| Edmiston, Thomas B. | Recruit (Stoker) | 35480 |
| Edwards, Bryan W. | Recruit (S.A.M.) | 35383 |
| Edwards, William A. | Recruit (Steward) | 35275 |
| Egan, Terrance J. | Recruit (Nav. Armn.) | 35384 |
| Elliot, John R. | Recruit (Nav. Armn.) | 35386 |
| Evans, Maxwell J. | Recruit (Stoker) | 35004 |
| Everett, George E. | Recruit (Stores Assistant) | 35276 |
| Faulkner, Albert E. | Recruit (Seaman) | 35189 |
| Faulkner, George T. | Recruit (Stoker) | 35008 |
| Folbigg, Athol R. | Ordinary Seaman (C/B) | 35188 |
| Frame, Ronald R. | Recruit (Writer) | 35279 |
| Furlong, Kenneth J. | Recruit (Seaman) | 35389 |
| Garde, Francis J. | Joiner 4th Class | 32074 |
| Geiger, William J. | Recruit (Writer) | 35282 |

EDUCATIONAL TEST I—continued.

| Name. | Rating. | Official Number. |
|--------------------------------|----------------------------|------------------|
| <i>H.M.A.S. Cerberus—cont.</i> | | |
| Gray, Keith L. G. | Sick Berth Attendant | 28561 |
| Green, James E. | Recruit (Writer) | 35285 |
| Grey, Gordon M. | Recruit (Seaman) | 35284 |
| Gummow, Albert K. | Recruit (Stoker) | 35396 |
| Harris, William M. | Recruit (Seaman) | 35489 |
| Harrison, John J. | Recruit (Nav. Armn.) | 35399 |
| Hawkes, Frederick C. A. | Ordinary Seaman (C/B) | 35015 |
| Herbert, John W. | Recruit (Nav. Armn.) | 35403 |
| Heron, John M. | Recruit (Stoker) | 35016 |
| Hewitt, Arthur H. | Leading Signalman | 30845 |
| Hibbert, James F. | Recruit (Nav. Armn.) | 35404 |
| Hitchcock, William G. | Recruit (S.A.M.) | 35405 |
| Hogan, William E. | Recruit (C/B) | 32573 |
| Holmes, John W. | Ordinary Seaman (W/T) | 34842 |
| Humphrey, Donald R. C. | Recruit (Steward) | 35291 |
| Isles, Jack | Recruit (Seaman) | 35025 |
| James, Ronald | Recruit (Stores Assistant) | 35294 |
| James, William C. | Recruit (Stoker) | 35627 |
| Johnston, Allen W. C. | Recruit (Stoker) | 35029 |
| Jones, Roderick J. | Recruit (Stoker) | 35032 |
| Kerr, Kevin | Recruit (C/B) | 35411 |
| Keune, Clifford E. R. | Signalman | 27565 |
| King, Bernard T. M. | Recruit (Steward) | 35296 |
| Lloyd, Edward | Ordinary Seaman (C/B) | 35039 |
| Malone, Desmond L. | Recruit (Seaman) | 35299 |
| Martin, Ivan D. | Recruit (Writer) | 35300 |
| Massey, Keith | Recruit (C/B) | 35419 |
| McDonough, James H. | Recruit (Musician) | 35421 |
| McKenzie, George J. | Recruit (Nav. Armn.) | 35418 |
| McNabb, Ernest A. | Ordinary Seaman | 33761 |
| McNamara, Robert G. | Recruit (Stoker) | 35303 |
| Newman, Maxwell J. | Sick Berth Attendant | 31630 |
| Ogilvie, Michael S. | Recruit (Seaman) | 35306 |
| Palmer, Robert | Recruit (Seaman) | 35307 |
| Pearson, Donald | Recruit (Stoker) | 35064 |
| Petrass, Douglas T. | Recruit (Seaman) | 35309 |
| Petrie, Norman K. | Recruit (Seaman) | 35310 |
| Proposch, Alfred N. | Recruit (Seaman) | 35311 |
| Ratcliff, Kenneth D. | Recruit (Seaman) | 35219 |
| Reeves, John L. | Recruit (C/B) | 35430 |
| Riches, Ronald A. | Recruit (Stoker) | 35314 |
| Robertson, William A. | Recruit (Seaman) | 35432 |
| Russell, Loyal F. | Recruit (Stoker) | 35074 |
| Scott, Kevin P. | Recruit (Stoker) | 35433 |
| Seymour, Francis J. | Recruit (Seaman) | 35318 |
| Shore, Lennie | Signalman | 27699 |
| Smart, William F. R. T. | Recruit (Seaman) | 35221 |
| Smith, Frederick L. | Leading Butcher | 23607 |
| Smith, Lloyd R. | Leading Seaman | 35116 |
| Stonehouse, Robin L. | Ordinary Seaman (C/B) | 35085 |
| Toohey, Kevin J. | Recruit (C/B) | 35435 |
| Walsh, Patrick A. | Recruit (Seaman) | 35226 |
| Watt, Peter E. | Recruit (Stoker) | 35326 |
| Wells, Ramon H. | Recruit (Seaman) | 35095 |
| White, Ronald H. | Ordinary Seaman (C/B) | 30845 |
| Windscheid, Francis B. | Recruit (Writer) | 35329 |
| <i>H.M.A.S. Culgoa.</i> | | |
| Roach, Hedley E. C. | Leading Seaman | 24185 |
| <i>H.M.A.S. Harman.</i> | | |
| Hansen, Ronald F. J. L. | Regulating Petty Officer | 23823 |
| Markham, Jack L. | Writer | 33522 |

EDUCATIONAL TEST I—*continued.*

| Name. | Rating. | Official Number. |
|-----------------------------|-------------------------|------------------|
| H.M.A.S. <i>Hobart.</i> | | |
| Campbell, George E. .. | Leading Seaman | 31816 |
| Crowe, William T. .. | Able Seaman | 27819 |
| Davey, Alan G. .. | Signalman | 30979 |
| Davis, Ronald T. .. | Leading Seaman | 23643 |
| Densten, Francis G. .. | Telegraphist | 27463 |
| Glaney, James P. .. | Stoker Mechanic | 27867 |
| Metelmann, Albert D. .. | Steward | 28886 |
| Scaife, Roy E. W. .. | Able Seaman | 28392 |
| West, Alfred K. .. | Stoker Mechanic | 27733 |
| H.M.A.S. <i>Karangi.</i> | | |
| Young, Clement B. .. | Acting Petty Officer | 30364 |
| H.M.A.S. <i>Leeuwin.</i> | | |
| Boylan, Jack B. .. | Leading Stoker Mechanic | F/4624 |
| Davies, Alan G. .. | Steward | 32046 |
| Shearing, Alfred D. .. | Stoker | 34241 |
| Winnett, William T. .. | Stoker | 34270 |
| H.M.A.S. <i>Lonsdale</i> | | |
| Blunden, James L. .. | Able Seaman | PM/7980 |
| Guthrie, Keith E. .. | Writer | 32082 |
| H.M.A. L.S.T. 3014. | | |
| Osborne, Dennis W. .. | Able Seaman | 31148 |
| Smith, Glen W. .. | Stoker Mechanic | 28066 |
| H.M.A. L.S.T. 3035. | | |
| Hughes, Stanley J. .. | Stoker | 34094 |
| MacDonald, Alan G. .. | Ordinary Seaman | 34494 |
| H.M.A.S. <i>Lithgow.</i> | | |
| Mitchell, Lyle K. .. | Telegraphist | 27597 |
| H.M.A.S. <i>Melville.</i> | | |
| Mill, John S. .. | Leading Writer | 28891 |
| H.M.A.S. <i>Murchison.</i> | | |
| Bates, John R. .. | Ordinary Seaman | 32469 |
| Lomasney, Athol D. .. | Stoker Mechanic | 29733 |
| Murray, Gasper W. .. | Stoker Mechanic | W/3150 |
| Phillips, John W. .. | Able Seaman | 29820 |
| Schmidt, Albert .. | Leading Cook | 33616 |
| H.M.A.S. <i>Parkes.</i> | | |
| Ayres, Desmond T. .. | Writer | 30876 |
| Jacques, Alvan .. | Able Seaman | 34293 |
| H.M.A.S. <i>Penquin.</i> | | |
| Bruggy, John R. .. | Able Seaman | 34325 |
| H.M.A.S. <i>Rushcutter.</i> | | |
| Jones, William M. .. | Able Seaman | 24720 |
| H.M.A.S. <i>Shoalhaven.</i> | | |
| Forth, John C. .. | Able Seaman | 30830 |
| Jackman, Paul M. J. .. | Able Seaman | 29239 |
| I.M.A.S. <i>Swan.</i> | | |
| Maybery, John W. .. | Able Seaman | 32158 |
| H.M.A.S. <i>Tarangau.</i> | | |
| Ervine, Douglas J. .. | Stoker | 28198 |
| Ogilvie, Gordon .. | Leading Stoker Mechanic | 32358 |
| H.M.A.S. <i>Warramunga.</i> | | |
| Beath, Dudley H. .. | Ordinary Seaman | 32004 |
| Haddon, Arthur W. .. | Able Seaman | S/10021 |
| Heagney, Roderic B. .. | Able Seaman | 27533 |
| McDonald, Lionel J. .. | Able Seaman | 28877 |
| Rhodes, Glen O. .. | Able Seaman | 29835 |
| Welsby, Edward J. .. | Able Seaman | 27750 |
| H.M.A.S. <i>Watson.</i> | | |
| Macrae, Norman B. D. .. | Signalman | 27602 |
| Prest, Norvin E. .. | Petty Officer Writer | 23767 |
| Scott, John G. .. | Able Seaman | 31908 |

EDUCATIONAL TEST I—*continued.*

2. The following ratings qualified educationally for Acting Leading Stoker.

| Name. | Rating. | Official Number. |
|----------------------------|-------------------------|------------------|
| H.M.A.S. <i>Barcoo.</i> | | |
| Stewart, Franklin J. .. | Stoker Mechanic | 31694 |
| H.M.A.S. <i>Cerberus.</i> | | |
| Crouch, Frederick J. .. | Recruit (Stoker) | 35184 |
| Jackson, Leonard G. .. | Recruit (Stoker) | 35026 |
| Johnson, Laurence .. | Recruit (Stoker) | 35028 |
| McKay, Ronald G. .. | Recruit (Stoker) | 35302 |
| Perrett, David J. .. | Recruit (Stoker) | 35215 |
| Ryan, Keith A. .. | Recruit (Stoker) | 35317 |
| Trew, Ian K. .. | Stoker | 34249 |
| Windschuttle, Alan R. .. | Recruit (Stoker) | 35098 |
| H.M.A.S. <i>Hobart.</i> | | |
| Jefferson, Frederick J. .. | Stoker Mechanic | 29235 |
| H.M.A.S. <i>Leeuwin.</i> | | |
| Stubber, Murray K. .. | Stoker | 31695 |
| H.M.A. L.S.T. 3014. | | |
| Allard, Edward S. .. | Leading Stoker Mechanic | 26295 |
| Chambers, Reginald C. .. | Stoker Mechanic | 27427 |
| Perrin, David F. .. | Stoker Mechanic | 31161 |
| H.M.A. L.S.T. 3035. | | |
| Gibbs, Leonard H. .. | Stoker | 34067 |
| Hutchinson, John A. .. | Stoker Mechanic | W/3076 |
| Lambert, Robert J. .. | Stoker Mechanic | 25983 |
| Rance, Bruce B. .. | Stoker Mechanic | 27677 |
| Ravet, Jack E. .. | Stoker Mechanic | 27678 |
| H.M.A.S. <i>Melville.</i> | | |
| Cooley, Leonard K. .. | Stoker | 35545 |
| H.M.A.S. <i>Moreton.</i> | | |
| Costello, Richard D. .. | Leading Stoker Mechanic | 31894 |
| H.M.A.S. <i>Tarangau.</i> | | |
| Hill, Mervyn E. .. | Stoker | 31498 |

(465/205/682.)

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

72.

INOCULATION AND VACCINATION.

General.

Inoculation or re-inoculation and/or vaccination or re-vaccination of all members of the Royal Australian Navy is to be carried out in accordance with the provisions of K.R. & A.I., Article 1417, as adapted by C.O.R., Article 577, and as directed from time to time in Navy Office directions covering any special circumstances. Care is to be taken that each inoculation and vaccination is carefully recorded.

Australia Station.

The following is a summary of the diseases against which members are to be protected whilst serving on the Australia Station:—

- (a) Typhoid and Paratyphoid Fevers—by inoculation with anti-typhoid—paratyphoid vaccine (TAB). Dosage—0.5cc first, 1.0cc second, with an interval of 7 days between the doses.
- (b) Tetanus—by inoculation with tetanus prophylactic (formalinized) toxoid (TPT). Dosage—1.0cc first, 1.0cc second, 1.0cc third, with intervals of six weeks between first and second doses and six to twelve months between second and third doses.
- (c) Smallpox—by vaccination with calf lymph. The provisions of Admiralty Fleet Order 4001 of 1947 are to be followed generally in the Royal Australian Navy except that paragraphs 13 and 14 are modified. For “local vaccinations” read “Medical Officers of other Services or in their absence local medical practitioners”.

Cholera.

Members proceeding to or through an area outside the mainland of Australia, in which cholera is endemic, are to be protected against cholera by inoculation with cholera vaccine. Where inoculation has occurred more than four months prior to embarkation the member is to be re-inoculated. Dosage—1.0cc first, 1.0cc second, with an interval of 14 days between the two doses.

B.C.O.F. Japan.

Members proceeding to Japan or appointed or drafted for service in Japanese waters are to be protected as follows. These requirements are to be rigidly adhered to and no member is to be permitted to land in Japan except on duty in an emergency unless documentary evidence of complete immunization is available:—

- (a) Smallpox—Successful vaccination with calf lymph within the previous six months or three unsuccessful attempts at re-vaccination at seven day intervals during the same period.
- (b) Typhoid and Paratyphoid—Inoculation or re-inoculation with TAB within one year prior to embarkation.
- (c) Typhus—Inoculation against typhus within sixty days prior to embarkation. Dosage—1.0cc first, 1.0cc second 1.0cc third, with an interval of seven days between each dose.
- (d) Cholera—Inoculation against cholera within four months prior to embarkation.
- (e) Tetanus—Inoculation against tetanus by tetanus prophylactic toxoid—the first two doses if within six months prior to departure or the complete course if more than six months.

2. *Encephalitis*—The immunization against Japanese B. Encephalitis will be carried out after arrival in Japan and will be arranged locally as required.

3. These instructions apply equally to any civilians, Army or Air Force ranks and ratings travelling to or serving in Japan under Royal Australian Naval control.

4. Strict adherence to the intervals between doses of TAB, TPT, and cholera vaccine is to be observed wherever possible. Only in very exceptional circumstances are the intervals to be shortened.

5. All previous instructions issued by signal, Navy Order 56 of 1946, and Confidential Commonwealth Navy Orders 147 and 248 of 1944 are hereby cancelled.

6. Attention is drawn to Navy Order 4 of 1945 relating to cholera. (527/211/2324.)

73.

JEWISH SACRED FESTIVALS—1948.

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:—

| | | | |
|----------------------------|---------|----|-------------------------------|
| Passover | 1st Day | .. | Saturday, 24th April, 1948 |
| | 2nd Day | .. | Sunday, 25th April, 1948 |
| | 7th Day | .. | Friday, 30th April, 1948 |
| | 8th Day | .. | Saturday, 1st May, 1948 |
| Pentecost | 1st Day | .. | Sunday, 13th June, 1948 |
| | 2nd Day | .. | Monday, 14th June, 1948 |
| New Year | 1st Day | .. | Monday, 4th October, 1948 |
| | 2nd Day | .. | Tuesday, 5th October, 1948 |
| Day of Atonement | .. | .. | Wednesday, 13th October, 1948 |
| Feast of Tabernacles | 1st Day | .. | Monday, 18th October, 1948 |
| | 2nd Day | .. | Tuesday, 19th October, 1948 |
| 8th Day of Solemn Assembly | .. | .. | Monday, 25th October, 1948 |
| Rejoicing of the Law | .. | .. | Tuesday, 26th October, 1948 |

2. Where 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 destination before that time.

3. Leave granted is to be regarded as part of the annual leave of the officers and men in question.

(520/201/1402.)

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

74.

ALTERATIONS AND ADDITIONS—INCLUSION OF REFERENCE TO SERIAL NUMBER AND/OR SUBJECT MATTER IN REVELANT CORRESPONDENCE.

To facilitate the handling of correspondence concerning proposed or approved alterations and additions, a brief description of the alteration and addition and serial number of the item, if already allocated, are to be incorporated in the subject heading of letters emanating from all authorities, e.g., “H.M.A.S. *Shropshire*—Alteration and Addition Item 181—additional exhaust fan for steam pipe passages”.

(603/247/2210.)

75.

IDENTIFICATION MARKING OF SMALL BOATS.

The provisions of Admiralty Fleet Order 1561/1947 have been adopted in the Royal Australian Navy.

2. Consolidated Orders and Regulations, Article 419(4), will be amended in due course.

(603/246/6824.)

76.

EXPENDITURE OF DEPTH CHARGES FOR THE PERIOD 30TH JUNE, 1947, TO 31ST DECEMBER, 1947.

With reference to Navy Order 231 of 1947, the following analysis of Practice Depth Charge Firings for the half year ending 31st December, 1947, is promulgated for information:—

| | | |
|----------------------------|-------|------------------------------|
| H.M.A.S. <i>Arunta</i> | .. .. | 5 (1 Pattern) |
| H.M.A.S. <i>Warramunga</i> | .. .. | 5 (1 Pattern) |
| H.M.A.S. <i>Quickmatch</i> | .. .. | 10 (1 Pattern) |
| H.M.A.S. <i>Quiberon</i> | .. .. | 10 (2, five-Charge Patterns) |
| H.M.A.S. <i>Shoalhaven</i> | .. .. | 10 (1 Pattern) |
| H.M.A.S. <i>Culgoa</i> | .. .. | 5 (Half Pattern) |
| H.M.A.S. <i>Condamine</i> | .. .. | 8 (Incomplete Pattern) |
| H.M.A.S. <i>Murchison</i> | .. .. | 10 (1 Pattern) |

2. All charges fired correctly.

3. The attention of Commanding Officers is drawn to Confidential Commonwealth Navy Order 23 of 1947 concerning revised practice allowances.

(471/205/2958.)

77.

GAS CYLINDERS—WATER PRESSURE TESTS.

With reference to Article 310(5) of the Engineering Manual (B.R.16), attention is directed to the necessity for gas cylinders, whether empty or containing gas, to be forwarded for periodical water pressure test by the date the test falls due.

Such cylinders are to be forwarded by H.M.A. ships, &c., to the nearest Naval Store Depot for necessary action. Naval establishments at ports other than Sydney, Brisbane, Melbourne and Fremantle may arrange testing locally, however, where the necessary facilities exist.

2. The words "after contents are exhausted" should be deleted from paragraph 2 of Navy Orders 53, 156, 282 and 385 of 1947.

(669/202/61.)

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

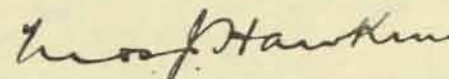
RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne,

6th April, 1948.

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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C.3338/48.

78.

**TRAINING AND EXAMINATION FOR THE B.T. (BOOM TRAINED)
PART TWO QUALIFICATION.**

Ordinary Seaman for Part 2 qualification of Able Seaman B.T. 3.

Course and Duration.

Candidates will undergo a course of six weeks' duration in H.M.A. Boom Depot, Sydney. Course to include theoretical Radar Target Balloon instruction.

Qualifications.

Candidates for the qualification of B.T. 3 must have passed the Part I examination for Able Seaman before being accepted for the Part II course.

2. *Able Seaman B.T. 3 for the Part II qualification of Leading Seaman B.T. II.*

Course and Duration.

Candidates will undergo a course of 8 weeks' duration in H.M.A. Boom Depot, Sydney. Course to include theoretical Radar Target Balloon instruction.

Qualifications.

Candidates for the qualification of B.T. 2 must have passed the Part I examination for Leading Seaman before being accepted for the Part II course.

3. *Leading Seaman B.T. 2 for the Part II qualification of Petty Officer B.T. I.*

Course and Duration.

Candidates will undergo a course of 10 weeks' duration in H.M.A. Boom Depot, Sydney. The course will include practical instruction in a B.W.V. engaged on boom and mooring operations, and theoretical Radar Target Balloon instruction.

Qualifications.

Candidates for the qualification of B.T. I must have passed the Part I examination for Petty Officer before being accepted for the Part II course.

4. The course will consist of the following sections as given in S.1245G (Boom Training History Sheet).

6. Boom defences, material and types.
7. Admiralty standard, and Gate Vessel moorings.
8. Salvage.
9. Towing, tug rescue.
10. Wreck dispersal.
11. Kite balloons (R.T.B.).
12. Acetylene heating and burning.
13. Practical splicing.

Details of the syllabus, examinations, and standards required are shown on the accompanying sheets. Maximum marks for all sections will be 100, and passing marks 50. The marks awarded will be qualified as follows:—80 per cent. and over, V.G.; 65 per cent. to 80 per cent., Good. Below 65 per cent., Fair.

5. *Section 6.*—(Boom defences, material and types.)

Syllabus for B.T. 3.

- (i) Sculling a Boom boat with a single oar.
- (ii) Material used in boom defences.
- (iii) Main types of boom defences.

Standard required.—A thorough knowledge of (i) and (ii) and a general knowledge of (iii).

Examination will be oral and practical.

Syllabus for B.T. 2.

- (i) Components used in boom work, especially shackles (making and breaking), carpenters stopper and chain stopper.
- (ii) All types of A/S, A/T and A/B booms. Gates (main, emergency, side and catenary). Equipment, its care and maintenance. Assembly and launching of sections.

Standard required.—A thorough knowledge of (i) and a general knowledge of (ii).

Examination will be partly written and partly oral and practical.

Syllabus for B.T. 1.

- (i) Practical work on booms, including taking charge of a rigging team.
- (ii) Practical work on constructing A/S and A/T nets.
- (iii) Main types of boom defences, including Bottom nets, Submerged nets, close protection by L.S.T's and spar type close protection.

Standard required.—A thorough knowledge of (i) and (ii) and a general knowledge of (iii).

Examination will be partly written and partly oral and practical.

6. *Section 7.*—(Admiralty Standard and gate vessel moorings.)

Syllabus for B.T. 3.

- (i) Material used in mooring work.

Standard required.—A thorough knowledge of (i).

Examination will be oral.

Syllabus for B.T. 2.

- (i) Components used in all types of Admiralty and gate vessel moorings.
- (ii) Method of laying moorings with a "Barricade" class vessel.

Standard required.—A general knowledge of (i) and (ii).

Examination will be partly written and partly oral and practical.

Syllabus for B.T. 1.

- (i) Practical work on moorings.
- (ii) Classification of moorings and their maintenance at home and abroad.

Standard required.—A thorough knowledge of (i) and a general knowledge of (ii).

Examination, partly written and partly oral and practical.

7. Section 8.—(Salvage).

Syllabus for B.T. 3.

- (i) Attending and dressing of divers.
- (ii) Rigging and laying heavy ground tackle.
- (iii) Salvage pumps.
- (iv) Pneumatic machines, and underwater cutting equipment.

Standard required.—A thorough knowledge of (i) and a general knowledge of (ii), (iii) and (iv).

Examination, oral.

Syllabus for B.T. 2.

- (i) Attending and dressing divers, simple theory of diving.
- (ii) Rigging and laying heavy ground tackles.
- (iii) Salvage pumps care and maintenance, and practical pumping.
- (iv) Salvage equipment ashore and afloat.
- (v) Pneumatic machines and their practical application.

Standard required.—A thorough knowledge of (i), (ii) and (iii) and a general knowledge of (iv) and (v).

Examination, written and oral.

Syllabus for B.T. 1.

- (i) Physics and Physiology of Diving.
- (ii) A.S. Pontoons.
- (iii) Underwater cutting and welding.
- (iv) Cox's Gun, principal examples in salvage work.
- (v) Salvage machinery. Theory of air extraction, air left pumps.
- (vi) Shoring and cofferdam.

Standard required.—A thorough knowledge of (i), (ii) and (iv), and general knowledge of (iii), (v) and (vi).

Examination, written and oral.

8. Section 9.—(Towing, tug rescue.)

Syllabus for B.T. 3.

- (i) Material used in towing.

No examination.

Syllabus for B.T. 2.

- (i) Splicing of wire up to 6 inches and hemp up to 20 inches.
- (ii) Methods of connecting up and slipping tow.

Standard required.—A thorough knowledge of (i) and general knowledge of (ii).

Examination, practical and oral.

Syllabus for B.T. 1.

- (i) Care and maintenance of towing equipment.
- (ii) Methods of connecting up and slipping tow.

Standard required.—A thorough knowledge of (i) and (ii).
Examination, oral.

9. Section 10.—(Wreck dispersal.)

Syllabus for B.T. 3.

- (i) Elementary Wreck dispersal.

No examination.

Syllabus for B.T. 2.

- (i) Underwater explosives.

Standard required.—A general knowledge of (i).
Examination, oral.

Syllabus for B.T. 1.

- (i) Underwater demolition, use of explosives.

Standard required.—A thorough knowledge of (i).
Examination, written.

10. Section 11.—(Radar target balloons.)

Syllabus for B.T. 3.

- (i) Fitting and handling ashore and afloat.

Standard required.—A general knowledge.
Examination will be oral and practical.

Syllabus for B.T. 2.

- (i) Fitting and handling ashore and afloat.
- (ii) Servicing.

Standard required.—A thorough knowledge of (i) and a general knowledge of (ii).
Examination will be partly written and partly oral and practical.

Syllabus for B.T. 1.

- (i) Taking charge of a balloon crew.
- (ii) Servicing and repair.

Standard required.—A thorough knowledge of (i) and (ii).
Examination will be partly written and partly oral and practical.

11. Section 12.—(Acetylene heating and burning.)

Syllabus for B.T. 3.

No instructions given to B.T. 3's.

Syllabus for B.T. 2.

- (i) Equipment and safety measures.
- (ii) Practical heating and burning.

Standard required.—A general knowledge of (i) and (ii).
Examination will be oral and practical.

Syllabus for B.T. 1.

- (i) Equipment and safety measures.
- (ii) Practical heating and burning, and clenching.

Standard required.—A thorough knowledge of (i) and (ii).
Examination will be oral and practical.

12. Section 13.—(Splicing).

Syllabus for B.T. 3.

- (i) Practical work in splicing and rigging including Modified Liverpool Salvage splice, up to and including 5 inches F.S.W.R.
- (ii) Grommet strop.

Standard required.—A thorough knowledge of (i) and (ii).
Examination will be oral and practical.

Syllabus for B.T. 2.

- (i) Practical work in splicing and rigging as for B.T. 3.
- (ii) A/T grommet making. (16-in. diameter).

Standard required.—A thorough knowledge of (i) and (ii).
Examination will be oral and practical.

Syllabus for B.T. 1.

Refresher course, no marks awarded.

(463/201/1674.)

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

79.

UNITED STATES NAVAL SIGNAL FLAGS.

With reference to Admiralty Fleet Order 3644/47, pending the incorporation of the U.S. flags in the Admiralty set, H.M.A. Frigates and larger ships are to retain the full allowances of U.S.N. signal flags on the revised scale for Admiralty flags set out in A.F.O. 1433 of 1947, any flags surplus to these quantities being returned to the appropriate Naval Store Officer.

2. Other H.M.A. ships and establishments holding U.S.N. signal flags in accordance with Navy Order 159 of 1945 are to return the U.S. "Answer" pendant and "BUS" flags to store.

3. All surplus United States flags returned to Naval Store Depot in accordance with the foregoing are to be retained pending further instructions.

(476/201/854.)

80.

RE-NAMING ROOMS AND OFFICES IN SIGNAL COMMUNICATION DEPARTMENT.

The provisions of A.F.O. 4412/47 are to be adopted in the Royal Australian Navy.

(595/201/3.)

81.

OFFICERS' MESS TRAPS—REPLACEMENT ALLOWANCES APPLICABLE FOR 1947-48.

With reference to C.O.R. Article 488, the amounts to which free replacements may be made during the year ending 30th June, 1948, 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 seagoing 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 1947-48.

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, only officers actually borne for victuals are to be included.

(407/201/1941.)

82.

SCHOOL OF AIR SUPPORT—RE-NAMING.

With reference to Navy Orders 87 and 407 of 1947, the School of Air Support located at R.A.A.F. Station, Laverton, has been re-named School of Land/Air Warfare, with effect from 1st March, 1948.

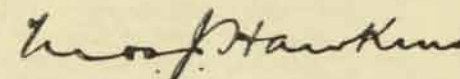
(443/201/1742.)

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Navy Office, Melbourne,
13th April, 1948.

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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83.

H.M.A. M.S.L. 706—PAYING OFF.

H.M.A. M.S.L. 706 paid off into "F" class reserve on 19th March, 1948.

(603/217/3798.)

84.

LONG RANGE WEAPONS PROJECT, AUSTRALIA—VISITS TO ESTABLISHMENTS CONNECTED THEREWITH.

The following advice received from the Ministry of Munitions is promulgated for information and guidance:—

"It is notified that the Long Range Weapons Experimental Establishment, Woomera, has been proclaimed a prohibited area. A procedure has, therefore, been laid down regarding visits to such an establishment and a similar procedure will apply in respect of LRW Base Establishment, Salisbury, and LRW Air Establishment, Mallala.

2. The procedure to be followed is set out hereunder:—

- (1) Applications, in writing, for permission to visit LRWO establishments from personnel other than those in possession of an LRWO all areas pass, should be submitted to this Department ten days before the proposed visit.
- (2) In view of administrative limitations an alternative date of visit should be submitted with the original application.
- (3) No person, whose visit has not been approved by this Department, will be admitted to any LRWO establishment.
- (4) The approval will relate to a particular visit and will cover the date or dates on which the visit has been approved.
- (5) All visiting personnel will be security checked prior to the visit.
- (6) No visitor will be shown any equipment or given any information other than that covered in the approved application.
- (7) No visitor other than those having a direct interest in the work will be permitted to visit the technical establishment, LRWXE, Woomera, or operational areas during operational periods.
- (8) All visitors will be security briefed prior to entry to a LRW establishment.
- (9) Visitors will sign the necessary security forms, visitors' book, as required by the Superintendent of the particular establishment.
- (10) Visitors will be accompanied by an authorized officer from time of entry into an establishment until time of exit."

(508/201/2944.)

85.

FORM A.S. 1177a—GYRO COMPASS REPORT.

With reference to C.O.R., Article 342 (R.I. 5—6/47), Forms A.S. 1177A, Gyro Compass Reports, are not being received regularly by the Admiral Superintendent, Sydney. Commanding Officers are to ensure that this quarterly report is rendered punctually through the appropriate Administrative authority.

(670/202/1455.)

86.

CORRIGENDUM.

With reference to Navy Order 9 of 1948, the marks gained by Chief Electrical Artificer Frank L. Hill, O.N.23202, of H.M.A.S. *Cerberus* should be amended to read:—

| | | | | |
|--|----|----|----|--------|
| General Knowledge | .. | .. | .. | 59 |
| Geography | .. | .. | .. | 58 |
| Practical Mathematics | .. | .. | .. | 66 (b) |
| Magnetism and Electricity | .. | .. | .. | 82 |
| Remarks:—Q.W.R., H.E. Certificate 2nd Class. | | | | |

(465/204/682.)

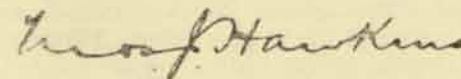
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Commonwealth Navy Orders.

Navy Office, Melbourne,
20th April, 1948.

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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87.

H.M.A. G.P.V'S 960 AND 963—COMMISSIONING.

H.M.A. G.P.V's 960 and 963 commissioned on 1st April, 1948.
(603/246/7092.)

88.

RE-INSTITUTION OF THE AWARD OF THE GOOD SHOOTING BADGE.

The provisions of Admiralty Fleet Order 4045/47 in regard to the re-institution of the Award of the Good Shooting Badge have been adopted in the Royal Australian Navy. Stocks of the requisite badges are available for issue.

(416/201/1217.)

89.

TOUCH TYPING—WRITERS AND STORES ASSISTANTS.

Classes of Writers and Stores Assistants are now being instructed in touch typing at the Typing School, Flinders Naval Depot. In order that the benefits of this instruction are not lost, it is essential that for a period of at least six months after completion of this course, at least two hours a week be devoted to typing or typing practice.

2. Supply Officers, or Commanding Officers of ships in which no Supply Officer is borne, having ratings who have completed this course are to ensure that this practice is carried out.

3. Navy Order 172 of 1944 is cancelled.

(348/202/15.)

90.

SIGNALLING WITH BRITISH MERCHANT VESSELS—RETURN FOR YEAR ENDED 31st DECEMBER, 1947.

General.

The returns show a total of 325 successful exercises, while there were three failures to establish communication.

Individual Ships.

2. The following table gives the number of successful exercises reported by H.M.A. ships. Those with fewer than twenty exercises have not been included:—

| H.M.A. Ship. | Successful Exercises. |
|----------------------------|-----------------------|
| <i>Swan</i> | 36 |
| <i>L.S.T. 3014</i> | 35 |
| <i>Arunta</i> | 33 |
| <i>Condamine</i> | 30 |
| <i>Manoora</i> | 28 |
| <i>Murchison</i> | 23 |

3. The following table shows the number of exercises carried out by various companies. Those with fewer than eight exercises have not been included. The table is not to be taken as a statement of comparative efficiency as between different companies, since the opportunities for signalling with H.M.A. ships vary.

| Company. | Successful Exercises. |
|-----------------------------------|-----------------------|
| Commonwealth of Australia .. | 21 |
| Adelaide S.S. Co. | 20 |
| Broken Hill Pty. Ltd. | 15 |
| Anglo Saxon Petroleum Co. Ltd. .. | 14 |
| China Navigation Co. Ltd. | 12 |
| A.U.S.N. Co. Ltd. | 12 |
| Port Line Ltd. | 12 |
| Clan Line | 10 |
| Huddart Parker | 8 |
| E. & A. S.S. Co. Ltd. | 8 |
| Union S.S. N.Z. | 8 |

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

| Date. | H.M.A. Ship. | With S.S. | Exercise. | Remarks. |
|----------|-------------------|-----------------------|----------------|--|
| 20.10.47 | <i>Swan</i> .. | <i>Wandana</i> .. | Aldis light | Exceptionally good |
| 18.7.47 | <i>Bataan</i> .. | <i>Aroona</i> .. | Aldis light | V.G.I. Good look-out kept |
| 15.8.47 | <i>Condamine</i> | <i>Cyrena</i> .. | Light sem. | In constant communication for five days during salvage operations. At all times signalling was of the highest order |
| 20.8.47 | <i>Condamine</i> | <i>Reynella</i> .. | Light sem. | In constant communication for five days during salvage operations. At all times a high standard was maintained |
| 19.3.47 | <i>Shoalhaven</i> | <i>Taiping</i> .. | Aldis .. | Exchanged long messages. Signalling V.G.I. |
| 24.3.47 | <i>Bataan</i> .. | <i>Bundaleer</i> .. | Aldis .. | <i>Bundaleer</i> opened communication. Signalling was excellent |
| 13.1.47 | <i>Murchison</i> | <i>Clan Buchanan</i> | Aldis .. | Exchanged long messages 10 W.P.M. Distance 5 miles. Signalling V.G.I. |
| 2.3.47 | <i>Quiberon</i> | <i>Iron Baron</i> .. | Aldis .. | Exchanged long messages. Signalling V.G. |
| 31.10.47 | <i>Bataan</i> .. | <i>Ozarda</i> .. | Light .. | Distance 6 miles. Signalling V.G. |
| 4.7.47 | <i>Kanimbla</i> | <i>City of Dieppe</i> | Aldis .. | Plain language and code messages exchanged. Distance 6 to 8 miles. Communication good |
| 6.1.47 | <i>Barwon</i> .. | <i>Mangola</i> .. | .. .. | <i>Barwon</i> called by S/P. <i>Mangola</i> did not respond quickly, hoisting her signal letters when out of range and unreadable. <i>Mangola's</i> name had been read from her bridge |
| 1.10.47 | <i>Murchison</i> | <i>Marella</i> .. | Sig. projector | <i>Marella</i> gave name only and declined to answer further signals |

(663/201/694.)

91.

ACCOUNTING FOR RANGE TABLES.

The following procedure is to be observed in future in accounting for Range Tables:—

- (a) The Guard Book, Introduction to Range Tables and Notes on Ballistics are to be accounted for on one ledger page (Form A.S.123A).
- (b) One ledger page is also to be raised for each type of gun, and the first supply of Range Tables to the ship concerned accounted for separately thereon, the numbers of the pages included in each table being shown in the "remarks" column of the pertinent ledger pages.
- (c) A separate ledger page should be inserted in the ledger following each page for Range Tables, on which should be recorded receipts and issues of all amendments, replacement pages, &c., for the tables concerned. Such amendments, replacement pages, &c., should be issued outright to the officer concerned, and no further accounting action is necessary. In the case of additional pages to a Range Table already held on board being received, the notation in the "remarks" column of the main ledger page should be amended accordingly.
- (d) Additional tables received should be accounted for on the main ledger page for the particular type of gun, referred to at (b) above.
- (e) Range Tables should be issued on permanent loan to the responsible officer in the ship concerned, and particulars of the table issued should be shown, under the heading of the gun to which they are applicable, on the Forms A.S.1099 (inside).

2. Navy Order 13 of 1935 is cancelled.

(480/202/4978.)

92.

ADJUSTMENTS BETWEEN SERVICE DEPARTMENTS AND STATE RAILWAYS.

The tentative authority to dispense with the rendition of claims against State Railways in respect of damage to or loss of goods in transit over the State Railways in cases where the amount involved did not exceed 10s. in any one instance, is now withdrawn.

2. In future, claims should be made in all cases irrespective of the sum involved.

3. Navy Order 554 of 1943 is cancelled.

(401/221/965.)

93.

ACCOUNTABLE PACKAGES SUPPLIED WITH VICTUALLING STORES —DISPOSAL.

With reference to C.O.R. Article 506, and Navy Order 453 of 1945, examination of Victualling Store Accounts at Navy Office shows that accountable containers are in many instances still being irregularly disposed of without adequate justification.

2. It is realized that, in special circumstances, full particulars of which should be furnished with the relevant accounts, it may be impracticable for sea-going ships to observe completely the prescribed procedure for the preservation and subsequent return of all these containers to a victualling yard or depot; but the circumstances are very different in Naval establishments and, before action is taken to dispose of any such packages locally, in future, recommendations stating reasons therefor are to be made by Naval establishments to Navy Office for decision.

(612/211/6173.)

94.

YEAST FOR BREADMAKING.

Owing to shortage of essential raw materials, the manufacture of Zeestos Liquid Yeast and Zeestos Dry Yeast has been discontinued and no further supplies will be available on exhaustion of present yard stocks of these items.

2. Tests of substitute preparations are now being carried out at Flinders Naval Depot and a Navy Order will be promulgated at an early date specifying the trade pack or packs to be used in future. Meanwhile the use of Compressed Yeast and Dried Yeasts, other than Zeestos products, is authorized when necessary.

3. An examination of Reports of Survey (A.S. 330) received from H.M.A. ships and establishments over a period discloses, however, that appreciable quantities of Compressed Yeast have been condemned hitherto mainly on account of (a) excessive stocks, (b) unsatisfactory storage, and (c) improper use.

4. In order to reduce condemnations of Compressed Yeast to a minimum, stocks of this commodity are, in future, not to exceed two months' estimated requirements under normal circumstances, and the following instructions, compiled after consultation with the manufacturers, are to be closely adhered to:—

- (i) *Storage.*—The ideal temperature for storage of Compressed Yeast is 29° to 30°F. Lower temperatures are not necessary or desirable. At cold chamber temperatures, a percentage of the yeast cells will break down and the efficiency of the yeast for breadmaking will be much reduced.

(ii) *Handling*.—This aspect is most important, especially if Compressed Yeast is stored at a lower temperature than 29°F. In such circumstances it is essential that to obtain the best results Compressed Yeast should be brought back very gradually to a temperature of approximately 40°F. Yeast stored under freezing point should therefore be removed to a cool room or domestic refrigerator at a temperature of about 40°F. two or three days before being used for breadmaking. As soon as possible after removing the yeast to the cool room or domestic refrigerator the pats should be separated so as to allow free air circulation. When dissolving the yeast for breadmaking it should be put into water between 75° and 90°F., no salt being added to the liquid. If put into water at higher temperatures, the yeast is seriously affected and its value for breadmaking may even be totally destroyed.

(668/203/265.)

95.

MESS GEAR.

With reference to paragraph 2 of Navy Order 19 of 1948, A.F.O. 4406 of 1947 (except scales Nos. 61 and 141) is to be substituted therein for A.F.O's 5969 and 1476 of 1944 and 1946 respectively.

(530/207/24.)

96.

NAVAL AIR STATION, NOWRA—POSTAL AND TELEGRAPHIC ADDRESSES.

The following are the postal and telegraphic addresses of the Naval Air Station, Nowra:—

(a) Postal—

Commanding Officer,
H.M.A. Naval Air Station,
NOWRA.

(b) Telegraphic—

Naval Air Station, Nowra.

(443/203/627.)

97.

BOOKS AND FORMS.

First supplies of the under-mentioned publications have been distributed. Additional copies of B.R.222, B.R.642B, B.R.1466 (1) and (2), and B.R.1467 (1) and (2) are being obtained to complete distribution:—

B.R.125.—Lloyds Register of Shipping 1947-48 and Supplements Nos. 1 to 11 inclusive.

(571/202/2787.)

B.R.222 (Reprint).—Notes on W/T Sets.

(A.F.O. 6029/46.)

(571/202/2297.)

B.R.359 and Form D.128D.—Establishment of Naval Stores for Electrical and Torpedo Purposes and List of Particulars.—Lists of Errata No. 16.

(A.F.O. 3144/47.)

(571/202/2229.)

B.R.368 and Form D.129.—Establishment of Naval Stores for Sloops, Fleet Minesweepers, "River" Class Frigates, &c., and List of Particulars.—Lists of Errata Nos. 15 and 16 respectively.

(A.F.O. 2341/47.)

(571/202/2236.)

B.R.642B.—Summary of British Warships.

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

(571/202/2097.)

B.R.764/47.—Jane's All the World Aircraft.

(A.F.O. 3726/47.)

(571/202/1846.)

B.R.1079/46.—Inter Services Standard Graphical Symbols.

(A.F.O. 2767/47.)

(571/202/2264.)

B.R.1466 (1).—Handbook for Type 601/D.—Vol. I. Technical and Mechanical Description.

B.R.1466 (2).—Handbook for Type 601/D.—Vol. II. Diagrams.

(A.F.O. 1933/47.)

(571/202/2894.)

B.R.1467 (1).—Handbook for Types 602/E/D/ED.—Vol. I.—Technical and Mechanical Description.

B.R.1467 (2).—Handbook for Types 602/E/D/ED.—Vol. II.—Diagrams.

(A.F.O. 1933/47.)

(571/202/2895.)

B.R.1469 (1).—Handbook for Types 604/D.—Vol. I.—Technical and Mechanical Descriptions.

B.R.1469 (2).—Handbook for Types 604/D.—Vol. II.—Diagrams.
(A.F.O. 1934/47.)
(571/202/2892.)

B.R.1470 (1).—Handbook for Types 605/D.—Vol. I. (M/F Portion) Technical and Mechanical Description.

B.R.1470 (2).—Handbook for Types 605/D.—Vol. II. (M/F Portion).—Diagrams.
(A.F.O. 1934/47.)
(571/202/2893.)

B.R.1585 (A).—Handbook for Teacher Outfit HRD, Part I, Units B, C and E.

(A.F.O. 1935/47.)
(571/202/2408.)

B.R.1640 (5D).—Combined Operations Handbook 5D.
Spotting Instructions—Naval Bombardment.

(A.F.O. 2595/47.)
(571/202/2813.)

B.R.1730.—Drill for 40 m.m., Q.F., Mark 10 Gun on 40 m.m. Twin Bofors Stabilized Tachometric Anti-Aircraft Gun Mounting, Mark II+ (STAAG Mark II+).

(A.F.O. 2768/47.)
(571/202/2925.)

Handbook of Armament Supply in the R.A.N
(571/201/5457.)

A.B.R.3.—Articles of War—Poster—is in print and first supply will be distributed without demand to H.M.A. ships and Naval establishments. Demands are to be placed on the Superintending Naval Store Officer, Sydney, by Naval establishments to complete requirements.

(571/202/2900.)

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

RESTRICTED.

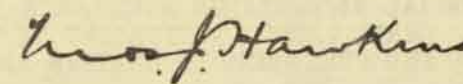
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
27th April, 1948.

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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98.

Q.F. 40 MM. SINGLE GUNS AND BARRELS—REPORTS.

With reference to A.F.O. 4364/47, in order to ascertain location and register numbers of Q.F. 40 mm. M.1 single U.S. guns and barrels in the R.A.N., all single Bofors guns and barrels fitted in ships or held at shore bases are to be checked and the details reported in the following form:—

| Q.F. 40 mm. | Register Number. | | |
|---|------------------|-------------------|---------------|
| | Gun. | Component Barrel. | Spare Barrel. |
| Mk. 1, 1*, C. Mk. 1 or C. Mk. 1*. (British or Dominion) | | | |
| Mk. N1 or C. Mk. N1. (British or Dominion) .. (A.F.O. 2743/47) | | | |
| M. 1. (U.S.) | | | |

(490/212/1588.)

99.

SPECIAL VICTUALLING ASSISTANCE TO SEA-GOING SHIPS AND SMALL VESSELS VICTUALLED ON THE REPAYMENT SYSTEM AND OPERATING IN CERTAIN AREAS.

The approved procedure in regard to special messing arrangements in the above-mentioned repayment ships is repromulgated hereunder for ready reference and guidance, being a revision of the applicable portions of Navy Order 444 of 1944.

2. In order that messes of repayment ships in advanced areas may victual themselves to the approximate standard of meals served in general mess ships without cost to the individual messes concerned, all such repayment messes in ships, whilst operating from Australia in waters north of 20 degrees south latitude, are authorized to draw ship's provisions up to Five pence per head per diem in excess of the current victualling allowance without recovery of the value of such excess issues being effected monthly from messes concerned in the normal manner.

3. The express purpose of this special arrangement in messing conditions in repayment ships is to enable ratings' messes to victual themselves daily to the general mess standard without cost to themselves, and Commanding Officers of ships affected are to ensure that the required accounting procedure detailed in paragraph 7 below is closely followed. In this connection it is to be specially noted by all concerned that foodstuffs drawn by messes, under this authority, in excess of the victualling allowance are to be restricted to immediate day to day requirements, and are not to be accumulated for future consumption or used for any purpose other than for which they are intended.

4. All issues are to be charged at the current fixed issuing price for provisions, or as laid down in C.O.R., Article 420, clause 2, in respect of items not shown in the fixed issuing price list.

5. The provisions of paragraph 2 are also applicable to officers' messes in ships in which ratings are not victualled in general mess.

6. The general instructions concerning rationed foodstuffs, as contained in Navy Order 265 of 1944, are in no way affected by the provisions of this Order. Such maximum quantities specified are in no circumstances to be exceeded.

7. In regard to the foregoing, for accounting purposes the current victualling allowance is to be entered at the head of the appropriate column in Form A.S. 462z, and the following procedure observed:—

- (i) As far as is practicable, provisions are to be issued daily and confined to the actual daily requirements.
- (ii) As provided in Navy Order 265 of 1944, issues of canned provisions are as far as is possible to be confined to occasions when fresh items are not available.
- (iii) At the end of the month the total value of provisions issued is to be transferred to the applicable column for each mess in Form A.S. 462z, and the mess balance arrived at in the usual manner.
- (iv) When the total value of provisions issued exceeds an amount arrived at by multiplying the current victualling allowance, plus Five pence, by the numbers victualled for the month, or portion of the month, concerned, recovery is to be effected of the excess amount only.
- (v) As hitherto, mess savings paid in cash are to be confined to the normal victualling allowance, no cash payment being applicable in respect of the special messing assistance of Five pence per diem referred to in paragraph 2.
- (vi) Any portion of the special messing assistance of Five pence per diem not utilized during a month is not transferable to an ensuing month.
- (vii) The following paragraph is to be added to certificate "D" of Form A.S. 462z, in the Special Notations space, by the Commanding Officer, in respect of paragraph 2 above:—

I hereby certify that the special messing assistance referred to in paragraph 2 of Navy Order 99 of 1948 applied to H.M.A. ship under my command during this month from.....to....., inclusive, and that the quantities of extra provisions issued during that period under the authority of the above-mentioned Order were solely to meet immediate day to day requirements.

8. Navy Orders 564 of 1943 and 444 of 1944 are hereby cancelled.

(407/215/445.)

100.

TELEGRAPHIC TYPEWRITERS.

Authorized allowances of telegraphic typewriters for H.M.A. ships and establishments are as indicated hereunder:—

| | | |
|----------------------------|--------|-----------------------|
| Aircraft Carrier | 6 No. | Flagship 8 No. |
| Cruiser | 6 No. | Flagship 8 No. |
| Destroyer | 2 No. | Flotilla Leader 3 No. |
| Frigate | 2 No. | |
| Sloop | 2 No. | |
| A.M.S. | 2 No. | |
| <i>Harman</i> | 42 No. | |
| <i>Coonawarra</i> | 8 No. | |
| C.C.O., Sydney | 2 No. | |
| H.M.A. Signal School | 56 No. | |
| F.N.D. W/T Station | 2 No. | |
| <i>Tarangau</i> | 3 No. | |
| <i>Wyatt Earp</i> | 1 No. | |
| L.S.T's. | 1 No. | |
| <i>Kanimbla</i> | 2 No. | |
| N.A. Station, Nowra | 3 No. | |

(524/209/1173.)

101.

BLUE CAPS FOR RATINGS.

The normal procedure regarding the wearing of white caps or cap covers in the Royal Navy as prescribed in the Appendix to the Navy List, Naval Uniforms (Ratings), Section IV, has been reverted to, and Navy Orders 191 of 1943 and 46 of 1944 are accordingly cancelled. The provisions of C.O.R., Article 461, are therefore to be observed in future, the following being substituted for sub-paragraphs (b) and (c) thereof:—

(b) Blue caps for ratings, comprising drafts or ships' companies of H.M.A. ships proceeding abroad, are normally to be obtained from the most suitable Admiralty Yard *en route*, or immediately after arrival in the United Kingdom if previous supply is not practicable.

(c) Requirements are to be communicated to the Yard concerned in ample time to permit of the necessary supply arrangements being made.

2. C.O.R., Article 461, will be amended in due course.

(494/203/613.)

102.

BOOKS AND FORMS.

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.S. 459r.—Application for Re-engagement.

(480/202/5053.)

2. The present Form A.R. 7, "Notification of Despatch, Final Entry, or Rejection," has been abolished in the R.A.N., and Form A.R. 7(a), "Notification of Despatch of and Receipt for Recruits' Papers," has been revised and renumbered A.R. 7.

First supply of the new Form A.R. 7 will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stock of the existing Form A.R. 7(a) is exhausted.

(480/201/3857.)

3. The conditions of advancement under the New Pay Code require the introduction of the under-mentioned forms for use in the R.A.N.:—

A.S. 536(B).—Qualification Sheet for the Rating of Musician.

A.S. 536(M).—Qualification Sheet for the Rating of Sick Berth Attendant.

First supply of these forms will be effected by the Superintending Naval Store Officer, Sydney, to the Commodore Superintendent of Training, Flinders Naval Depot.

(480/202/5049.)

103.

CORRIGENDUM.

Navy Order 61 of 1948, paragraph 2, is to be amended as follows:—

(a) Sub-paragraph (a) (i).—For the heading "The Signal Instructor Rate (Short title V.I)" read "The Signal Instructor Rate (Short title S.I)".

(b) Sub-paragraph (b) (i).—For the heading "Signal and Wireless Instructors (Short titles V.I and W.I)" read "Signal and Wireless Instructors (Short titles S.I and W.I)".

(348/204/49.)

RESTRICTED.

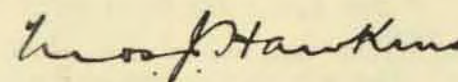
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Order.

Navy Office, Melbourne,
27th April, 1948.

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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104.

TRAINING, EXAMINATION AND ADVANCEMENT OF PETTY OFFICERS AND MEN.

SECTION I—GENERAL INSTRUCTIONS.

The following are the revised regulations for permanent advancement in the Royal Australian Navy consequent upon the adoption of the New Pay Code. The following Articles of Consolidated Orders and Regulations, 1942, are cancelled—Articles 186, 187, 188, 189 (Rating numbers 33, 34A, 34B, 35, 36, 37, 39, 40 and 40A only), 190, 192 (Course G only), 196, 197, 198, 201, 202 and 203.

2. Revised regulations for those branches not covered in these regulations, and for the new Naval Aviation Branch are under consideration and will be promulgated in due course.

3. These regulations are applicable to all ratings who entered or re-entered the Royal Australian Navy after the 30th June, 1947.

4. In the case of ratings who entered or re-entered on or before 30th June, 1947, the following modifications will apply:—

(a) Advancement to the "Able" rate in all branches is to be in accordance with Navy Order 276 of 1940, as amended by Navy Orders 91 and 355 of 1941, 62 and 359 of 1942, 376 of 1943, and 166 of 1947.

(b) Advancement to Leading rate and above in those branches where a Part II. qualification is now necessary will be modified in accordance with Navy Order 230 of 1947, section 5, paragraph 7.

(c) The length of Service qualification in case of ratings already on advancement rosters on 31st December, 1947, will be in accordance with the regulations previously in force for *permanent* advancement. Under certain circumstances (see paragraph 8 below) the length of Service qualification may be reduced by the Naval Board in the case of ratings placed on advancement rosters after 31st December, 1947.

5. *Cessation of Temporary Advancements.*—No further temporary advancements will be made and all regulations concerning such advancements are cancelled. Only those ratings who are not fully qualified for permanent advancement now hold temporary rates and Commanding Officers are to ensure that every facility and encouragement is given these men to qualify for permanent advancement. In this connexion attention is directed to Navy Order 132 of 1947.

6. Men disgraced from temporary higher rates for misconduct may be readvanced to the permanent rate if fully qualified. They are not to be readvanced to a temporary rate.

7. *Rendering of Form A.S. 507.*—Commencing with the next return due, the following instructions are to be observed:—

(a) The names of all ratings borne who have passed Professionally (Part I) and Educationally for higher ratings are to be included irrespective of their length of service, Part II qualifications, and Damage Control qualifications except that Petty Officers who are not qualified by length of service for Chief Petty Officer are not to be included unless recommended for accelerated advancement. See also paragraph 99 (Electrical Branch), 160 (Sick Berth Branch), 209 (Cook Branch), and 225 (Steward Branch).

(b) In column 4, the seniority is to be in Part I (Substantive) rating.

(c) Columns 5, 6, 7 and 8 are to be amended as follows:—

| Higher Rating. | | | Date of Commencement of V.G. Conduct. | |
|----------------------------------|---------------|---------------------|---------------------------------------|---|
| Date passed and for what Rating. | | | Damage Control. 7 (a) | 8 |
| Part I. 5 | Part II. 6 | Educationally. 7 | | |
| | | | | |

In column 7 (a), the notation is to be either Q.D.C. (B) with percentage of marks and date, or N.Q.D.C. (B).

(d) Only those ratings who are recommended as fit for immediate advancement are to be shown on the front of the form; the remainder are to be shown on the back of the form either as NOT YET or NOT recommended. Attention is directed to K.R. and A.I Article 414, clause 1, in regard to recommendations for advancement.

8. While the present shortage in certain higher rates continues, some advancements may be made before the length of service qualifications is fulfilled.

9. Pending the revision of history sheets, special forms for recording examination results up to the "Able" rating in all branches may be introduced. These will be on the lines of Form A.S. 536D "Qualification Sheet for the rating of Able Seaman" which has been revised to meet the new conditions.

10. *Seagoing Service*—Where seagoing service is a necessary qualification for advancement under Section III of these regulations, it means service in a commissioned seagoing ship in the actual rating (acting or confirmed) specified. The date of actual advancement is to be noted on the Conduct Sheet.

11. "Acting" ratings—The provision of B.R. 1066—Advancement Regulations, Article 36 in regard to advancement on an "acting" basis in certain branches—are applicable.

12. *Medical fitness*.—Ratings becoming due for advancement or re-advancement whilst they are in Medical Category C are not to be advanced or re-advanced until they are discharged to duty Category A or B. Ratings in Medical Categories D or Y are not to be advanced or re-advanced until their category is changed to A or B by a Medical Board of Survey.

13. When a D.O. 10 is received for a rating in Medical Categories C, D or Y, and it is anticipated that he will be medically upgraded within six months, the D.O. 10 is to be retained and advancement effected after medical upgrading. The date of advancement in such cases is to be as follows:—

Medical Category C.—Date shown on D.O. 10.

Medical Category D or Y.—Date of Medical upgrading.

14. When it is not anticipated that a rating will be medically upgraded within six months, the D.O. 10 is to be returned to Navy Office endorsed with the Medical Category and anticipated period in the category. The ratings name is to be shown on the back of subsequent Forms A.S. 507 as NOT YET recommended for advancement until his Medical Category has again become A or B.

15. Re-advancement by the Captain of ratings in Categories C, D, or Y is to be in accordance with the above principles.

16. The above rules do not apply to advancement in class of Artificers, Shipwrights, Mechanics, Mechanics and Artisans, nor to advancement to Able Seaman and equivalent rates, all of which may be made irrespective of medical fitness but subject to the provisions of the following paragraph.

17. In no circumstances is a rating to be advanced, re-advanced or confirmed in rating while under active treatment for venereal disease, but in the case of syphilis this does not apply after completion of initial course of treatment provided that Wasserman reaction is negative and no active signs are present.

SECTION II—TRAINING AND ADVANCEMENT OF RECRUITS.

18. All New Entries will be entered in the rating of RECRUIT and will carry out the following training at Flinders Naval Depot and the Naval Air Station, Nowra (in the case of Technical Courses in the Naval Aviation Branches) before advancement to the Ordinary rating in their branch.

(a) *Preliminary Course* (two weeks).—This will include medical and dental inspection, kitting up, preliminary lectures, educational test for grading and classing, interviews by Divisional Officers, Psychologist and Chaplains.

(b) *Disciplinary Course* (ten weeks).—This will consist of Squad Drill, Rifle Drill—including instruction in handling and preliminary firings with rifle and Bren gun—Refresher and Progressive Educational instruction, Elementary Seamanship including Elementary Fire fighting. All recruits irrespective of branch will embark in a training ship for not less than four days during this period of training.

On completion of the Disciplinary Course the Commodore Superintendent of Training may award each Recruit a "Pass" graded "Very Good", "Good", or "Fair". For a pass graded "Very Good", one month's "Time Gained" for advancement to the Able rate will be awarded and for a pass graded "Good" one-half month's "Time Gained" will be awarded. This is to be entered on Forms of the A.S. 536 Series or History Sheet as appropriate, and reported on Form A.S. 161.

If a pass is not awarded the recruit may be either back-classed for a period of one month or discharged "Unsuitable" as decided by the Commodore Superintendent of Training.

No "Time Gained" will be awarded recruits who pass on re-examination after back-classing.

(c) *Recruit Technical Courses*.—All recruits awarded a pass in the Disciplinary Course will carry out Recruit Technical Courses of 12 weeks' duration in the school at Flinders Naval Depot appropriate to their branch except Naval Aviation Branches who will carry out their Courses at the Naval Air Station, Nowra. While undergoing Recruit Technical Courses, recruits will be examined as requisite but not later than during the twelfth week of the Technical Course. Recruits who pass these examinations will be graded "Very Good", "Good", or "Fair", and awarded "Time Gained" for advancement to the Able rate as for the Disciplinary Course examination. Recruits who fail in these examinations may be either back-classed for a period of one month or discharged "Unsuitable" as decided by the Commodore Superintendent of Training (on the recommendation of the Commanding Officer, Naval Air Station, Nowra, in the case of Naval Aviation Recruits). No "Time Gained" will be awarded recruits who pass on re-examination after back-classing.

19. The date of advancement of recruits to the Ordinary rating in their branch will be a basic date of six calendar months from date of entry post-dated by the periods of back-classing during the Disciplinary and Recruit Technical Courses.

20. Where back-classing is necessary for reasons outside the control (e.g., illness) of a recruit, the Commodore Superintendent of Training or Commanding Officer, Naval Air Station, Nowra, as appropriate, may direct that he is to be advanced to the Ordinary

rating to date six months from date of entry or to such date as they may determine in view of the circumstances of each case. Such back-classing is not limited to the periods specified in paragraph 18 above.

21. *Transfers between Branches.*—Recruits who either during or on completion of Recruit Technical Courses are found to be unsuited to the branches in which they are serving, may, if they request, be transferred to another branch if recommended by the Commodore Superintendent of Training and approved by the Naval Board. Recruits thus transferred will forfeit all previous time spent undergoing Recruit Technical Courses and their dates of advancement to the Ordinary rating will be post-dated accordingly. Time spent undergoing Preliminary and Disciplinary Courses will count towards advancement to the Ordinary rating and "Time Gained" in the Disciplinary Course and the Recruit Technical Course for the new branch will count towards advancement to the Able rate.

22. *Artificer, Artisan, and Rating Pilot Branches.*—Recruit Artificers and Artisans will be advanced to the 5th or Acting 4th Class rate in their branch on completion of the Disciplinary Course. They will then undergo a Leadership Course of 14 days' duration and thence will carry out Class Leaders' duties among recruits until completion of their Technical Courses. Aircraft Artificers and skilled Aircraft Mechanics will be drafted to the appropriate Naval Aviation establishment on completion of the Leadership Course for further Technical training. Recruits (Pilot) will be advanced to Probationary Pilot on completion of the Disciplinary Course and drafted to the appropriate Naval Aviation or R.A.A.F. establishment for continuation of training.

23. *Recruit Technical Courses—Seaman Branch.*—On passing the Disciplinary Course, recruits (Seaman) will carry out a Recruit Technical Course of 12 weeks' duration in Seamanship, Gunnery, and T.A.S., and Electrical in accordance with the following outline syllabus:—

- (a) *Seamanship.*—Boat work, rigging, anchors and cables, compass and wheel, rule of the road, lead and line, sewing, part of ship, general knowledge, elementary fire fighting and ship safety, warning radar and A.I.O. signals.
- (b) *Gunnery.*—Lay-out of 6-in. cruiser (armament, magazines, control positions, &c.), fire control terms, communication drill sighting arrangements of a gun, range, deflection, simple principles of director system, look-out duties (A.A. and surface), ammunition (types and stowage), gun instruction and drill, close-range weapons, anti-gas, general.
- (c) *T.A.S. and Electrical.*—T.A.S. Branch responsibilities, organization, care and maintenance of instruments, whitehead, warheads, collision heads, blowing heads, torpedo control, explosives, mine-sweeping, mines, anti-submarine, A/S weapons, uses of electrical power in Ships, fire control, electronics.

24. Examinations will be held on completion of each of the courses and marks awarded in the following proportion:—

| | | | | | |
|-----------------------|----|----|----|----|---|
| Seamanship | .. | .. | .. | .. | 5 |
| Gunnery | .. | .. | .. | .. | 3 |
| T.A.S. and electrical | .. | .. | .. | .. | 2 |

"Time Gained" for advancement to Able Seaman will be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|---------------|----------------|----------------|
| 65%-74% | Fair | Nil. |
| 75%-84% | Good | ½ month. |
| 85% and above | Very Good | 1 month. |

50 per cent. in each subject and not less than 65 per cent. of total marks will be required to pass.

25. Advancement to Ordinary Seaman is to be made in accordance with paragraphs 18 (c) and 19 above. Results of examinations are to be recorded on Form A.S. 536D, and reported on Form A.S. 161.

26. *Communications Branch.*—On passing the Disciplinary Course, recruits (C.B.) will carry out a Recruit Technical Course of 12 weeks' duration. This course will be the combined Preliminary Signal Course which is divided between school, technical instruction in elementary V/S and W/T and all forms of practical signalling.

27. At the end of this course an examination will be held and recruits who pass will be selected for the V/S or W/T Sections of the Communications Branch. "Time Gained" for advancement to Signalman or Telegraphist will be awarded as follows:—

| | | | | |
|-----------|----|----|----|----------|
| Very Good | .. | .. | .. | 1 month. |
| Good | .. | .. | .. | ½ month. |
| Fair | .. | .. | .. | Nil. |

28. After selection, recruits (C.B.) are to be advanced to the rating of Ordinary Signalman or Ordinary Telegraphist in accordance with paragraphs 18 (c) and 19 above. Results of examination are to be entered on History Sheets, and reported on Form A.S. 161.

29. *Electrical Branch.*—On passing the Disciplinary Course, recruits (L.B.) will carry out a Recruit Technical course of 12 weeks' duration in School, Elementary Electrical Technology and Simple Workshop technique.

30. At the end of this course an examination will be held and recruits who pass will be selected for the Electrical or Radio Sections of the Electrical Branch and a proportion in each Section selected for further Specialization as "Air Electricians".

"Time Gained" for advancement to Electrician's Mate 1st class will be awarded as follows:—

| | | | | |
|-----------|----|----|----|----------|
| Very Good | .. | .. | .. | 1 month. |
| Good | .. | .. | .. | ½ month. |
| Fair | .. | .. | .. | Nil |

31. After selection, recruits (L.B.) will be advanced to the appropriate rating of either—

- Electrician's Mate 2nd Class,
- Radio Electrician's Mate 2nd Class,
- Electrician's Mate (Air) 2nd Class,
- Radio Electrician's Mate (Air) 2nd Class,

in accordance with paragraphs 18 (c) and 19 above. Results of examinations are to be entered on History Sheets or Special Forms (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

32. *Stoker Mechanic Branch.*—On passing the Disciplinary Course, recruits (Stoker) will carry out a Recruit Technical Course of 12 weeks' duration. This course will consist of instruction in the subject matter in B.R. 77—Machinery Hand Book together with practical instruction in a training ship as follows:—

- (a) Elementary Marine Engineering (Steam), Mathematics, fire fighting and elementary damage control (10 weeks).
- (b) Elementary instruction in construction and running of petrol and diesel engines. Practical instructions in motor boat driving (2 weeks).

33. Examinations will be held during and on completion of the Technical Course and "Time Gained" for advancement to Stoker Mechanic awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained" |
|--------------|----------------|---------------|
| 65%-74% | Fair | Nil. |
| 75%-84% | Good | ½ month. |
| 85% and over | Very Good | 1 month. |

34. Advancement to Stoker is to be made in accordance with paragraphs 18 (c) and 19 above.

Results of examinations are to be recorded on Form A.S. 1246A, or Special Forms (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

35. *Sick Berth Branch.*—On passing the Disciplinary Course, recruits (S.B.A.) will carry out a Recruit Technical Course of 12 weeks' duration. This course will consist of instruction in anatomy, physiology, basic sciences, elementary nursing, and elementary pharmacy.

36. Examinations will be held during and on completion of the Technical Course and "Time Gained" for advancement to Sick Berth Attendant awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained" |
|--------------|----------------|---------------|
| 65%-74% | Fair | Nil. |
| 75%-84% | Good | ½ month. |
| 85% and over | Very Good | 1 month. |

37. Advancement to Sick Berth Attendant 2nd Class is to be made in accordance with paragraphs 18 (c) and 19 above. Results of examinations are to be recorded on History Sheets or Special Forms (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

38. *Writer Branch.*—On passing the Disciplinary Course, recruits (Writer) will carry out a Recruit Technical Course of 12 weeks' duration covering the following subjects:—

Ship's and Accounts office work, Captain's office work, type-writing.

During the Technical Course, recruits (Writer) will be detailed for experience in the ship's and Captain's offices in so far as the training being carried out in the Technical School permits. Typewriting instruction will consist of one hour's touch-typing per diem.

39. Examinations will be held at the end of 8 weeks' training and on completion of the course and marks awarded as follows:—

| | |
|--------------------------|------------|
| Ship's Office | 200 |
| Captain's Office | 200 |
| Typewriting | 100 |
| Total | 500 |

"Time Gained" for advancement to Writer will be awarded on the combined results of these examinations as follows:—

| Total Marks. | Grade of Pass. | "Time Gained" |
|--------------|----------------|---------------|
| 65%-74% | Fair | Nil. |
| 75%-84% | Good | ½ month. |
| 85% and over | Very Good | 1 month. |

50 per cent in each subject and not less than 65 per cent of total marks will be required to pass.

40. Advancement to Writer 2nd Class is to be made in accordance with paragraphs 18(c) and 19 above. Results of examinations are to be recorded on History Sheets or Special Forms (paragraph 9 above) as appropriate and reported on Form A.S. 161.

41. *Stores Branch.*—On passing the Disciplinary Course, recruits (Stores Assistant) will carry out a Recruit Technical Course of twelve weeks' duration covering the following subjects—Naval Stores, Victualling Stores, clothing, implement and officer's mess traps, type-writing. During the Technical Course, Recruit Stores Assistants will be detailed for instruction in the various stores and officers in so far as training being carried out in the Technical School permits.

42. Examinations will be held at the end of eight weeks training and on completion of the course and marks awarded as follows:—

| | |
|---|------------|
| Naval Stores | 120 |
| Victualling | 120 |
| Clothing | 110 |
| Implement and Officers mess traps | 100 |
| Typewriting | 50 |
| Total | 500 |

"Time Gained" for advancement to Stores Assistant will be awarded on the combined results of these examinations as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair | .. Nil. |
| 75% to 84% .. | Good | .. ½ month. |
| 85% and over .. | Very Good | .. 1 month. |

50% in each subject and not less than 65% of total marks will be required to pass.

43. Advancement to Stores Assistant 2nd Class is to be made in accordance with paragraphs 18 (c) and 19 above. Results of examinations are to be recorded on history sheets or special forms (paragraph 9 above) as appropriate and reported on Form A.S. 161.

44. *Cook Branch.*—On passing the Disciplinary Course, recruits (Cook) will carry out a Recruit Technical Course of twelve week's duration. During the first eight weeks the syllabus will be—General instructions for use and care of electrical equipment. Management and operation of oil fuel, cooking apparatus, names and uses of kitchen utensils, cleaning galley and galley utensils, objects and methods of cooking fish, preparation for cooking, means of telling freshness, joints—description of, various methods of cooking, preparation and cooking of vegetables, simple methods in pastry, pudding and cake-making, sweet sauces, essences and flavourings, savouries, forcemeats, garnishings, serving, carving, preparation and serving a five-course meal.

45. Examinations will be held at the end of eight weeks' training to determine suitability for classification as Assistant Cook (S) or Assistant Cook (O). The allocation between (S) and (O) branches will be governed, subject to Service requirements, by (a) suitability and (b) individual preference. Subsequent transfers from (S) to (O) or vice versa will be allowed only in exceptional cases and if convenient to the service.

46. Recruits selected as suitable for Assistant Cook (S) will carry out four week's training in the following subjects—breadmaking and cake making, general mess galley instructions, field cookery. Recruits selected as suitable for Assistant Cook (O) will carry out four week's training in the following subjects—egg dishes and omelettes, salads and salad dressings, preparation of jellies, luncheon and supper dishes, cleaning and trussing poultry, sweets and ices, cooked meat dishes, field cookery.

47. Further examinations will be held on completion of this training and "Time Gained" for advancement to Cook (S) or Cook (O) awarded on the combined results of these examinations as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair | .. Nil. |
| 75% to 84% .. | Good | .. ½ month. |
| 85% and over .. | Very Good | .. 1 month. |

48. Advancement to Assistant Cook (S) or Assistant Cook (O) is to be made in accordance with paragraphs 18(c) and 19 above. Results of examinations are to be recorded on history sheets or special forms (paragraph 9 above) as appropriate and reported on Form A.S. 161.

49. *Steward Branch.*—On passing the Disciplinary Course, recruits (Steward) will carry out a Recruit Technical Course of twelve weeks' duration covering the following subjects—Care of cabins and clothes, laying a table, waiting at table, cleaning and care of silver and mess traps generally, marketing, carving of meats and poultry, pantry work, tea and coffee making, sandwiches and salads, routine and customs of an officer's mess, keeping wine, tobacco and mess accounts, cookery.

50. After the first four weeks of this training, recruits (Steward) will be available for employment in the wardroom, and carry out some of the above duties, as far as their technical training permits, such duties being arranged by the Officer-in-Charge of their training. They will also be given two hours' educational instruction each week.

51. Examinations will be held at the end of eight weeks' training and on completion of the course and marks awarded as follows:—

| | |
|---|-----|
| Carving, preparation and attendance at table .. | 30 |
| Pantry work, cleaning and care of mess traps .. | 30 |
| Care of cabins and clothes | 30 |
| Catering, marketing, simple accounts, wines and hygiene | 80 |
| General efficiency during course | 30 |
| | 200 |

"Time Gained" for advancement to Steward will be awarded on the combined results of these examinations as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair | .. Nil. |
| 75% to 84% .. | Good | .. ½ month |
| 85% and over .. | Very Good | .. 1 month. |

50% in each subject and not less than 65% of total marks will be required to pass.

52. Advancement to Assistant Steward is to be made in accordance with paragraphs 18 (c) and 19 above.

Results of examinations are to be recorded on history sheets or special forms (paragraph 9 above) as appropriate and reported on Form A.S. 161.

53. *Band Branch.*—On passing the Disciplinary Course, recruits (Musician) will carry out a Recruit Technical Course of twelve weeks' duration in the Royal Australian Navy School of Music which will cover elementary musical instruction (theory) and musical practical.

54. A written and practical examination will be held on completion of the course and "Time Gained" for advancement to Musician awarded as follows:—

| Total Marks. | Grade of Pass. | 'Time Gained'. |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair .. | Nil. |
| 75% to 84% .. | Good .. | ½ month. |
| 85% and over .. | Very Good .. | 1 month. |

55. Advancement to Musician 2nd Class is to be made in accordance with paragraphs 18 (c) and 19 above. Results of examination are to be recorded in history sheets or special forms (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

SECTION III—POST RECRUIT TRAINING AND ADVANCEMENT. GENERAL.

56. *Qualifications for the "Able" rate.*—In all branches the normal period of qualifying service in the "Ordinary" rate for advancement to the "Able" rate is eighteen months. Time may be gained on the normal period depending upon the grade of passes obtained in the Disciplinary and Recruit Technical Courses. Time may also be gained in the qualifying examinations held during service in the "Ordinary" rate and time may be lost for failures in these examinations in accordance with the detailed Branch Regulations set out below.

57. *Educational.*—All ratings who pass Educational Test Part II within two years from date of entry will be awarded two months' "Time Gained" for advancement to the Able rate. Those who pass Educational Test Part I within the same period will be awarded half month (but not in addition to the two months for Educational Test Part II).

58. *Damage Control.*—Before advancement to the "Able" rate "Ordinary" ratings must be qualified in Damage Control Class "A" in accordance with the current regulations on this subject.

59. *Advancement to the "Able" rate.*—On attaining eighteen months' seniority in the "Ordinary" rate, the Captain should authorize advancement provided the rating is in all respects eligible and recommended. Where time has been gained, seniority is to be back dated but care is to be taken that the actual date of advancement is recorded in branches where a sea-going service qualification is necessary for advancement to Leading rate (paragraph 10 above). Where time has been lost in excess of any time gained advancement should be made on the due date.

60. Should the Captain decide that a man is not fit for advancement he may defer advancement for a definite period not exceeding two months at a time. Where time has been gained, the first period of deferment may exceed two months by the amount of such time gained as decided by the Captain in each case. Periods for which advancement is deferred are to be entered on history sheets or special forms

(paragraph 9 above) as appropriate, and reported on Form A.S. 161. Should a man not be advanced to the "Able" rate after three years' service in the "Ordinary" rate, the fact is to be reported to the Naval Board.

SEAMAN BRANCH.

61. *Qualifications for Able Seamen.*—On completion of the Recruit Technical Course, Ordinary Seamen will be drafted to seagoing ships as early as possible after advancement, and before advancement to Able Seamen they must pass qualifying examinations, which are divided into—

Part I—Professional (General Seamanship);

Part II—Technical (A third class non-substantive rating).

62. *Part I—Instruction and Examination.*—Instruction and examination in Part I are to be carried out in a seagoing ship, and the syllabus and scale of markings as indicated in A.F.O. 4237/46 are to be employed.

63. Results of examinations are to be entered on Form A.S. 536d, and reported on Form A.S. 161. Passes should be graded as follows:—

| | |
|-----------------|----------------|
| Fair | 74% and below. |
| Good | 75% to 84% |
| Very Good | 85% and above. |

"Time Gained" for advancement to Able Seaman on results of these examinations obtained at the first attempt only will be awarded as follows:—

| | |
|-----------------|---------|
| Very Good | 1 month |
| Good | ½ month |
| Fair | Nil |

64. The Part I examination is to be carried out by a Board of Ship's Officers after an Ordinary Seaman has completed a total of six months' seagoing service. The advancement of ratings who fail in the Part I examination is to be retarded by two months in respect of each failure. This "Time Lost" is to be entered on Form A.S. 536d, and reported on Form A.S. 161 but will not affect the "Time Gained" in the Disciplinary and Recruit Technical Courses or for Educational Standard. Failures are to be re-examined after an interval of at least one month. Should any rating fail to pass on a third occasion, the matter is to be referred to the Naval Board, with a view to his being discharged as "Unsuitable for the rating of Ordinary Seaman".

65. Nominal Lists of Ordinary Seaman who have passed the Part I examination are to be forwarded to the Naval Board (Manning Branch) as soon as possible after the results of this examination are determined. Lists should include the information required by paragraph 67 below.

66. *Part II—Instruction and Examination.*—On completion of the Recruit Technical Course at Flinders Naval Depot, all Ordinary Seamen will be recommended for a 3rd Class non-substantive rating by the Commodore Superintendent of Training, and the recommendation entered on Form A.S. 536D. Selection will be based on psychological tests, aptitude, the rating's own election, and the requirements for the various non-substantive ratings. No subsequent alteration in these recommendations is to be made without Naval Board approval which will normally only be given in event of failure in the Part II course.

67. When the results of the Part I examination are determined, training classes are to be formed on board for those non-substantive ratings for which the necessary training facilities are available. The names of ratings selected for these classes are to be shown on the nominal lists forwarded in accordance with paragraph 65 above.

68. Ordinary seamen who cannot be trained on board will be drafted, as manning requirements permit, to the appropriate Technical Schools to undergo Part II training. In order to ensure continuous training in the Technical Schools it may be necessary in certain cases to draft ratings to the schools who have been selected for training on board.

69. Part II training and examinations are to be in accordance with the appropriate Technical Training Manuals. Results of examinations are to be graded "Very Good", "Good", "Fair" or "Failed" and entered on Form A.S. 536D, and reported on Form A.S. 161. "Time Gained" for advancement to Able Seaman will be awarded as follows:—

| | | | |
|-----------|----|----|---------------------|
| Very Good | .. | .. | 1 month |
| Good | .. | .. | $\frac{1}{2}$ month |
| Fair | .. | .. | Nil |

70. Ordinary Seamen who fail in the Part II examination are to be back classed and re-examined after a period to be decided by the Captain where the instruction is carried out in a ship, and by the Officer-in-Charge of the Technical School in other cases. The advancement of Ordinary Seamen who pass on re-examination is to be retarded by a period of up to four months as decided by the Captain or Officer-in-Charge of the Technical School. Normally the amount of retardation should be two months in respect of each failure but this may be reduced when the margin of failure is small. Failures after a second period of back classing and re-examination are to be reported to the Naval Board with an expression of opinion by the Captain or Officer-in-Charge of the Technical School as to the suitability of the rating for retention in the Service.

The amount of "Time Lost" is to be entered on Form A.S. 536D., and reported on Form A.S. 161.

71. *Seniority as Able Seaman.*—On advancement, seniority as Able Seaman should be computed from the basic date of completing eighteen months' service as Ordinary Seaman by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of deferment is to be added to the "Time Lost".

"Time Gained".

| Course. | Grade of Pass. | "Time Gained". |
|--------------------------------------|----------------|---|
| Disciplinary Course | .. Very Good | .. 1 month |
| | .. Good | .. $\frac{1}{2}$ month |
| Recruit Technical Course | .. Very Good | .. 1 month |
| | .. Good | .. $\frac{1}{2}$ month |
| Part I Examination | .. Very Good | .. 1 month |
| | .. Good | .. $\frac{1}{2}$ month |
| Part II Examination | .. Very Good | .. 1 month |
| | .. Good | .. $\frac{1}{2}$ month |
| Educational Test Part II Certificate | .. | .. 2 months |
| Educational Test Part I Certificate | .. | .. $\frac{1}{2}$ month (but not in addition to the "Time Gained" for an Educational Test Part II Certificate. |

"Time Lost"

| | |
|---------------------|---|
| Part I Examination | .. 2 months in respect of each failure. |
| Part II Examination | .. Maximum of four months. |

72. *Training and Examination for Petty Officer and Leading Seaman.*—As promulgated in Navy Order 214 of 1947.

73. *Qualifications for Advancement to Leading Seaman.*

- (a) Recommendation by Commanding Officer on Form A.S. 507.
- (b) Eighteen months' seniority as Able Seaman including at least six months' Sea-going service as Able Seaman.
- (c) Passed Part I examination for Leading Seaman.
- (d) Passed Part II examination for Leading Seaman (2nd class non-substantive rating).
- (e) Qualified in Damage Control examination, Class B (60%).
- (f) Passed Educational Test Part I.
- (g) Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

74. *Qualifications for Advancement to Petty Officer.*

- (a) Recommendation by Commanding Officer on Form A.S. 507.
- (b) Two years' service as a Leading Seaman (acting and confirmed) including one year's sea-going service as a leading Seaman.
- (c) Passed Part I examination for Petty Officer.
- (d) Passed Part II examination for Petty Officer. (1st class non-substantive rating).
- (e) Qualified in Damage Control examination, Class B. (75%).
- (f) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.
- (g) Passed Educational Test Part I.

75. *Qualifications for Advancement to Chief Petty Officer.*
- Recommendation by Commanding Officer on Form A.S. 507.
 - Three years' service as a Petty Officer (acting and confirmed) including one year's sea-going service as a Petty Officer.
 - Continuous "Very Good" conduct for three years immediately preceding advancement.
 - Completed a two months' course in either the Seaman-ship School or Petty Officers' School.

COMMUNICATIONS BRANCH.

76. *Qualifications for Signalman or Telegraphist.*—On completion of the Recruit Technical Course, Ordinary Signalmen and Ordinary Telegraphists will undergo Technical Courses in their respective branches, at the completion of which they will be examined and awarded "Time gained" for advancement to Signalman and Telegraphist as follows:—

| V/S. | W/T | Grade of Pass. | "Time Gained" |
|-------------------|-------------------|----------------|---------------|
| Under 84% | Under 79% | Fair | Nil. |
| 84% and under 90% | 79% and under 87% | Good | ½ month. |
| 90% and over | 87% and over | Very Good | 1 month. |

Results of examinations are to be entered on history sheets, and reported on Form A.S. 161.

77. Ordinary Signalmen and Ordinary Telegraphists who fail in this examination will be re-examined at intervals of at least one month, and their subsequent advancement to Signalman and Telegraphist will be retarded by two months in respect of each failure. Should any rating fail on a third occasion, the matter is to be referred to the Naval Board with a view to his being discharged as "Unsuitable for the rating of Ordinary Signalman/Ordinary Telegraphist". No "time gained" will be awarded on results obtained on re-examination.

78. On completing Technical Courses, Ordinary Signalmen and Ordinary Telegraphists will be drafted away from the training establishment and should be employed on watch-keeping duties and given instructions to fit them for the examination for signalman and Telegraphist. The examination for Signalman and Telegraphist may be taken at any time after completing six months from the date of passing out from H.M.A. Signal School and is to be conducted by a qualified (C) Officer or, if one is not available, a Communications Branch Officer of the appropriate branch.

79. "Time gained" for advancement to Signalman or Telegraphist on the results of these examinations will be awarded as follows:—

| V/S. | W/T | Grade of Pass. | "Time Gained" |
|-------------------|-------------------|----------------|---------------|
| Under 87% | Under 82% | Fair | Nil. |
| 87% and under 90% | 82% and under 85% | Good | ½ month. |
| 90% and over | 85% and over | Very Good | 1 month. |

Results of examination are to be entered on history sheet, and reported on Form A.S. 161.

80. Ordinary Signalmen and Ordinary Telegraphists who fail in these examinations must not be re-examined for a period of two months after each failure. For each failure, irrespective of when the examination is taken, advancement to Signalman and Telegraphist is to be retarded by two months in respect of each failure.

81. *Seniority as Signalman or Telegraphist.*—On advancement, seniority as Signalman or Telegraphist should be computed from the basic date of completing eighteen months service as Ordinary Signalman or Ordinary Telegraphist, by applying "Time gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of deferment is to be added to the "time lost".

| Course. | Grade of Pass. | "Time Gained". |
|---|----------------|---|
| Disciplinary Course | Very Good | 1 month |
| | Good | ½ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | ½ month |
| Technical Signal or W/T Course | Very Good | 1 month |
| | Good | ½ month |
| Examination for Signalman or Telegraphist | Very Good | 1 month |
| | Good | ½ month |
| Educational Test Part II Certificate | | 2 months |
| Educational Test Part I Certificate | | ½ month (but not in addition to the "Time Gained" for Educational Test Part II Certificate) |

"Time Lost".

Technical Signal or W/T Course—2 months in respect of each failure.
Examination for Signalman or Telegraphist—2 months in respect of each failure.

82. *Courses and Examinations for Higher Rating.*—As promulgated in Navy Order 321 of 1947.

83. *Qualifications for Advancement to Leading Signalman or Leading Telegraphist.*

- Recommendation by Commanding Officer on Form A.S. 507.
- Eighteen months' seniority as a Signalman or Telegraphist, including six months' sea-going service as a Signalman or Telegraphist (in exceptional cases the sea-going service qualification may be waived by the Naval Board).
- Passed professionally for Leading Signalman or Leading Telegraphist.
- Passed Educational Test Part I.
- Qualified in Damage Control Class "B" (60%).
- Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

84. *Qualifications for Advancement to Yeoman of Signals or Petty Officer Telegraphist.*

- (a) Recommendation by Commanding Officer of Form A.S. 507.
- (b) Two years' service as Leading Signaller or Leading Telegraphist (Acting and Confirmed) including six months' sea-going service as a Leading Signaller or Leading Telegraphist. (In exceptional cases the sea-going service qualification may be waived by the Naval Board).
- (c) Passed professionally for Yeoman of Signals or Petty Officer Telegraphist.
- (d) Passed Educational Test Part I.
- (e) Qualified in Damage Control Class "B" (75 per cent.).
- (f) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.

85. *Qualifications for Advancement to Chief Yeoman of Signals or Chief Petty Officer Telegraphist.*

- (a) Recommendation by Commanding Officer on Form A.S. 507. (This recommendation is not to be given unless the rating is considered fit to take charge of the V/S or W/T department of a Flotilla Leader or above).
- (b) Three years' service as Yeoman of Signals or Petty Officer Telegraphist (Acting and confirmed).
- (c) Continuous "Very Good" Conduct for three years immediately preceding advancement.

ELECTRICAL BRANCH.

86. *Qualifications for Electrician's Mate 1st Class, Radio Electrician's Mate 1st Class, Electrician's Mate (Air) 1st Class or Radio Electrician's Mate (Air) 1st Class.*

On completion of the Recruit Technical Course, ratings of the Electrical Branch will undergo Technical Electrical Courses in their respective groups as follows:—

(a) *Electricians Mates 2nd Class.*

| | |
|--|----------|
| School | 2 weeks |
| Workshop (use of tools, testing instruments, &c. .. .) | 12 weeks |
| High Power Electrical .. . | 3 weeks |
| Low Power Electrical .. . | 3 weeks |
| — | — |
| | 20 weeks |

(b) *Radio Electricians Mates 2nd Class.*

| | |
|-------------------------|----------|
| School | 6 weeks |
| Radio School | 6 weeks |
| Workshop | 6 weeks |
| Technical Radio | 15 weeks |
| — | — |
| | 33 weeks |

(c) *Electricians Mates (Air), 2nd Class.*

| | |
|---------------------------------|----------|
| School | 3 weeks |
| Workshop | 4 weeks |
| Electrical Technical | 11 weeks |
| Flight Servicing Course | 4 weeks |
| — | — |
| | 22 weeks |

(d) *Radio Electricians Mates (Air), 2nd Class.*

| | |
|--|----------|
| School | 3 weeks |
| Workshop | 4 weeks |
| Radio Technical (Theory and Practical) | 26 weeks |
| — | — |
| | 33 weeks |

87. On completion of these courses, examinations will be held and "Time Gained" for advancement to E.M.I., R.E.M.I., E.M.(Air)I., or R.E.M.(Air)I., awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|--------------|----------------|----------------|
| 65%-74% | .. Fair | .. Nil. |
| 75%-79% | .. Good | .. ½ month. |
| 80% and over | .. Very Good | .. 1 month. |

These examinations constitute the Part I qualifications for advancement. Results are to be entered on history sheets or special form (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

88. Ratings who fail to qualify will be back-classed and re-examined at intervals of at least one month and their subsequent advancement to E.M.I., R.E.M.I., E.M.(Air)I., or R.E.M.(Air)I., will be retarded by two months in respect of each failure. Should any rating fail on a third occasion, his name is to be reported to the Naval Board with a view to his being discharged as "Unsuitable for the Electrical Branch". No "Time Gained" will be awarded on results obtained on re-examination.

89. *Part II Instruction and Examination.*—On completion of Technical Courses, Electricians Mates 2nd Class and Radio Electricians Mates 2nd Class will be drafted to sea, and Electricians Mates (Air) 2nd Class and Radio Electricians Mates (Air) 2nd Class, to a Naval Air Station or Aircraft Carrier, and should be employed on such varied duties within their branch as to fit them for their respective Part II examinations. Petty Officer Instructors should, when practicable, be specially detailed for this purpose.

90. Part II examinations may be taken at any time between six months and twelve months after qualifying in Part I. The examinations are to be conducted by qualified Electrical Officers of the appropriate branches and the syllabus is to cover the technical qualifications laid down in A.F.O's 6525/46 and 6526/46 as amended by A.F.O.

6837/46. Results of examinations are to be graded "Very Good", "Good", or "Fair" and entered on history sheets or special forms, and reported on Form A.S. 161. "Time Gained" for advancement to E.M.I., R.E.M.I., E.M.(Air)I., or R.E.M.(Air)I., will be awarded as follows:—

| | | | | |
|-----------|----|----|----|----------------------|
| Very Good | .. | .. | .. | 1 month. |
| Good | .. | .. | .. | $\frac{1}{2}$ month. |
| Fair | .. | .. | .. | Nil. |

91. Failures in the Part II examinations are to be re-examined at intervals of not less than two months and advancement retarded by two months in respect of each failure. Should any rating fail on a third occasion his name is to be reported to the Naval Board with an expression of opinion by the Commanding Officer as to the suitability of the rating for retention in the Service. The amount of "Time Lost" is to be entered on the history sheet or special form as appropriate, and reported on Form A.S. 161.

92. *Seniority as Electricians Mate 1st Class, Radio Electricians Mate 1st Class, Electricians Mate (Air) 1st Class, or Radio Electricians Mate (Air) 1st Class.*—On advancement, seniority in the 1st Class rating should be computed from the basic date of completing eighteen months' service in the 2nd Class rating by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of deferment is to be added to the "Time Lost".

"Time Gained".

| Course. | Grade of Pass. | "Time Gained". |
|--------------------------------------|----------------|---|
| Disciplinary Course | Very Good | .. 1 month |
| | Good | .. $\frac{1}{2}$ month |
| Recruit Technical Course | Very Good | .. 1 month |
| | Good | .. $\frac{1}{2}$ month |
| Technical Electrical (Part I) Course | Very Good | .. 1 month |
| | Good | .. $\frac{1}{2}$ month |
| Part II Examination | Very Good | .. 1 month |
| | Good | .. $\frac{1}{2}$ month |
| Educational Test Part II Certificate | .. | .. 2 months |
| Educational Test Part I Certificate | .. | .. $\frac{1}{2}$ month (but not in addition to the "Time Gained" for Educational Test Part II Certificate). |

"Time Lost".

| | | |
|--------------------------------------|----|--------------------------------------|
| Technical Electrical (Part I) Course | .. | 2 months in respect of each failure. |
| Part II Examination | .. | 2 months in respect of each failure. |

COURSES AND EXAMINATIONS FOR HIGHER RATINGS.

93. Professional qualification for advancement to Higher Rating is obtained by passing the necessary examination, after a course at the Electrical School. The qualifying examination cannot be taken without a course.

The dates of commencement of these courses will be promulgated from time to time.

94. Names of ratings who volunteer and are recommended for a course are to be forwarded on Form A.S. 1303. A recommendation must not be given until the rating has passed a provisional examination held by a qualified Electrical Officer and unless the Commanding Officer is satisfied that the applicant has a reasonable chance of passing the course. Ratings may be recommended for an advancement course after attaining six months' seniority in their present rating.

95. The basic date of passing the qualifying examination will be the date the recommendation was forwarded on Form A.S. 1303 in the case of ratings who are successful at the first attempt; and the date of passing for ratings who are successful after an initial failure. This basic date will fix the initial positions on Advancement Rosters.

Ratings with the same basic date of passing will be placed on the roster in order of seniority in rating. Should two ratings have the same basic date of passing and the same seniority in rating, their length of service 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 positions on the roster will be determined on the marks obtained in the qualifying examination in the Electrical School.

96. Ratings who decline to undergo the course for which they have volunteered and have 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. 1303 for a period of one year. Ratings who decline the course for adequate private reasons may, however, be exempt from this penalty.

97. *Failure to pass Professional Examination.*—Ratings who fail to pass the qualifying course are precluded from volunteering for a further period of three months. The names of such ratings will be removed from the advancement roster and will not be replaced without a further recommendation by the Commanding Officer.

98. *Qualifications necessary for advancement.*—The required technical qualifications for advancement are as laid down in A.F.O. 6525/46 and 6526/46 as amended by A.F.O. 6837/46.

99. *Advancement of ratings transferred from other Branches.*—Should a rating who has transferred to the Electrical Branch from another Branch attain the required time for advancement before completing his conversion and advancement courses in the Electrical School he may be recommended for advancement by the Commanding Officer on Form A.S. 507.

Such ratings will be advanced to the higher rate (Acting) irrespective of such courses but only one advancement without courses is permissible.

After successful completion of the Conversion and Advancement Courses these ratings will be confirmed in rating from the date of their Acting advancement.

Should an acting rate fail in his advancement course he will revert to the lower rating.

100. *Advancement of ratings ex-Radio-Mechanic.*—All ratings entered under the terms of Navy Order 300 of 1946 are to be advanced to Leading and Petty Officer rate in accordance with the provisions of that Order.

101. *Qualifications for advancement to Leading Electricians' Mate:*—

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least eighteen months' seniority as Electricians' Mate First Class including six months' seagoing service.
- (c) Passed professionally for Leading Electricians' Mate in Electrical School.
- (d) Passed Educational Test Part I.
- (e) Qualified in Damage Control Examination Class B (60 per cent.).
- (f) Continuous "Very Good" conduct for twelve months immediately prior to advancement.

102. *Qualifications for advancement to Electrician:*—

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least two years' service as Leading Electricians' Mate (Acting and Confirmed) including six months' seagoing service.
- (c) Passed professionally for Electrician in Electrical School.
- (d) Qualified in Examination in Damage Control Class B (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.
- (f) Pass examination to demonstrate knowledge of the duties of Petty Officer and ability to take charge and instruct.
- (g) Reported at end of course as being a capable instructor.

103. *Qualifications for advancement to Chief Electrician:*—

- (a) Recommended by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as Electrician (Acting and Confirmed), including one year's seagoing service.
- (c) Passed qualifying course in Electrical School.
- (d) Continuous "Very Good" Conduct for three years immediately preceding advancement.

104. *Qualifications for advancement to Leading Radio Electricians' Mate:*—

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least eighteen months' seniority as Radio Electricians' Mate First Class, including six months' seagoing service.
- (c) Passed professionally for Leading Radio Electricians' Mate in Electrical School.
- (d) Passed Educational Test, Part I.
- (e) Qualified in Damage Control Examination Class B (60 per cent.).
- (f) Continuous "Very Good" Conduct for twelve months prior to advancement.
- (g) Pass examination to demonstrate knowledge of the duties of a leading hand and ability to take charge.

105. *Qualifications for advancement to Radio Electrician:*—

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least two years' service as Leading Radio Electricians' Mate (Acting or Confirmed), including six months' seagoing service.
- (c) Passed professionally for Radio Electrician in Electrical School.
- (d) Qualified in examination in Damage Control Class B (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.
- (f) Pass examination to demonstrate knowledge of the duties of Petty Officer and ability to take charge and instruct.
- (g) Reported at end of Course as being a capable Instructor.

106. *Qualifications for Advancement to Chief Radio Electrician.*

- (a) Recommended by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as Radio Electrician (Acting and Confirmed) including one year's seagoing service.
- (c) Passed qualifying course in Electrical School.
- (d) Continuous "Very Good" Conduct for three years immediately preceding advancement.

NOTE.—The requirement of seagoing service as an Electrical or Radio rating's qualifications may be waived, with Naval Board's approval when, through no fault of his own a rating in these branches has been unable to obtain the necessary seagoing service.

107. *Qualifications for advancement to Leading Electricians' Mate (Air).*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (B) At least eighteen months' service as Electricians' Mate (Air) First Class including six months' service in a Carrier or Air Station.

- (c) Passed professionally for Leading Electricians' Mate (Air) in Electrical School.
- (d) Qualified in Damage Control Examination Class B (60 per cent.).
- (e) Passed Educational Test Part I.
- (f) Continuous "Very Good" Conduct for twelve months immediately prior to advancement.
108. *Qualifications for Advancement to Electrician (Air).*
- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least two years' service as Leading Electricians' Mate (Air) (Acting or Confirmed) including six months' service in a Carrier or Air Station.
- (c) Passed professionally for Electrician (Air) in the Electrical School.
- (d) Qualified in Damage Control Examination Class B (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.
- (f) Pass examination to demonstrate knowledge of the duties of Petty Officer and ability to take charge.
- (g) Reported at end of course as being a capable instructor.
109. *Qualifications for Advancement to Chief Electrician (Air).*
- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as Electrician (Air) (Acting and Confirmed) including one year's service in a Carrier or Air Station.
- (c) Passed qualifying Course in the Electrical School.
- (d) Continuous "Very Good" Conduct for three years immediately preceding advancement.
110. *Qualifications for Advancement to Leading Radio Electricians' Mate (Air).*
- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least eighteen months' service as Radio Electricians' Mate (Air), 1st Class, including six months' service in a Carrier or an Air Station.
- (c) Passed professionally for Leading Radio Electrician (Air) in the Electrical School.
- (d) Passed Educational Test Part I.
- (e) Qualified in Damage Control Class B (60 per cent.).
- (f) Continuous "Very Good" Conduct for twelve months immediately prior to advancement.
111. *Qualifications for Advancement to Radio Electrician (Air).*
- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) At least two years' seniority as Leading Radio Electrician (Air) (Acting and Confirmed) including six months' service in a Carrier or Air Station.
- (c) Passed professionally for Radio Electrician (Air) in Electrical School.

- (d) Qualified in Examination Damage Control Class B (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.
- (f) Pass examination to demonstrate knowledge of the duties of Petty Officer and ability to take charge.
- (g) Reported at end of course as being a capable instructor.
112. *Qualifications for Advancement to Chief Radio Electrician (Air).*
- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as Radio Electrician (Air) (Acting or Confirmed) including one years' service in a Carrier or Air Station.
- (c) Passed qualifying course in Electrical School.
- (d) Continuous "Very Good" Conduct for three years immediately preceding advancement.

STOKER MECHANIC BRANCH.

113. *Qualifications for Stoker Mechanic.*—On completion of Recruit Technical Courses, Stokers will be drafted to sea-going ships as early as possible and before advancement to Stoker Mechanic, must pass a qualifying examination by an Engineer Officer in the following:—

- (a) Efficiency in Boiler Room duties when boiler is working at full power.
- (b) Ability to attend and lubricate a bearing.
- (c) Knowledge of the names and uses of the principal tools in ordinary use in the Engine Room Department and an intelligent use of the more simple ones, e.g., spanner, hammer, chisel, file, screwdriver.
- (d) Fair knowledge of B.R. 77—Machinery Handbook.

The Engineer Officer is responsible that Stokers are given the necessary instruction, and employed on such work as will enable them to obtain the necessary qualifications for advancement and that a progressive record of their proficiency is maintained.

114. Results of the examination for Stoker Mechanic are to be entered on Form A.S. 1246A or the special form (Paragraph 9 above) as appropriate, and reported on Form A.S. 161 and "time gained" awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair | .. Nil. |
| 75% to 84% .. | Good | .. 1 month. |
| 85% and over .. | Very Good | .. 2 months. |

115. Failures in the examination are to be re-examined at intervals of not less than two months, and if unable to pass on the third occasion are to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention.

116. The advancement of Stokers who fail in the examination but pass on re-examination is to be retarded by a period of two months for each failure. This "Time Lost" is to be entered on Form A.S. 1246A or special form, and reported on Form A.S. 161. It will not affect any "Time Gained" in the Disciplinary and Recruit Technical Courses.

No. "Time Gained" will be awarded on results obtained on re-examination.

117. *Seniority as Stoker Mechanic.*—On advancement, seniority as Stoker Mechanic should be computed from the basic date of completing eighteen months' service as Stoker by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of deferment is to be added to the "Time Lost".

"Time Gained".

| Course and Examination. | Grade of Pass. | "Time Gained". |
|----------------------------------|----------------|--|
| Disciplinary Course .. | Very Good .. | 1 month |
| | Good .. | $\frac{1}{2}$ month |
| Recruit Technical Course .. | Very Good .. | 1 month |
| | Good .. | $\frac{1}{2}$ month |
| Examination for Stoker Mechanic. | Very Good .. | 2 months |
| | Good .. | 1 month |
| Educational Test Part II .. | .. | 2 months |
| Educational Test Part I .. | .. | $\frac{1}{2}$ month (but not in addition to "Time Gained" for Educational Test Part II). |

"Time Lost".

Examination for Stoker Mechanic .. 2 months in respect of each failure.

118. *Auxiliary Watchkeeping Certificate.*—As soon as possible after being rated the most intelligent and promising Stoker Mechanics are to be selected by the Engineer Officer and put through a course of attending, in turn, all classes of auxiliary machinery in the ship, including power boats. This is to be done as far as possible without dislocating ordinary duties. The notation "Granted Auxiliary Watchkeeping Certificate" on the back of Form A.S. 1264A is to be completed for all men who have undergone this course satisfactorily. Notations are also to be inserted in the Engine Room Register, and reported on Form A.S. 161, and Certificates, Form A.S. 433 which are to be issued as personal copies to the men.

119. *Qualifications for Advancement to Acting Leading Stoker Mechanic.*

- (a) Recommendation by Commanding Officer on Form A.S. 507.
- (b) Eighteen months' seniority as a Stoker Mechanic including six months' sea-going service as Stoker Mechanic.

- (c) Possess the Auxiliary Watchkeeping Certificate.
- (d) Qualified Damage Control, Class B. (60 per cent.).
- (e) Passed Educational Test Part I.
- (f) Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

120. *Leading Stoker Mechanics Course.*—On advancement, Acting Leading Stoker Mechanics will be placed on a roster and appropriated for the Leading Stoker Mechanics' Course at Flinders Naval Depot in their turn. Exceptionally intelligent Stoker Mechanics on attaining eighteen months' seniority as such, when in possession of the Auxiliary Watchkeeping Certificate and the Educational Certificate Part I and who are specially recommended by their Commanding Officers as likely to become candidates for Sub-Lieutenant (E) or Warrant Mechanician may be recommended on Form A.S. 1303x for the Leading Stoker Mechanics' Course. These ratings will be placed on the roster from the date of this recommendation.

121. The Leading Stoker Mechanics' Course is of twenty weeks' duration. At the end of the fourth week of the course candidates will be examined and divided in order of merit as follows:—

- 60% Fitters, Turners, Coppersmiths.
- 35% Boilermakers and Bricklayers.
- 5% Moulders and Bricklayers.

No definite standard for Mechanician candidates is laid down, but they should not generally obtain less than 75 per cent. for Trade Test and 75 per cent. for the remainder of the course. The number selected will vary according to requirements in the number of Mechanicians allowed by Fleet Numbers, being in the proportion of one for every nine Engine Room Artificers borne.

122. The examination at the end of the twenty weeks' course will consist of the following:—

| Paper | Maximum Marks. |
|---|----------------|
| I—Arithmetic (Sections 1 and 2) .. | 100 |
| II—English | 100 |
| III—Mensuration | 50 |
| IV—Engineering (Sections 1 and 2) .. | 100 |
| V—Arithmetic II | 50 |
| VI—Geometry | 100 |
| VII—Extra paper— | |
| Mathematics | 50 |
| Engineering II | 50 |
| Progress in Engineering | 100 |
| Workshop | 100 |
| VIII—Diesel Engineering | 100 |
| IX—Petrol Engineering | 100 |
| X—Practical Diesel and Petrol Engineering | 100 |
| Total | 1,100 |

The Workshop marks will be assessed as follows:—

| | | |
|---------------------------------|----|-----|
| Major Test Job at end of course | .. | 150 |
| Minor Test Job at end of course | .. | 50 |
| Workshop Industry | .. | 80 |
| Workshop Ability (10 per week) | .. | 120 |

The total marks will then be calculated on a percentage basis.

123. An assessment of Trade Ability will be made on the percentage of marks obtained for test jobs, plus progress marks awarded for Industry and Ability on the following scale:—

| | | | | |
|---------------|----|----|----|--------------|
| Below 50% | .. | .. | .. | Inferior |
| 50% to 60% | .. | .. | .. | Moderate |
| 60% to 80% | .. | .. | .. | Satisfactory |
| 80% and above | .. | .. | .. | Superior. |

124. The following is the standard required to qualify professionally for Leading Stoker Mechanic—40 per cent. of the total possible number of marks and 40 per cent. in Papers I, II, IV, VIII and IX.

Those candidates who obtain 50 per cent. of the total possible number of marks and 50 per cent. in Papers I, II, IV, VIII and IX will be regarded as qualified professionally for Petty Officer Stoker Mechanic.

125. Results obtained at the end of the course are to be noted on Form A.S. 1246A, and the notation "Qualified Petty Officer Stoker Mechanic" and/or "Qualified Leading Stoker Mechanic" are to be inserted on the Certificate of Service, and reported on Form A.S. 161.

126.—*Confirmation as Leading Stoker Mechanic.*—Acting Leading Stoker Mechanics will not be confined in rating until they have completed twelve months' service in the acting rate and have qualified professionally for Leading Stoker Mechanic in the Leading Stoker Mechanics Course. Acting Leading Stoker Mechanics who for Service reasons are unable to take the Leading Stoker Mechanics' Course in time to qualify for confirmation at the end of twelve months' acting time may, on passing the course, have their date of confirmation antedated to twelve months from date of advancement to the acting rate. As a temporary measure, ratings who have satisfactorily completed twelve months' acting time and have not been drafted for the Leading Stoker Mechanics' Course may be examined by their Engineer Officers and if successful, their names reported to the Commodore Superintendent of Training who may authorize their confirmation in rating before undergoing the course.

127. Acting Leading Stoker Mechanics or Stoker Mechanics whose ability is unsatisfactory, or who fail to qualify for Leading Stoker Mechanic, are to revert to Stoker Mechanic or remain as Stoker Mechanics and are not again to be advanced to Acting Leading Stoker Mechanic for at least twelve months from date of reversion, and until again recommended on Form A.S. 507.

128. *Examination for Petty Officer Stoker Mechanic.*—Stoker Mechanics, Acting Leading Stoker Mechanics and Leading Stoker Mechanics will qualify for Petty Officer Stoker Mechanic by obtaining 50 per cent. of the total possible number of marks and 50 per cent. in Papers I, II, IV, VIII and IX in the Leading Stoker Mechanics' course. A Leading Stoker Mechanic who failed to qualify for Petty

Officer Stoker Mechanic at the conclusion of the Leading Stoker Mechanics' Course may be re-examined for Petty Officer Stoker Mechanic without a further course, not earlier than six months from date of last failure. The re-examination is to take place concurrently with the passing out examination of the current Leading Stokers' Course (the same papers being used) provided an examination is taking place within two months of date of application, otherwise special papers will be set. The examination is to be conducted by the Engineer Officer of the ship in which the candidate is serving; the papers being set and marked by the Engineer Officer, Flinders Naval Depot. The candidate should be re-examined only in Papers I to IX as considered necessary by the Commodore Superintendent of Training, due regard being given to the results obtained in the papers, progress marks, &c., at the examination in which he previously failed. The rating's seniority on the roster will be his seniority as Acting Leading Stoker Mechanic retarded by the period elapsed between failure at the conclusion of the Leading Stoker Mechanics' Course and date of passing.

129. *Qualifications for Advancement to Petty Officer Stoker Mechanic.*

- Recommendation by Commanding Officer on Form A.S. 507.
- Two years' service as a Leading Stoker Mechanic (Acting and Confirmed) including 1 year's sea-going service as a Leading Stoker Mechanic.
- Passed professionally for Petty Officer Stoker Mechanic (see Note).
- Qualified in Damage Control, Class B (75 per cent.).
- Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.
- Passed eyesight test for Petty Officer Stoker Mechanic.

NOTE.—Leading Stoker Mechanics who have not undergone the Leading Stoker Mechanics Course by the time they have the other qualifications detailed above, may be examined by the Engineer Officer, if of the rank of Lieutenant-Commander (E) or above, otherwise an officer not below the rank of Lieutenant-Commander (E) detailed by the Administrative Authority, as to capability of undertaking the duties of Petty Officer Stoker Mechanic, including ability to write up the Engine Room rough register. Names of ratings successful in these examinations are to be reported to the Commodore Superintendent of Training who may authorize such ratings to be awarded the qualification "Passed professionally for Petty Officer Stoker Mechanic".

130. *Examination for Chief Petty Officer Stoker Mechanic.*—The examination for Chief Petty Officer Stoker Mechanic may be taken by Petty Officer Stoker Mechanics who have completed two years' service as Petty Officer Stoker Mechanics (Acting and Confirmed) at any time after having obtained a certificate of qualification to take charge of a stokehold when steaming. A qualifying examination will be conducted by the Engineer Officer, Flinders Naval Depot, and papers marked by the Engineer Officer, Flinders Naval Depot. A candidate may pass provisionally before the Engineer Officer of the

ship in which he is serving provided he be of the rank of Lieutenant-Commander or above. When such officer is not borne the Senior Officer present should arrange for the provisional examination.

131. The final examination must take place as soon afterwards as practicable. If successful the candidate's Passing Certificate is to be ante-dated to the date of passing the provisional examination. A provisional Pass is to be noted in the rating's Service Certificate and in the ledger, and reported on Form A.S. 161. Failure at the final examination will entail reversion to Petty Officer Stoker Mechanic if a rating is advanced after provisional examination only.

132. *Qualifications for Advancement to Chief Petty Officer Stoker Mechanic.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as a Petty Officer Stoker Mechanic (Acting and Confirmed) including one year's seagoing service as Petty Officer Stoker Mechanic.
- (c) Passed professionally for Chief Petty Officer Stoker Mechanic.
- (d) Continuous "Very Good" Conduct for three years immediately preceding advancement.

133. *Mechanicians Course.*—The Mechanicians Course may be taken by specially selected Petty Officer Stoker Mechanics. Candidates must hold the rating of Petty Officer Stoker Mechanic, be under the age of 32, have one year's seagoing experience as a Petty Officer Stoker Mechanic and fulfil the following visual requirements:—If with less than ten years' service, 6/9 both eyes together, worse eye not less than 6/18, if in the re-engagement period, 6/18 both eyes together, worse eye not less than 6/36, with glasses at least 6/6, 6/90. Names of Petty Officer Stoker Mechanics provisionally selected as Mechanician candidates on passing the Leading Stoker Mechanics' Course, and Petty Officer Stoker Mechanics not so selected, but subsequently specially recommended from sea, are to be forwarded on Form A.S. 234 in accordance with instructions contained in the form to the Director of Manning, Navy Office, copy to the Commodore Superintendent of Training, Flinders Naval Depot.

134. The length of the course, which is conducted at Flinders Naval Depot, is two years and will consist of—

- (a) Practical work.
- (b) Engineering lectures, including elementary conceptions of Heat, Steam and Chemistry.
- (c) Engine running and testing.
- (d) School instruction, applied Mechanics, Mathematics and English.
- (e) Mechanical Training.
- (f) Diesel, Petrol Engineering, Gas Turbines.
- (g) Practical experience at sea.

On satisfactory completion of the course candidates will be rated Mechanician 2nd Class by the Commodore Superintendent of Training, Flinders Naval Depot, and drafted to sea.

135. *Qualifications for Advancement to Mechanician 1st Class.*

- (a) Recommended by his Commanding Officer.
- (b) Eighteen months' service as Mechanician 2nd Class unless recommended for accelerated advancement on passing the Mechanicians course.
- (c) Qualified in Damage Control Class "B" (75 per cent.).
- (d) Must hold the following certificates:—
 - (i) Taking charge of a boiler room with boilers working at full power.
 - (ii) Taking charge of one set of main engines developing at least half power.
 - (iii) Readily taking and working out Indicator Diagrams, or reading the Torsionmeter and calculating the horsepower developed with engines running at speeds as in (ii).
 - (iv) Efficiently running all the auxiliaries both inside and outside the engine rooms and boiler rooms including power boats.
- (e) After obtaining the above certificates, must pass a written and oral examination as under—
 - (i) On the casualties that are likely to occur under way in the engine and boiler rooms, and the means taken to remedy or prevent them.
 - (ii) On the leads of pipes, uses of valves, names and uses of the several parts of the machinery and boilers.
 - (iii) On the details of all auxiliaries both inside and outside the main machinery spaces and including power boats.
 - (iv) General duties and precautions such as handling men, making up rough Engine Room Register, cleaning boilers and double bottoms, oiling, &c.

136. *Examination for Mechanician 1st Class.*—The oral examination is to be carried out by the Engineer Officer of the ship in which the candidate is serving, or by arrangement if the Engineer Officer is below the rank of Lieutenant. Papers for the written examination will be set and marked by the Engineer Officer, Flinders Naval Depot.

Mechanicians 2nd Class may be provisionally examined by two Engineer Officers—one of whom must not be below the rank of Lieutenant-Commander—but must present themselves for final examination at the first opportunity. If successful, date of passing is to be ante-dated to the date of the provisional examination.

137. *Advancement to Mechanician 1st Class.*—The normal qualifying period for advancement from Mechanician 2nd Class to Mechanician 1st Class is eighteen months. A certain number of Mechanicians 2nd Class may however be recommended, and passing the Mechanicians' Course at Flinders Naval Depot, for accelerated advancement of from one to twelve months under the following conditions.

138. The marks which can be obtained for the course are divided into four groups, e.g.—

| | | | |
|-----------|----|----|---|
| Group I | .. | .. | Passing Out Test Jobs. |
| Group II | .. | .. | Intermediate Test Jobs. |
| Group III | .. | .. | Technical Certificate. |
| Group IV | .. | .. | Service Marks. To be awarded on general bearing, power of leadership and conduct throughout training. |

A minimum mark or assessment of 55 per cent. in each group is required to permit accelerated advancement to be awarded. A first class mark or assessment requires 75 per cent., and a second class 65 per cent—points being awarded as shown in the table below. For each point obtained, one months' accelerated advancement will be awarded up to a total of twelve months.

| | | First Class. | | 2nd Class. |
|-----------|----|--------------|----|------------|
| Group I | .. | 6 points | .. | 3 points |
| Group II | .. | 2 points | .. | 1 point |
| Group III | .. | 2 points | .. | 1 point |
| Group IV | .. | 2 points | .. | 1 point |

A notation of the points gained will be attached to the ratings' Service Certificate, and reported on Form A.S. 161 to enable Commanding Officers to ascertain the appropriate date of advancement.

139. Provided the recommendation is concurred in by the Captain and Engineer Officer of the ship in which they are serving Mechanics 2nd Class so recommended who obtain the Certificates under paragraph 135 (d) above before the date recommended for advancement and thereafter pass the examination under paragraph 135 (e) above at the first available opportunity, may be advanced by the Captain to Mechanician 1st Class and their seniority and pay ante-dated to the recommended date.

140. If, however, they do not obtain the necessary Certificates within the prescribed time, unless they are prevented from doing so by circumstances beyond their control, or if they fail to pass the examination at the first opportunity, their seniority is not to be ante-dated but is to be reckoned from the date on which they subsequently qualify.

141. All Mechanics 2nd Class on passing the Mechanics' Course will be drafted to seagoing ships as early as possible to enable them to obtain the necessary certificates for advancement within the specified time. Should a Mechanician 2nd Class fail to qualify for 1st Class within eighteen months of being rated, a full report on the case is to be forwarded to the Naval Board.

142. A Mechanician 1st Class is to be considered qualified to keep watch in the engine room of a small ship after two years' service as such. When the Captain and the Engineer Officer consider that he is in all respects capable of taking charge of the machinery of a small ship he is to be given a Certificate accordingly and this is also to be noted in his Service Certificate and the current ledger, and reported on Form A.S. 161.

143. *Qualification for Advancement to Chief Mechanician.*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Six years' service as Mechanician 1st Class and 2nd Class of which three years must have been seagoing Service.
- Awarded a Certificate that he is in all respects capable of taking charge of the machinery of a small ship.
- Passed the written and oral examination for Chief Mechanician.
- Continuous "Very Good" Conduct for three years immediately preceding advancement.

144. *Examination for Chief Mechanician.*—To be eligible for examination, a Mechanician must have completed four years' service as Mechanician 1st and 2nd Class including the period of acting time allowed to count. The oral examination is to be carried out by the Engineer Officer of the ship in which the candidate is serving, or by arrangement if the Engineer Officer is below the rank of Lieutenant. Papers for the written examination will be set and marked by the Engineer Officer, Flinders Naval Depot.

145. Mechanics 1st Class may be provisionally examined by two Engineer Officers—one of whom must not be below the rank of Lieutenant-Commander—but must present themselves for final examination at the first opportunity. If successful, date of passing is to be ante-dated to the date of passing the provisional examination.

146. The syllabus of examination will cover the following:—

- Educational. Including a knowledge of the first four rules as applied to weights and measures. Vulgar and decimal fractions.
- Practical questions such as ascertaining the capacity of a coal bunker, the contents of an oil fuel tank or cylindrical vessel, the area of a valve, &c.
- Knowledge of Engineering. A general knowledge of the construction of marine engines and boilers, diesel and petrol engines, and the management of same.
- The methods best adopted for preventing and making good the ordinary casualties occurring in an engine or boiler room.
- The management of boilers generally and the treatment of boiler water. Injury to boilers likely to result from deposits of all kinds.
- The admission and exhaust of steam to and from the cylinders by means of the slide or other valve fitted for this purpose.
- A fairly good knowledge of Indicator diagrams and torsion-meters, and the manner in which they are used for calculating the horse power of an engine.
- The adjustment of bearings and fittings of brasses, &c.

SICK BERTH BRANCH.

147. *Qualifications for Sick Berth Attendant.*—On completion of Recruit Technical Courses, Sick Berth Attendants 2nd Class will undergo Part I Instruction in Flinders Naval Hospital for a further period of nine months. The syllabus of Part I Instruction will be—

Anatomy (More advanced).
 General Nursing.
 Surgical Nursing.
 Venereal Diseases.
 Anaesthetics.
 Physiotherapy.
 Out-Patients Department Work.
 Inoculations, Vaccinations and Blood Groupings.
 Cooking for the Sick.
 Splints and Plaster Work.
 Medical Forms and Returns.
 Physiology (More advanced).
 Medical Diseases.
 Infectious Diseases.
 Operating Theatre Work.
 Drugs and Dispensing.
 X-ray (Elementary).
 Hygiene and Disinfection.
 First Aid and Transport for the Wounded.
 Surgical Instruments.
 Ward Management.

148 Progressive examinations will be conducted during this course of instruction after three months and six months, with a view to determining suitability for retention. On conclusion of the course an examination in two parts (written and oral) will be held. The written examination will be set and papers marked by the Senior Medical Officer, Flinders Naval Hospital, and the oral examination will be conducted by a Board of at least two Medical Officers selected by the Senior Medical Officer, Flinders Naval Hospital.

149. Results of examinations are to be entered on History Sheets or Special Forms (paragraph 9 above), and reported on Form A.S. 161 and passes will be graded as follows:—

| | | | | |
|-----------|----|----|----|----------------|
| Fair | .. | .. | .. | 65% to 74%. |
| Good | .. | .. | .. | 75% to 84%. |
| Very Good | .. | .. | .. | 85% and above. |

“Time Gained” on results of these examinations, at the first attempt only, will be awarded thus—

| | | | | | |
|-----------|----|----|----|----|-----------|
| Very Good | .. | .. | .. | .. | 2 months. |
| Good | .. | .. | .. | .. | 1 month. |
| Fair | .. | .. | .. | .. | Nil. |

150. The advancement of Sick Berth Attendants 2nd Class who fail in the examination at the conclusion of the course will be retarded by two months in respect of each failure. This “Time Lost” is to be entered on history sheets or special forms, and reported on Form A.S. 161 but will not affect the “Time Gained” in the

Disciplinary and Recruit Technical Courses or for Educational Standard. Failures are to be re-examined after an interval of at least one month. Should any rating fail to pass on a third occasion the matter is to be reported to the Naval Board with a view to his being discharged “Unsuitable for the rating of Sick Berth Attendant 2nd Class”.

151. *Seniority as Sick Berth Attendant.*—On advancement, seniority as Sick Berth Attendant should be computed from the basic date of completing eighteen months' service as Sick Berth Attendant 2nd Class by applying “Time Gained” and “Time Lost” as set out below. Where advancement is deferred under paragraph 60 above, the amount of deferment is to be added to the “Time Lost”.

“Time Gained”.

| Course. | Grade of Pass. | “Time Gained”. |
|--------------------------------------|----------------|--|
| Disciplinary Course | .. Very Good | .. 1 month |
| | .. Good | .. ½ month |
| Recruit Technical Course | .. Very Good | .. 1 month |
| | .. Good | .. ½ month |
| Part I Examination | .. Very Good | .. 2 months |
| | .. Good | .. 1 month |
| Educational Test Part II Certificate | | .. 2 months |
| Educational Test Part I Certificate | | .. ½ month (but not in addition to the “Time Gained” for an Educational Test Part II Certificate). |

“Time Lost”.

Part I Examination—2 months in respect of each failure.

Part II.—Instruction and Examination.

152. On satisfactory completion of the course and examination for Sick Berth Attendant, ratings are to be recommended for one of the following Non-Substantive ratings (Part II qualification)—Advanced Nursing, Physiotherapy, Operating Room Technique, Laboratory, Radiography, Mental Nursing, Hygiene, Dispensing, Occupational Therapy, Dietetics, Chiropody, Orthoptics. Selection is to be based on Psychological Tests, aptitude shown during the course for Part I examination and the rating's own election, to meet the requirements of the various Non-Substantive ratings. The recommendation is to be inserted in history sheet or special form and reported to the Secretary, Naval Board, on Form A.S. 1303.

The majority of courses for Non-Substantive ratings will be undertaken in large civil hospitals and other appropriate institutions and will take an average period of six months.

153. Sick Berth Attendants 2nd Class will be drafted away from Flinders Naval Hospital, as soon as possible after satisfactory completion of examination for Sick Berth Attendant. After advancement to Sick Berth Attendant ratings will be appropriated to either H.M.A.S. *Cerberus* or H.M.A.S. *Penguin* to undergo a course for their

Part II qualification for Leading Sick Berth Attendant. On completion of the course an examination will be conducted by the Senior Medical Officer, Flinders Naval Hospital or *Penguin* as appropriate, and results entered on the history sheet, and reported on Form A.S. 161.

154. *Courses and Examinations for Leading Sick Berth Attendant.*—All candidates for Leading Sick Berth Attendant will be required to undergo the course for the Part II (Non-substantive rating) qualification, and obtain 60 per cent. of total marks at the examination at the end of this course in order to qualify. Should a candidate fail to pass the examination at the end of this course, he may be re-examined at a later date, but will not be permitted to again undergo this course prior to re-examination.

155. The Part I (Professional) examination for Leading Sick Berth Attendant may be taken at any time after being rated Sick Berth Attendant. Names of candidates are to be sent so as to reach the Secretary, Naval Board, not later than 15th March and 15th September each year. The examination will be held in May and November each year; the papers will be set and marked by the Director of Naval Medical Services. The oral and practical examination is to be carried out as soon as possible after completion of the written examination, and the marks obtained recorded on Form A.S. 1237. On completion of the examination Form A.S. 1237 and worked papers are to be enclosed in a sealed envelope and forwarded to the Director of Naval Medical Services.

156. *Qualifications for Advancement to Leading Sick Berth Attendant.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Eighteen months' seniority as a Sick Berth Attendant.
- (c) Passed Part I examination for Leading Sick Berth Attendant.
- (d) Passed Part II examination for Leading Sick Berth Attendant.
- (e) Passed Educational Test Part I.
- (f) Qualified in Damage Control Examination, Class B. (60 per cent.).
- (g) Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

157. *Examination for Sick Berth Petty Officer.*—The Part I (Professional) examination for Sick Berth Petty Officer may be taken at any time after being rated Leading Sick Berth Attendant. Names of candidates are to be sent so as to reach the Secretary, Naval Board, not later than 15th March and 15th September, each year. Examination will be held in May and November each year; the papers will be set and marked by the Director of Naval Medical Services. The oral and practical examination is to be carried out as soon as possible after completion of the written examination, and the marks obtained recorded on Form A.S. 1237. On completion of the examination Form A.S. 1237 and worked papers are to be enclosed in a sealed envelope and forwarded to the Director of Naval Medical Services.

158. The Part II (Non-Substantive rating) examination may be taken at any time after being rated Leading Sick Berth Attendant. The examination will be conducted by the Senior Medical Officer in Flinders Naval Hospital or *Penguin* to whom applications should be sent at least seven days prior to the date on which it is desired the examination should be taken. Seventy per cent. of the total marks at this examination will be required to qualify. There will be no course preceding this examination and candidates are expected to obtain the required standard through experience and knowledge obtained by their own diligence.

159. *Qualifications for Advancement to Sick Berth Petty Officer.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Two years's service as a Leading Sick Berth Attendant.
- (c) Passed Part I examination for Sick Berth Petty Officer.
- (d) Passed Part II examination for Sick Berth Petty Officer.
- (e) Qualified in Damage Control Examination, Class B. (75 per cent.).
- (f) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.

160. *Advancement to Acting Leading Sick Berth Attendant or Acting Sick Berth Petty Officer.*—Sick Berth ratings who have not passed the Part II (Non-substantive) examination for the higher rate owing to the fact that they have not undergone the course for the Part II (Non-substantive rating) due to the exigencies of the Service, or in the case of candidates for Sick Berth Petty Officer, due to the fact that through the exigencies of the Service have been unable to present themselves for examination by the Senior Medical Officer, Flinders Naval Hospital, or the Senior Medical Officer, H.M.A.S. *Penguin* may be recommended on Form A.S. 507 before passing the Part II (Non-substantive) examination. Under these circumstances a Sick Berth Attendant or Leading Sick Berth Attendant may be rated Acting Leading Sick Berth Attendant or Acting Sick Berth Petty Officer respectively, if otherwise eligible for advancement when his turn for advancement arrives on the roster.

161. On passing the Part II (Non-substantive) examination, which must be taken at the first available opportunity, such ratings will be confirmed in rating with their original seniority in the acting rating. Failure to pass the Part II (Non-substantive) examination by "Acting" ratings at the first attempt will involve reversion to the next lower rating. Any case in which an Acting Leading Sick Berth Attendant or Acting Sick Berth Petty Officer has failed to pass the Part II (Non-substantive) examination within three years of being rated "Acting" is to be reported to the Naval Board.

162. *Examination for Sick Berth Chief Petty Officer.*—The Part I (Professional) examination for Sick Berth Chief Petty Officer may be taken at any time after being rated Sick Berth Petty Officer. Names of candidates are to be sent so as to reach the Secretary, Naval Board,

not later than 15th March and 15th September each year. The examination will be held in May and November each year; the papers will be set and marked by the Director of Naval Medical Services. The oral and practical examination is to be carried out as soon as possible after completion of the written examination, the marks obtained recorded on Form A.S. 1237 and worked papers are to be enclosed in a sealed envelope and forwarded to the Director of Naval Medical Services.

163. *Qualifications for Advancement to Sick Berth Chief Petty Officer.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as a Sick Berth Petty Officer.
- (c) Passed Part I examination for Sick Berth Chief Petty Officer.
- (d) Continuous Very Good Conduct for three years immediately preceding advancement.

WRITER BRANCH.

164. *Qualifications for Writer.*—On completion of the Recruit Technical Course Writers 2nd Class will carry out an advanced Technical Course of four weeks' duration on completion of which an examination will be held and "Time Gained" for advancement to Writer awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|--------------|----------------|----------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | ½ month |
| 85% and over | Very Good | 1 month. |

Fifty per cent. in each subject and not less than 65 per cent. of total marks will be required to pass.

165. Writers 2nd Class who fail in this examination will be re-examined at intervals of at least one month and their advancement will be retarded by two months in respect of each failure. Should they fail on a third occasion, the matter is to be reported to the Naval Board. No "Time Gained" will be awarded on results obtained on re-examination. Results of these examinations are to be entered on history sheets or special form (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

166. *Examination for Writer.*—On completion of the advanced Technical Course, Writers 2nd Class will be drafted to Ships and Establishments for duties in the Ship's and Captain's Offices. Before advancement to Writer they must pass a qualifying examination which may be taken at any time after attaining twelve months' seniority as a Writer 2nd Class, but not later than attaining eighteen months' seniority as a Writer 2nd Class. The examination is to be oral and conducted by the candidates' own or another Supply Officer not below the rank of Lieutenant (S).

167. Results of the examination are to be entered on history sheets or special form, and reported on Form A.S. 161, and "Time Gained" should be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|---------------|----------------|----------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | ½ month |
| 85% and above | Very Good | 1 month. |

"Time Gained" is to be awarded only on results of the examination at the first attempt.

168. Failures in the examination are to be re-examined at intervals of two months, and if unable to pass on the third occasion are to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention.

169. The advancement of Writers 2nd Class who fail in this examination but pass on re-examination is to be retarded by a period of two months for each failure. The amount of this "Time Lost" is to be entered on history sheets or special forms, and reported on Form A.S. 161, but will not affect the "Time Gained" in the Disciplinary, Recruit Technical and Advanced Technical Courses or for Educational Standard.

170. *Seniority as Writer.*—On advancement, seniority as Writer should be computed from the basic date of completing eighteen months' service as Writer 2nd Class, by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above the amount of deferment is to be added to the "Time Lost".

| Course and Examination. | Grade of Pass. | "Time Gained". |
|---------------------------|----------------|--|
| Disciplinary Course | Very Good | 1 month |
| | Good | ½ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | ½ month |
| Advanced Technical Course | Very Good | 1 month |
| | Good | ½ month |
| Examination for Writer | Very Good | 1 month |
| | Good | ½ month |
| Educational Test Part II | | 2 months |
| Educational Test Part I | | ½ month (but not in addition to "Time Gained" for Educational Test Part II). |

"Time Lost".

Advanced Technical Course .. 2 months in respect of each failure.
Examination for Writer .. 2 months in respect of each failure.

171. *Examination for Leading Writer.*—The examination for Leading Writer may be taken at any time after being rated Writer. Names of candidates are to be sent so as to reach the Secretary, Naval Board, not later than 1st January and 1st July each year. The examination will be held on the first Monday in March and the first Monday in

September each year; the papers will be set and marked by the Commodore Superintendent of Training, Flinders Naval Depot. Examination papers will be distributed from Navy Office and immediately on conclusion of the examination the worked papers are to be enclosed in a sealed envelope and forwarded direct to the Commodore Superintendent of Training, Flinders Naval Depot.

172. The subjects for the examination are—

| | |
|---|------------|
| (a) Ledgers, Ship's Office Work, Pay Accounts | 200 marks. |
| (b) Captain's Office Work | 200 marks. |
| (c) Typewriting | 100 marks. |
| (d) Shorthand (Optional) | 50 marks. |

A total of 300 marks, and not less than 50 per cent. in each subject will be required to pass.

173. *Qualifications for Advancement to Leading Writer.*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Eighteen months' seniority as a Writer.
- Passed professionally for Leading Writer.
- Passed Educational Test Part I.
- Continuous "Very Good" Conduct for twelve months immediately preceding advancement.
- Qualified in Damage Control Class "B" (60 per cent.).

174. *Examination for Petty Officer Writer.*—The examination for Petty Officer Writer may be taken at any time after being rated Leading Writer. Names of candidates are to be sent so as to reach the Secretary, Naval Board, not later than 1st January and 1st of July each year. The examination will be held on the second Monday in March and the second Monday in September each year the papers will be set and marked by the Commodore Superintendent of Training, Flinders Naval Depot.

175. The subjects for the examination are—

| | |
|--|------------|
| (a) Ledger, Ship's Office Work, Pay Accounts and Regulations | 250 marks. |
| (b) Captain's Office Work, King's Regulations and Admiralty Instructions, and Consolidated Orders and Regulations .. | 250 marks. |
| (c) Arithmetic | 100 marks. |
| (d) Typewriting | 50 marks. |
| (e) Shorthand (Optional) | 50 marks. |

A total of 360 marks, and not less than 50 per cent. in each subject will be required to pass.

176. *Qualifications for Advancement to Petty Officer Writer.*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Two years' service as a Leading Writer.
- Passed professionally for Petty Officer Writer.

(d) Qualified in Damage Control, Examination Class "B" (75 per cent.).

(e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.

177. *Qualifications for Chief Petty Officer Writer.*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Three years' service as Petty Officer Writer.
- Possession of Ledger Certificate (B.R. 1066. Appendix I 367 (F)).
- Continuous "Very Good" Conduct for three years immediately preceding advancement.

STORES BRANCH.

178. *Qualifications for Stores Assistant.*—On completion of the Recruit Technical Course Stores Assistants 2nd Class, will carry out an Advanced Technical Course of four weeks' duration on completion of which an examination will be held and "Time Gained" on the results of this examination will be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair | Nil. |
| 75% to 84% .. | Good | ½ month |
| 85% and over .. | Very Good | 1 month. |

Fifty per cent. in each subject and not less than 65 per cent of total marks will be required to pass.

179. Stores Assistants 2nd Class who fail in this examination will be re-examined at intervals of at least one month and their advancement will be retarded by two months in respect of each failure. Should they fail to pass on a third occasion the matter is to be reported to the Naval Board. No "Time Gained" will be awarded on results obtained on re-examination.

Results of these examinations are to be recorded on history sheets or special forms (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

180. On satisfactory completion of the Advanced Technical Course and Examination, classes will be drafted to H.M.A.S. *Penguin* to undergo a week of conducted and supervised visits to H.M.A. Victualling and Naval Store establishments, at the end of which they will be available for appropriation as required.

181. *Examination for Stores Assistant.*—Stores Assistants 2nd Class will be drafted to ships and establishments for duties in the Naval Stores or Victualling Stores. Before advancement to Stores Assistant they must pass a qualifying examination which may be taken at any time after attaining twelve months' seniority as a Stores Assistant 2nd Class, but not later than attaining eighteen months' seniority as a Stores Assistant 2nd Class. The examination is to be oral and conducted by the candidates own or another Supply Officer not below the rank of Lieutenant (S).

182. Results of the examination are to be entered on history sheets or special form, and reported on Form A.S. 161, and "Time Gained" should be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|---------------|----------------|---------------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | $\frac{1}{2}$ month |
| 85% and above | Very Good | 1 month. |

"Time Gained" is to be awarded only on results of the examination at the first attempt.

183. Failures in the examination are to be re-examined at intervals of two months, and if unable to pass on the third occasion are to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention.

184. The advancement of Stores Assistants 2nd Class who fail in this examination but pass on re-examination is to be retarded by a period of two months for each failure. The amount of this "Time Lost" is to be entered on history sheets or special form, and reported on Form A.S. 161, but will not affect the "Time Gained" on the Disciplinary, Recruit Technical and Advanced Technical Courses or for Educational Standard.

185. *Seniority as Stores Assistant.*—On advancement, seniority as Stores Assistant should be computed from the basic date of completing eighteen months' service as Stores Assistant 2nd Class, by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above the amount of deferment is to be added to the "Time Lost".

| Course and Examination. | Grade of Pass. | "Time Gained". |
|--------------------------------------|----------------|--|
| Disciplinary Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Advanced Technical Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Examination for Stores Assistant | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Educational Test Part II Certificate | | 2 months |
| Educational Test Part I Certificate | | $\frac{1}{2}$ month (but not in addition to "Time Gained" for Educational Test Part II Certificate). |

"Time Lost".

| | |
|----------------------------------|--------------------------------------|
| Advanced Technical Course | 2 months in respect of each failure. |
| Examination for Stores Assistant | 2 months in respect of each failure. |

186. *Examination for Leading Stores Assistant.*—The examination for Leading Stores Assistant may be taken at any time after being rated Stores Assistant. Names of candidates are to be sent so as to reach the Secretary, Naval Board, not later than 1st January and 1st July each year. The examination will be held on the first Monday in March and the first Monday in September each year the papers will be set and marked by the Commodore Superintendent of Training, Flinders Naval Depot. Examination papers will be distributed from Navy Office and immediately on conclusion of the examination the worked papers are to be enclosed in a sealed envelope and forwarded direct to the Commodore Superintendent of Training, Flinders Naval Depot.

187. The subjects for examination are—

| | |
|--|------------|
| (a) Victualling, Clothing, Mess Traps and Implements | 200 marks. |
| (b) Naval Stores | 200 marks. |
| (c) Typewriting | 100 marks. |

A total of 300 marks, and not less than 50 per cent. of marks in each subject will be required to pass.

188. *Qualifications for Advancement to Leading Stores Assistant.*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Eighteen months' seniority as a Stores Assistant.
- Passed professionally for Leading Stores Assistant.
- Passed Educationally Test Part I.
- Qualified in Damage Control Examination Class "B" (60 per cent.).
- Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

189. *Examination for Stores Petty Officer.*—The examination for Stores Petty Officer may be taken at any time after being rated Leading Stores Assistant. Names of candidates are to be sent so as to reach the Secretary, Naval Board, not later than 1st January and 1st July each year. The examination will be held on the second Monday in March and the second Monday in September each year the papers will be set and marked by the Commodore Superintendent of Training, Flinders Naval Depot.

Examination papers will be distributed from Navy Office and immediately on conclusion of the examination the worked papers are to be enclosed in a sealed envelope and forwarded to the Commodore Superintendent of Training, Flinders Naval Depot.

190. The subjects for the examination are—

| | |
|--|------------|
| (a) Victualling, Clothing, Mess Traps and Implements | 230 marks. |
| (b) Naval Stores | 230 marks. |
| (c) Arithmetic | 100 marks. |
| (d) Typewriting | 40 marks. |

A total of 360 marks, and not less than 50 per cent. of marks in each subject will be required to pass.

191. *Qualifications for Advancement to Stores Petty Officer.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Two years' service as a Leading Stores Assistant.
- (c) Passed professionally for Stores Petty Officer.
- (d) Qualified in Damage Control Examination Class "B" (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months' immediately preceding advancement.

192. *Qualifications for Stores Chief Petty Officer.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as a Stores Petty Officer.
- (c) Continuous "Very Good" Conduct for three years immediately preceding advancement.

COOK BRANCH.

193. *Qualifications for Cook (O) and Cook (S).*—On completion of of the Recruit Technical Course, Assistant Cooks will carry out an Advanced Technical Course of four weeks' duration. On completion of this course an examination will be held and "Time Gained" on the results of this examination will be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|---------------|----------------|---------------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | $\frac{1}{2}$ month |
| 85% and above | Very Good | 1 month. |

194. Assistant Cooks who fail in this examination will be re-examined at intervals of at least one month, and their advancement will be retarded by two months in respect of each failure. Should they fail to pass on a third occasion the matter is to be reported to the Naval Board. No "Time Gained" will be awarded on results obtained on re-examination.

Results of examinations are to be recorded on history sheets or special forms (paragraph 9 above) as appropriate, and reported on Form A.S. 161.

195. During the Recruit and Advanced Technical Courses, which latter, if necessary, may be undertaken at Balmoral Depot, Cook ratings will be detailed for duty in the galleys at Flinders and/or Balmoral Naval Depots, in so far as the training being carried out at both Establishments permits. They are also to be given two hours' Educational Instruction each week.

196. *Examination for Cook (O) or Cook (S).*—On completion of the Advanced Technical Course, Assistant Cooks will be drafted to Ships and Establishments for duties as Assistant Cooks (O) or Assistant Cooks (S). Before advancement to Cook they must pass a qualifying examination which may be taken at any time after attaining twelve months' seniority as an Assistant Cook but not later than attaining eighteen months' seniority as an Assistant Cook. The examination is to be oral and conducted by the candidates own or another Supply Officer not below the rank of Lieutenant (S).

197. Results of the examination are to be entered on history sheets or special forms, and reported on Form A.S. 161, and "Time Gained" should be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|---------------|----------------|---------------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | $\frac{1}{2}$ month |
| 85% and above | Very Good | 1 month. |

"Time Gained" is to be awarded only on results of the examination at the first attempt.

198. Failures in the examination are to be re-examined at intervals of two months, and if unable to pass on the third occasion are to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention.

199. The advancement of Assistant Cooks who fail in this examination, but pass on re-examination, is to be retarded by a period of two months for each failure. The amount of this "Time Lost" is to be entered on history sheets or special forms, and reported on Form A.S. 161, but will not affect the "Time Gained" on the Disciplinary, Recruit Technical and Advanced Technical Courses or for Educational Standard.

200. *Seniority as Cook (O) or Cook (S).*—On advancement seniority as Cook (O) or Cook (S) should be computed from the basic date of completing eighteen months' service as Assistant Cook (O) or Assistant Cook (S) by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of deferrment is to be added to the "Time Lost".

"Time Gained".

| Course and Examination. | Grade of Pass. | "Time Gained". |
|--|----------------|---|
| Disciplinary Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Advanced Technical Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Examination for Cook (O) or Cook (S) | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Educational Test Part II. Certificate— | | 2 months |
| Educational Test Part I. Certificate— | | $\frac{1}{2}$ month (but not in addition to "Time Gained" for Educational Test Part II. Certificate). |

"Time Lost".

Advanced Technical Course—2 months in respect of each failure.
Examination for Cook (O) or Cook (S)—2 months in respect of each failure.

201. *Examination for Leading Cook (O) and Leading Cook (S).*—The examination of Cook ratings may be taken at any time after being rated Cook (O) or Cook (S), and will be conducted at Flinders

and Balmoral Naval Depots by the Supply Officer and Cookery Officer. Cook ratings will be given a preliminary course of four weeks duration (at Balmoral or Flinders Naval Depots) prior to examination for Leading Cook.

202. The syllabus of the course is as follows—

Leading Cook (O).

First, Second and Third Weeks.

Preparation of all soups.
Fish.
Savouries.
Entrees.
Ices.
Removes.
Cakes.
Cold Sweets.
Almond Paste.
Jellies and Cream.
Making out Menus.
Preparing six and eight course dinners.
Fish Compotes and Preserves.
Cold Meat Cookery.

Fourth week.

Wardroom Galley—Cooking and Organisation.

Leading Cook (S).

First and Second weeks.

Stock-making and preparation of soups and sauces.
Fish, preparation for cooking.
Entrees, preparation for serving.
Vegetables.
Sweets, Pastry and Cake-making.
Savouries.
Preparing and serving a five course dinner.

Third week.

General mess and Galley Organisation.

Fourth week.

Bread and cake making and Bakery Organisation.

203. The subjects for the examination are—

Leading Cook (O).

| Subject: | Marks: |
|--|------------|
| Soup | 15 |
| Fish | 20 |
| Joint or Entree | 25 |
| Vegetables (2) | 20 |
| Sweets and Ices | 25 |
| Savoury | 20 |
| Confectionary & Cakes | 15 |
| Punctuality, Neatness and Economy | 10 |
| Oral examination | 30 |
| Proficiency Marks— (Assessed in work done during the course in the Wardroom Galley) | 20 |
| Total | 200 |

Leading Cook (S).

| Subject: | Marks: |
|---|------------|
| Soup | 20 |
| Fish | 25 |
| Joint or Entree | 25 |
| Vegetables (2) | 15 |
| Sweets | 20 |
| Savoury | 10 |
| Punctuality, Neatness and Economy | 5 |
| Bread and Cake Making (including oral) | 20 |
| Oral examination in Manual of Cookery, General Mess procedure | 20 |
| Proficiency Marks— (Assessed in the work done during the course) as follows: | |
| (a) In General Mess Galley | 20 |
| (b) In the Bakery | 20 |
| Total | 200 |

At least 50 per cent. of marks in each subject and an aggregate of at least 140 marks must be obtained to qualify. Should a candidate fail to pass the examination, after the preliminary course, he may be re-examined at a later date, but will not be permitted to undergo the preliminary course prior to re-examination.

204. *Qualifications for advancement to Leading Cook (O) or Leading Cook (S).*

- Recommendation by the Commanding Officer on Form A.S. 507.
- 18 months' seniority as a Cook (O) or Cook (S) with at least 6 months' sea-going service as Assistant Cook or Cook (O) or (S).
- Passed professionally for Leading Cook (O) or Leading Cook (S).
- Passed Educational Test Part I.
- Qualified in Damage Control examination Class "B". (60 per cent.).
- Continuous "Very Good" Conduct for 12 months immediately preceding advancement.

205. *Examination for Petty Officer Cook (O) or Petty Officer Cook (S).*

Leading Cooks (O) or (S) as early as practicable after advancement to that rating will be drafted to the School of Cookery at either Flinders or Balmoral Naval Depots to undergo a four weeks' advanced professional course, followed by an examination which will constitute the qualifying examination for advancement to Petty Officer Cook (O) or (S). Normally a Leading Cook (O) or (S) will not be placed in charge of a galley until he has undergone this course and passed the examination.

206. The syllabus of the course is as follows—

Petty Officer Cook (O).

First, Second and Third weeks.

Preparation of all soups.
Fish.
Savouries.
Entrees.
Ices.
Removes.
Cakes.
Almond Paste.
Jellies and Cream.
Making out Menus.
Preparing six and eight course dinners.
Fruit Compotes and Preserves.
Cold Meat Cookery.
Fourth Week.
Wardroom Galley—Cooking and Organisation.

Petty Officer Cook (S).

First and Second weeks.

Stock-making and preparation of soups and sauces.
Fish, preparation for cooking.
Entrees, preparation for serving.
Vegetables.
Sweets, Pastry and Cake-making.
Savouries.
Preparing and serving a five course dinner.
Third week.
General Mess and Galley Organisation.
Fourth week.
Bread and Cake making and Bakery Organisation.

207. The subjects for examination are—

| <i>Petty Officer Cook (O).</i> | | <i>Petty Officer Cook (S).</i> | |
|--------------------------------|--------|--------------------------------|--------|
| Subject: | Marks: | Subject: | Marks: |
| Soup .. | 15 | Soup .. | 20 |
| Fish .. | 20 | Fish .. | 25 |
| Joint or Entree .. | 25 | Joint or Entree .. | 25 |
| Vegetables (2) .. | 20 | Vegetables (2) .. | 15 |
| Sweets and Ices .. | 25 | Sweets .. | 20 |
| Savoury .. | 20 | Savoury .. | 10 |
| Confectionery and Cakes | 15 | Punctuality, Neatness | |
| Punctuality, Neatness, | | and Economy .. | 5 |
| and Economy .. | 10 | Bread and Cake Making | |
| Oral examination .. | 30 | (including oral) .. | 20 |
| Proficiency Marks— | | Oral examination in | |
| (Assessed in work | | Manual of Cookery; | |
| done during the | | General Mess pro- | |
| course in the Ward- | | cedure .. | 20 |
| room Galley .. | 20 | Proficiency Marks— | |
| Total .. | 200 | (Assessed in the work | |
| | | done during the | |
| | | course as follows: | |
| | | (a) In General Mess | |
| | | Galley .. | 20 |
| | | (b) In the Bakery | 20 |
| | | Total .. | 200 |

At least 60 per cent. of marks in each subject and an aggregate of at least 170 marks must be obtained to qualify. Should a candidate fail to pass the examination after completion of the four weeks' advanced professional course he may be re-examined at a later date, but will not be permitted to again undergo the advanced professional course prior to re-examination.

208. *Qualifications for advancement to Petty Officer Cook (O) or Petty Officer Cook (S).*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Two years' service as a Leading Cook (O) or Leading Cook (S) including at least 6 months' sea-going service in the Leading rate.
- Passed professionally for Petty Officer Cook (O), or Petty Officer Cook (S).
- Qualified in Damage Control examination, Class "B". (75 per cent.).
- Continuous "Very Good" Conduct for 18 months immediately preceding advancement.

209. *Advancement to Acting Leading Cook (O) or (S) and Acting Petty Officer Cook (O) or (S).*

Cook ratings who have not passed professionally for the higher rating owing to there having been no opportunity to undergo the courses at Flinders or Balmoral Naval Depots may be recommended on Form A.S. 507 before passing the professional examination.

Under these circumstances Cooks (O) and (S) and Leading Cooks (O) and (S) may be rated Acting Leading Cook (O) or (S) or Acting Petty Officer Cook (O) or (S) respectively if otherwise eligible for advancement when their turns for advancement arrive on the roster.

On passing the professional examination at the first attempt such ratings will be confirmed in rating with their original seniority in the "Acting" ratings. Failure to pass the professional examination by "Acting" ratings at the first attempt will involve reversion to the next lower rating.

210. *Qualifications for advancement to Chief Petty Officer Cook (O) and (S).*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Three years' service as a Petty Officer Cook (O) or (S) including at least 12 months' sea-service as Petty Officer Cook (O) or (S).
- Continuous "Very Good" Conduct for three years' immediately preceding advancement.

211. A Flag Officer may in exceptional circumstances select as Chief Petty Officer Cook, if desired, a man who does not actually hold the Chief rate; such a man may, with the approval of the Naval Board, be granted the Acting Chief Petty Officer rating with pay and allowances of a Chief Petty Officer Cook while so employed, but these are to be relinquished on ceasing the duty. Time so served is to count for advancement as time in the lower rating only. The dates of receiving and relinquishing the acting ratings are to be noted on the foot of page 2, instead of in the Service column of the Service Certificate and reported on Form A.S. 161.

Steward Branch.

212. *Qualifications for Steward.*

On completion of the Recruit Technical Course Assistant Stewards will carry out an advanced Technical Course of four weeks' duration. On completion of this course an examination will be held and "Time Gained" on the results of this examination will be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|-----------------|----------------|----------------|
| 65% to 74% .. | Fair .. | Nil |
| 75% to 84% .. | Good .. | ½ month |
| 85% and over .. | Very Good .. | 1 month. |

Not less than 65 per cent. of total marks will be required to pass.

213. Assistant Stewards who fail in the examination on completion of the advanced Technical Course will be re-examined at intervals of at least one month and their advancement will be retarded by two months in respect of each failure. Should they fail to pass on a third occasion the fact is to be reported to the Naval Board. No "Time Gained" will be awarded on results obtained on re-examination.

Results of these examinations are to be recorded on history sheets or special form (paragraph 9 above) as appropriate and reported on Form A.S. 161.

214. *Examination for Steward.*

On completion of the Advanced Technical Course, Assistant Stewards will be drafted to ships and establishments for duties as Assistant Stewards. Before advancement to Steward they must pass a qualifying examination which may be taken at any time after attaining 12 months' seniority as an Assistant Steward, but not later than attaining 18 months' seniority as an Assistant Steward. The examination is to be oral and conducted by the candidates own or another Supply Officer not below the rank of Lieutenant (S).

215. Results of the examination are to be entered on history sheets or special form and reported on Form A.S. 161 and "Time Gained" should be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|---------------|----------------|----------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | ½ month |
| 85% and above | Very Good | 1 month. |

"Time Gained" is to be awarded only on results of the examination at the first attempt.

216. Failures in the examination are to be re-examined at intervals of two months, and if unable to pass on the third occasion are to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention.

217. The advancement of Assistant Stewards who fail in this examination but pass on re-examination is to be retarded by a period of two months for each failure. The amount of this "Time Lost" is to be entered on history sheets or special form and reported on Form A.S. 161, but will not affect the "Time Gained" in the Disciplinary, Recruit Technical and Advanced Technical Courses or for Educational Standard.

218. *Seniority as Steward.*

On advancement, seniority as Steward should be computed from the basic date of completing 18 months' service as Assistant Steward by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of the deferment is to be added to the "Time Lost."

| <i>"Time Gained".</i> | | |
|---------------------------|----------------|----------------|
| Course and Examination. | Grade of Pass. | "Time Gained". |
| Disciplinary Course | Very Good | 1 month |
| | Good | ½ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | ½ month |
| Advanced Technical Course | Very Good | 1 month |
| | Good | ½ month |
| Examination for Steward | Very Good | 1 month |
| | Good | ½ month |

Educational Test Part II. Certificate—2 months.

Educational Test Part I. Certificate—½ month (but not in addition to "Time Gained" for Educational Test (Part II Certificate).

"Time Lost".

Advanced Technical Course—2 months in respect of each failure.
Examination for Steward—2 months in respect of each failure.

219. *Examination for Leading Steward.*—The examination for Leading Steward may be taken at any time after being rated Steward; the examining officers consisting of an Executive Officer and a Supply Officer both of at least Lieutenant Commander's rank. Senior Officers may appoint periodical examination boards for candidates within their commands as requisite. The examination may be held in any ship or establishment as required.

220. The subjects for the examination are—

| | | |
|---|---------|----------|
| Catering, including marketing, accounts, knowledge of refrigerators and hygiene (written) | .. .. . | 80 marks |
| Carving | .. .. . | 20 marks |
| Wine Steward's duties, including knowledge of wines | .. .. . | 40 marks |
| Table attendance | .. .. . | 20 marks |
| Mess Traps | .. .. . | 20 marks |
| Valeting and care of cabins | .. .. . | 20 marks |
| Total | .. .. . | 200 |

A total of 140 marks and not less than 50 per cent. in each subject will be required to pass.

221. *Qualifications for advancement to Leading Steward.*

- Recommendation by the Commanding Officer on Form A.S. 507.
- Eighteen months' seniority as a Steward with at least six months' seagoing service as Assistant Steward and Steward.
- Passed professionally for Leading Steward.
- Passed Educational Test Part I.
- Qualified in Damage Control examination Class "B". (60 per cent.).
- Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

222. *Examination for Petty Officer Steward.*—The examination for Petty Officer Steward may be taken at any time after being rated Leading Steward. The examination may be held in any ship or establishment as required; the examining officers consisting of an Executive Officer and a Supply Officer both of at least Lieutenant Commander's rank. Senior Officers may appoint periodical examination boards for candidates within their commands as requisite.

223. The subjects for the examination are:—

| | | |
|---|---------|-----------|
| Catering, including marketing, accounts, knowledge of refrigerators and hygiene (written) | .. .. . | 100 marks |
| Carving | .. .. . | 20 marks |
| Wine Steward's duties, including knowledge of wines | .. .. . | 40 marks |
| Table attendance | .. .. . | 20 marks |
| Mess Traps | .. .. . | 20 marks |
| Total | .. .. . | 200 |

A total of 160 marks and not less than 60 per cent. in each subject will be required to pass.

224. *Qualification for advancement to Petty Officer Steward.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Two years' service as a Leading Steward including at least six months' sea-going service as a Leading Steward.
- (c) Passed professionally for Petty Officer Steward.
- (d) Qualified in Damage Control examination class "B" (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.

225. *Advancement to Acting Leading Steward and Acting Petty Officer Steward.*—Steward ratings who have not passed professionally for the higher rating owing to the fact that the proper examining officers have not been available, may be recommended on Form A.S. 507 before passing the professional examination. Under these circumstances a Steward or Leading Steward may be rated Acting Leading Steward or Acting Petty Officer Steward respectively if otherwise eligible for advancement when his turn for advancement arrives on the roster.

226. On passing the professional examination which must be taken at the first available opportunity such ratings will be confirmed in rating with their original seniority in the "Acting" rating. Failure to pass the professional examination by "Acting" ratings at the first attempt will involve reversion to the next lower rating. Any case in which an Acting Leading Steward or Acting Petty Officer Steward has failed to pass the professional examination within three years of being rated "Acting" is to be reported to the Naval Board.

227. *Qualifications for advancement to Chief Petty Officer Steward.*

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as a Petty Officer Steward including at least twelve months' sea-going service as Petty Officer Steward.
- (c) Continuous "Very Good" Conduct for three years immediately preceding advancement.

228. A Flag Officer may in exceptional circumstances select as a Chief Petty Officer Steward, if desired, a man who does not actually hold the Chief rate; such a man may, with the approval of the Naval Board, be granted the acting Chief Petty Officer rating with pay and allowances of a Chief Petty Officer Steward while so employed, but these are to be relinquished on ceasing the duties. Time so served is to count for advancement as time in the lower rating only. The dates of receiving and relinquishing the acting rating are to be noted at the foot of page 2 instead of in the Service column of the Service Certificate and reported on Form A.S. 161.

Band Branch.

229. *Qualifications for Musician.*—On completion of the Recruit Technical Course Musicians 2nd Class will carry out an advanced Technical Course of nine months' duration in the Royal Australian Navy School of Music. The syllabus for the course will cover Squad Drill, Theoretical knowledge of—Elements of Music, Elementary Harmony

and Elementary Instrumentation. Practical performance on Instruments. Elementary Conducting and Elementary knowledge of Naval Band Instruments. During the course Musicians 2nd Class will be required to take part in performances by the Flinders Naval Depot Band.

230. On completion of the course an examination will be held and "Time Gained" on the results of this examination will be awarded as follows:—

| Total Marks. | Grade of Pass. | "Time Gained". |
|--------------|----------------|----------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | 1 month |
| 85% and over | Very Good | 2 months. |

Results of this examination are to be entered on history sheets or special form (paragraph 9 above), and reported on Form A.S. 161. "Time Gained" will be awarded only on results of this examination at the first attempt.

231. The advancement of Musicians 2nd Class who fail in this examination will be retarded by two months in respect of each failure. This "Time Lost" is to be entered on history sheets or special form and reported on Form A.S. 161, but will not effect the "Time Gained" in the Disciplinary and Recruit Technical Courses or for Educational Standard. Failures are to be re-examined after an interval of at least one month. Should any rating fail to pass on a third occasion the matter is to be reported to the Naval Board with a view to his being discharged as "Unsuitable for the rating of Musician 2nd Class".

232. *Seniority as Musician.*—On advancement, seniority as Musician should be computed from the basic date of completing eighteen months' service as Musician 2nd Class by applying "Time Gained" and "Time Lost" as set out below. Where advancement is deferred under paragraph 60 above, the amount of the deferment is to be added to the "Time Lost".

| Course and Examination. | Grade of Pass. | "Time Gained". |
|---|----------------|---------------------|
| Disciplinary Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Advanced Technical Course | Very Good | 2 months |
| | Good | 1 month |
| Educational Test Part II.—2 months | | |
| Educational Test Part I.— $\frac{1}{2}$ month (but not in addition to "Time Gained" for Educational Test Part II.). | | |

"Time Lost".

Advanced Technical Course—2 months in respect of each failure.

233. *Examination for Band Corporal.*—The examination for Band Corporal may be taken at any time after being rated Musician. The subjects for examination will be:—

Subject A.

Squad Drill (K.R. and A.I., C.O.R. and Current Orders concerning Band Ratings).
Discipline,

Subject B.

Music (Theoretical)—Elements of Music, Elementary Harmony. Elementary Instrumentation.

Subject C.

Music (Practical)—Must be a very good performer on his instruments, and in the case of a soloist V.G.I. Elementary Ear Tests. Elementary Conducting. Elementary knowledge of Naval Band Instruments. Ability to teach Buglers and Side Drummers.

60 per cent. in each subject and 65 per cent. in the aggregate will be required to pass the examination. The examining officer in Subject A will be the Gunnery Officer of the ship in which the candidate is serving, and in Subjects B and C the examining officer may be of the rank of a Bandmaster Lieutenant, Commissioned or Warrant Bandmaster.

234. Qualification for Advancement to Band Corporal.

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) 18 months' seniority as a Musician.
- (c) Passed professionally for Band Corporal.
- (d) Passed Educational Test, Part I.
- (e) Qualified in Damage Control Examination Class "B". (60 per cent.).
- (f) Have obtained Certificate in First Aid.
- (g) Continuous "Very Good" Conduct for twelve months immediately preceding advancement.

235. Examination for Bandmaster.—The examination for Bandmaster may be taken at any time after being rated Band Corporal. The subjects for examination will be:—

Subject A.

Squad Drill and Band Ceremonial—Royal Navy Handbook of Field Training, Part I. and such parts of Infantry Training, Vol. I, as are applicable to Ceremonial with Band.

Subject B.

Music (Theoretical)—Elements of Music, Harmony (the whole subject). Instrumentation for full orchestra and military bands.

Subject C.

Music (Practical)—Solo performance on his instruments, Ear Tests. Viva Voce including a technical knowledge of all string and wind instruments used in Naval Bands, Conducting.

60 per cent. in each subject and 65 per cent. in the aggregate will be required to pass the examination.

The examining officer in Subject A will be the Gunnery Officer of the ship in which the candidate is serving, and in Subjects B and C the examining officer may be of the rank of Bandmaster Lieutenant, Commissioned or Warrant Bandmaster.

236. Qualifications for advancement to Bandmaster.

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Two years' service as a Band Corporal.
- (c) Passed professionally for Bandmaster.
- (d) Qualified in Damage Control Examination Class "B" (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.

237. Qualifications for Chief Bandmaster.

- (a) Recommendation by the Commanding Officer on Form A.S. 507.
- (b) Three years' service as Bandmaster.
- (c) Continuous "Very Good" Conduct for three years immediately preceding advancement.

Regulating Branch.

238. Conditions of transfer to Leading Patrolman.—Leading Patrolmen will be recruited by transfer from other Branches and volunteers may be of the rating of Able Seaman or its equivalent and above, of any Branch of the Royal Australian Navy. A candidate for transfer to Leading Patrolman must be over 21, under 32 years of age, and must satisfy the following requirements:—

- i. A special recommendation from his Commanding Officer as being suitable for Naval Provost and Regulating duties.
- ii. Three years' continuous "Very Good" Conduct immediately prior to selection with previous character assessments not inferior to "Good".
- iii. A minimum of two years' seagoing service.
- iv. A minimum height of 5 ft. 7 in.
- v. A standard vision of 6/12 both eyes, worse eye 6/24. A Leading Patrolman is not permitted to wear glasses.
- vi. The physical and medical standard required for the Seaman Branch.
- vii. The Educational Test, Part I. Certificate.
- viii. Have not less than three years to complete current engagement.

239. Course and Examination.—Application for transfer to Leading Patrolman accompanied by copy of Service Certificate should be made to the Secretary, Naval Board. Recommended volunteers will be provisionally selected and will undergo a course of training of eight weeks' duration at Flinders Naval Depot. During the course they will remain in their former ratings. The syllabus of the course is as follows:—

A.F.O. 1124/47, paragraph 4.

On completion of the course, if qualified and finally selected by the Commodore Superintendent of Training, ratings will be transferred to the Regulating Branch as Acting Leading Patrolman. Acting Leading Patrolmen will be confirmed in the rate by their Commanding Officers after one year's service or such longer period as the Commanding Officers consider necessary. During their acting time

they may be reverted by their Commanding Officers to their previous rating if considered unlikely to make suitable Regulating Branch ratings.

240. *Course and Examination for Regulating Petty Officer.*—A Leading Patrolman may be recommended for Regulating Petty Officer any time after being confirmed in his rating. The recommendation is to be forwarded to the Secretary, Naval Board, with a copy to the Commodore Superintendent of Training, accompanied by Form A.S. 442.

Leading Patrolmen who have been recommended for this course will be appropriated to Flinders Naval Depot to undergo the course the syllabus of which will be as follows:—

A.F.O. 1124/47, Section III., paragraph 3.

On successful completion of the course Leading Patrolmen will be appropriated to ships and establishments, their positions on the roster for advancement purposes being governed by the date of recommendation for the course.

241. *Qualifications for advancement to Acting Regulating Petty Officer.*

- (a) Recommendation on Form A.S. 507.
- (b) Two years' service as Leading Patrolman (Acting and Confirmed), including one year's sea-going service.
- (c) Passed professionally for Regulating Petty Officer.
- (d) Qualified in Damage Control Examination, Class "B" (75 per cent.).
- (e) Continuous "Very Good" Conduct for eighteen months immediately preceding advancement.

242. *Course and Examination for Master-at-Arms.*—A Regulating Petty Officer may be recommended for a course for Master-at-Arms any time after being confirmed in rating. The recommendation is to be forwarded to the Secretary, Naval Board, with a copy to Commodore Superintendent of Training, accompanied by Form A.S. 442.

Regulating Petty Officers who have been recommended for this course will be appropriated to Flinders Naval Depot to undergo the course, the syllabus of which will be as follows:—

A.F.O. 1124/47, Section IV., paragraph 3.

On successful completion of the course Regulating Petty Officers will be appropriated to ships and establishments, their positions on the roster for advancement purposes being governed by the date of recommendation for the course.

243. *Qualifications for advancement to Master-at-Arms.*

- (a) Recommendation on Form A.S. 507.
- (b) Three years' service as a Regulating Petty Officer (Acting and Confirmed), including one year's sea-going service as Regulating Petty Officer.
- (c) Passed professionally for Master-at-Arms.
- (d) Continuous "Very Good" Conduct for three years immediately preceding advancement. (348/201/42.)

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,

4th May, 1948.

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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| 105. | Royal Australian Naval Air Stations—Administration. |
| 106. | Ships in Reserve—Headquarters Ships. |
| 107. | Reports of Proceedings of H.M.A. Ships. |
| 108. | Hospital Accommodation for Naval Personnel in Public Hospitals in Victoria. |

105.

ROYAL AUSTRALIAN NAVAL AIR STATIONS—ADMINISTRATION.

The institution of the new post of Commodore (Air) has been approved by the Naval Board and will take effect on 1st May, 1948.

2. The offices of Commodore (Air) will be at Navy Office, Melbourne. Correspondence should be addressed to—

Commodore (Air),
Navy Office,
Melbourne, S.C.1.

3. The Commodore (Air) is appointed as the Administrative Authority for all air matters arising in the Royal Australian Naval Air Stations (short title C.O.M.N.A.S.).

4. The Administration of Royal Australian Naval Air Stations in regard to certain matters which do not concern Naval Aviation will be carried out by the Flag Officer-in-Charge of the area in which the air station is situated. These matters are shown in the appendix hereto.

5. Copies of all correspondence between Royal Australian Naval Air Stations and the Flag Officer-in-Charge should be sent to Commodore (Air) and copies of all correspondence between Royal Australian Naval Air Stations and Commodore (Air) should be sent to the Flag Officer-in-Charge.

6. The title Royal Australian Naval Air Stations can be abbreviated to R.A.N.A.S. in signals and correspondence.

(540/201/1.)

APPENDIX.

- (i) Question of principle, policy and organization which affects the Flag Officer's area as a whole.
- (ii) Question of discipline, other than matters of airfield and flying discipline.
- (iii) Education and welfare.
- (iv) Pay and allowances, except where the question is one peculiar to Naval Aviation personnel.
- (v) Maintenance of buildings and local services.
- (vi) Food and clothing, except Flying Clothing and question of special meals in connexion with Flying training.
- (vii) Requisitioned property.
- (viii) Civilian employees, except those employed on aircraft maintenance and repair.
- (ix) Medical and Dental, except matters of Aviation medicine.
- (x) Music.
- (xi) Relation with local authorities.
- (xii) Maintenance, refits, repairs and operation of Air/Sea Rescue Craft.
- (xiii) Movements of Aircraft by road.

106.

SHIPS IN RESERVE—HEADQUARTERS SHIPS.

H.M.A. ships *Burdekin* ("E" class reserve) and *Parkes* ("F" class reserve), headquarters ships for ships in reserve at Melbourne and Fremantle, respectively, are advanced to "C" class reserve commission as laid down in Consolidated Orders and Regulations, Article 31, except that they are to remain at fourteen days notice and four months' notice for sea, respectively, as laid down for "E" and "F" class reserve.

2. Appointments of Commanding Officers, Reserve Ships, are amended as follows:—

"H.M.A.S. *Burdekin*, in command and as Commanding Officer, Reserve Ships, Melbourne."

"H.M.A.S. *Parkes*, in command and as Commanding Officer, Reserve Ships, Fremantle.

(452/201/2814.)

107.

REPORTS OF PROCEEDINGS OF H.M.A. SHIPS.

Commanding Officers of all H.M.A. ships in commission are to render monthly reports of proceedings.

2. Reports of proceedings are to be submitted not later than the fifth day of the following month to administrative authorities for forwarding to the Secretary, Naval Board, except where otherwise stated in paragraph 3.

3. Reports are to be forwarded as follows:—

(a) *Ships of H.M.A. Squadron.*

The Flag Officer Commanding will forward to the Secretary, Naval Board, a general report of proceedings (in duplicate) covering the activities of the whole Squadron.

Commanding Officers of ships, whether in company with the Flag Officer Commanding or not, are to forward reports of proceedings as follows:—

- (i) Cruisers.—Three copies direct to Flag Officer Commanding.
- (ii) Destroyers.—Four copies to Captain (D) who will forward three copies to the Flag Officer Commanding.
- (iii) Frigates.—Four copies to the Senior Officer, First Frigate Flotilla, who will forward three copies to the Flag Officer Commanding.
- (iv) Surveying Vessels.—One copy direct to the Secretary, Naval Board; two copies to the Flag Officer Commanding; one copy direct to the Officer-in-Charge, Hydrographic Branch.

- (v) Training Ships (allocated to Schools other than Flinders Naval Depot).—Three copies to the Flag Officer Commanding; one copy to the Flag Officer-in-Charge, Sydney, through the Commanding Officer of their parent school.
- (vi) *Kanimbla*.—Original direct to the Secretary, Naval Board; two copies to the Flag Officer Commanding.
- (vii) 20th M.S.F.—Senior Officer to forward report covering activities of whole Flotilla; original direct to the Secretary, Naval Board; two copies to the Flag Officer Commanding.
- (viii) L.S.T's 3014, 3017.—(a) *When being operated by Naval Board*.—Original direct to the Secretary, Naval Board; two copies to Flag Officer Commanding. (b) *When being operated by an N.O.I.C.*—Three copies to the Flag Officer Commanding; one copy to N.O.I.C. concerned.

NOTE.—When ships of H.M.A. Squadron are temporarily transferred to the operational control of a Naval Officer-in-Charge of a northern area, Commanding Officers are to forward, in addition to the above, two copies to the Naval Officer-in-Charge concerned, who is to forward any comments to the Secretary, Naval Board, and the Flag Officer Commanding H.M.A. Squadron.

(b) *Training ships attached to Flinders Naval Depot.*

Commanding Officers are to forward reports in triplicate to the Commodore Superintendent of Training.

(c) *Miscellaneous Ships not included in (a) or (b)*

Commanding Officers are to forward reports in triplicate to their administrative authority.

4. Authorities receiving original copies of reports of proceedings should append such comments as are necessary before forwarding them to the Secretary, Naval Board.

5. The report should be in narrative and should be supplementary to the deck log.

The following points should be included:—

- (a) Dates and times of arrival at, and departure from all places visited.

NOTE.—Uneventful periods at sea or in harbour may be covered by single statements (e.g., inclusive dates can be given to cover docking, repairs, passages, &c.), and it is not necessary to report routine exercises or events.

- (b) Names of H.M.A. ships in company or met at sea, and names of merchant ships of unusual interest.
- (c) Any intelligence of interest. This should, wherever practicable, be set out in the form of an appendix to the report of proceedings.

- (d) Visits of important personages and official calls paid by the Commanding Officer.
- (e) Any outstanding incidents or strange occurrences.
- (f) Organized entertainments and recreation.
- (g) It should be understood that reports of proceedings are rendered for information and as a permanent record, and any matters requiring action should be separately reported to the appropriate authority. Reference should be made if necessary in the report of proceedings to the separate report.
- (h) Ships which do not render Ships' Logs in accordance with A.F.O. 328/40 are to report all occasions on which economical speed is exceeded.

6. Reports are to conclude with general remarks on the health, welfare and conduct of the ship's company, conditions on board, and condition of the ship.

An appendix is to be added to show the following figures for the month in review:—

- (a) Distance steamed during the month.
- (b) Hours under way during the month, i.e., the time in hours (minutes expressed as sixtieths of an hour) from the last "half ahead both" to the first "stop both".
- (c) Average distance per ton of fuel.
- (d) Total distance steamed since commissioning (giving date of commissioning).
- (e) Total hours under way since commissioning.

7. Navy Order 266 of 1946 is cancelled.

(589/202/558.)

108.

HOSPITAL ACCOMMODATION FOR NAVAL PERSONNEL IN PUBLIC HOSPITALS IN VICTORIA.

The Charities Board of Victoria have advised that the scale of fees for inpatient treatment of Naval personnel in Public Hospitals in Victoria has been increased as from the 17th February, 1948. The increased rates are shown hereunder:—

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) Twenty shillings per day, or part of a day, whichever is the lesser amount.

Intermediate Patients' Fees.

Four-bed units and larger.—Medical and surgical patients, 20s. per day or part of a day.

Patients Admitted to Semi-Private and Private Wards.

The rates and conditions fixed under the scale approved and issued by the Charities Board from time to time; actual rates to be charged in accordance with type of service rendered and rooms occupied. Unless previously agreed with the appropriate authority concerned, the patient will be responsible for the payment of the additional fees payable by virtue of occupying accommodation of this type.

Out-Patients' Fee.

Seven shillings and six pence for first attendance; 5s. per attendance thereafter.

2. Navy Orders 20 of 1947, and 47 of 1948, are to be amended accordingly.

(527/201/1166.)

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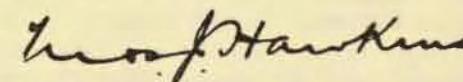
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
11th May, 1948.

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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| 111. | Hall Scott "Defender" Engines—Maximum Revolutions. |
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109.

NAMING OF ROYAL AUSTRALIAN NAVY CARRIERS AND ROYAL AUSTRALIAN NAVY AIR STATION, NOWRA.

His Majesty the King has been pleased to approve of the two light Fleet Aircraft Carriers to be acquired by the Royal Australian Navy being named H.M.A.S. *Sydney* and H.M.A.S. *Melbourne* respectively.

2. His Majesty has also approved of the Naval Air Station at Nowra being known as H.M.A.S. *Albatross*. (1804/2/124.)

110.

FLYING BADGES—AWARD, WEARING, AND FORFEITURE.

The term "Aircrew Badge" is a generic term including, at present, the undermentioned badges:—

Pilot's badge

Observer's badge

Telegraphist Air Gunner's badge.

2. The initial eligibility for a badge will be on a provisional basis and the badge will not be considered to have been fully earned until the holder has been appointed to and has actually undertaken productive duties in a qualified capacity in a front line, training or miscellaneous unit.

3. Officers and ratings will continue to be awarded the Naval Pilot's flying badge on successful completion of the applied section of the Royal Air Force or Royal Australian Air Force standard syllabus for pilot training, but the award will be subject to the reservation in paragraph 2 above.

4. Observers who qualify as pilots will wear the Pilot's badge and cease to wear the observer's badge, unless they are subsequently reverted to observer duties by reason of their inability to carry out duties required of a pilot.

5. In addition, the appropriate flying badge is to be worn by all officers on the active or retired lists who have at any time qualified (without subsequent forfeiture of the flying badge) as pilots or observers in the R.N., any Dominion Navy, the R.N.A.S., the R.F.C., the R.A.F., the R.A.A.F., any Dominion Air Force or other Dominion Force which trains aircrews and awards flying badges.

6. Regulations for the method of wearing the badges are shown in the Appendix to the Navy List (R.N.) Uniform Regulations, Naval Uniforms (Officers), Section 43, and (Ratings), Section V.

7. Normally the holder of an aircrew badge will continue to wear the badge after he has ceased to carry out flying duties.

8. The aircrew badge may, however, be withdrawn if the holder has:—

- (i) Been removed permanently from flying duties for disciplinary or other reasons within his own control;
- (ii) Failed to complete his full qualifying aircrew training;
- (iii) Failed to undertake successfully productive flying duties as defined in paragraph 2.

9. The withdrawal of the badge will be subject to Naval Board approval in each case.

10. Navy Order 44 of 1948 is cancelled. (561/222/325.)

111.

HALL SCOTT "DEFENDER" ENGINES—MAXIMUM REVOLUTIONS.

When starting a Hall Scott Defender Engine, an engine room rating was injured by flying fragments from the clutch drum which burst as a result of overspeeding.

2. When engines of this type are being accelerated, the throttles are to be opened slowly and, in no circumstances, are revolutions to exceed 2,000 per minute.

3. Engine revolutions indicators are to be checked for accuracy during top overhauls, or more frequently if found necessary.

(524/202/3342.)

112.

BOOKS AND FORMS.

It has been decided to introduce a series of Recruiting Leaflets designated "A.R.L." with consecutive numbers 1 to 16, which will replace the former booklet "How to Join the Royal Australian Navy". First supply will be effected to Recruiting Centres, without demand, by the Superintending Naval Store Officer, Sydney.

(406/201/996.)

2. First supplies of the undermentioned publications have been distributed:—

B.R.274(43) (1) Addendum No. 1 to B.R.274/43—Handbook and Drill for 20 mm. Oerlikon Machine Guns, Marks 2, 2 U.S.N., 4 U.S.N., and 7 on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings for Twin Marks IX, XIA and XIIA mountings—Issue.

(A.F.O. 2766/47.)

(571/202/2538.)

B.R.762.—Jane's Fighting Ships 1946/47 Edition.

(A.F.O. 3820/47.)

(571/202/2257.)

B.R.1617.—Handbook for Receiver B.40 (Receiver Outfit CDW)

B.R.1618.—Handbook for Receiver B.41 (Receiver Outfit CDY)

(A.F.O. 1936/47.)

(571/202/2897.)

B.R.1641.—Handbook for 40 mm. Naval Marks III* Mounting and 40 mm. Land Service Mountings Marks I, II, III and IV.

(A.F.O. 1454/47.)

(571/202/2890.)

B.R.1642.—"Aide Memoire for Small Ship Captains."

(A.F.O. 2872/47.)

(571/202/2934.)

B.R.1741.—"Instructional Technique."

(A.F.O. 2873/47.)

(571/202/2939.)

B.R.1760.—Drill for 4.5-in. Mark 3 Guns on R.P. 10 Twin Mark IV Mountings.—Issue.

(A.F.O. 2875/47.)
(571/202/2935.)

Naval Handbook for Type A276 Radar:—

Part 1.—Operation and Description.

Part 2.—Lists and Illustrations of Spares.

Part 3.—Mechanical Overhaul Section.

(1866/9/710.)

B.R.1789.—Cost Accounts and Their Use by Dockyard and Depot Management.

(A.F.O. 986/47.)
(474/210/8.)

Instruction Books and Makers Parts Lists:—

Dorman Diesel Engines, Type 8 VRM.

(A.F.O. 1165/47.)
(524/202/3099.)

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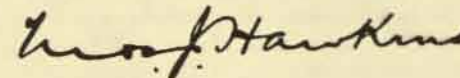
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
18th May, 1948.

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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113.

ELECTRICAL BRANCH RATINGS—VOLUNTEERS FOR TRANSFER TO NAVAL AVIATION DUTIES IN THE ELECTRICAL BRANCH (AIR).

Further volunteers are required from all categories of Electrical and Radio Electrical ratings for transfer to the Electrical Branch (Air) in the near future.

2. Transfers will be made in the same rating as that held at the time of transfer and no loss of seniority or pay will be entailed.

3. The duties of Electrical Branch (Air) personnel are as follows:—

- (a) Maintenance aspects of all Air Electrical Instrument and Air Radio Equipment, with certain exceptions;
- (b) Electrical and Radio maintenance of M/T vehicles and motor boats allocated for Naval Aviation purposes;
- (c) Electrical, Radio and instrument maintenance of air synthetic training equipment.

4. The maintenance work to be performed is both intricate and interesting and requires a high degree of skill and sense of responsibility. It involves the use by Electrical (Air) ratings of specialized tools and testing equipment for use with such equipment as generators, magnetos, cameras, remote indicating compasses, gun-sights, gyro and other instruments. Radio Electrical (Air) ratings will be required to perform the maintenance of Radio and Radar Beacons, Air and Ground Radar Installations, UH/F and H/F communications and D/F equipments.

5. Ratings selected for transfer will undergo the necessary courses of instruction to fit them for their new duties.

6. Applications for transfer should be forwarded to the Secretary, Naval Board, in duplicate by 15th July, 1948.

7. This Navy Order is to be brought to the notice of all Electrical Branch ratings at the earliest opportunity. (348/211/7.)

114.

COURSES FOR PETTY OFFICER.

Service Certificates and Forms A.S. 264 of ratings lent to H.M.A.S. *Cerberus* for Petty Officers Course are to be forwarded to Flinders Naval Depot so that they will arrive simultaneously with the ratings concerned. (348/201/53.)

115.

SECURING ARRANGEMENTS FOR STEEL CHESTS.

Attention is drawn to B.R. Form U2D (1944), paragraph (4) (e).

2. It has been found in some ships that steel chests have been welded to the ship's structure, with the result that:—

- (a) It is impracticable to remove the chests for return to store when no longer required, without the risk of rendering them unserviceable or damaging the ships' structure.

- (b) Corrosion occurs due to direct contact with ship's structure.

3. Commanding Officers are to inspect the securing arrangements of steel chests and, where necessary, arrange for their correct installation, providing the modification can be carried out without damaging ships' structures or steel chests.

4. If the securing arrangements of steel chests do not conform with the approved method, and it is considered to be impracticable to effect alterations without causing damage, reports are to be rendered to Navy Office. (612/212/3919.)

116.

SEAMEN'S CAPS.

White duck caps of the new oval Service pattern will be issued invariably in future in all sizes in satisfaction of demands on Royal Edward Victualling Yard, Sydney, and H.M.A. Naval Victualling Depots.

2. Ratings now in possession of round caps of strictly Service origin may continue to wear them until replacement is necessary, but all ratings dressed as seamen will be required to be in possession of two oval Service caps by 1st July, 1949, when the round cap will cease to be an article of Service uniform.

3. It should be specially noted that the continued use meanwhile of the round cap is to be confined to round caps of Service origin, and does not include the further use of round caps of trade manufacture obtained from Naval outfitters. (607/201/1006.)

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

117.

ORDERS TO PAY AGENT—TREASURY FORM 19.

Attention is directed to Article 298 (c) of Naval Account Regulations and Instructions which reads as follows:—

“ When such order (Treasury Form No. 19, ex Form No. 34) is made out in favour of any person other than a person employed by the Commonwealth, it shall not be recognized unless approved in writing on the order by the Certifying Officer, the Officer-in-Charge, or the Senior Officer, at the office or place where payment is made”.

2. Strict compliance with this instruction is necessary. Where the holder of the order is an employee of the Commonwealth, a notation should be made thereon showing the Department and Branch in which he is employed.

3. Naval Account Regulations and Instructions will be suitably amended in due course. (711/201/644.)

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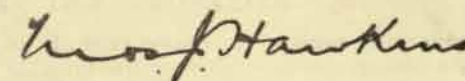
Commonwealth Navy Orders.

Navy Office, Melbourne,

25th May, 1948.

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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C.5550/48.

118.

H.M.A. M.S.L. 704—COMMISSIONING.

H.M.A. M.S.L. 704 commissioned on 7th May, 1948, as tender to H.M.A.S. *Leeuwin*.

(603/217/3930.)

119.

H.M.A.S. "MINDARI"—PAYING OFF.

H.M.A.S. *Mindari* paid off on 30th April, 1948.

2. The Gunnery Instructional Centre, Sydney, has been absorbed into H.M.A.S. *Kuttabul* and correspondence should be addressed to the office of the Flag Officer-in-Charge, N.S.W.

(463/205/6715.)

120.

BALLASTING—L.S.T. (3).

Considerable damage was done recently to a tank top in an L.S.T. (3) due to water pressure during the flooding of the ballast tanks.

2. To prevent the tops of the tanks being damaged in the future, the following precautions are to be taken on every occasion of flooding of ballast tanks of L.S.T. (3):—

(a) The provisions of A.F.O. 1535/47 are to be strictly observed.

(b) Ballast tanks pumping and flooding valves are to be checked to ensure that the indicators are in working order and especially that when the indicator is at the closed position, the valve is in fact, tightly closed.

3. All pumping and flooding valves are to be examined yearly.

4. Two telephone links are to be established (one for each side of the ship) to provide communication between the ballast pump position—the tank flooding valve and sounding tube—so that sufficient warning may be given to obviate delay in shutting down the pump when the tank is 95 per cent. full.

5. Commanding Officers, L.S.T's 3501, 3017, and 3035 are to demand from Superintending Naval Store Officer, Garden Island, the 4 in No. sound-powered telephones MK.XV AP.13231A, and the quantity of electric cable AP.6057 required to implement the provisions of paragraph (4) of this Order.

6. These items will be added to the List of Special Allowances of Naval Stores.

(603/298/497.)

121.

MEDICAL HISTORY DOCUMENTS.

Form A.M. 46Z has been revised and will be issued without demand. After receipt the revised form is to be the only transmission and receipt note used in regard to Medical History Documents. On receipt of the revised form, old copies will become obsolete and are not to be used for transmission of Medical History Documents.

2. The form is to be completed in triplicate and each set serially numbered on each copy. The original copy is to be forwarded with the Medical History Documents, the duplicate to the Director of Naval Medical Services simultaneously and the triplicate retained by the sender. The Director of Naval Medical Services' copy need not be accompanied by a covering letter but should be endorsed in an envelope addressed "To be opened only by the Director of Naval Medical Services".

3. The form is to be signed by a Medical Officer, if borne, or by the Commanding Officer or an officer delegated to sign.

4. The documents forwarded are to be specified in the appropriate columns. The word "Nil" is to be placed in columns where no documents of that description are included. The reason for despatch of each member's documents is to be shown in the column provided.

5. The envelope, or covering, bearing Medical History Documents is to be clearly marked "TO BE OPENED ONLY BY (TITLE OF ADDRESSEE)". The medical history sheet and other attachments are to be enclosed in the respective cover before despatch. Medical documents are to be registered if sent through the postal Department.

6. The Medical Officer, or where a Medical Officer is not borne, the person responsible is to be informed of all personnel joining and leaving the ship. The Medical History Documents of outgoing personnel are to be entered up to date, official numbers being recorded where necessary.

7. Should the Medical History Documents, for any reason, not be available for transmission, a letter is to be sent to the ship or establishment to which the member is drafted, explaining the circumstances. A copy of this letter is to be forwarded to the Director of Naval Medical Services.

8. If neither the letter nor the medical documents arrive within fourteen days of the member's joining, the Medical Officer, if borne, or the Commanding Officer of the ship or establishment to which he is drafted, is to inform the discharging ship or establishment, repeating his communication to the Naval Board (for the Director of Naval Medical Services).

9. Medical documents held for personnel whose whereabouts are unknown are to be forwarded to the Director of Naval Medical Services.

10. The importance of keeping medical records up to date can not be stressed too highly, both from the point of view of the individual concerned (particularly from the Repatriation aspect) and this Department. All ships and establishments are to give their fullest co-operation in the matter.

(527/212/3900.)

122.

CENSUS OF INSTRUCTIONAL FILMS AND FILM STRIPS.

Particulars of all instructional films and film strips held by H.M.A. ships and establishments are to be forwarded to Navy Office forthwith.

2. The following details are required:—

| Serial No. | Title. | Number of Parts. | Size: 16 m.m. 35 m.m. |
|------------|--------|------------------|--------------------------|
|------------|--------|------------------|--------------------------|

3. NIL returns are required.

(560/203/165.)

123.

POST-WAR KITS OF NAVAL RATINGS.

With reference to Navy Order 66 of 1948 it has been decided, as a temporary measure and pending the issue of dark-blue shorts, that existing khaki tropical garments may be worn as working dress at sea in those ships where white tropical dress has been issued. Paragraph 7 of that Order is to be noted accordingly.

2. Paragraph 6 of the above-mentioned Order is to be amended by extending the bracket against Note (2) so as to include the item "2 shirts, white, tropical," in the list of garments for Classes I and III ratings.

(516/201/788.)

124.

POSTAL CONCESSIONS.

The Postmaster-General's Department have advised that the under-mentioned postal concessions are available to *Royal Naval* personnel serving in Australia:—

MAIL FROM THE UNITED KINGDOM TO HIS MAJESTY'S FORCES ANYWHERE ABROAD.

The following postage rates will apply to surface correspondence and parcels from the United Kingdom to His Majesty's Forces anywhere abroad; letters 2½d. first ounce, 1d. each succeeding ounce; post-cards 2d.; printed papers ½d. per 2 ounces; parcels 1s. 3d., 2s. 3d., and 3s. 6d., for 3, 7, and 11 lb. respectively.

PERSONNEL OF THE EMPIRE FORCES SERVING IN OR VISITING THE COMMONWEALTH.

(i) Correspondence of all classifications, and parcels, addressed to destinations within the Commonwealth including Commonwealth Territories, are eligible for acceptance at the rates of postage prescribed for the Defence Forces, and set out hereunder—

| | |
|---|---------------|
| Letters | 1d. per oz. |
| Postcards and Letter Cards (other than those sold at Post Offices) .. | 1d. each. |
| Printed Matter | 1d. per 8 oz. |
| Merchandise (up to 1 lb.) | 1d. per 4 oz. |

Books, Periodicals, and Newspapers

(3rd Class mail matter) 1d. per 12 oz.
s. d.

| | |
|---------------------------------|-----|
| Parcels—up to 1 lb. | 0 6 |
| Over 1 lb. up to 2 lb. | 0 9 |
| Over 2 lb. up to 3 lb. | 1 0 |
| Over 3 lb. up to 5 lb. | 1 3 |
| Over 5 lb. up to 8 lb. | 1 6 |
| Over 8 lb. up to 11 lb. | 1 9 |

(ii) Postal articles addressed to places beyond the Commonwealth—

(a) Postal articles intended for transmission by sea to the homeland of the sender—

Letters 2d. for first ounce, 1d. each additional ounce.

Postcards, 1d.

Printed Papers, ½d. per 2 oz.

Parcels up to 3 lb., 1s. 7d.

Over 3 lb. up to 7 lb., 2s. 10d.

Over 7 lb. up to 11 lb., 4s. 5d.

NOTE:—This concession does not apply to fees such as registration or express delivery fee which must be prepaid.

(b) Letters and all other classes of postal articles including parcels—

(i) When addressed to a member of the Empire or Allied Forces overseas, the rates of postage set out in (i) above will apply.

(ii) When addressed to other than a member of the Empire or Allied Forces in a country other than the sender's homeland, the "Empire and Foreign Post" conditions and rates (Sections 7 and 8 of the *Post Office Guide*) will apply.

(c) (i) Letters marked "By Air Mail" weighing up to 1 ounce and bearing postage to the value of 3d. or weighing in excess of 1 ounce and prepaid 3d. for the first ounce and 7d. for each succeeding ½ ounce, if addressed to the homeland of the sender will be accepted as fully prepaid for despatch by air.

(ii) Air mail articles for addressees in overseas countries other than the homeland of the sender will be subject to the charges which apply to air mail articles in general to countries beyond the Commonwealth.

2. To be eligible for participation in the concessions mentioned, the postal articles must bear markings as follows:—

- (i) In case of articles addressed to places within the Commonwealth or its Territories or to members of Empire or Allied Forces beyond the Commonwealth—an impression of the appropriate stamp “Concession Postage Rate”.
- (ii) Letters with the appropriate postage stamps affixed and marked “By Air Mail” must bear the words “On Active Service” at the top left-hand side of the front cover, and the number, rank, name, and service address of the sender on the back.

3. In addition to the markings mentioned in the preceding paragraph the articles must be posted through Service channels, and transferred to an office of the Postmaster-General's Department either in a mail or free-bag or by an accredited Naval representative handing the articles in at a Post Office counter.

4. Apart from the concessions mentioned in (ii) (c) above, personnel serving overseas may, under an Empire-wide scheme, send letters by air upon payment of postage in postage stamps issued by their own country. In these circumstances the letters will be enclosed in direct mails made up by the authorities concerned, e.g., Fleet mails and labelled to an oversea office. These mails will be accepted in the usual way and treated as transit mails for charge and other purposes.

(563/201/3809.)

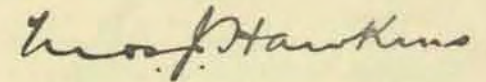
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Commonwealth Navy Orders.

Navy Office, Melbourne,
1st June, 1948.

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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125.

RESERVE FLEET—CANNIBALISATION OF EQUIPMENT.

Frequently, since the termination of hostilities, items of stores or equipment have been removed from units of the Reserve Fleet as replacements for similar equipment which has become defective in other ships or establishments.

2. Ships and vessels in reserve must be maintained and preserved efficiently with all their equipment intact, in order that they may be available for service at short notice in time of war or emergency.

3. Equipment or stores from ships and vessels in reserve must not be regarded as available to make good deficiencies in other ships or establishments except in emergency when Naval Board approval is invariably to be sought before any equipment is removed.

4. If transactions of this nature have already taken place, authorities concerned are to report the steps taken to make good the deficiencies thus created in units of the Reserve Fleet, and to report in due course the completion of the necessary action.

(603/247/2147.)

126.

DUTIABLE GOODS IN MAIL MATTER.

Customs authorities have directed attention to the frequency with which packages posted by personnel outside Australia and endorsed "Newspapers only." "Printed matter only" &c., contain dutiable articles.

2. They point out that it will be necessary until this practice ceases to make a detailed examination of every article received in mails, thus entailing further delays in delivery of such mail matter.

3. Personnel are warned that, apart from any other penalty which may be incurred, articles found to contain dutiable contents and to be incorrectly described on covers thereof will be confiscated.

(This Order will be re-printed for posting on Notice Boards.)

(563/201/3814.)

127.

AMMUNITION PACKAGES (FILLED AND EMPTY), FIRED CARTRIDGE CASES, PRIMERS, TUBES, IGNITERS, RECOVERED PLUGS, LINKS AMMUNITION, ETC.—ACCOUNTING IN H.M.A. SHIPS AND ESTABLISHMENTS.

In accordance with A.F.O. 748/48, it has been decided to re-introduce full accounting for the above-named stores in the Naval Armament Store Accounts of H.M.A. ships and establishments, as from the 1st July, 1948.

2. Accounting instructions for these stores are included in the instructions in the front of Naval Armament Store ledgers.

3. With the exception of cartridges 1-in. aiming rifle and cartridges 20 mm. Oerlikon and Hispano, all fired small arm cartridge cases and chargers are to be accounted for by weight, instead of quantity. The following table is to be used when compiling the return of expenditure and number of fired cases returned to store, which appears at the rear of the Naval Armament Store Ledger:—

| Calibre of Fired Case. | Quantity per lb. |
|--------------------------------|------------------|
| .50-in Browning | 8 |
| .455-in. | 100 |
| .45-in. | 100 |
| .38-in. | 120 |
| 9 mm. | 110 |
| .303-in. | 35 |
| .22-in. (mixed long and short) | 700 |
| Chargers .303-in. | 28 |

4. Navy Order 383 of 1943 is cancelled.

(612/204/2816.)

128.

BOOKS AND FORMS.

Supplies of the under-mentioned publications have been distributed. Further copies of B.R.1106A, B.R.1106B, B.R.1334, B.R.1448, and B.R.1728 are being obtained to complete distribution:—

B.R.141/47.—R.M. Clothing Appointments, &c., Issuing Prices, &c.

(A.F.C. 4390/47.)

(571/202/2291.)

B.R.615D/47.—Lecture Notes for Instruction of A.A.'s Qualifying at Sea.

(571/202/2965.)

B.R.1062(2).—Addendum No. 2 to B.R.1062—Defence against Gas (Navy) Nerve Gases.

(A.F.O. 360/48.)

(571/202/2132.)

S.T.A.A.G. Marks II and II* Mountings Ships Officers Drawings.

B.R.1106A.—Mounting Section.

B.R.1106B.—Fire Control Section.

(571/202/2971.)

B.R.1203/46.—Instructions for the Inspection of Naval Armament Stores:

Schedules No. IX-XII of Part II (pages 265-307).

Pages 31 to 37, Schedule II.

Schedules III and IV.

Index to Schedule I.

(A.F.O. 3897/47.)

(571/202/2538.)

B.R.1314 Series.—Shock Effects from Underwater Explosions—
Parts 3 and 4.

(571/202/2801.)

B.R.1334/47.—Rate Book for Medical Stores.

(571/202/2972.)

B.R.1448/46.—Servicing Manual for Type 291.

(A.F.O. 3565/47.)

(571/202/2801.)

B.R.1454/46.—Operating Instructions for D/F Outfit FV5.

(A.F.O. 1895/46.)

(571/202/2493.)

B.R.1524/46.—Servicing Manual for Type 268.

(A.F.O. 3566/47.)

(571/202/2877.)

B.R. 1622/47.—Handbook for Test Sets Design 6 and 7.

(A.F.O. 3813/47.)

(571/202/2958.)

B.R.1728/46.—H.A./L.A. Directors Mark VI and Associated
E.C.U.'s and T.C.U.'s—Schedule of Director, Ship and Base
Spare Gear.

(A.F.O. 3964/47.)

(571/202/2963.)

B.R.1751/46.—Maintenance Regulations for 21-in. Mark II
Torpedoes.

(571/202/2950.)

B.R.1788/47.—Identity Code Letters for H.M. Ships, Naval Air
Stations and Shore Establishments fitted with Homing Aids.

(A.F.O. 4224/47.)

(571/202/2969.)

A First Guide to Quality Control for Engineers.

(571/201/5370.)

Dykes Automobile Encyclopaedia—19th Edition.

(571/201/5349.)

Journal of Naval Engineering, Volume I, Nos. 2, 3, and 4.

(571/201/5452.)

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

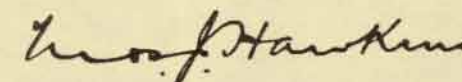
Commonwealth Navy Orders.

Navy Office, Melbourne,

8th June, 1948.

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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| 131. | Disposal of Unserviceable Medical and Dental Stores. |
| 132. | R.A.N. Central Canteen Fund—Donation to Union Jack Club, Shanghai. |

129.

H.M.A.S. "MILDURA"—PAYING OFF.

H.M.A.S. *Mildura* paid off into "F" class reserve on 21st May, 1948.

(603/247/2160.)

130.

R.A.N. PETTY OFFICERS' SCHOOL—FLINDERS NAVAL DEPOT.

A R.A.N. Petty Officers' School has been established at Flinders Naval Depot to give Petty Officers of all branches in the R.A.N. a course of leadership training along the general lines laid down in A.F.O. 15/1948.

2. Each course is of 28 days' duration with one week's interval between courses, and Petty Officers will be drafted by the Manning Department to undergo such courses as far as possible without relief.

3. Service Certificates and Forms A.S.264 of ratings lent to Cerberus for the course are to be forwarded for the Petty Officers concerned. Transfer Lists are not required.

4. The purpose of the courses, which are non-technical in nature, is to inculcate a spirit of responsibility and self-reliance, and to develop the leadership qualities of the higher ratings of all branches of the Royal Australian Navy.

5. The syllabus of the course includes practical training in Word of Command and handling bodies of men, physical training, and recreational games, rifle, pistol and carbine shooting, instructional technique, lectures and discussions on Naval subjects and current affairs, and practical experience of lecturing.

6. There are opportunities for field games, and any sporting gear owned by the candidates should be brought for the course.

7. On conclusion, a full report on the leadership abilities of each candidate will be rendered to the ratings' Commanding Officer on Form A.S.264, and the notation—"Completed Petty Officers Course"—with the date of completion, is to be entered on Service Certificates.

8. Courses commence at 0800 on appropriate Mondays, and ratings should join Flinders Naval Depot by P.M. on the previous Friday.

9. Candidates are to take full kits, but hammocks are not required, and bedding will be provided.

(614/205/12.)

131.

DISPOSAL OF UNSERVICEABLE MEDICAL AND DENTAL STORES.

In order to overcome the retention for long periods of unserviceable medical and dental stores in H.M.A. ships and Naval establishments, action is to be taken in accordance with the provisions of K.R. & A.I., Article 1967 (a) and (b), throughout the accounting year. Surveys should not normally be held more often than once every three months.

2. Reports of Survey on Form A.M. 176 are to be forwarded, in quadruplicate, to Navy Office for consideration.

3. Upon receipt of Naval Board decision regarding the disposal of the surveyed stores, appropriate action is to be taken.

4. Three copies of the Form A.M. 176 will be returned to the ship or Naval establishment for accounting purposes.

5. The above procedure may be applied to Naval Reserve Depots where unserviceable stores are on charge, so that opportunity may be taken of free freight, if necessary.

6. Any items recommended for return to Medical Store are, together with the return note, to be accompanied by one copy of the Form A.M. 176 to indicate that they have already been surveyed by a Board of Survey.

7. Navy Order 30 of 1938 is cancelled.

8. This Order will be included in R.I. Series.

(612/213/3457.)

132.

R.A.N. CENTRAL CANTEEN FUND—DONATION TO UNION JACK CLUB, SHANGHAI.

In accordance with a recommendation of the Flag Officer Commanding, H.M.A. Squadron, consideration was given by the Naval Board, to assisting the finances of the Union Jack Club, Shanghai, which makes its facilities available for the personnel of visiting H.M.A. ships.

2. It was decided to make a donation of an amount of £(A)100 from the R.A.N. Central Canteen Fund, and a bank draft for that amount was accordingly forwarded to the manager of the club on 17th February.

3. The text of the acknowledgment received is reprinted hereunder for general information.

"UNION JACK CLUB, SHANGHAI.

39 Sinchang Road
(Myburgh Road),
7th April, 1948.

The Secretary,
Royal Australian Naval Board,
Navy Office,
Melbourne, S.C.1,
Australia.

Dear Sir,

We are in receipt of your letter No. 487/201/604, dated 17th February, 1948, addressed to the Manager, Union Jack Club, Shanghai, enclosing a bank draft for £(A)100 from the R.A.N. Central Canteen Fund.

This donation is very much appreciated by the committee of the Union Jack Club and will considerably assist us to keep the club going during the lean times we are now experiencing.

Although we are not having such frequent visits of Naval ships as in the past, the committee realize that with the chaotic conditions in Shanghai, the Naval men would find it almost impossible to obtain any amenities whatsoever if they had no club of this description

available, and we feel that we should make every effort to keep the club open for the men when they do arrive, and for them to have their drinks, food, and beds at reasonable rates.

Please convey to the Naval Board and to the men of the Royal Australian Navy our very many thanks for their kind consideration in forwarding this generous gift.

The club's official receipt is enclosed.

Hoping we shall again have the pleasure of welcoming H.M.A. ships to Shanghai.

We are,

Dear Sir,

A. T. Squibb,
Manager.

E. S. Wilkinson,
Chairman."

(487/201/604.)

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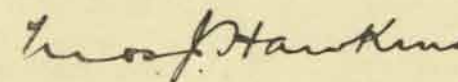
(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
15th June, 1948.

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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133.

**TRAINING OF RESERVE OFFICERS TRANSFERRED TO THE
PERMANENT NAVAL FORCES.**

With reference to Navy Order 260 of 1947, a supplementary scheme for the technical training of Reserve Officers who transferred to the permanent Service has been approved, and allows for limited numbers of such officers to be appointed to undergo a complete series of technical courses. The first class of up to 9 officers will probably be formed early in July, 1948, and will commence courses at Flinders Naval Depot.

2. The following revised list of courses replaces that given in paragraph 2 of Navy Order 260 of 1947:—

| Subject | School | Length of Course |
|---|--|-----------------------------------|
| Gunnery | H.M.A. Gunnery School, F.N.D. | 5 weeks |
| Communications .. | H.M.A. Signal School, F.N.D. | 3 weeks |
| Divisional Course .. | F.N.D. | 1 week |
| Engineering | F.N.D. | 1 week |
| Electrical | F.N.D. | 2 weeks |
| T.A.S. | T.A.S. School, <i>Rushcutter</i> | 5 weeks |
| Radar (Executive Officers) Radar Course | H.M.A.S. <i>Watson</i> .. | 4 weeks |
| Navigation | Navigation School, H.M.A.S. <i>Penguin</i> | 4 weeks |
| Damage Control & Fire Fighting Course | Damage Control & Fire Fighting School, H.M.A.S. <i>Penguin</i> | 1 week |
| | TOTAL | 26 weeks (614/204/124.) |

134.

**AVAILABILITY OF LEAVE CONCESSION WARRANTS
FOR AIR TRAVEL.**

Tasmanian members proceeding on leave may be given an option to travel either by air between Melbourne and Tasmania, or sea, provided that travel by sea should be authorised if it is in the interests of the Service. Should the member be given permission to travel by air, a warrant is to be issued by the Service Department concerned for travel on the Government-owned airline, but the member is to make his own arrangements for booking, &c.

2. No change is to be made in the present practice of issuing rail warrants or making arrangements for travel by rail in the case of Western Australian members who normally travel by State or Commonwealth-owned railways.

3. Navycirc. 278 Item is cancelled.

(632/214/1639.)

135.

CARTRIDGES S.A. BALL .303" MARK 7, R.L. 3/9/42,

Owing to the large percentage of misfires recently experienced, cartridges, S.A., ball, .303 inch, mark 7, R.L. 3/9/42, are to be landed at the nearest R.A.N. Armament Depot.

136.

**DEMOLITION STORES—NEW PEACETIME ALLOWANCES—
A.F.O. 671/48.**

The provisions of A.F.O. 671/48 will apply in the R.A.N. with the following exceptions:—

- (a) Fuzes, electric, No. 19, will be supplied in lieu of Fuzes, electric, No. F.77, until stocks of the former are exhausted.
- (b) Device, rope-cutting, explosive 2 lb., RDX/TNT, No. 2, Mark 1, will be supplied in lieu of Device, rope cutting, explosive 2½ lb., RDX/TNT, No. 1, Mark 1, and ancillary stores, viz., Crooks, staves and screws.
- (c) Charges, amatol, 25 lb., Mark 2, will be supplied in lieu of Charges, demolition, 10 lb., 25 lb., and 50 lb., Mark 3, filled T.N.T., until stocks of the former are exhausted. Allowance will be on a similar basis as that shown for Charges, demolition, 25 lb., Mark 3, filled T.N.T.
- (d) Pads, I.R., Stamp No. D.S. 142, and Mouthpieces, No. 2, Mark 2, will be supplied only to match Charges, cavity, 5 lb., RDX/TNT, demolition, Mark 1, and Device, rope cutting, explosive 2 lb., RDX/TNT, No. 2, Mark 1, viz.—

| | Pads I.R. | Mouthpieces No. 2 |
|---|--------------|----------------------|
| For each Charge, cavity, 5 lb. .. | 3 | 1 |
| For each Device, rope-cutting, 2 lb. .. | 1 | 1 |

2. A full description of Device, rope-cutting, explosive 2 lb., RDX/TNT, No. 2, Mark 1, and its method of use is given in A.F.O. 901/48.

(612/205/1304.)

137.

**ENSIGNS—ALLOWANCES TO H.M.A. SHIPS AND
ESTABLISHMENTS.**

Navy Order 347 of 1947 is to be amended as follows:—

(i) Add to table in paragraph 1:—

| | 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.) |
| <i>Burma</i> | 1 | 1 | 1 | — | — | — |

(ii) Insert new paragraph 3 as follows:—

“H.M.A.S. *Cerberus* and H.M.A.S. *Kuttabal* are also to maintain ensigns of the following countries of the British Empire for instructional purposes:—

Ensign of Canada.
Ensign of New Zealand.
Ensign of India.
Ensign of Pakistan.
Ensign of Ceylon.”

(iii) Re-number present paragraphs 3 and 4 as 4 and 5 respectively.

138.

**INVENTORIES OF NAVAL STORES REMAINING ON BOARD
H.M.A. SHIPS IN RESERVE.**

In order to simplify the mustering of Naval Stores in ships in reserve and to facilitate the raising of new Permanent Loan Lists on ships commissioning from reserve, the inventory of Naval stores remaining on board, referred to in B.R.4, App. XXIV, Section II(7), and paragraph 11(3) of Navy Order 10 of 1947 should be prepared in sections covering different departments of the ship.

2. Each section should be dealt with as a separate inventory and enclosed in covers (Form A.S.1099 (outside)), the relevant certificates therein, in respect of all copies, being completed by the officers assuming custody of the stores and the Supply Officer.

(612/207/5260.)

139.

INTRODUCTION OF NAVAL STORE BUNDLE COVER.

It has been decided, in order to standardize the method of bundling vouchers for the receipt and issue of Naval stores in H.M.A. ships and establishments, to introduce a telescopic envelope type cover for this purpose.

2. All Naval store vouchers for each month should be retained in one cover when practicable and particulars of the vouchers inserted thereon. It may be necessary when there is a large volume of transactions to utilize more than one cover for a particular month, but this should be avoided as far as possible.

3. A first supply of the Naval store bundle covers will be effected by the Superintending Naval Store Officer, Sydney, without demand, on the following basis, when stocks are available.

| | | |
|-----------------------------------|---|--------------|
| H.M.A. Cruisers | } | 24 No. each. |
| <i>Cerberus</i> | | |
| <i>Penguin</i> | | |
| Other H.M.A. Ships | } | 12 NO. each. |
| Other H.M.A. Naval Establishments | | |

4. Naval store bundle covers are to be used only for the purpose for which intended.

(480/201/3769.)

140.

LOCAL PURCHASE OF MEDICAL STORES.

Medical and dental stores are not to be obtained by local purchase when they can be obtained from another ship or establishment.

2. Local purchase is to be restricted to emergencies and special items required for individual treatment which are not carried by the Medical and Dental Store Officer, Sydney, or when time and distance does not permit their being obtained by demanding from the Medical and Dental Store Officer, Sydney.

3. Attention is drawn to K.R. & A.I., Article 1371, 1914 and 1915.

(612/213/3462.)

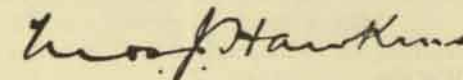
RESTRICTED.(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
22nd June, 1948.

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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C.6626/48.

141.

**TORPEDO ANTI-SUBMARINE SCHOOL—ESTABLISHMENT AT
H.M.A.S. "RUSHCUTTER."**

Consequent upon the amalgamation of the Torpedo and Anti-Submarine Branches, the Torpedo School has been moved from Flinders Naval Depot to H.M.A.S. *Rushcutter*, where the Torpedo Anti-Submarine School is now established.

2. The arrangement at H.M.A.S. *Rushcutter* is a temporary expedient, it being the Naval Board's intention to establish the Torpedo Anti-Submarine School in permanent quarters in the *Balmoral* area, as soon as suitable buildings can be erected.

3. Relevant correspondence concerning torpedo anti-submarine training matters should be addressed to the Commanding Officer, H.M.A.S. *Rushcutter*.

(1946/2/22.)

142.

ELECTRICAL SCHOOL—ESTABLISHMENT.

Consequent upon the formation of the Electrical Branch, the Electrical School has been established at Flinders Naval Depot, in the former Torpedo School.

2. Until a Radio Section is established at the Electrical School, training in radio subjects will continue to be carried out at H.M.A.S. *Watson*.

3. Relevant correspondence concerning electrical training should be addressed to the Commodore Superintendent of Training. In the case of correspondence relating to radio training, a copy should also be forwarded to the Commanding Officer, H.M.A.S. *Watson*.

(1946/2/22.)

143.

TORPEDO ANTI-SUBMARINE BRANCH—BADGES.

With reference to Navy Order 356 of 1947, the badges approved for wear by ratings of the Torpedo Anti-Submarine Branch are as set forth in A.F.O. 7092 of 1946, viz.:—

T.A.S. Instructor.

| Pattern No. | Rating. | Description of Badge. |
|-------------|---------------|--|
| 169A | C.P.O. | Crossed torpedoes, vertical harpoon, coil superimposed, crown above. Red. |
| 169B | C.P.O. | Crossed torpedoes, vertical harpoon, coil superimposed, crown above. Blue. |
| 170A | Other ratings | Crossed torpedoes, vertical harpoon, coil superimposed, crown above. Red. |
| 170B | Other ratings | Crossed torpedoes, vertical harpoon, coil superimposed, crown above. Blue. |

T.D.1, T.D.2*, T.D.2 and T.D.3.

| Pattern No. | Rating. | Description of Badge. |
|-------------|---------------|---|
| 171A | C.P.O. | Crossed torpedoes, vertical harpoon, coil superimposed. Red. |
| 171B | C.P.O. | Crossed torpedoes, vertical harpoon, coil superimposed. Blue. |
| 172A | Other ratings | Crossed torpedoes, vertical harpoon, coil superimposed. Red. |
| 172B | Other ratings | Crossed torpedoes, vertical harpoon, coil superimposed. Blue. |

2. Supplies are available from Royal Edward Victualling Yard, Sydney, and the issuing prices of these badges are as set forth in the "Official Memorandum—Prices of Clothing, etc., Maintained for Issue on Repayment to Ship's Companies."

3. An initial free issue of two red and two blue badges is to be made to all ratings of the Torpedo Anti-Submarine Branch.

(416/201/1168.)

144.

RECRUITS' UNIFORMS—DISTINCTIVE MARKING.

It is notified for general information that, for the purpose of their ready identification whilst on leave and on other occasions, it has been approved that recruits under training at Flinders Naval Depot shall wear a strip of red braid or piping inserted on the top of the shoulder seam of the left arm of their blue uniforms.

(434/216/123.)

145.

AVIATION TECHNICAL LIBRARY—TEXT BOOKS.

Approval has been given for an initial expenditure of £12 10s. and an annual grant of £6 thereafter, for R.A.N. Air Stations and R.A.N. Aircraft Carriers for the installation and upkeep of technical libraries. A list, which is not exhaustive, of publications suitable for such libraries is given in A.F.O. 4229/47. The prices shown therein are United Kingdom prices.

2. A "Technical Library Fund" is to be instituted and administered in accordance with Naval Financial Regulations and Instructions, Articles 79 and 80 and B.R. 4 (R.A.N. Supplement, paragraph 26).

(664/201/714.)

146.

ESTABLISHMENT OF TEXT BOOKS AND INSTRUMENTS FOR EDUCATIONAL TESTS.

The following establishment of text books and instruments for instructional purposes and educational tests has been approved. Demands for the above-mentioned books, etc., should be placed with the Superintending Naval Store Officer, Sydney.

| B.R. | Description. | F.N.D. | Penquin. | Cruisers. | C.V.L. | Destroyers. | Frigates, Sloop. | Shore Establishments |
|--------------------|--|--------|----------|-----------|--------|-------------|------------------|----------------------|
| <i>Text Books.</i> | | | | | | | | |
| 45 | Admiralty Manual of Navigation, Vol. I. . . | 10 | 4 | 4 | 6 | 2 | 2 | 2 |
| 46 | " " " " Vol. II. . . | 4 | 1 | 1 | 1 | 1 | 1 | .. |
| .. | " " " " Vol. III. . . | 1 | 1 | 1 | 1 | 1 | 1 | .. |
| 451 | Etymological Dictionary (Chambers) .. | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 454 | Notes on Navigation | 20 | 12 | 12 | 18 | 6 | 4 | 6 |
| 455 | Arithmetic Notes and Examples | 40 | 24 | 12 | 18 | 6 | 4 | 6 |
| 457 | New School Atlas of Comparative Geography (Phillip and Son) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 458 | English for Technical Students (Potter) .. | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 463 | Wall Map—The World (Phillip and Son) .. | 1 | 1 | .. | .. | .. | .. | 1 |
| .. | " " Australasia and East Indies (Robinson) | 1 | 1 | .. | .. | .. | .. | 1 |
| 551 | School Arithmetic (Workman) | 20 | 12 | 12 | 18 | 6 | 4 | 6 |
| 552 | Practical Mathematics—Part I. (Usherwood and Trimble) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 553 | Elementary Applied Mechanics (Morley and Inchley) | 30 | 12 | 6 | 9 | 6 | 4 | 3 |
| 554 | Electricity and Magnetism—Part I. (Reynolds) | 20 | 12 | 12 | 18 | 6 | 4 | 3 |
| 555 | Tables (Inmans) | 20 | 4 | 6 | 9 | 6 | 4 | 2 |
| 557 | Four Figure Tables (Godfrey and Siddons) | 40 | 24 | 12 | 18 | 6 | 4 | 6 |
| 560 | Right Angled Triangle Tables | 40 | 24 | 12 | 18 | 6 | 4 | 6 |
| 561 | Groundwork of British History—Section III. (Warner and Marten) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 563 | Naval Side of British History (Callander) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 564 | The World—A General Regional Geography (Stembridge) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 572 | Commercial Geography (Alnwick) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 607 | Notes on Naval History | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 605 | Algebra (Baker and Bourne) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |

* Shore establishments comprise *Rushcutter, Watson, Leeuwin, Lonsdale, Moreton, Melville, Torrens, Huon, and Tarangau.*

| B.R. | Description. | F.N.D. | Penquin. | Cruisers. | C.V.L. | Destroyers. | Frigates, Sloops. | Shore Establishments |
|------------------------------|---|--------|----------|-----------|--------|-------------|-------------------|----------------------|
| <i>Text Books—continued.</i> | | | | | | | | |
| .. | Trigonometry (Hall and Knight) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 158 | Electrical Measurements and Torpedo Control | 30 | 12 | 12 | 18 | 6 | 4 | 3 |
| .. | History of Australia (Jose) | 30 | 12 | 12 | 18 | 6 | 4 | 6 |
| 571 | Navigation Examples for Cadets at Dartmouth | 20 | 5 | 5 | 8 | 5 | 5 | 5 |
| .. | Arithmetic at Work (Proudfoot)—Melbourne Technical College | 30 | 12 | 1 | 1 | 1 | 1 | 1 |
| <i>Drawing Instruments.</i> | | | | | | | | |
| .. | Instruments Geometrical (Pattern 489)— Set Comprising | 20 | 24 | 12 | 18 | 6 | 4 | 6 |
| .. | Protractors, Boxwood 6" | 20 | 24 | 18 | 18 | 9 | 6 | 9 |
| .. | Rulers Parallel (Roller) | 20 | 12 | 12 | 12 | 3 | 2 | 3 |
| .. | " 12" (marked in centimetres and tenths of inch) | 20 | 12 | 12 | 12 | 3 | 2 | 3 |

* Shore establishments comprise *Rushcutter, Watson, Leeuwin, Lonsdale, Moreton, Melville, Torrens, Huon, and Tarangau.*

2. Demands for hydrographic publications should be forwarded in accordance with A.F.O. 578/1948 to Hydrographic Department, Sydney.

3. All previous Navy Orders dealing with the establishment of text books and instruments required for educational purposes are hereby cancelled. (612/226/1367.)

147.

AUDIT OF STORE ACCOUNTS—USE OF COLOURED PENCILS AND INKS.

The use of violet and green pencils and inks in connexion with the verification of entries in store ledgers, vouchers and accounts of all descriptions in H.M.A. ships and establishments, including store establishments, is reserved to Navy Office and the Commonwealth Auditor-General's representatives respectively.

2. Pencils and inks of colours other than violet and green are therefore to be used in ships and establishments for purposes of compilation of accounts and any local or internal check required.

(544/202/1116.)

148.

GAS CYLINDERS—WATER PRESSURE TESTS.

With reference to Navy Order 77 of 1948, 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) Cylinder, Registered No.—
S.13536.

Oxygen Cylinders, Registered Nos.—

S.13618, S.13219, S.13466, S.13976, S.13621, S.13726,
S.14155, S.13775, S.14142, S.14168.

2. Where facilities exist for testing and recharging, establishments should arrange for the tests to be carried out locally. If facilities are not available, the cylinders, whether empty or containing gas, are to be returned to the nearest Naval Store Depot for testing as early as possible.

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.)

149.

BOOKS AND FORMS.

Supplies of the under-mentioned publications have been distributed. Additional copies of B.R.1437 are being obtained to complete distribution:—

B.R.'s 31, 32 and 32A.—Kings Regulations and Admiralty Instructions—Amendments Nos. 5 and 6/1947.

(A.F.O's 82 and 359/48.)
(584/203/145.)

B.R.226 (B) (45).—Establishment of Spare Tools and Accessories for Gun Mountings of all sizes up to and including 6-in. hand worked—Amendment No. 2.

(A.F.O. 2869/47.)
(571/202/2835.)

B.R.371.—Establishment of Naval Stores for Boom Working Vessels—Errata No. 6.

(A.F.O. 4219/47.)
(571/202/2478.)

B.R.373.—Establishment of Naval Stores for "Hunt" Class Destroyers.—List of Errata No. 8.

(A.F.O. 129/47.)
(571/202/2352.)

B.R.384.—Establishment of Naval Stores for A/S Frigates ("Castle" Class).—Errata No. 2.

(A.F.O. 595/48.)
(571/202/2076.)

B.R.385.—Establishment of Naval Stores for A/S Frigates ("Loch" Class). Errata No. 2.

(A.F.O. 286/48.)
(571/202/2184.)

B.R.763.—List of Frequencies, 15th Edition.—Supplements Nos. 1, 2 and 3.

(A.F.O's 4224/47 and 289/48.)
(571/202/2792.)

B.R.810.—Rate Book for Naval Stores, Sections IV and X.

(A.F.O. 842/48.)
(571/202/2912.)

B.R.1437.—Handbook for D/F Outfit F.V.5.

(A.F.O. 2871/47.)
(571/202/2933.)

B.R.1593.—Handbook of High Speed Target Service with Typical Firing Practices using D/C Boats and Towed Targets.

(A.F.O. 289/48.)
(571/202/2981.)

B.R.1640 (7G).—C.O. Handbook No. 7G.—Employment and Organization of the Beach R.E.M.E. Units.

(A.F.O. 770/47.)
(571/202/2813.)

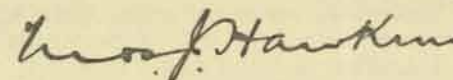
RESTRICTED.(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,
29th June, 1948.

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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150.

H.M.A.S. "LITHGOW"—PAYING OFF.

H.M.A.S. *Lithgow* paid off into "F" class reserve on 8th June, 1948.

(603/267/1811.)

151.

ELECTRICAL ARTIFICERS (L)—TRANSFER TO ELECTRICAL ARTIFICERS (R).

The titles of Chief Electrical Artificer (L), Electrical Artificer (L), Chief Electrical Artificer (R), and Electrical Artificer (R) have been changed, as from 1st January, 1948, to Chief Electrical Artificer, Electrical Artificer, Chief Radio Electrical Artificer, and Radio Electrical Artificer, respectively. Separate advancement rosters will be maintained for advancement to Chief Electrical Artificer and Chief Radio Electrical Artificer.

2. In order to provide a nucleus of senior Radio Electrical Artificers, a limited number of volunteers will be permitted to transfer from Chief Electrical Artificer to Chief Radio Electrical Artificer and from Electrical Artificer to Radio Electrical Artificer. Transfer in each case will be to the equivalent rating without change of seniority, and will take place on successful completion of a conversion course. The name of any Electrical Artificer on the roster for advancement to Chief Electrical Artificer at the time of his conversion will be transferred to the roster for advancement to Chief Radio Electrical Artificer with the same number of points as held on Chief Electrical Artificer roster.

3. The names of volunteers for transfer, who are recommended, must be forwarded to Secretary, Naval Board (copy to C.S.T.F.N.D.), by 31st August, 1948.

Preference will normally be given to volunteers who are not more than 32 years of age, but men above this age may be recommended if considered specially suitable.

4. Before commencing a conversion course, candidates who will be within four years of the expiration of their current engagement at the end of the course will be required to re-engage on Form A.S. 55 to complete 12, 17 or 22 years' service as applicable in each case, to ensure a minimum of four years' service after completion of conversion course.

(348/211/8.)

152.

APPROPRIATION OF RATINGS TO RESERVE SHIPS.

In future, ratings for service in ships in reserve will be appropriated to the parent ship concerned with the particular duties which they are required to perform indicated, as set out below.

2. The parent ship is the ship in which the pay accounts are carried, and at present these are—

Ships in Reserve at Sydney—H.M.A.S. *Platypus*.

Ships in Reserve at Geelong—H.M.A.S. *Lonsdale*.

Ships in Reserve at Fremantle—H.M.A.S. *Leeuwin*.

3. Where the parent ship is not also the headquarters ship, i.e., at Geelong and Fremantle where the headquarters ships at present are H.M.A.S. *Burdekin* and H.M.A.S. *Parkes*, respectively, the appropriations will be to the parent ship for the headquarters ship.

Thus appropriations will read—

For Ships in Reserve at Sydney—*Platypus*.

For Ships in Reserve at Geelong—*Lonsdale* for *Burdekin*.

For Ships in Reserve at Fremantle—*Leeuwin* for *Parkes*.

4. The particular duties for which ratings are appropriated will be indicated by including in brackets after the appropriation, where applicable, one of the following notations:—

| <i>Particular Duty.</i> | <i>Notation.</i> |
|--|---|
| Staff of Commanding Officer | (C.O.R.S.) |
| Ships in Reserve. | |
| "Accommodation Ship" Services. | Name of accommodation ship if this is not the same ship as the headquarters ship. |
| Maintenance of a particular ship in reserve or group of ships in reserve. | Name of ship (except when duty is in the headquarters ship) or group. |
| General Working Party for all Ships in Reserve. | (S.I.R.) |
| Supernumerary to complement for general duties while awaiting further appropriation. | (S.I.R. Pool.) |

5. Ratings appropriated under the above procedure to ships in reserve are to be despatched as follows:—

Platypus.—Report to R.T.O. Sydney, who will arrange transport to *Platypus*. *Platypus* will then disperse ratings in accordance with instructions in the draft note.

Lonsdale.—Report to R.T.O. Melbourne, who will instruct ratings to proceed to Geelong Railway Station from whence they are to arrange their own transport to Yarra-street Pier. A boat routine will be run to coincide with the arrival of trains as arranged between Commanding Officer, Reserve Ships, Melbourne, and R.T.O., Melbourne, from time to time.

R.T.O., Melbourne, will be advised of the disposition of reserve ships in order that he may divert ratings to ships which are at Williamstown temporarily or refitting.

Transport by tender, when making periodic storing trips to Port Melbourne, is to be used when practicable.

R.T.O. is to advise Commanding Officer, Reserve Ships, on each occasion before despatching personnel.

Leeuwin.—Report to R.T.O. Perth, who will arrange transport to H.M.A.S. *Leeuwin*. *Leeuwin* will then arrange transport to headquarters ship.

(463/202/1507.)

153.

STANDARD NOMENCLATURE FOR RADIO.

The provisions of A.F.O. 1129/48 are to be adopted in the R.A.N.
(622/202/4249.)

154.

MODIFICATION STORES FOR RADIO SETS.

With reference to Navy Order 216 of 1947, the following Fleet Orders have been adopted in the R.A.N.:—

(NOTE.—Where instructions are issued hereunder to demand stores to complete modifications, the details of which are issued in the form of summaries of past modifications, care is to be taken, before raising demands, to ascertain to what extent, if any, those modifications have been carried out in the past.)

(a) A.F.O. 3287/47.—“Radar Types 276, 293/M/P/Q, 281/BP/BQ, 972M—A.C. Supply Outfit DPB—Replacement of Starters—Pattern 7511A.”

Starters and resistance *vide* paragraph 4 of A.F.O. 3287/47 will be supplied, without demand, to—

H.M.A.S. *Watson* (Type 281BQ; 2—No. Type 293M).

H.M.A.S. *Hobart* (Type 281B; Type 276).

H.M.A.S. *Australia* (Type 293M).

H.M.A.S. *Murchison* (Type 293M).

(b) A.F.O. 3455/47.—“Radar—Types 242/M/P/Q and Aerial Outfits, ANR, AQP, ASB/D/R/S—Modification No. 1 (Summary of Past Modifications).”

Ships and establishments concerned are to demand the stores applicable to the type-s of Interrogators fitted, and as necessary to complete modification No. 1.

(c) A.F.O. 3456/47.—“Radar—Types 253/P/Q/MW/QW—Modification No. 1 (Summary of Past Modifications).”

Ships and establishments fitted with Type 253P are to demand the stores applicable, as necessary to complete modification No. 1.

(d) A.F.O. 3706/47.—“Radar—Teacher Outfit H.R.D.—Introduction and Fitting—Reports”.

Provision will be made for the supply of Teacher Outfit H.R.D. to the following services, without demand:—

H.M.A.S. *Watson* 1—No.

H.M.A.S. *Australia* 1—No.

H.M.A.S. *Hobart* 1—No.

(NOTE.—Consideration is being given to the modification of Types 277 and 293 to Types 277 P. or Q. and Types 293 P or Q. Instructions in accordance with A.F.O. 3706/47, paragraph 2 will be issued when necessary).

(e) A.F.O. 3888/47.—“W/T, D/F and ‘Y’ Receivers—Aerial Filter Units—Introduction and Fitting”.

Ships and establishments are to raise demands on the Superintending Naval Store Officer, Sydney, for their individual requirements in accordance with table II. of A.F.O. 3888/47.

2. With reference to Navy Order 25 of 1948, paragraph 1 (e), arrangements will be made for the supply, without demand, of Double Pen Undulators, Type U.G.8, on the following scale:—

H.M.A.S. *Harman*—2—No.

Coonawarra W/T Station—2—No.

H.M.A.S. *Watson*—1—No.

3. Ships, establishments and Commanding Officers, Reserve Ships concerned, are to report completion of the above modifications when rendering radar and wireless equipment reports (C.B.3090 Section D and R.A.N. Supplement thereto, and Navy Order 256 of 1947). Shore Wireless Stations are to report completion of above modifications when rendering Form A.S.E. 217, quoting this Order as authority.

(2037/4/300.)

155.

STOCKS OF DRY PROVISIONS IN H.M.A. SHIPS.

It is apparent, from reports being received at Navy Office of condemnations of dry provisions in H.M.A. ships, that in some cases stocks are still being maintained considerably in excess of the authorized maximum basis specified in C.O.R. Article 421, clause 10.

2. In wartime, compliance with this regulation was not enforced, and it was generally accepted that ships required to operate away from main storing bases should store to capacity when opportunity offered.

3. Under the altered conditions now obtaining, the carrying of stocks in excess of 90 days' average expenditure is normally no longer necessary, and stocks are to be restricted to that maximum basis unless, as in the case of a ship engaged on duties away from normal sources of supply and subject to the approval of the Senior Naval Officer concerned, special circumstances justify the carrying of increased quantities.

(668/201/1501.)

156.

DRY PROVISIONS.

Numerous condemnations of dry provisions have recently occurred in H.M.A. ships and establishments, such losses being directly attributable to the failure of the responsible authority to issue stocks in strict order of age and condition, as specified in C.O.R., Article 421, clause 3, and to the consequent retention on board of stocks considerably out of warranty.

2. In order to reduce to a minimum the risk of similar losses in future, all stocks held at the date of receipt of this Order are to be overhauled forthwith and any provisions packed prior to July, 1947, brought forward for absolute priority in consumption.

3. Similarly, action is to be taken in the case of future supplies to ensure that a complete turnover of every item is effected within a maximum period of twelve months from date of receipt on board. In this connexion special attention is drawn to the provisions of C.O.R., Article 432, regarding the maintenance of Form A.S.104, Numbers and Contents' Book.

(668/201/3720.)

157.

TOWAGE SERVICES—PORT OF MELBOURNE.

Applications for towage services in the Port of Melbourne should be addressed to the Resident Naval Officer who will be responsible for payment of claims.

2. As much notice as possible of requirements in this regard should be given by H.M.A. ships in order that the services of small tugs at a reduced rate of charge may be secured where appropriate.

3. Navy Order 118 of 1929 is cancelled.

(612/225/339.)

158.

GAS CYLINDERS.

Particulars of all gas cylinders held by H.M.A. ships and establishments at 31st July, 1948, are required to be forwarded to the Superintending Naval Store Officer, Sydney. The following information should be furnished:—

(a) Type of cylinder, i.e., oxygen, acetylene, &c.

(b) Capacity.

(c) Registered number.

2. Nil returns are required.

3. In view of the general shortage of gas cylinders, these items should not be held on board longer than necessary and should be returned to the nearest Naval Store Depot as early as practicable after the contents are exhausted.

(669/202/92.)

159.

BOOKS AND FORMS.

The under-mentioned form has been introduced for use in the R.A.N. to replace existing Forms A.S. 396 "School Register" and S. 397 "Instructor Officer's Journal". First supply of the new form will be issued, on demand, by the Superintending Naval Store Officer, Sydney, when the existing Forms A.S. 396 and S. 397 will be rendered obsolete:—

A.S. 396—Education Officer's Journal.

(AFO 696/48.)
(480/202/5066.)

2. The use of the under-mentioned Admiralty form in the R.A.N. has been discontinued:—

S. 1298—Poster, Despatch of Letters, Telegrams and Parcels.
(480/202/5088.)

3. *A.R.L. 17.—Recruiting Leaflet.* It has been decided to introduce Recruiting Leaflet A.R.L.17 which supersedes the "Rating Pilot" portion of the obsolete Naval Aviation Pamphlet which has been withdrawn from issue. First supply will be effected to Recruiting Centres, without demand, by the Superintending Naval Store Officer, Sydney.

(406/201/996.)

4. 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 (a)—Confidential Enquiry Form.

(480/201/3858.)

5. 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, to H.M.A. Gunnery School, Flinders Naval Depot and F.O.C.A.S. (for ships of H.M.A. Squadron):—

G.51 (Revised September, 1947)—Examination in Gunnery.
(480/201/3884.)

6. The under-mentioned form has been introduced for use in the R.A.N. in lieu of the corresponding Admiralty Form S. 1431. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney.

A.S. 1431—Cordite Records of H.M. Ships.

(480/202/5094.)

7. The under-mentioned Notice has been introduced for use in the R.A.N. First supply will be effected, without demand, to all ships and naval establishments by the Superintending Naval Store Officer, Sydney:—

Notice—"What to do in Case of Electric Shock".

(B.P.F.T.M. No. 36.)
(406/201/1066.)

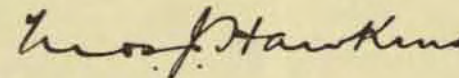
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Commonwealth Navy Orders.

Navy Office, Melbourne,
6th July, 1948.

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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C.6982/48.

160.

COMMISSIONING OF R.A.N. AIR STATION, NOWRA, NEW SOUTH WALES.

The R.A.N. Air Station, Nowra, will commission as H.M.A.S. *Albatross* in July, 1948. The exact date will be promulgated later. The establishment will be an independent Command, carrying its own accounts.

Functions.

2. The station will be developed in the first instance to perform the following functions:—

- (i) Recruit technical training for Naval airman recruits and recruit skilled air mechanics (direct entry).
- (ii) Technical training of—
 - (a) Aircraft Handlers.
 - (b) Safety Equipment Workers.
 - (c) Photographers.
 - (d) Meteorological Observers.
 - (e) Aircraft Mechanics.
 - (f) Ordnancemen.
- (iii) Facilities for the disembarkation and training of one Carrier Air Group.
- (iv) Storage and maintenance of reserve aircraft.
- (v) Maintenance and repair of aircraft.
- (vi) Drafting of all Naval aviation ratings.

Administration.

3. The Administration of the station will be divided between the Flag Officer-in-Charge, N.S.W., and the Commodore (Air). The Division of responsibility is shown in Navy Order 105 of 1948.

Communications.

4. Direct T/T communication will be established between the station and T/T switchboard in the Main Signal Office of the Flag Officer-in-Charge, N.S.W.

5. The postal and telegraphic addresses of the station are—

Postal—

R.A.N. Air Station,
Nowra, N.S.W.

Telegraphic—

Naval Air Station,
Nowra, N.S.W.

6. The station is connected to the Nowra telephone exchange (Telephone No. Nowra 397).

Flying.

7. The station will not be open for flying until a date to be promulgated in Navy Orders.

Drafting of Naval Aviation Ratings.

8. As from a date to be promulgated, the drafting of all Naval aviation ratings (whose official numbers will be prefixed by "A") will be carried out by the Commanding Officer, R.A.N.A.S. Nowra.

9. Drafts for Nowra are to be routed by rail to Bomaderry, New South Wales, and instructed to report to R.T.O., Sydney, who is to ensure that the Commanding Officer, Nowra, is informed of the estimated time of their arrival at Bomaderry.

(540/202/17.)

161.

FIRST TRAINING FLOTILLA.

H.M.A. ships *Gladstone* and *Latrobe* form the First Training Flotilla (short title "1st T.F."), and the Senior Officer, First Training Flotilla (short title "T.F.1.") is the Commanding Officer H.M.A.S. *Gladstone*.

2. The First Training Flotilla is under the operational and administrative control of the Commodore Superintendent of Training, Flinders Naval Depot.

3. Navy Order 2 of 1948 refers.

(404/201/941.)

162.

TRANSFER FROM ONE BRANCH TO ANOTHER.

The following regulations will apply in the case of transfers from one branch to another in the R.A.N.—other than when effected during the recruit period—except where such transfers are for reasons solely in the interests of the Service, i.e., for medical reasons or when a call for volunteers for transfer is issued by the Naval Board or are to branches to which transfer is the normal process of entry, e.g., Regulating, Butcher, Printer, or to Artificer or Artisan Branches.

2. Transfers will only be permitted in exceptional cases and when a trial carried out prior to application has shown that the rating is fitted for the new branch. Care is to be taken that the medical standards required for the new branch are fulfilled.

3. All transfers will be to the recruit grade of the new branch, and ratings whose transfer is approved will be drafted to Flinders Naval Depot as early as possible to undergo the Recruit Technical Course appropriate to the new branch.

4. Actual transfer to the new branch is not to be made until arrival at Flinders Naval Depot where transfer is to be effected with seniority as recruit adjusted to the date of commencement of the Recruit Technical Course. The period of service as recruit will be three months plus any period of back classing required for passing the course.

5. "Time gained" during the Recruit Technical Course will count for advancement to the "able" rate in the new branch and, where the rating had previously been awarded "time gained" in the Recruit Disciplinary Course this will also count.

6. All time served will count for the award of badges, and any previous service in the "able" rate will count for pay increments when advanced to the "able" rate in the new branch.

7. Navy Orders 99 of 1938 and 64 of 1930 are cancelled.

(348/228/88.)

EDUCATIONAL TEST I—MARCH, 1948.

The following ratings passed the Educational Test I held on 16th March, 1948:—

| Name. | Rating. | Official Number. |
|----------------------------|-----------------------------------|------------------|
| <i>H.M.A.S. Arunta—</i> | | |
| Evans, Ronald E. .. | Petty Officer .. | 20820 |
| Lewis, Richard J. T. .. | Able Seaman .. | 28613 |
| Morrow, Linley G. .. | Ordinary Seaman .. | 34150 |
| MacDonald, Angus J. .. | Able Seaman .. | 28324 |
| Porteous, Keith L. .. | Able Seaman .. | 28349 |
| Schrapel, Donald W. .. | Signalman .. | 29894 |
| Watson, Donald R. .. | Leading Seaman .. | 26498 |
| <i>H.M.A.S. Australia—</i> | | |
| Bamberry, Athol V. .. | Steward .. | 31316 |
| Belbin, Neil .. | Able Seaman .. | 22025 |
| Blackburn, Kenneth C. .. | Steward .. | 29515 |
| Holness, Ronald D. .. | Able Seaman .. | 23952 |
| Moore, Douglas D. .. | Ordinary Seaman .. | 35204 |
| Pybus, Edward V. .. | Ordinary Seaman .. | 33257 |
| <i>H.M.A.S. Barcoo—</i> | | |
| Fargher, Charles F. .. | Stores Assistant .. | 29145 |
| Jinette, Maxwell .. | Able Seaman .. | 28261 |
| <i>H.M.A.S. Bataan—</i> | | |
| Brown, Donald L. .. | Ordinary Seaman .. | 31319 |
| Driscoll, John B. .. | Able Seaman .. | 29601 |
| Martin, Stuart H. .. | Stores Assistant .. | 27618 |
| McDermott, Ernest J. .. | Steward .. | 29756 |
| Turner, Victor W. .. | Ordinary Seaman .. | 35222 |
| <i>H.M.A.S. Cerberus—</i> | | |
| Abinett, Murray L. .. | Assistant Steward .. | 35611 |
| Alcorn, Lawrence E. .. | Recruit (Stoker) .. | 35256 |
| Aldred, Frank .. | Recruit (Stoker) .. | 35465 |
| Arbuckle, Gordon A. .. | Recruit (Elec. Branch) .. | 35714 |
| Bamford, Allan L. .. | Cook .. | 35598 |
| Barron, Patrick F. .. | Stoker Mechanic .. | 35610 |
| Blank, Alan A. .. | Recruit (Stores Assistant) .. | 35620 |
| Burgess, Robert R. .. | Able Seaman .. | 32808 |
| Burgess, Stanley T. .. | Petty Officer .. | 22263 |
| Burke, Allan W. .. | Recruit (Stoker) .. | 35175 |
| Burrows, Stanley J. .. | Recruit (Stoker) .. | 35626 |
| Butler, William G. .. | Recruit (Stoker) .. | 35362 |
| Bycroft, Trevor J. .. | Recruit (Naval Airman) .. | 35720 |
| Cameron, Gordon K. S. .. | Recruit (Seaman) .. | 35473 |
| Clark, Alan T. .. | A/Petty Officer .. | 22593 |
| Colledge, Dennis .. | Recruit (Seaman) .. | 35372 |
| Cousens, Frederick T. .. | Sick Berth Attendant .. | 34013 |
| Coveny, Bruce W. .. | Recruit (Cook) .. | 35723 |
| Craill, John A. .. | Recruit (Stoker) .. | 35375 |
| Crase, Colin A. J. .. | Telegraphist .. | 35586 |
| Crear, Stewart .. | Stoker Mechanic .. | 35563 |
| Crossley, Kevin W. .. | Recruit (Sick Berth Attendant) .. | 35635 |
| Crouch, Frederick J. .. | Stoker .. | 35184 |
| Currie, John W. .. | Recruit (Naval Airman) .. | 35637 |
| Dick, Arthur J. .. | Able Seaman .. | 24234 |
| Doddridge, William C. .. | Recruit (C.B.) .. | 35640 |
| Dowling, Darrel E. .. | Recruit (Stoker) .. | 35378 |
| Duffey, John R. .. | Recruit (C.B.) .. | 35642 |
| Dwyer, Gordon W. .. | Ordinary signalman .. | 35005 |
| Dykes, William L. .. | Recruit (Seaman) .. | 35381 |

| Name. | Rating. | Official Number. |
|---------------------------------|-------------------------------|------------------|
| <i>H.M.A.S. Cerberus contd.</i> | | |
| Edward, John F. D. .. | Recruit (Naval Airman) .. | 35726 |
| Edwards, Keith B. .. | Recruit (Stoker) .. | 35382 |
| Elliott, Douglas W. .. | Recruit (Stoker) .. | 35481 |
| Ellis, Keith E. A. .. | Recruit (Seaman) .. | 35482 |
| Ewens, Ross L. .. | Recruit (Seaman) .. | 35277 |
| Fairgrieve, Negonde J. .. | Stoker .. | 35190 |
| Farrar, Gordon A. .. | Recruit (Stores Assistant) .. | 35648 |
| Farrow, Roy B. D. .. | Recruit (Steward) .. | 35267 |
| Firman, Joseph F. M. .. | Leading Seaman .. | 21964 |
| Fix, Charles F. .. | Recruit (Stoker) .. | 35278 |
| French, Norman J. .. | Recruit (Seaman) .. | 35652 |
| Gibson, Leslie R. .. | Recruit (Seaman) .. | 35391 |
| Gilmore, Athol .. | Recruit (Seaman) .. | 35283 |
| Goddard, Sylvan R. J. .. | Recruit (Elect. Branch) .. | 35730 |
| Goldsmith, Stanley J. .. | Able Seaman .. | 30484 |
| Gosling, James T. .. | Recruit (Seaman) .. | 35654 |
| Grasby, Ian L. .. | Recruit (Cook) .. | 35393 |
| Green, Lawrence G. .. | Recruit (Cook) .. | 35395 |
| Haggstrom, Ragnar L. .. | Recruit (Stores Assistant) .. | 35656 |
| Hall, Hugh R. L. .. | Recruit (Stoker) .. | 35657 |
| Hammond, Charles H. .. | Recruit (Seaman) .. | 35856 |
| Hanly, Francis B. .. | Recruit (Seaman) .. | 35488 |
| Hardman, Gordon .. | Recruit (Seaman) .. | 35734 |
| Harris, Robert J. .. | Recruit (Stoker) .. | 35400 |
| Henry, William C. .. | Recruit (Stoker) .. | 35288 |
| Hocking, Jack .. | Stoker Mechanic .. | 26727 |
| Hundley, Henry E. .. | Recruit (Naval Airman) .. | 35739 |
| Hunt, Barry J. .. | Recruit (C.B.) .. | 35661 |
| Ivanoff, Reginald .. | Prob. Sick Berth Attendant .. | 35293 |
| James, John D. .. | Recruit (Stoker) .. | 29236 |
| James, Roy W. .. | Recruit (Stoker) .. | 35741 |
| Jones, Eric B. .. | Recruit (Stoker) .. | 35198 |
| Keily, Martin M. .. | Recruit (C.B.) .. | 35662 |
| Kelly, Geoffrey E. .. | Recruit (Stores Assistant) .. | 35663 |
| Kennedy, Raymond .. | Recruit (C.B.) .. | 35664 |
| Kennelly, John J. .. | Stoker Mechanic .. | 35454 |
| Knight, Herbert C. .. | Recruit (Seaman) .. | 35746 |
| Lawrence, Leslie W. .. | Sick Berth Attendant .. | 32136 |
| Lawrence, Owen .. | Recruit (Seaman) .. | 35415 |
| Lease, Ray E. .. | Recruit (Seaman) .. | 35298 |
| Lee, Raymond J. .. | Butcher .. | 26357 |
| Lees, Kenneth .. | Recruit (Seaman) .. | 35416 |
| Marks, Clive F. .. | Able Seaman .. | 30193 |
| Maxfield, Graeme J. .. | Recruit (Seaman) .. | 35301 |
| Meddings, Kevin J. T. .. | Sick Berth Attendant .. | 31113 |
| Miller, Desmond K. .. | Recruit (Stoker) .. | 35759 |
| Miller, Gordon L. .. | Recruit (Seaman) .. | 35423 |
| Miller, Harold G. W. .. | Recruit (Elect. Branch) .. | 35760 |
| Miller, Neil S. .. | Recruit (Seaman) .. | 35670 |
| Murray, Leonard J. .. | Recruit (Naval Airman) .. | 35674 |
| McCorriston, John L. .. | Recruit (Stoker) .. | 35499 |
| McKay, Ronald G. .. | Recruit (Stoker) .. | 35302 |
| McKenzie, James .. | Recruit (Stoker) .. | 35422 |
| O'Brien, Barry J. .. | Recruit (C.B.) .. | 35424 |
| O'Donoghue, Cornelius J. .. | Recruit (Seaman) .. | 35425 |
| O'Keefe, Kenneth E. .. | Sick Berth Attendant .. | 33779 |
| O'Neill, James P. .. | Stoker Mechanic .. | W.2108 |
| Peacock, Noel H. .. | Recruit (Naval Armn.) .. | 35676 |
| Pearson, James N. .. | Recruit (Stoker) .. | 35308 |
| Perrett, David J. .. | Stoker .. | 35215 |
| Peterson, Kevin J. .. | Recruit (Elect. Branch) .. | 35765 |
| Plewright, William B. .. | Recruit (Seaman) .. | 35214 |

| Name. | Rating. | Official Number. |
|----------------------------------|---------------------------|------------------|
| H.M.A.S. <i>Cerberus</i> contd. | | |
| Potter, Thomas G. .. | Recruit (Elect. Branch) | 35768 |
| Potts, Keith C. M. .. | Recruit (Naval Airman) | 35769 |
| Powell, Clifford R. .. | Recruit (Stoker) | 35429 |
| Powell, Noel J. .. | Recruit (Elec. Branch) .. | 35767 |
| Prescott, Nathan .. | Recruit (Seaman) | 35682 |
| Rayner, Roy J. .. | Recruit (Naval Airman) | 35684 |
| Reid, John L. .. | Recruit (Stoker) | 35313 |
| Ritchie, John A. W. .. | Recruit (Seaman) | 35315 |
| Roberts, Robert .. | Recruit (Naval Airman) | 35689 |
| Robinson, Warwick L. .. | Recruit (Naval Airman) | 35690 |
| Roche, John P. .. | Recruit (Steward) | 35600 |
| Rogerson, Roderick J. .. | Sick Berth Attendant .. | 27686 |
| Ross, Norris A. .. | Recruit (Naval Airman) | 35775 |
| Sanders, Stanley J. .. | Recruit (Stoker) | 35691 |
| Scales, Robert E. .. | Recruit (C.B.) .. | 35692 |
| Schmutter, Edward W. .. | Recruit (Steward) | 35693 |
| Shea, Leslie W. .. | Recruit (C.B.) .. | 35694 |
| Shelton, Mervyn S. .. | Recruit (Stoker) | 35319 |
| Simpkins, Thomas R. J. .. | Recruit (Seaman) | 35220 |
| Skinner, Alfred J. .. | Leading Stoker Mechanic | 31827 |
| Smith, Leslie S. G. .. | Recruit (Steward) | 35320 |
| Snodgrass, John C. .. | Recruit (Naval Airman) | 35696 |
| Standley, Harold C. R. .. | Petty Officer | 21697 |
| Stout, Baden E. .. | Recruit (C.B.) .. | 35434 |
| Stower, Norman R. .. | Recruit (Stoker) | 35518 |
| Tedford, Albert A. .. | Recruit (Naval Airman) | 35784 |
| Tilley, Malcolm S. .. | Recruit (Seaman) | 35324 |
| Veilgaard, Max .. | Leading S.B.A.(D) | 33596 |
| Verrall, Joseph R. .. | Recruit (C.B.) .. | 35704 |
| Walter, John M. .. | Recruit (Stoker) | 35438 |
| Warner, Allen J. .. | Recruit (Seaman) | 35705 |
| Wheaton, Noel .. | Recruit (Stoker) | 35327 |
| Whitfield, Raymond C. .. | Recruit (Seaman) | 35441 |
| Wilkes, Patrick J. .. | Recruit (Elect. Branch) | 35790 |
| Williamson, Ronald A. .. | Recruit (Seaman) | 35526 |
| Winston, Gordon H. .. | Signalman | 28117 |
| Wood, William R. .. | Recruit (Seaman) | 35792 |
| Woodfine, Maxwell A. .. | Musician | 23070 |
| H.M.A.S. <i>Condamine</i> — | | |
| Connors, Keith D. .. | Able Seaman | 28762 |
| Duce, Norman G. .. | Leading Stoker Mechanic | 24874 |
| Finlayson, Eric B. .. | Leading Stoker Mechanic | 23558 |
| McCosker, Cornelius J. .. | Able Seaman | 28874 |
| Rynne, Leonard K. .. | Able Seaman | 28025 |
| H.M.A.S. <i>Deloraine</i> — | | |
| Le Lievre, Percival M. .. | Able Seaman | 29721 |
| Peach, Francis C. .. | Stoker .. | 33785 |
| Souter-Robertson, Cyril S. H. .. | Able Seaman | 29368 |
| H.M.A.S. <i>Hobart</i> — | | |
| Yates, George H. .. | Leading Seaman | 28126 |
| H.M.A.S. <i>Kanimbla</i> — | | |
| Dobson, William E. .. | Stoker Mechanic | 27837 |
| Grebert, Francis H. .. | Able Seaman | 29179 |
| Parer, Charles I. .. | Able Seaman | 28350 |
| Peters, Kevin H. .. | Able Seaman | 34812 |
| Self, Derek G. .. | Ordinary Seaman | 34539 |
| Solway, Ernest J. .. | A/Able Seaman | 31696 |
| Taupin, Leonard D. .. | Petty Officer | 21888 |
| Walker, Stanley W. W. .. | Able Seaman | 28424 |

| Name. | Rating. | Official Number. |
|--------------------------------|-------------------------------|------------------|
| H.M.A.S. <i>Kuttabul</i> — | | |
| Gaydon, Roger T. .. | Leading Signalman | 26909 |
| H.M.A.S. <i>Leeuwin</i> — | | |
| Bassett, Alfred R. .. | Ordinary Telegraphist | 29507 |
| Benzie, Harry .. | Writer .. | 29975 |
| Brutnall, Harry R. .. | Petty Officer | 22421 |
| Clifford, Leslie .. | Signalman | N.K. |
| Cosgrave, Eric I. C. .. | Cook (O) | 28167 |
| Davies, George G. .. | Able Seaman | 24160 |
| Francis, George E. .. | A/Stoker Mechanic | 34428 |
| Green, Lewis T. .. | Ordinary Seaman | 34074 |
| Hammersley, Edward M. .. | Stores Assistant | 31472 |
| Hayes, John A. .. | A/Stoker Mechanic | 33717 |
| Johnson, Kevin E. .. | Stoker | 34113 |
| Kerrigan, John .. | Able Seaman | 27919 |
| Lange, Gordon .. | A/Able Seaman | 32137 |
| Mews, Ramon E. .. | Signalman | 31089 |
| Morgan, Kevin I. .. | Able Seaman | 33247 |
| McCabe, Thomas .. | Petty Officer Stoker Mechanic | 22928 |
| McCarthy, Norman F. .. | Able Seaman | 32153 |
| Parry, Ronald T. .. | Leading Writer .. | 28914 |
| Slaughter, Edwin R. .. | Able Seaman | F/2636 |
| Smith, Colin A. .. | Stoker | 34811 |
| Steel, Frederick R. .. | Asst. Steward | 34243 |
| Trounson, Keith C. .. | Stoker Mechanic | 31753 |
| Watson, Phillip J. .. | Writer | 30700 |
| Whinnen, Charles W. J. .. | Steward | 29922 |
| Wilford, Terence .. | A/Stoker Mechanic | 30293 |
| H.M.A.S. <i>Lithgow</i> — | | |
| Eadie, Robert C. .. | A/Leading Stoker Mechanic | 34936 |
| O'Mara, Kevin J. .. | Leading Stoker Mechanic | 27638 |
| H.M.A.S. <i>Lonsdale II.</i> — | | |
| Anthony, Francis G. E. J. .. | Ordinary Seaman | 33975 |
| Cowhan, Leo T. .. | Stoker Mechanic | 34997 |
| Green, James E. .. | Stoker | 35191 |
| H.M.A. <i>L.S.T.</i> 3014— | | |
| Chambers, Reginald C. A. .. | Stoker Mechanic | 27427 |
| Pammenter, Alan T. .. | Sick Berth Attendant | 27656 |
| H.M.A. <i>L.S.T.</i> 3017— | | |
| Aitken, Robert A. .. | Petty Officer Stoker Mechanic | 22631 |
| Birch, William J. .. | Petty Officer Stoker Mechanic | 22505 |
| Chilmaid, Edward C. .. | Leading Stoker Mechanic | 35142 |
| Dillon, Gerald .. | Petty Officer Stoker Mechanic | 22939 |
| Miller, Clement J. .. | Petty Officer | 18842 |
| Taggart, James .. | Joiner 4th Class | 29382 |
| Thompson, Harold E. .. | Leading Stoker Mechanic | 25976 |
| Wallace, Alfred G. .. | Leading Seaman | 34332 |
| H.M.A.S. <i>Melville</i> — | | |
| Cooley, Leonard K. .. | Stoker Mechanic | 35545 |
| Swann, Ronald .. | Ordinary Seaman | 34775 |
| Wyatt, George D. .. | Stores Assistant | 29421 |

| Name. | Rating. | Official Number. |
|---|---|---|
| H.M.A.S. <i>Mildura</i> — O'Connor, Terence | Able Seaman | 28344 |
| H.M.A.S. <i>Moreton</i> — Hutton, Francis H. | Petty Officer | 22439 |
| H.M.A.S. <i>Murchison</i> — James, Robert | Able Seaman | 27917 |
| H.M.A.S. <i>Penguin</i> — Dewsbury, Harold A. Lewis, Albert J. J. Reid, Charles R. | A/Leading Seaman Petty Officer Stoker Mechanic | 30731 30341 34879 |
| H.M.A.S. <i>Platypus</i> — Randall, Warwick G. Richardson, Leslie V. | Stores Assistant Stores Assistant | 28932 31179 |
| H.M.A.S. <i>Quiberon</i> — Cohen, Patrick J. Gleeson, Kevin J. Hewitt, Herbert W. Hockley, Gordon S. Marsden, Leonard B. Rist, John K. Vojvodic, Anton | Ordinary Seaman Able Seaman Ordinary Seaman Cook (O) Able Seaman Able Seaman Able Seaman | 34017 27862 31473 28247 28322 28934 29408 |
| H.M.A.S. <i>Quickmatch</i> — Adams, Harold R. Anderson, Colin M. Davis, Gordon O. Dowson, John R. Elliott, William E. Fimeri, Paul K. Murray, Daniel M. Paton, Ronald K. Smith, Francis Wilson, Harold R. | Able Seaman Ordinary Seaman Able Seaman Ordinary Seaman Ordinary Seaman Able Seaman Able Seaman Ordinary Seaman Able Seaman Able Seaman | 31293 35171 29116 35185 34831 29155 28298 35063 28956 29939 |
| H.M.A.S. <i>Rushcutter</i> — Broadsmith, Geoffrey Frew, Maurice Heylin, Norman A. Jacobs, John N. Thorpe, Ernest R. Todd, Henry S. Weeks, Bruce L. | Able Seaman Petty Officer Able Seaman Able Seaman Able Seaman Leading Seaman Able Seaman | 32375 24719 34333 28266 29397 31941 28432 |
| H.M.A.S. <i>Shropshire</i> — Baum, Edward C. Deeks, Kevin T. J. Foley, Terence F. Hanigan, Henry J. Harrison, John L. Hind, Ronald J. Lawford, Patrick F. Maddison, Reginald J. Mahoney, Keeran Markham, Donald J. Peach, Leonard W. R. Thompson, Kevin R. Williams, Geoffrey G. | Able Seaman Able Seaman Steward Able Seaman Able Seaman Leading Steward Leading Radio Mate Stores Assistant Able Seaman Stoker Mechanic Stoker Mechanic Able Seaman Able Seaman | 29027 29117 27847 29660 27518 22979 33011 33018 29777 29791 30321 28417 27732 |

| Name. | Rating. | Official Number. |
|---|---|--|
| H.M.A.S. <i>Swan</i> — Boys, Herbert M. Pitman, Eric G. | Petty Officer Able Seaman | 30345 28358 |
| H.M.A.S. <i>Tarangau</i> — Gabriel, Keith L. Hendrey, Francis W. Jones, William E. Lawson, Allan D. Milham, Noel D. McCormack, Eric J. Piercy, Leonard | Steward Ordinary Seaman Steward Writer Ordinary Seaman Steward Stores Assistant | 29165 34838 27556 34130 34172 30176 33542 |
| H.M.A.S. <i>Torrens</i> — Phillips, Leslie G. | Stores Assistant | 28019 |
| H.M.A.S. <i>Warramunga</i> — Brown, Thomas H. E. Castles, Maxwell H. Coltman, Raymond C. Dux, Gilbert J. Footner, Colin J. Murray, Richard S. McDonald, Ian K. Olson, James K. Scott, Bernard R. | Able Seaman Able Seaman Leading Stoker Mechanic Able Seaman Leading Stoker Mechanic Able Seaman Ordinary Seaman Stoker Mechanic Able Seaman | S/9138 30030 26665 27474 23921 27538 29758 27641 27705 |
| H.M.A.S. <i>Watson</i> — Alexander, Tasman R. | Able Seaman | 29018 |

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

| Name. | Rating. | Official Number. |
|--|---|---|
| H.M.A.S. <i>Arunta</i> — Baylis, Francis R. | A/Petty Officer Stoker Mechanic | 21621 |
| H.M.A.S. <i>Cerberus</i> — Carey, Harold J. Gawley, Donald L. M. Hart, Clive E. Howard, John W. Hyland, Brian J. Osborn, Dennis Ward, Jack M. | Recruit (Stoker) Recruit (Stoker) Recruit (Stoker) Recruit (Stoker) Stoker Recruit (Stoker) Leading Stoker Mechanic | 35367 35280 35401 35193 35022 35305 24073 |
| H.M.A.S. <i>Deloraine</i> — Castles, Allen B. | Stoker | 32933 |
| H.M.A.S. <i>Kanimbla</i> — Walker, Clifford M. | Leading Stoker Mechanic | 26292 |
| H.M.A.S. <i>Leeuwin</i> — Mackness, John Ribbon, Charles J. Wigham, Allan E. J. | Stoker A/Petty Officer Stoker Mechanic Stoker Mechanic | 33773 22651 F/5420 |

| Name. | Rating. | Official Number. |
|--|----------------------------|------------------|
| H.M.A. <i>L.S.T.</i> 3014— Kelly, Raymond G. .. | Stoker Mechanic .. | 32120 |
| H.M.A. <i>L.S.T.</i> 3017— Long, Raymond J. .. | Leading Stoker Mechanic .. | 26294 |
| H.M.A.S. <i>Penguin</i> — Dollard, Kevin .. | Stoker Mechanic .. | 34341 |
| Hoffman, Bernard K. .. | Leading Stoker Mechanic .. | 33379 |

(465/205/683.)

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

164.

EDUCATIONAL TEST II—MAY, 1948.

The following ratings passed the Educational Test II held on 18th May, 1948:—

| Name. | Rating. | Official Number. |
|---|--------------------------|------------------|
| H.M.A.S. <i>Cerberus</i> — Dee, Joseph M. .. | Ordinary Signalman .. | 35000 |
| Dellamarta, Anthony W. .. | Writer, 2nd Class .. | 35001 |
| Doddridge, William C. .. | Recruit (C.B.) .. | 35640 |
| Evans, Peter F. .. | Ordinary Telegraphist .. | 35006 |
| Folbigg, Athol R. .. | Ordinary Telegraphist .. | 35188 |
| Hosking, Alan B. .. | Ordinary Telegraphist .. | 35020 |
| Kennedy, Raymond .. | Recruit (C.B.) .. | 35664 |
| Shea, Leslie W. .. | Recruit (C.B.) .. | 35694 |
| H.M.A.S. <i>Culgoa</i> — Rowan, Victor J. .. | Able Seaman .. | 29357 |

(465/203/319.)

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

165.

HIGHER EDUCATIONAL TEST—APRIL, 1943—RESULTS.

The total number of candidates who sat for the Higher Educational Test held 12th to 16th April, 1948, was 105.
A summary of the results obtained in the various subjects is as follows:—

| Subjects. | Number of Papers Taken. | 1st Class Passes. | 2nd Class Passes. | Failed. | Percentage Passed. |
|------------------------------|-------------------------------|-------------------------|-------------------------|---------|-----------------------|
| General Knowledge .. | 64 | 10 | 38 | 16 | 75 |
| English History .. | 32 | 2 | 17 | 13 | 59.4 |
| Geography .. | 31 | 2 | 20 | 9 | 70.9 |
| Navigation .. | 13 | 6 | 4 | 3 | 76.9 |
| Practical Mathematics .. | 52 | 14 | 17 | 21 | 59.6 |
| Mechanics .. | 10 | 5 | 4 | 1 | 90 |
| Magnetism and Electricity .. | 11 | 4 | 2 | 5 | 54.6 |
| English Expression .. | 49 | 5 | 30 | 14 | 71.4 |
| Total .. | 202 | 48 | 132 | 82 | 68.7 |

2. The pass results obtained by the candidates in the subjects taken by them 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, 1948, examination.

| Name. | Rating. | Official No. | Where Serving at the Time of Examination. | Papers. | | | | | | | | Summary. | | | | | | |
|-------------------------|------------------------|--------------|---|--------------------|------------------|------------|-------------|------------------------|------------|----------------------------|----------------------|----------|--|--|--|--|--|-------------------------------|
| | | | | I. | II. | III. | IV. | V. | VI. | VII. | VIII. | | | | | | | |
| | | | | General Knowledge. | English History. | Geography. | Navigation. | Practical Mathematics. | Mechanics. | Magnetism and Electricity. | English Examination. | | | | | | | |
| Argyle, Hurbert | Petty Officer Steward | 22455 | Australia | 58 | | | | | | | | | | | | | | |
| Baker, Keith de R. | Petty Officer | 23006 | Cerberus | 79 | | | | | | | | | | | | | | |
| Becker, Herbert N. | Recruit (C.B.) | 35358 | | 75 | | | | | | | | | | | | | | |
| Bolton, John A. | Writer, 2nd Class | 34981 | | 72 | 61 (d) | 68 | | | 90 | | | | | | | | | Q.W.R. |
| Bothamley, Fergus C. | E.R.A., 4th Class | 30015 | Shropshire | 69 | | | | | 66 | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Brook, Percy | Petty Officer | 33375 | Tarangau | 62 (c) | | 60 (c) | | | | 82 | 67 | | | | | | | |
| Brown, Albert E. | Master-at-Arms | 18538 | Australia | 76 | | | | | | | | | | | | | | |
| Burgoyne, Frederick W. | Chief Petty Officer | 19722 | Rushcutter | 65 | 60 | 55 | | | | | | | | | | | | Q.W.R. |
| Cameron, Keith | Yeoman of Signals | 23468 | Shropshire | 76 | | 58 | 86 | 83 | | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Cheney, Donald J. | Elect. Mate, 1st Class | 27431 | | 76 (d) | | | | | | | | | | | | | | |
| Clark, George J. M. | Ordinary Seaman | 35183 | Australia | 63 (d) | | | | | | | | | | | | | | |
| Collier, Morton R. | Petty Officer | 22477 | Cerberus | 70 (oo) | | | 83 (d) | 76 (d) | | | | | | | | | | |
| Coolley, Leonard K. | Ldg. Stoker Mechanic | 35545 | Melville | 68 | | 61 | | | | | | | | | | | | |
| Corlass, Francis T. | Writer | 33651 | Cerberus | 62 | 67 | | | | 67 | | | | | | | | | H.E. Cert., 2nd Class |
| Cousins, James W. | Electrical Artificer | 35374 | Australia | 56 | | | | | 81 | | | | | | | | | |
| Denman, Ellis F. | Able Seaman | 23205 | Cerberus | 80 | | | | | | 66 | | | | | | | | |
| Denniss, John R. B. | Leading Writer | 27464 | Australia | 76 (d) | | 65 (d) | | | | | | | | | | | | |
| Drayson, Henry J. | P.O. Stoker Mech. | 22038 | Cerberus | 60 (c) | | | | | 76 (c) | 65 | | | | | | | | |
| Edwards, Colin P. | Able Seaman | 34359 | | 75 | | 75 | | | | | | | | | | | | |
| Evans, Charles E. | P.O. Stoker Mech. | 22625 | | | | | | | | | | | | | | | | |
| Evans, Peter F. | Ord. Teleg. | 35006 | | | | | | | 66 | | | | | | | | | |
| Evans, Robert H. | Petty Officer | 21632 | | 66 | 56 | 57 | 55 | | | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Ferris, Peter D. | Able Seaman | 34281 | | | | | | | | | | | | | | | | |
| Foggon, Phillip F. | Ldg. Rad. Mech. | 32962 | Swan | 82 | 70 | 78 | 80 | 90 | | 84 | 92 | | | | | | | Q.W.R.; H.E. Cert., 1st Class |
| Fraser, Martin | P.O. Stoker Mech. | 22467 | Cerberus | 57 (zx) | 57 | 68 (zx) | | | | | | | | | | | | |
| French, Clifford A. | P.O. Writer | 21990 | Kanimbla | 55 (b) | | | | | | | | | | | | | | |
| Gafford, Geoffrey T. | Chief Petty Officer | 19585 | Cerberus | 59 | 67 | 55 (d) | 61 (d) | | | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| George, John | A/E.R.A., 4th Class | 31446 | Swan | 79 (b) | | | | | 60 | | | | | | | | | |
| Griffiths, Arthur W. | P.O. Stoker Mech. | 21484 | Cerberus | | | | | | 61 | 58 | | | | | | | | |
| Harvey, McDonald C. | Leading Steward | 24462 | Australia | 61 | 60 | 55 (d) | | | | | | | | | | | | Q.W.R. |
| Henley, Francis A. | Elect. Artificer | 35402 | | 67 | | | | | | | | | | | | | | |
| Hill, Alan W. | Stoker | 35017 | Cerberus | 58 | | | | | | | | | | | | | | |
| Hogan, William E. | Recruit (C.B.) | 32573 | | 59 | 58 | 55 | | | | | | | | | | | | H.E. Cert., 2nd Class |
| Hollis, Allan H. | A/E.R.A., 4th Class | 35491 | | | | | | | 65 | | | | | | | | | |
| Holmes, Donald | Petty Officer | 23231 | | 60 (b) | 55 (b) | 58 (b) | 57 | | | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Jones, Ronald C. | Ldg. Rad. Mech. | 32829 | Platypus | 71 | | | | | 71 | | 77 | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Kemp, Peter T. | Stoker Mechanic | 35034 | Australia | | | | | | 67 | | | | | | | | | |
| King, Norman | P.O. Stoker Mech. | 21476 | Cerberus | 71 | | | | | 55 (c) | 71 | | | | | | | | |
| Lalng-Schofield, George | P.O. Stoker Mech. | 21988 | | 57 (d) | 78 | | | | 56 | | | | | | | | | |
| Langworthy, Eric J. | P.O. Writer | 29269 | Tarangau | 58 (a) | 66 (a) | 64 (a) | | | | | | | | | | | | |
| Lawford, Patrick F. | Ldg. Rad. Elect. Mate | 33011 | Shropshire | 61 | 57 | | 83 | 84 | | | 65 | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Lemon, Raymond L. | A/Ldg. Patrolman | 25247 | Moreton | | | | | | 75 | | | | | | | | | |
| Lovell, George | Stores Petty Officer | 22573 | Leeuwin | 75 | | 60 | | | 70 | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Madge, Melvyn J. | P.O. Stoker Mech. | 23181 | Cerberus | 76 (d) | | | | | 68 | 86 | | | | | | | | |
| Mann, Saxon L. | Ldg. Stores Asst. | 32175 | | 62 | 65 | 61 | | | | | | | | | | | | Q.W.R. |
| Martin, Milton A. | Writer, 2nd Class | 35044 | | 55 | | | | | | | | | | | | | | H.E. Cert., 2nd Class |
| Mathews, Reginald G. | Petty Officer Wtr. | 23198 | Leeuwin | 55 (ss) | | 76 (qq) | | | 79 (qq) | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Mill, John S. | Ldg. Writer | 28891 | Melville | 67 | | | | | 83 (b) | | | | | | | | | Q.W.R. |
| Moore, Henry W. | Petty Officer | 34317 | Watson | 77 | | | | | 84 | | 98 | | | | | | | Q.W.R.; H.E. Cert., 1st Class |
| Morton, Murray | Petty Officer | 20694 | Penguin | 66 (b) | 60 (d) | 55 (d) | 76 | | | | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Moylan, Mathew L. | Able Seaman | 34635 | Cerberus | | 77 | 55 | | | | | | | | | | | | |
| Murphy, Raymond P. | Petty Officer Writer | 27604 | Kanimbla | | | 55 | | | | | | | | | | | | |
| McGrath, Eric K. | Able Seaman | 29287 | Warramunga | | | | | | 55 | | | | | | | | | |
| O'Connell, Kevin J. | Writer | 27642 | Australia | 77 | | | | | | | | | | | | | | |
| Packer, Maxwell G. | Chief E.R.A. | 23201 | Burdekin | 57 | | 55 (d) | | | | | | | | | | | | Q.W.R. |
| Pledge, James | C.P.O. Steward | 21430 | Australia | 56 | | 60 | | | | | | | | | | | | |
| Pope, Victor G. | Petty Officer | 20314 | Condamine | 56 (pp) | | | 56 | | 68 (zz) | | | | | | | | | Q.W.R. |
| Prangley, Athol R. | A/Reg. P.O. | 21529 | Cerberus | 68 | | | | | | | | | | | | | | Q.W.R. |
| Presland, Norman N. | A/E.R.A., 4th Class | 35312 | | 64 | | | | | 70 | | | | | | | | | |
| Quinn, Herbert M. | Able Seaman | 23666 | Culgoa | 66 (c) | | 57 (c) | | | 61 (c) | | | | | | | | | |
| Rathborne, Robert R. | Writer | 29352 | Australia | 63 | | | | | | | | | | | | | | |
| Reid, James E. | P.O. Stoker Mech. | 21132 | Cerberus | 78 (d) | 65 | 56 | | | 77 | 77 | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Russell, James C. | Shlpt., 3rd Class | 30768 | Shropshire | 66 | | | | | | | | | | | | | | |
| Shiplee, Arthur E. | P.O. Teleg. | 22727 | | 62 (c) | | 57 (d) | | | 59 | | 58 (d) | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Simmonds, William | Ch. Rad. Elect. | 22371 | Watson | 60 (mm) | | | | | 67 (mm) | | 76 (m) | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |
| Slapp, Athol R. | A/E.R.A., 4th Class | 35322 | Cerberus | | | | | | 87 | | | | | | | | | |
| Smith, Frank H. | Petty Officer | 24527 | | 55 | 56 | | | | 90 | | | | | | | | | |
| Train, Harold | P.O. Stoker Mech. | 21134 | | 75 (d) | | 60 | | | 57 (c) | 78 | | | | | | | | Q.W.R.; H.E. Cert., 2nd Class |

| Name. | Rating. | Official No. | Where Serving at the Time of Examination. | Papers. | | | | | | Summary. | | |
|---------------------|-------------------------------------|--------------|---|---------|--------|---------|-----|--------|--------|----------|------|-------------------------------|
| | | | | I. | II. | III. | IV. | V. | VI. | | VII. | VIII. |
| Trenhall, George F. | P.O. Stoker Mech. E.R.A., 3rd Class | 21478 | Cerberus | 77 (d) | 75 (d) | 76 (d) | .. | 61 | .. | .. | .. | Q.W.R.; H.E. Cert., 1st Class |
| Tyrrill, Beulah H. | .. | 34804 | .. | .. | .. | .. | .. | 91 | .. | .. | .. | Q.W.R.; H.E. Cert., 2nd Class |
| Vale, Brian R. | Signalman | 34777 | Batavia | 64 (d) | .. | 55 (d) | 77 | 83 | .. | .. | .. | H.E. Cert., 2nd Class |
| Wallace, Maurice R. | P.O. Stoker Mech. | 22257 | Cerberus | 55 (c) | 57 | 57 | .. | 83 | 75 | .. | .. | H.E. Cert., 2nd Class |
| Webber, Arthur R. | Skipper, 4th Class | 32767 | Swan | 76 | 57 | 57 | .. | 55 | .. | .. | .. | .. |
| Welch, Robert F. B. | Chief Petty Officer | 10952 | Rushcutler | 76 | 58 | .. | .. | .. | .. | .. | .. | .. |
| Wren, Brian D. S. | Writer, 2nd Class | 35009 | Cerberus | 61 | 60 | .. | .. | .. | .. | .. | .. | .. |
| Wright, William J. | A/Able Seaman | 34985 | Merton | 61 | .. | .. | .. | .. | .. | .. | .. | .. |
| Young, Clement B. | Petty Officer | 30394 | Levanth | 63 | .. | .. | .. | 89 | .. | .. | .. | .. |
| Zeigler, Bruce M. | P.O. Stoker Mech. | 23188 | Cerberus | 80 (ex) | .. | 65 (ex) | .. | 70 (a) | 87 (d) | .. | .. | Q.W.R.; H.E. Cert., 2nd Class |

(ms) Marks obtained at March, 1939, examination.
 (no) Marks obtained at October, 1939, examination.
 (oo) Marks obtained at April, 1940, examination.
 (pp) Marks obtained at October, 1940, examination.
 (qq) Marks obtained at April, 1941, examination.
 (rr) Marks obtained at October, 1941, examination.
 (ss) Marks obtained at April, 1942, examination.

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

(465/204/685.)

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

166.

EXAMINATIONS OF ENGINE ROOM RATINGS—MARCH, 1948.

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. and Mechanician I. for Chief Mechanician.</i> | | | | |
| 21122 | Barbour, J. O. | Mech. I. | Penguin | Satisfactory |
| 31925 | Brown, S. M. | E.R.A. 3 | Barcoo | Satisfactory |
| 23457 | Burns, N. E. | E.R.A. 2 | Cerberus | Satisfactory |
| 20606 | Hall, G. K. | Mech. I. | Australia | Satisfactory |
| 23344 | Heslop, G. A. | E.R.A. 3 | Cerberus | Satisfactory |
| 31858 | Monahan, F. | E.R.A. 3 | Gladstone | Satisfactory |
| 23814 | Painter, T. C. | E.R.A. 2 | Shropshire | Satisfactory |
| 34618 | Pacey, F. J. | E.R.A. 3 | Laclan | Satisfactory |
| 32351 | Russell, S. A. | E.R.A. 3 | Penguin | Satisfactory |

E.R.A. A/4th Class for Confirmation and E.R.A. A/4th Class (M) for Confirmation.

| | | | | |
|-------|------------------|------------------|-------------|--------------|
| 30360 | Archibold, E. D. | A/E.R.A. 4th (M) | Reserve | Satisfactory |
| 32455 | Brewster, S. A. | A/E.R.A. 4th | L.S.T. 3014 | Satisfactory |
| 31806 | Coombes, W. W. | A/E.R.A. 4th | Arunta | Satisfactory |
| 31003 | Fardouly, P. | A/E.R.A. 4th | Warrego | Satisfactory |
| 32964 | Fuller, S. C. | A/E.R.A. 4th | Lithgow | Superior |
| 32073 | Goldman, J. P. | A/E.R.A. 4th | Lonsdale | Satisfactory |
| 32572 | Griffiths, K. J. | A/E.R.A. 4th | L.S.T. 3017 | Satisfactory |
| 32574 | Hodgson, N. | A/E.R.A. 4th (M) | G.P.V. 956 | Satisfactory |
| 31067 | Jamieson, J. L. | A/E.R.A. 4th | Shropshire | Satisfactory |
| 31066 | Jamieson, R. H. | A/E.R.A. 4th | Deloraine | Satisfactory |
| 27933 | Lucas, G. | A/E.R.A. 4th | Arunta | Satisfactory |
| 32635 | Leece, A. L. | A/E.R.A. 4th (M) | G.P.V. 956 | Satisfactory |
| 28276 | Leeder, L. S. | A/E.R.A. 4th | Warramunga | Satisfactory |
| 32665 | Marshall, T. | A/E.R.A. 4th (M) | G.P.V. 957 | Satisfactory |
| 32183 | McConnell, S. | A/E.R.A. 4th (M) | G.P.V. 956 | Satisfactory |
| 28002 | Parker, R. | A/E.R.A. 4th (M) | G.P.V. 963 | Satisfactory |
| 35106 | Rice, B. V. M. | A/E.R.A. 4th | Murchison | Satisfactory |
| 29338 | Robinson, H. | A/E.R.A. 4th | Arunta | Superior |
| 28069 | Schofield, W. J. | A/E.R.A. 4th (M) | G.P.V. 960 | Satisfactory |
| 28950 | Sullivan, W. F. | A/E.R.A. 4th | L.S.T. 3017 | Satisfactory |
| 32179 | Stewart, K. W. | A/E.R.A. 4th | Warrego | Satisfactory |
| 34083 | Stirling, R. M. | A/E.R.A. 4th | Echuca | Satisfactory |
| 32759 | Stubbs, J. D. | A/E.R.A. 4th | Swan | Satisfactory |
| 31640 | Pipe, F. G. | A/E.R.A. 4th | Penguin | Satisfactory |

Petty Officer Stoker Mechanic for Chief Petty Officer Stoker Mechanic.

| | | | | |
|-------|--------------------|----------|-------------|--------------|
| 34574 | Cowan, W. H. | P.O.S.M. | Cerberus | Superior |
| 22833 | Dorsch, C. E. | P.O.S.M. | Warramunga | Superior |
| 21267 | Franzke, A. V. | P.O.S.M. | L.S.T. 3014 | Satisfactory |
| 24036 | Lenson, J. A. | P.O.S.M. | Melville | Satisfactory |
| 20677 | Mace, J. E. | P.O.S.M. | Hobart | Satisfactory |
| 23096 | O'Dwyer, J. W. | P.O.S.M. | Gascoyne | Satisfactory |
| 18922 | Revie, G. A. | P.O.S.M. | Warramunga | Satisfactory |
| 21534 | Wherrett, G. E. J. | P.O.S.M. | Penguin | Satisfactory |
| 24120 | Webb, H. J. | P.O.S.M. | L.S.T. 3017 | Superior |
| 23278 | Webster, M. H. B. | P.O.S.M. | Gascoyne | 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 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.

(614/208/56.)

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

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(FOR OFFICIAL USE ONLY.)

Commonwealth Navy Orders.

Navy Office, Melbourne,

13th July, 1948.

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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C.7206/48.

167.

H.M.A.S. "ECHUCA"—PAYING OFF.

H.M.A.S. *Echuca* paid off into "F" class reserve on the 29th June, 1948.

(603/267/1811.)

168.

H.M.A.S. "DELORAINE"—PAYING OFF.

H.M.A.S. *Deloraine* paid off into "F" class reserve on 30th June, 1948.

(603/267/1811.)

169.

REDUCTION OF BRISBANE COMMAND TO R.N.O. STATUS.

The title of the Commanding Officer, Brisbane Command, was changed from Naval Officer-in-Charge to Resident Naval Officer on 15th June, 1948.

2. In consequence—

- (a) Port facilities are being reduced to accord with the new status.
- (b) H.M.A.S. *Moreton* remains in commission but is located at the Naval Staff Office, Edward-street.
- (c) The Boom Defence Depot, Pinkenba, continues on a care and maintenance basis with a special complement.
- (d) Colmslie Depot, Naval Store Depot and Victualling Store Depot will be closed down as early as practicable.

(549/201/308.)

170.

REDUCTION OF PORT MELBOURNE COMMAND TO R.N.O. STATUS.

The title of the Commanding Officer, Port Melbourne Command, was changed from Naval Officer-in-Charge, to Resident Naval Officer, on Tuesday, 15th June, 1948.

2. H.M.A.S. *Lonsdale* continues as a commissioned establishment.

3. Administrative organization and facilities continue for the present but reductions will be promulgated as they occur.

(549/201/305.)

171.

MESSAGE FROM THE OFFICER ADMINISTERING THE GOVERNMENT, NORTH BORNEO.

The following message has been received from the Officer Administering the Government, North Borneo:—

"When celebrating His Majesty's Birthday, many in North Borneo will remember the first landing on 10th June, 1945, by the 9th Australian Division. It was a long way from Tobruk to Labuan. With their comrades of the Royal Australian Navy and Royal Australian Air Force, their kindness to all, in particular to children and to ex-prisoners and internees, will be remembered as clearly as their gallantry in action. Best wishes to them from all races in North Borneo."

(443/202/445.)

172.

DENTAL ASSISTANT BRANCH—INSTITUTION.

With reference to Navy Order 356 of 1941, it has been decided to institute a permanent Dental Branch of ratings in the Royal Australian Navy. The branch will consist of the ratings of Recruit (Dental Assistant), Dental Assistant 2nd Class, Dental Assistant, Leading Dental Assistant, Petty Officer Dental Assistant, and Chief Petty Officer Dental Assistant.

2. Ratings now serving as Dental Attendants are to be transferred as follows without alteration in seniority. Sick Berth Attendant (D) to Dental Assistant, Leading Sick Berth Attendant (D) to Leading Dental Assistant, and Sick Berth Petty Officer (D) to Petty Officer Dental Assistant.

3. Service Documents should be amended accordingly.

4. Advancement regulations for the branch will be issued in due course and will include provision for Leading Dental Assistants to qualify for Dental Mechanic.

(348/207/5.)

173.

COMMUNICATIONS BRANCH RATINGS—ENTRY TRAINING AND ADVANCEMENT.

Navy Order 321 of 1947, sub-paragraph 36 (a), is to be amended by the deletion of the words, "physically fit and".

(348/204/44.)

174.

DRESS FOR OFFICERS DURING THE ROYAL VISIT.

During the Royal visit to Australia in 1949, the following uniforms and accessories will be required by officers in addition to Undress (No. 5), Tropical Dress (No. 13), and Action Dress (No. 14):—

- (a) Mess Undress (No. 7).
- (b) White Mess Undress (No. 12).
- (c) White Undress (No. 10).
- (d) Sword and Undress belt.

2. Helmets will not be required and medals will not be worn, but medal ribbons and miniature ribbons will be worn as appropriate. The Stars of Orders may be worn with undress uniform, but the neck badges of Orders will not be worn.

3. A further Navy Order in relation to Action Dress (No. 14) will be issued at an early date.

(462/205/9.)

175.

BADGES FOR THE B.T. (BOOM TRAINED) PART II QUALIFICATION.

With reference to Navy Order 78 of 1948, the badges approved for wear by B.T. (Boom Trained) ratings are those set out in A.F.O. 3976/41, viz.:—

| | | |
|----------------------------|----|--|
| 204A Chief Riggers (B.D.) | .. | Crossed shackle and marline spike with star above and letters "B.D." below. Small for collars. |
| 204B Chief Riggers (B.D.) | .. | As above but single for right cuff. |
| 205A Riggers (B.D.) | .. | Crossed shackle and marline spike with star above and letters "B.D." below. Large for right arm. |
| 205B Riggers (B.D.) | .. | Crossed shackle and marline spike with star above and letters "B.D." below. Large for right arm. |
| 206A Riggers' mates (B.D.) | .. | Crossed shackle and marline spike with letters "B.D." below. Large for right arm. |
| 206B Riggers' mates (B.D.) | .. | Crossed shackle and marline spike with letters "B.D." below. Large for right arm. |

2. Supplies of these badges will be available shortly from the Royal Edward Victualling Yard, Sydney. The issuing prices are as set forth in the Official Memorandum—Prices of Clothing, &c., Maintained for Issue on Repayment to Ships' Companies.

3. An initial gratuitous issue of two red and two blue badges is to be made to all ratings on qualifying.

(416/201/1226.)

176.

NAVAL STORES—RETURNED FOR SURVEY IN DAMAGED CONDITION OR WITH COMPONENTS MISSING.

Instances have been reported of Naval Stores being returned to store for survey with important components missing or in a badly damaged condition, other than can reasonably be attributed to normal fair wear and tear, but in all cases a suitable explanation of the deficiency or damage has not been furnished.

2. Attention of all concerned is directed to the fact that in such instances it is necessary for the cause of the damage, and date and particulars of any unusual injury, to be stated, *vide* Column 10 of Application for Survey (Form A.S. 331).

3. In the event of loss or damage being due to neglect or misconduct, action should also be taken as indicated in K.R. & A.I., Article 1936.

4. The absence of important components frequently renders the cost of repairs excessive, and all permanent Naval Store items should therefore as a general rule be returned to store complete.

5. If special circumstances necessitate the removal of components of major permanent Naval Stores, to provide replacements for similar equipment, the instructions contained in Navy Order 142 of 1946 regarding A/S, Radar and W/T Equipment, should be observed.

(612/201/6345.)

177.

SOUP BOWLS.

It has been decided to introduce metal soup bowls in the R.A.N. for the use of all ratings victualled in general mess (whether on the cafeteria principle or otherwise) and in repayment ships.

2. The bowls now on order will be constructed of heavy-gauge aluminium and are to be accounted for as permanent items.

3. Demands for actual requirements of present personnel, plus a 5 per cent. reserve, are to be forwarded to the normal supplying victualling yard or depot as early as practicable.

4. Losses by neglect are to be charged at 2s. 6d. each.

(530/202/539.)

178.

BOOKS AND FORMS.

Supplies of the under-mentioned publications have been distributed. Additional copies of B.R.'s. 1620 (1), 1620 (2), 1621, and 1768 (4) and (5) are being obtained to complete distribution:—

B.R.122.—Alphabetical List of Call Signs—Supplements Nos. 2, 3, and 4.

(A.F.O.'s. 4224/47 and 597/48.)

B.R.129 (2), March, 1947—List of Aeronautical Stations.

(A.F.O. 4224/47.)

B.R.129 (3).—List of Stations performing Special Duties—
Supplements Nos. 3 and 4.

(A.F.O's. 4224/47 and 84/48.)

B.R.129 (4).—List of Fixed Stations, 12th Edition, 1947, and
Supplements Nos. 1, 2, and 3.

(A.F.O. 84/48.)
(571/202/2985.)

B.R.299/47.—Handbook of Signalling Equipment (other than
V/S) fitted in H.M. ships.

(571/202/2066.)

B.R.358.—Establishment of Naval Stores for Executive Pur-
poses and Form D.254D, List of Particulars—Errata No. 11.

(A.F.O. 4218/47.)
(571/202/1503.)

B.R.811 (6A).—Aircraft Torpedo Manual Torpedo Bomb
Trolley, Mark I.

(A.F.O. 1014/48.)
(571/202/2616.)

B.R.1102 (1).—Rangefinder Directors, Marks IV*, V*, and V**
for Rangefinder Director, Mark VI. Ships Officers
Drawings.

(A.F.O. 84/48.)
(571/202/2191.)

B.R.1620 (1), B.R.1620 (2).—Handbook for Types 277P and
293P, Vol. I, Technical Descriptions. Vol. II, Diagrams.

(A.F.O. 3963/47.)
(571/202/2856.)

B.R.1621.—Handbook for Aerial Outfit AQR.

(A.F.O. 3812/47.)
(571/202/2957.)

B.R.1740 (1).—Warning Radar Operating and Reporting
Procedure.

(A.F.O. 4223/47.)
(571/202/2980.)

B.R.1768 (4).—Preliminary Handbook for Type 275, Part 4—
Fault Finding.

B.R.1768 (5).—Preliminary Handbook for Type 275, Part 5—
Addendum to B.R.'s. 1768 (1), (2), and (3).

(A.F.O. 3965/47.)
(571/202/2853.)

B.R.1786.—Instructions for Preservation of Gunnery Equipment
in H.M. Ships in Reserve.

(A.F.O. 3966/47.)
(571/202/2964.)

O.U.5365B.—Priced Vocabulary of Naval Armament Stores:
Part II, Errata No. 43.

(A.F.O. 4224/47.)

O.U.5365A.—Part I, Errata No. 28.

O.U.5365B.—Part II, Errata No. 44.

O.U.5365E.—Part V, Errata No. 10.

(A.F.O. 84/48.)
(571/203/2606.)

Charting the Seas in Peace and War.

(A.F.O. 3391/47.)
(571/201/5470.)

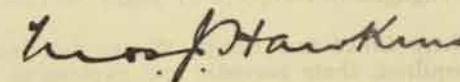
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Commonwealth Navy Orders.

Navy Office, Melbourne,
20th July, 1948.

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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179.

R.A.N. RECRUITING ORGANIZATION.

It has been decided that the Commanding Officers of the following establishments shall be responsible for the arrangements for recruiting for the Permanent Naval Forces within the States indicated:—

- H.M.A.S. *Rushcutter* (New South Wales).
- H.M.A.S. *Lonsdale* (Victoria).
- H.M.A.S. *Moreton* (Queensland).
- H.M.A.S. *Torrens* (South Australia).
- H.M.A.S. *Leeuwin* (Western Australia).
- H.M.A.S. *Huon* (Tasmania).

2. These Commanding Officers will be the Recruiting Officers for their State, and officers will be appointed as necessary "And for Recruiting Duties" to assist them. The primary duty of these latter officers will be "Personnel Selection," i.e., the final selection of eligible candidates for entry as recruits, after these have passed the prescribed medical and educational or psychological tests.

3. In recruiting offices, all duties other than those of a purely typist or messenger type will be carried out by selected Chief and Petty Officers of any branch who have completed 22 years' service and have re-engaged to complete 27 years' service.

4. These Chief and Petty Officers will interview candidates and, when required, their parents, and explain to them the conditions of service, the training and duties in the various branches, and assist them to select the branches for which they are eligible and appear suitable. They may be required to give talks on the Navy as a career in schools or to groups of interested persons. They will keep recruiting records and assist candidates in completing application forms.

5. Chief and Petty Officers who wish to volunteer for recruiting duties should make application through their Commanding Officers when within two years of completing 22 years' service. The application should specify the establishments to which appropriation is desired in order of preference. Normally, Chief and Petty Officers will complete the whole period of their re-engagement in the same appropriation. They will be borne supernumerary to the establishment of their branches and will be eligible for advancement under the normal rules during their recruiting service. As far as possible volunteers will be informed whether or not they have been selected for recruiting duties six months before the completion of their current engagements. Before taking up their duties, short courses of about one month's duration will be undertaken at Flinders Naval Depot and H.M.A.S. *Lonsdale*.

6. In forwarding applications, Commanding Officers are to remark on the suitability of applicants to carry out the duties specified in paragraph 4 above.

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

(582/201/1917.)

180.

DISTINGUISHING PENDANTS—SHIP'S SIDE.

The provisions of A.F.O. 1243/48 are to be adopted in the R.A.N. except that the dimensions shown in A.F.O. Diagram 24/48 are only to apply to Destroyers, Frigates and Sloops.

2. The dimensions for Corvettes are to be as follows:—

| On the bows— | On the stern— |
|------------------------------|-----------------------------------|
| 4 ft. 6 in. deep. | 3 feet deep |
| 3 feet wide. | 2 feet wide. |
| 6-inch block. | 6-inch block. |
| Numbers spaced 2 feet apart. | Numbers spaced 1 ft. 6 in. apart. |

NOTE.—Distinguishing pendants are not to be painted on the ship of the Senior Officer.

3. Navy Order 275 of 1946 is cancelled.

(603/256/1896.)

181.

MEMBERS OF THE SEAMAN BRANCH WITH DEFECTS OF VISION.

In future, when a rating of the Seaman Branch, unless on a two-years' engagement, is recommended by an ophthalmic specialist to wear glasses for constant use, the following steps are to be taken, provided his distant unaided vision is not below re-engagement standard.

2. The rating is to be interim medically surveyed and if not serving in H.M.A.S. *Cerberus* or H.M.A.S. *Lonsdale* is to be recommended for transfer to either one of these depots.

3. Such a rating in most cases will be placed in category "D" for a period of six months. Immediately before the expiration of six months from the date of survey, a further report of the condition of the rating's vision is to be obtained from the Naval ophthalmic specialist of H.M.A.S. *Lonsdale*.

4. If the rating's vision is then found to be such that the constant wearing of glasses is not necessary (although reading glasses may be required), he is to be interim medically surveyed again and recommended transfer to category "A" or "B".

5. If, however, a further period of observation is necessary, the rating is to be retained in H.M.A.S. *Cerberus* or H.M.A.S. *Lonsdale* for an additional period of six months when a further opinion of the Naval ophthalmic specialist is to be obtained and rating re-surveyed.

6. If his vision is then as indicated in paragraph 4 above, the same procedure as in that paragraph is to take place, but if the wearing of glasses for constant use is then required, he is to be finally surveyed and recommended for invaliding.

7. In special cases when the further retention of a rating is considered desirable, the period of twelve months' observation may be extended with the approval of the Naval Board.

(348/205/3.)

182.

NAVAL WOMEN'S SERVICES—MESSAGE OF APPRECIATION.

The following general message was dispatched on 30th June, 1948:—

“With the departure of the last members of the R.A.N.N.S. and W.R.A.N.S., the Minister for the Navy and the Naval Board desire to express their appreciation of the loyal and efficient service and devotion to duty which have been given at all times by the members of the two Naval Women's Services, and in particular those who, to ease the manning difficulties, voluntarily deferred their demobilization until now. With this message is conveyed best wishes for the success and happiness of each one of you.”

(443/202/448.)

183.

R.A.N. CHILDREN'S EDUCATION FUND.

The following statement of receipts and expenditure of the R.A.N. Children's Education Fund, which was established with contributions made to the trustees by the R.A.N. Central Canteen Fund, is promulgated for information:—

| Receipts. | | Expenditure. | |
|-------------------------------|--------------------|--|--------------------|
| Funds received from | | Educational assistance granted in respect of | |
| R.A.N. Central Canteen Fund:— | | 130 beneficiaries .. | £1,095 10 1 |
| First instalment: | | Administrative expenses | 96 1 6 |
| 10/1/1945 .. | £325 | | |
| Second instalment: | | | |
| 21/8/1946 .. | 350 | | |
| Third instalment: | | | |
| 25/1/1947 .. | 500 | | |
| | £1,175 0 0 | | |
| Interest earned .. | 16 11 7 | | |
| | <u>£1,191 11 7</u> | | <u>£1,191 11 7</u> |

2. The fund was administered by the A.I.F. Canteen Fund Trust, and was expended between 10th January, 1945, and 31st March, 1948, for the education of children of deceased or seriously disabled ex-members of the R.A.N. who served in the Second World War.

3. As indicated in paragraph 4 (e) of Navy Order 42 of 1948, funds for the furtherance of this work will in future be provided by the Services' Canteens Trust Fund.

(474/203/592.)

184.

MESS GEAR.

With reference to Navy Orders 19 and 95 of 1948, the variations in the scales of electroplated articles contained in Admiralty Fleet Order 589/1948 are to apply in the R.A.N. so far as stocks permit.

(530/207/24.)

185.

PATTERN 826 INDICATORS—STEAM PRESSURE—“DOBBIE McINNES”—H.M.A. FRIGATES.

Approval has been given for H.M.A. Frigates in commission to revert to the normal peace time allowance of 4 No. pattern 826 “Dobbie McInnes” Steam Pressure Indicators.

2. Ships concerned should forward demands to the appropriate Naval Store Depot for the quantity required to complete to the above-mentioned allowance.

(524/203/1741.)

186.

MADE-TO-MEASURE UNIFORMS FOR RATINGS—COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES.

Operative from 1st July, 1948, the 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. | 5 | 7 | 6 |
| Jackets, diagonal serge, double breasted, P.O. | 5 | 6 | 6 |
| Jackets, diagonal serge, double breasted, other ratings | 5 | 5 | 6 |
| Jackets, seamen's serge, single breasted, C.P.O. | 4 | 11 | 0 |
| Jackets, seamen's serge, single breasted, P.O. | 4 | 10 | 0 |
| Jackets, seamen's serge, single breasted, other ratings | 4 | 9 | 0 |
| Jumpers, drill | 0 | 19 | 0 |
| Jumpers, serge | 1 | 4 | 6 |
| Overcoats, with gilt buttons | 7 | 0 | 0 |
| Overcoats, with horn buttons | 6 | 16 | 0 |
| Trousers, diagonal serge | 2 | 5 | 6 |
| Trousers, seamen's serge, fall front | 1 | 12 | 0 |
| Trousers, seamen's serge, fly front | 1 | 19 | 0 |
| Trousers, white drill, fly front | 1 | 1 | 0 |
| Trousers, white drill, fall front | 1 | 0 | 3 |
| Tunics, white drill, with gilt buttons, C.P.O. | 1 | 5 | 6 |
| Tunics, white drill, with gilt buttons, P.O. | 1 | 5 | 6 |
| Tunics, white drill, with white horn buttons | 1 | 5 | 0 |
| Tunics, white drill, without buttons | 1 | 4 | 9 |

Band ratings only—

| | £ | s. | d. |
|--------------------------------------|---|----|----|
| Greatcoats | 7 | 4 | 0 |
| Trousers, seamen's serge | 2 | 1 | 6 |
| Trousers, khaki drill | 1 | 8 | 0 |
| Tunics, seamen's serge, unlined | 3 | 15 | 6 |
| Tunics, khaki drill, with buttons | 2 | 1 | 0 |
| Tunics, khaki drill, without buttons | 1 | 19 | 0 |

2. Navy Order 242 of 1947 is cancelled.

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

(434/201/4058.)

187.

**WARRANT WRITER OFFICERS AND WARRANT STORES
OFFICERS—PROFESSIONAL EXAMINATION.**

The next professional examination for the ranks of Warrant Writer Officer and Warrant Stores Officer, R.A.N., will be held in December, 1948.

2. Commanding Officers of H.M.A. ships and Naval establishments are requested to forward to Navy Office, not later than 1st October, 1948, a list of the names of candidates desirous of sitting for these examinations. Blank returns are required.

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

(465/207/1334.)

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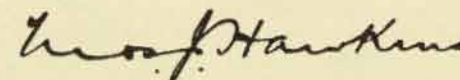
Commonwealth Navy Orders.

Navy Office, Melbourne,

27th July, 1948.

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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| 193. | Mess Gear. |

C.7796/48.

188.

PRESENTATIONS TO THE SHIP'S COMPANY OF H.M.A.S.
"RESERVE" BY THE SEAMEN'S UNION.

In appreciation of the fine spirit shown during the salvage of M.V. *Reynella* when aground on Jomard Reef in September, 1947, the members of the Seamen's Union of Australia are desirous of presenting a memento to each member who was serving in H.M.A.S. *Reserve* at the time.

2. The Naval Board have approved of the personnel concerned accepting the proposed mementoes.

(507/203/936.)

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

189.

ARRANGEMENT. NUMBERING, ETC.. OF LEDGER PAGES—
H.M.A. SHIPS AND ESTABLISHMENTS.

With reference to Navy Order 13 of 1948 it should be noted that, on introduction of the revised system for numbering, &c., of ledger pages, serial numbers only will be used and these numbers will not indicate either the ledger in which the item is recorded or the position of the ledger page in the ledger. In order to ensure the success of the new system, it is thus essential that Naval Store Ledgerkeepers in H.M.A. ships and establishments should have a good knowledge of the classification of Naval Stores, i.e., class and group as shown in the Rate Book of Naval Stores, B.R.810.

2. In order to overcome difficulties which would otherwise be met by inexperienced ledgerkeepers, it is necessary that, in addition to the correct pattern or reference number and description of items, the class and group or section and sub-section of stores be shown on the relevant stock description cards, and on receipt and issue vouchers, and action to ensure this should be taken.

3. Pending reprint of the Naval storekeeping forms concerned, particulars of the class and group, &c., should be shown in the "ledger page" column of the forms.

(612/212/3101.)

190.

SCALE "C" MEDICAL STORES—1945.

The following amendments are to be made by all holders of the book "Scale 'C' Medicines, Appliances and Instruments, &c., 1945":—

Delete—

- Item 28/7 Albucid Solution 2½ per cent.—Ozs. 4.
- Item 38/7 Amyl Salicylate—Ozs. 8
- Item 440/0 Liquor Hydrogen Peroxide (a) 100 volume—Lbs. 2.
- Item 734/3 Sulphanilamide Jelly, 4 oz. tubes—No. 6

Amend—

- Item 526/8 Outfit Hypodermic, Individual, Morphine Sulph. gr. ½ amps. 72 to amps. 12.
- Item 193/3 Chest Emergency Surgical Dressing. *Add* after the words "Main supply"—
"See instructions on page 7 of this scale."

Add—

- Item 440/0 Liquor Hydrogen Peroxide (b) 10-15 volume—
Lbs. 4.
- Item 766/7 Tabs. Oral, Ascorbic Acid 25 mgm. (Vitamin C)—
No. 1000.

2. When opportunity offers the surplus items of medical stores consequent upon the above amendments are to be returned to the Medical Store, Sydney, and the added items drawn.

(612/213/2954.)

191.

COMMONWEALTH CLOTHING FACTORY PRICES FOR OFFICERS'
UNIFORMS.

The prices for the supply of Naval officers' uniforms by the Commonwealth Government Clothing Factory have been increased, and the revised prices, operative from 1st July, 1948, are set out in the schedule to this Order.

2. Navy Orders 142 and 376 of 1947 and 55 of 1948 are cancelled.

(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. | Undress Jacket. | Mess Jacket. | Undress Jacket. | Undress Jacket. | | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Warrant Officer | 9 15 9 | 8 4 9 | 8 10 9 | 7 5 9 | 8 7 9 | 8 11 0 | 12 1 3 | 1 6 3 |
| Commissioned Officer from Warrant Rank | 10 4 0 | 8 13 0 | 8 19 0 | 7 14 0 | 8 16 0 | 8 19 3 | 12 4 9 | 1 9 9 |
| Midshipman | 8 2 6 | 6 11 6 | 6 17 6 | 5 12 6 | 6 14 6 | 6 17 9 | 11 3 0 | .. |
| Sub-Lieutenant | 10 4 0 | 8 13 0 | 8 19 0 | 7 14 0 | 8 16 0 | 8 19 3 | 12 4 9 | 1 9 9 |
| Lieutenant | 11 3 6 | 9 12 6 | 9 18 6 | 8 13 6 | 9 15 6 | 9 18 9 | 12 13 3 | 1 18 3 |
| Lieutenant Commander | 11 17 9 | 10 6 9 | 10 12 9 | 9 7 9 | 10 9 9 | 10 13 0 | 13 2 3 | 2 7 3 |
| Commander | 12 3 0 | 10 12 0 | 10 18 0 | 9 13 0 | 10 15 0 | 10 18 3 | 13 3 6 | 2 8 6 |
| Captain | 13 2 6 | 11 11 6 | 11 17 6 | 10 12 6 | 11 14 6 | 11 17 9 | 13 12 9 | 2 17 9 |
| Commodore, 2nd Class | 12 7 9 | 10 16 9 | 11 2 9 | 9 17 9 | 10 19 9 | 11 3 0 | 12 19 0 | 2 4 0 |
| Rear Admiral | 13 7 6 | 11 16 6 | 12 2 6 | 10 17 6 | 11 19 6 | 12 2 9 | 13 7 0 | 2 12 0 |
| Midshipman (E) and Midshipman (S) | 9 1 0 | 7 10 0 | 7 16 0 | 6 11 0 | 7 13 0 | 7 16 3 | 11 11 9 | 0 16 9 |
| *Sub-Lieutenant (E) | 10 10 0 | 8 19 0 | 9 5 0 | 8 0 0 | 9 2 0 | 9 5 3 | 12 7 6 | 1 12 6 |
| *Lieutenant (E) | 11 10 0 | 9 19 0 | 10 5 0 | 9 0 0 | 10 2 0 | 10 5 3 | 12 16 6 | 2 1 0 |
| *Lieutenant Commander (E) | 12 6 0 | 10 15 0 | 11 1 0 | 9 16 0 | 10 18 0 | 11 1 3 | 13 5 3 | 2 10 3 |
| *Commander (E) | 12 11 0 | 11 0 0 | 11 6 0 | 10 1 0 | 11 3 0 | 11 6 3 | 13 6 6 | 2 11 6 |
| *Captain (E) | 13 11 6 | 12 0 6 | 12 6 6 | 11 1 6 | 12 3 6 | 12 6 9 | 13 16 0 | 3 1 0 |
| *Rear Admiral (E) | 13 16 6 | 12 5 6 | 12 11 6 | 11 6 6 | 12 8 6 | 12 11 9 | 13 10 3 | 2 15 3 |
| <i>All Officers—</i> | | | | | | | <i>White Drill.</i> | |
| Mess jacket, white, with buttons | .. | .. | .. | .. | .. | .. | 1 15 0 | |
| Mess jacket, white, without buttons | .. | .. | .. | .. | .. | .. | 1 11 6 | |
| Waistcoat, undress | 2 3 3 | | 1 17 0 | | .. | .. | .. | |
| Waistcoat, mess, blue | 2 18 0 | | 2 10 0 | | .. | .. | .. | |
| Trousers, plain | 3 5 0 | | 2 6 6 | | 2 4 0 | 2 6 6 | 1 3 6 | |
| Tunic with buttons | .. | .. | .. | .. | .. | .. | 1 11 6 | |
| Tunic without buttons | .. | .. | .. | .. | .. | .. | 1 8 0 | |
| | | | | | | | <i>Seamen's Serge.</i> | |
| Aircrew Working Dress—Blouse (for Lieutenant) | .. | .. | .. | .. | .. | .. | 2 17 0 | |
| Aircrew Working Dress—Trousers | .. | .. | .. | .. | .. | .. | 1 18 6 | |

* And all other officers of equivalent rank with distinctive cloth between lace.

SCHEDULE OF REVISED PRICES—continued.

UNIFORMS FOR R.A.N.R. (S), R.A.N.R. AND R.A.N.V.R. OFFICERS.

| Rank. | Cloth for Officers Uniforms. | | Lightweight Blue Serge. | | Diagonal Serge. | | Greatcoat No. 3 Cloth with Shoulder Straps. | | Shoulder Straps Cloth Blue No. 3 Gold Lace (per Pair). | |
|------------------------------|------------------------------|-------------------------|-------------------------|-------------------------|-----------------|-------------------------|---|-------------------------|--|-------------------------|
| | Undress Jacket. | | Undress Jacket. | | Undress Jacket. | | | | | |
| | R.A.N.R.(S). | R.A.N.R. 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.R. 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.R. and R.A.N.V.R. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Midshipman | 6 17 6 | 6 17 6 | 6 14 6 | 6 14 6 | 6 17 9 | 6 17 9 | 10 14 6 | 10 14 6 | .. | .. |
| Warrant Officer | 9 12 6 | 8 10 3 | 9 9 6 | 8 7 3 | 9 12 9 | 8 10 6 | 11 19 3 | 11 14 6 | 1 12 9 | 1 8 0 |
| Commissioned Officer from | | | | | | | | | | |
| Warrant Rank | 9 18 6 | 8 15 9 | 9 15 6 | 8 12 9 | 9 18 9 | 8 16 0 | 12 3 0 | 11 17 0 | 1 16 6 | 1 10 6 |
| Sub-Lieutenant | 9 18 6 | 8 15 9 | 9 15 6 | 8 12 9 | 9 18 9 | 8 16 0 | 12 1 0 | 11 17 0 | 1 14 6 | 1 10 6 |
| Lieutenant | 11 10 3 | 9 12 9 | 11 7 3 | 9 9 9 | 11 10 6 | 9 13 0 | 12 11 0 | 12 8 6 | 2 4 6 | 2 2 0 |
| Lieutenant Commander | 12 5 0 | 10 8 0 | 12 2 0 | 10 5 0 | 12 5 3 | 10 8 3 | 12 15 3 | 12 13 6 | 2 8 9 | 2 7 0 |
| Commander | 13 4 3 | 10 12 0 | 13 1 3 | 10 9 0 | 13 4 6 | 10 12 3 | 13 1 3 | 12 14 0 | 2 14 9 | 2 7 6 |
| Captain | 15 2 3 | 11 7 0 | 14 19 3 | 11 4 0 | 15 2 6 | 11 7 3 | 13 12 0 | 12 19 3 | 3 5 6 | 2 12 9 |
| *Warrant Officer | 9 18 9 | 8 16 3 | 9 15 9 | 8 13 3 | 9 19 0 | 8 16 6 | 12 1 9 | 11 17 3 | 1 15 3 | 1 10 9 |
| *Commissioned Officer from | | | | | | | | | | |
| Warrant Rank | 10 4 6 | 9 1 9 | 10 1 6 | 8 18 9 | 10 4 9 | 9 2 0 | 12 5 6 | 11 19 6 | 1 19 0 | 1 13 0 |
| *Sub-Lieutenant | 10 4 6 | 9 1 9 | 10 1 6 | 8 18 9 | 10 4 9 | 9 2 0 | 12 3 6 | 11 19 6 | 1 17 0 | 1 13 0 |
| *Lieutenant (E) | 11 17 0 | 9 19 6 | 11 14 0 | 9 16 6 | 11 17 3 | 9 19 9 | 12 13 9 | 12 11 3 | 2 7 3 | 2 4 9 |

| | | | | | | | | | | |
|-----------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|--------|--------|
| *Lieutenant Commander (E) | 12 13 0 | 10 16 0 | 12 10 0 | 10 13 0 | 12 13 3 | 10 16 3 | 12 18 3 | 12 16 6 | 2 11 9 | 2 10 0 |
| *Commander (E) | 13 12 3 | 11 0 0 | 13 9 3 | 10 17 0 | 13 12 6 | 11 0 3 | 13 4 3 | 12 17 0 | 2 17 9 | 2 10 6 |
| *Captain (E) | 15 11 6 | 11 16 3 | 15 8 6 | 11 13 3 | 15 11 9 | 11 16 6 | 13 15 3 | 13 2 9 | 3 8 9 | 2 16 3 |

| All Officers— | | | | | | | White Drill. | | | |
|--------------------------------|--------|--|-------|--|-------|--|--------------|--|----|--|
| Waistcoat, undress | 1 17 0 | | .. | | .. | | .. | | .. | |
| Waistcoat, mess, blue | 2 10 0 | | .. | | .. | | .. | | .. | |
| Trousers, plain | 2 6 6 | | 2 4 0 | | 2 6 6 | | 1 3 6 | | .. | |
| Tunic, with buttons.. .. . | .. | | .. | | .. | | 1 11 6 | | .. | |
| Tunic, without buttons | .. | | .. | | .. | | 1 8 0 | | .. | |

| (c) Uniforms for Naval Chaplains— | | | | | | | White Drill. | | | |
|--|--------|--|--------|--|--------|--|--------------|--|----|--|
| Undress jacket (without gold lace) | 6 17 6 | | 6 14 6 | | 6 17 9 | | .. | | .. | |
| Trousers | 2 6 6 | | 2 4 0 | | 2 6 6 | | .. | | .. | |
| Tunics or coats (including plain detachable shoulder straps) | .. | | .. | | .. | | 1 19 6 | | .. | |
| Trousers | .. | | .. | | .. | | 1 3 6 | | .. | |

* And all other officers of equivalent rank with distinctive cloth between lace.

192.

“ KNOCK FOR KNOCK ” AGREEMENTS—NAVY VEHICLES.

With reference to Navy Orders 108 and 319 of 1943 and 51 of 1947, the “ Knock for Knock ” Agreements affecting Commonwealth-owned or controlled vehicles concluded between the Commonwealth and insurance companies as well as various public bodies are amended as follows:—

1. *Definition of Vehicles.*

It was mutually agreed in April, 1947, between the Council of Fire and Accident Underwriters Association and the Commonwealth that the definition of “ Vehicles ” in clause 1 of Appendix C—Part 1 of Treasury Circular of 6th November, 1942, shall be read and construed as if the words “ designed for use on land only ” were inserted after the word “ vehicles ” in paragraphs (a) and (b) of that clause. The objective of this understanding is to make clear that aircraft are not covered by the agreement.

2. *Additional Agreement (Australian National Airlines Commission).*

In January, 1948, it was agreed between the Australian National Airlines Commission and the Commonwealth that the “ Knock for Knock ” arrangement shall apply between the two parties on the lines of the agreement entered into between the Commonwealth and the Fire and Accident Underwriters Association (Appendix C—Part 1—Treasury Circular memorandum of 6th November, 1942).

The definition of “ vehicles ”, as amended above, will also apply to this arrangement.

3. *Bennie S. Cohen and Son (Vic.) Pty. Ltd.*

An agreement was concluded in April, 1943, with Bennie S. Cohen (Vic.) Pty. Ltd., with application retrospectively as from 9th October, 1942.

The name of the above-mentioned firm was changed to Edward Lumley and Sons (Vic.) Pty. Ltd. as from 1st January, 1945, and it was agreed that the agreement be continued under the new name of the company.

(511/201/304.)

193.

MESS GEAR.

With reference to Navy Order 95 of 1948, scale No. 61 of Admiralty Fleet Order 4406/1947 is to apply in the R.A.N. so far as hand driven machines are concerned.

2. Demands by H.M.A. ships and establishments for machines to complete to the approved allowances where required are to be forwarded to the Director of Victualling.

(524/201/4010.)

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

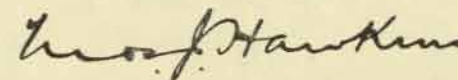
RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne,

3rd August, 1948,

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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| | C.8228/48. |

194.

CLASSIFICATION OF SHIPS IN COMMISSION AND SHIPS IN RESERVE.

The following revised classification of ships in reserve and ships in commission has been approved:—

Ships in Commission for Sea Service.

Class "A".—Ships which are manned with full complements in time of peace.

Class "B".—Ships manned by reduced or special complements which in time of peace are able to go to sea, but would require their complements amended or completed in case of war or emergency.

Ships in Commission in Reserve.

Class "C".—Ships which are fully stored and can be made ready for sea in 48 hours.

Class "D".—Ships which are fully stored and can be made ready for sea in 14 days.

Class "E".—Ships which are not fully stored and can be made ready for sea in 4 months.

Class "E" (modified).—Applicable to small craft *vide* I.P.R., Article 101.

Ships not in Commission.

Class "F".—Ships held or in preparation for sale or disposal.

Class "G".—Ships under construction.

2. C.O.R., Article 31, will be amended in due course.
(546/201/654.)

195.

GUNNER T.A.S.—INTRODUCTION.

The provisions of A.F.O. 804/48 have been adopted in the Royal Australian Navy.

2. Candidates for Gunner T.A.S. and officers selected for conversion courses will normally proceed to the United Kingdom for courses in H.M.S. *Vernon*.

3. The final selection of candidates will continue to be made at Navy Office.

(561/213/2.)

196.

SIGNAL LETTERS OF BRITISH SHIPS.

The following International Code Signals have been appropriated to the undermentioned British ships:—

| Date. | Signal Letters. | Name of Ship. | Port of Registry and Official No. | Net Regd. Tonnage. | Owner. |
|--------|-----------------|------------------------|-----------------------------------|--------------------|---|
| 1948. | | | | | |
| May 10 | G.U.G.B. | <i>Empire Mountain</i> | West Hartlepool, 168957 | .. | (Effective 1st August, 1948) |
| May 25 | V.J.V.W. | <i>Ellan</i> | Sydney, 178355 | 30·24 | J. M. Nolan, 36 Huntley's Point-road, Huntley's Point, N.S.W. |
| June 2 | V.J.P.C. | <i>Peer Gynt</i> | Sydney, 179733 | 17·27 | Halvorsen Bros., West Ryde, N.S.W. |

(663/201/708.)

197.

RETURN OF RELIGIOUS DENOMINATIONS.

With reference to Navy Order 323 of 1947, Return of Religious Denominations (Form A.S.203) is to be rendered by 20th January in respect of personnel borne on 31st December in each year, and not every five as shown in K.R. and A.I., Article 868, as amended by K.R. 5/47.

(431/204/138.)

198.

CARRIERS, AMMUNITION, QUADRUPLE—A.F.O. 2574/47.

The provisions of A.F.O. 2574/47 will not apply in the R.A.N.

2. Carriers, ammunition, quadruple are to continue to be accounted for as Gunnery Equipment stores.

(490/201/2861.)

199.

U.S.N. TYPE FLAG BINS—INTRODUCTION.

It has been approved to adopt U.S.N. Type Flag Bins for signal flags in H.M.A. ships and fitting will be carried out at Sydney and Melbourne.

2. Ships in commission not already fitted with U.S.N. Type Flag Bins are to raise an Alterations and Additions Item accordingly.

3. Modification of signal flags held for use with U.S.N. Type Flag Bins is to be carried out by the ships' staffs and supply of the necessary spring clips and rings will be effected without demand by the Superintending Naval Store Officer, Sydney. Inglefield clips removed from existing flags should be returned to the nearest Naval Store Depot in due course.

(603/247/2209.)

200.

CLOTHES RATIONING.

In confirmation of Navy Circular 320, Item (250005Z June, 1948) it is notified that civilian clothes rationing ceased as from Tuesday, 22nd June, 1948.

2. Navy Order 22 of 1948, providing for the application of clothes ration coupon issues to Naval personnel, is therefore cancelled.

3. The abolition of civilian clothes rationing does not affect, in any respect, the instructions contained in Navy Order 234 of 1947 and Navy Circular 309 I (150514Z June, 1948) regarding the restrictions of issues of Service stocks of garments or materials referred to therein. (350/201/194.)

201.

HANDBOOKS FOR "SALVUS" BREATHING APPARATUS.

It has been reported that the manufacturers, viz., Messrs. Siebe, Gorman & Co. Ltd., London, supply with each set of Pattern 3485 "Salvus" Breathing Apparatus a booklet entitled "Handbook of Instructions for using the 'Salvus A.N.S.' Breathing Apparatus for use on Land and under Water". This booklet should not be used in H.M.A. ships and Naval establishments, however, and any copies held are to be destroyed.

2. The approved publication for use with this equipment is B.R.155A "Handbook for Breathing Apparatus, Pattern 230, and 'Salvus' Self Contained Breathing Apparatus, Pattern 3485", any requirements of which will be supplied on demand by the Superintending Naval Stores Officer, Sydney, in accordance with the allowances laid down in B.R.1 "Books of Reference and I.D. Catalogue". (571/201/5493.)

RESTRICTED.

202-213/48

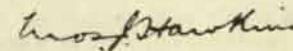
(FOR OFFICIAL USE ONLY.)**COMMONWEALTH NAVY ORDERS**

Navy Office, Melbourne.

10th August, 1948.

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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202.

TREATIES OF PEACE WITH ITALY, ROUMANIA, BULGARIA,
HUNGARY AND FINLAND.

The Instruments of Ratification of the Treaties of Peace with Italy, Roumania, Bulgaria, Hungary and Finland have now been signed by the Minister for External Affairs. The Treaties came into force with respect to Australia on the following dates :-

- (a) The Treaty of Peace with Italy on 9th July, 1948.
- (b) The Treaties of Peace with Roumania, Bulgaria, Hungary and Finland on 10th July, 1948.

(479/201/322)

203.

GIFT OF FOODSTUFFS FROM THE R.A.N. TO RESIDENTS
OF PLYMOUTH AND DEVONPORT.

The recent collection of funds for the provision of selected foodstuffs, which were forwarded in bulk to the United Kingdom in H.M.A.S. KANIMBLA, resulted in a total sum of £1,166.17s.6d. being received.

2. That amount was entirely used by the Lord Mayor's Food for Britain Organisation, Sydney, for the purchase of 1,053 cases of assorted foodstuffs which will enable 3,600 parcels to be packed in Britain, each containing 1-lb. tin of dripping, 1-lb. tin of steak and onions, 1 tin of full-cream powdered milk, two 1½-lb. tins of jam, 1 tin of peaches and 1 lb. of glucose sweets.

3. At the request of the Flag Officer Commanding H.M. Australian Squadron, distribution within the Plymouth and Devonport areas will be arranged by the Lord Mayor of Plymouth (Alderman H.J. Perry, J.P.) who has replied to Rear-Admiral Farncomb in the following terms :-

"Many thanks for your letter of the 3rd June. I shall be glad if you will convey to those primarily concerned my most grateful thanks on behalf of the citizens of Plymouth for the splendid contribution of over £1,000 which has been made by officers and men of the Royal Australian Navy for the purchase of food parcels for the people of Plymouth. This very generous gift will bring untold pleasure to a large number of our needy citizens, and I shall be very pleased to arrange for its distribution, through the good offices of the Plymouth Council of Social Service.

I hope that when H.M.A.S. KANIMBLA arrives at Devonport (which now forms part of Plymouth) it will be possible for us to extend some hospitality in recognition of the generous gesture which has been made to our city by the Royal Australian Navy.

"Thank you for your personal interest which I appreciate very much."

(552/201/1389)

204.

H.M.A.S. MAGNETIC - PAYING OFF.

H.M.A.S. MAGNETIC paid off on 26th July, 1948.

2. The title "Resident Naval Officer, Townsville", lapsed on the same date.

(549/201/308)

205.

H.M.A.S. WYATT EARP - PAYING OFF.

H.M.A.S. WYATT EARP paid off on 30th June, 1948.

(603/277/134)

206.

RESERVE OFFICERS - RETENTION OF QUALIFIED OFFICER
STATUS.

The following general instructions are to be applied to all Reserve Officers who were granted "Qualified Officer" status during their mobilized service :-

- (a) Permanent Reserve Officers and demobilized Temporary Reserve Officers re-appointed to the R.A.N.V.R. prior to 31st December, 1948, who hold Qualified Status (Full or Modified) will be permitted to retain such status until promotion or retirement.
- (b) Temporary Reserve Officers at present serving will retain Qualified Status until demobilization, but will not relinquish such status if re-appointed to the R.A.N.V.R. within six months of demobilization.
- (c) Temporary Reserve Officers other than those provided for in sub-paragraphs (a) and (b) relinquish Qualified Status on demobilization.
- (d) Officers who have relinquished this qualification either by demobilization, promotion or retirement will have a notation made in their records, which will be taken into account should they be mobilized in any future emergency.

2. The term Temporary Reserve Officer includes all officers who were appointed under the National Security Regulations.

(428/211/2062)

207.

BADGES FOR NAVAL AVIATION RATINGS.

Supplies of embroidered badges for ratings of the Naval Aviation Branch referred to in Navy Order 378 of 1947 are now available and requirements to permit of an initial gratuitous issue of two red and two blue badges to all ratings entitled are to be demanded from Royal Edward Victualling Yard.

2. The following pattern numbers have been allocated for the present :-

Pilot Branch

Patt. No. 188A Pilot Red
 " " 188B " Blue

Naval Airmen Branch

Patt. No. 340A Aircraft Handler Red
 " " 340B " " Blue
 " " 341A Safety Equipment Rating Red
 " " 341B " " Blue
 " " 342A Meteorological Observer Red
 " " 342B " " Blue
 " " 343A Photographer Red
 " " 343B " " Blue
 " " 344A Ordnanceman Red
 " " 344B " " Blue
 " " 345A Aircraft Mechanic Red
 " " 345B " " Blue

Skilled Air Mechanics

Patt. No. 346A Rigger Red
 " " 346B " " Blue
 " " 347A Fitter Red
 " " 347B " " Blue
 " " 348A Armourer Red
 " " 348B " " Blue.

3. The issuing prices of the badges will be notified in the "Official Memorandum - Prices of Clothing, etc. Maintained for Issue on Repayment to Ships' Companies".

(416/201/1197)

208.

RATES OF PAY OF ARTIFICERS.

It has been made known to the Naval Board that considerable discussion has occurred amongst Naval personnel in regard to the rates of pay for Artificers 3rd Class and above as compared with those for Chief Petty Officers of the common scale.

2. The following points which are of interest in this matter, are promulgated for general information :-

- (a) The Post War Pay Code has been framed on new principles which necessarily result in changes in the former relationship between the pay of one branch and that of others in the case of both officers and men. The pay of officers of the Engineering Branch is now identical with that payable to officers of the Executive Branch. The non-substantive qualifications for men of the Seaman Branch, previously carrying allowances ranging e.g. from 3d. per diem for Quarters Rating 3rd Class to 1/6d. per diem for Quarters Rating 1st Class, have now become conditions of advancement in rating and the allowances have been absorbed into the common scale of active pay.
- (b) The basic rate of active pay of Artificers 4th Class was related to wage standards for comparable civilian employment in Australia and not to the rates obtaining in the Royal Navy. Although it is not possible to make an immediate increase or reduction in the rates of pay

with each change in the civilian trade margins or in the cost of living index figures, the matter is being kept under constant review. Before any variations are made however the rates of pay for all branches have to be considered.

- (c) When fixing margins between the rates of active pay for each particular rating and branch, recognition is given to the fact that the member e.g. the Seaman Chief Petty Officer, who has acquired a high degree of efficiency in his branch, is entitled by virtue of his long service experience and his comparative value to the Service, to rates of active pay approximating those payable to Artificers who have been advanced in class.
- The Artificers however have the advantage of entry in the relative rating of Petty Officer and early attainment of Chief Petty Officer status and in addition Engineerroom Artificers have their pay increased by certificate allowance. A small number only of the Seaman Chief Petty Officers, viz. those who held the non-substantive qualification of Gunnery Instructor etc., have qualified under the Post War Pay Code for payment of the Instructor (Higher Qualification) Allowance.
- (d) The rate of active pay for each rank and rating was finally fixed under the Post War Pay Code on an inter-service basis. Tradesmen in the Army and Air Force are entered in the rank of Private or Aircraftman but are paid a higher rate of active pay than non-tradesmen. This higher rate however does not exceed that approved for Artificers 4th Class; moreover such tradesmen, unlike Artificers in the R.A.N. who possess the necessary Naval qualifications, are not entitled to automatic advancement to a higher rank.

(556/201/2506)

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

209.

LAUNDRY FACILITIES - FITTING IN H.M.A. DESTROYERS, FRIGATES, SLOOPS AND A.M.S. VESSELS.

The fitting of laundry facilities, as detailed hereunder, is approved :-

| Item | Ships to be fitted | | | |
|--|---------------------------------|--------|----------|----------------|
| | Tribal and "Q" Class Destroyers | Sloops | Frigates | A.M.S. Vessels |
| Domestic type washing machine. 7 lbs. capacity | 1 | 1 | 1 | 1 |
| 20" Hydro Extractor (centrifuge) | 1 | 1 | 1 | 1 |
| Ironing bench (where practicable) | 1 | 1 | - | - |

2. Ships concerned are to raise an alteration and addition item, classification "A", to read as follows :-

To fit laundry facilities, quoting this Navy Order as the authority.

3. "Q" Class destroyers are to resubmit alteration and addition item No.290, reworded as above.

4. A.M.S. vessels to which Navy Order 21 of 1946 was applicable are to resubmit alteration and addition item for fitting washing machine, reworded as above.

5. Navy Order 21 of 1946 is cancelled.

(672/201/225)

210.

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, 1948, and a supply of the "Official Memorandum - Prices of Clothing, etc., 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, 1948 :-

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 .. £18. 2. 3

To other persons on transfer to ratings for which a change of uniform to Class III is required £17. 7. 6

To other persons on transfer to ratings for which a change of uniform to Class II is required £11. 6. 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 Order 272 of 1947 is cancelled.

(434/201/4077)

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

211.

GOWNS - OPERATING SURGICAL.

Attention is directed to the extreme shortage of materials used in the manufacture of gowns - operating surgical.

2. Instructions are to be issued in locations where these gowns are held, that they are not in any circumstance to be employed for any purpose other than the performance of surgical operations.

3. Officers-in-charge are to supervise their use and ensure that the maximum economy is exercised.

4. Where stocks of operating gowns are held which have not been made from distinctive coloured material, branding is to be effected locally.

5. Future issues will be branded before issue from medical store.

(434/201/4020)

212.

STOWAGE PERIOD OF PAINTS.

With reference to Navy Order 75 of 1947, the maximum period for which the paints now in use in the R.A.N. can normally be stored without deterioration is twelve months from date of manufacture, and it is necessary therefore that they should be expended in chronological order of manufacture.

2. Paints which have been manufactured for more than twelve months should be returned to the nearest Naval Store Depot for re-survey and conversion or modification as necessary.

(612/233/1384)

213.

FORMS A.S.239a - CONDUCT SHEETS - AMENDMENT.

The heading of column 16 of the abovementioned form is to be amended to read "Leave (excluding travelling leave) taken in current leave year".

2. Forms now in use are to be completed to show this information whenever a rating is discharged from a ship.

(480/202/5119)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
17th August, 1948.

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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214.

H.M.A.S. KATOOMBA - PAYING OFF.

H.M.A.S. KATOOMBA paid off into "F" class Reserve on 2nd August, 1948. (603/267/1811)

215.

SHIPS OR CRAFT COMMISSIONING FROM RESERVE.

When it is decided that a ship or craft is to be brought forward for service from Reserve, the Commanding Officer designate and his Officers will be appointed to the Headquarters Ship of the Reserve Fleet at the port, "for H.M.A.S. - and on commissioning". Officers so appointed are to stand by the ship and supervise the work of preparation for service, under the direction of Commanding Officer, Reserve Ships.

2. Immediately before commissioning, the Commanding Officer designate will carry out a joint inspection of the ship or craft in conjunction with the Commanding Officer, Reserve Ships, and the Local Naval Authority.

3. Form A.R.F.I is to be produced for this inspection. See instructions inside cover of this form.

4. On completion of this inspection, and subject to it being satisfactory, the ship will commission and come under the operational and administrative control of the local Naval authority, or as otherwise directed by the Naval Board, and will cease to be a responsibility of the Reserve Fleet.

5. The above conditions are also to apply to craft brought forward from Reserve for use as tenders not attached to or attending on the Reserve Fleet.

(549/201/313)

216.

EXAMINATION FOR COMMAND OF DESTROYERS - RE-INSTITUTION.

The Naval Board have decided to re-institute the examination for Command of Destroyers in the Royal Australian Navy, and the provisions of A.F.O. 1985/48 have been adopted.

2. The examination should be arranged by the following authorities when convenient and as desired :-

Flag Officer Commanding H.M. Australian Squadron;
Flag Officer-in-Charge, New South Wales;
Commodore Superintendent of Training, Flinders Naval Depot.

3. The names of officers who qualify at the examination are to be reported to the Naval Board.

(465/206/260)

217.

TEMPORARY OFFICERS APPOINTED UNDER NATIONAL SECURITY REGULATIONS - RE-APPOINTMENT TO THE R.A.N.V.R.

In Navy Order 355 of 1946, approval was given for the enrolment in the R.A.N.V.R. of all war-time appointees of the R.A.N.R.(S), R.A.N.R. and R.A.N.V.R. - who are volunteers - as from the date of demobilisation.

2. In view of the length of time which has elapsed since the demobilisation of the majority of Reserve Officers, it has become necessary to review the conditions enumerated in the above quoted Navy Order.

3. It has therefore been decided that (except in the case of Temporary Officers who are still serving) paragraph 2 of Navy Order 355 of 1946 shall only apply to applications made before 31st December, 1948, and that after this date officers shall be eligible for consideration for enrolment in the R.A.N.V.R. only as from the date of the receipt in Navy Office of Form R.A.N.R. 8A, but with the amount of seniority accrued at date of demobilisation.

4. Temporary Officers still serving who are demobilised subsequent to 31st December, 1948, will be eligible for enrolment in the R.A.N.V.R. as from the date of demobilisation for a period of six months following their demobilisation after which the conditions in paragraph 3 above will apply.

(428/211/2054)

218.

PROFESSIONAL EXAMINATION FOR WARRANT ENGINEER AND WARRANT MECHANICIAN R.A.N.

The next professional examination for the ranks of Warrant Engineer and Warrant Mechanician R.A.N. will be held about December, 1948.

2. Commanding Officers of H.M.A. ships and Naval establishments are requested to forward to Navy Office not later than 1st October, 1948, 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 examination.

(465/207/1333)

(This Order will be reprinted for posting on notice boards.)

219.

ELECTRICAL BRANCH - VOLUNTEERS FOR TRANSFER FROM SEAMAN WITHOUT PART II QUALIFICATION.

Ratings selected for transfer to the Electrical Branch under the terms of Naval Board message 221 Item dated 27th February, 1947, and who hold the rate of Able Seaman, on successfully completing the qualifying course for Electrician's Mate 2nd Class, should be transferred as E.M.1 (acting) with seniority held as Able Seaman and subsequently confirmed without adjustment of seniority on passing the examination at sea after not less than 3 months' sea service in the acting rating.

2. Ordinary Seamen and recruits entered after 1st July, 1947, on completion of the course, should be transferred as E.M.2 and advanced to Acting Electrical Mate 1st Class in accordance with Navy Order 104 of 1948.

(348/228/90)

220.

PERSONNEL SENTENCED TO DETENTION.

The Military Detention Barracks, Holsworthy, N.S.W., which is now the only detention quarters available in which Naval offenders can be confined, has been reorganised as a Military Correction establishment with a separate wing for recidivists who are not considered capable of rehabilitation as members of the Forces.

2. In consequence, Naval ratings under sentence in this establishment will now be divided in two categories :-

- (i) those considered capable of rehabilitation as serving members;
- (ii) those considered not capable of such rehabilitation.

Punishment in each case will be allied to rehabilitation either as members of the R.A.N. or as citizens.

3. Those considered capable of rehabilitation as serving members will continue their Naval training whilst under sentence. Naval Instructors are being appropriated for this purpose.

4. In future, where it is desirable to commit Naval personnel to this establishment, the Assistant Provost Marshal of the Lines of Communication Area is to be informed that the decision of the Commanding Officer regarding the rating's category on admission is to be included in the Committal Warrant.

5. Navy Orders 421 of 1942, 5 and 341 of 1943 are cancelled.

(452/202/504)
(452/201/2797)

221.

INTERIOR DECORATION OF LIVING AND RECREATIONAL SPACES.

The provisions of A.F.O. 31/47 will be adopted in principle in the R.A.N., but owing to the difficulty in obtaining supplies, the following modifications will apply :-

(a) Paint: Pattern 374 white titanium flattening is not stocked in the R.A.N. The two paints at present in use for painting internal surfaces of bulkheads and deckheads respectively are Hull White Basic Mixing Paint and White Deckhead Flat Paint. These paints can be tinted to the desired shade by the admixture of standard pattern shading pastes ground in oil.

Standard colour boards will be available for viewing at builders' and refitting yards.

(Navy Order 75 of 1947 refers.)

(b) Upholstery: Stocks of dark crimson fire resistant polyvinyl chloride leathercloth with buttons, binding and studs to match (A.F.O. 6791 of 1946 refers) have been ordered, and will be issued as they become available for use in :-

(i) new construction;

(ii) ships in commission, as replacement of furniture and renewal of upholstery become due.

(c) Deck coverings (linoleum): Provisions of A.F.O. 31/47 will be implemented as stocks become available.

(603/247/2253A)

222.

PISTOL CUPBOARDS - LIGHTING.

The lighting of pistol cupboards authorized by A.F.O. 1933/38 was omitted as a wartime measure in new construction subsequent to 1940, vide item 94 of A.F.O. 3326/40.

2. It has now been decided that all pistol cupboards are to be fitted in accordance with A.F.O. 1933/38, viz :-

- (a) Paint the inside of the cupboards white.
- (b) Fit a pilot light to each shelf.

3. Work is to be carried out by ships' staff with dockyard assistance as necessary.

4. Reports are to be forwarded to Navy Office through administrative authorities stating -

- (a) Number of pistol cupboards to be modified. Nil returns are required.
- (b) Where applicable, date of completion of the modification.

(603/293/2265)

223.

RESERVE OFFICERS APPOINTED TO THE R.A.N. - ALTERATION TO LACING OF UNIFORMS.

As from 1st July, 1948, Reserve Officers appointed to the Permanent Naval Forces may be reimbursed, on the authority of the Commanding Officer and subject to the production of receipts, expenditure incurred in re-lacing two jackets and two pairs shoulder straps calculated at the following increased Commonwealth Clothing Factory prices :-

| | Jacket, fully laced per jacket | | | Shoulder straps per pair | | |
|--|--------------------------------------|----|---|--------------------------------|----|---|
| | £ | s | d | £ | s | d |
| Sub-Lieutenant (Reserve) to Sub-Lieutenant R.A.N. Executive .. | 2 | 5 | 9 | 1 | 4 | 0 |
| Sub-Lieutenant (Reserve) to Sub- Lieutenant R.A.N. Other Branches .. | 2 | 11 | 9 | 1 | 6 | 6 |
| Lieutenant (Reserve) to Lieutenant R.A.N. Executive | 3 | 5 | 3 | 1 | 12 | 3 |
| Lieutenant (Reserve) to Lieutenant R.A.N. Other Branches | 3 | 11 | 9 | 1 | 15 | 0 |
| Lieutenant-Commander (Reserve) to Lieutenant-Commander R.A.N. Executive | 3 | 19 | 6 | 2 | 1 | 6 |
| Lieutenant-Commander (Reserve) to Lieutenant-Commander R.A.N. Other Branches | 4 | 7 | 9 | 2 | 4 | 6 |

2. Receipts showing full particulars of alterations effected must be attached to the cash voucher, and each payment, as effected, is to be reported to the Director of Navy Accounts.

3. Navy Order 70 of 1948 is cancelled.

(407/212/657)

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS.

The current contracts with Messrs. Esquire Pty. Ltd., 230 Elizabeth Street, Sydney, and the National Clothing Company (1939) Ltd., 40 King Street, Perth, details of which are shown in Navy Order 122 of 1947, have been extended for the period ending 30th June, 1949, but with revised prices as shown hereunder as from 1st July, 1948 :-

| Item | Sydney | | | Perth | | |
|--|--------|----|----|-------|----|---|
| | £ | s | d | £ | s | d |
| Jackets, diagonal serge, double breasted, for - | | | | | | |
| (a) C.P.O.'s. with gilt buttons .. | 4 | 2 | 2 | 5 | 17 | 6 |
| (b) P.O.'s. with gilt buttons .. | 4 | 0 | 10 | 5 | 15 | 6 |
| (c) Other Ratings with black horn buttons | 3 | 19 | 10 | 5 | 13 | 6 |
| Trousers, diagonal serge, with fly .. | 1 | 17 | 5 | 2 | 5 | 9 |
| Jackets, seamen's serge, single breasted, for - | | | | | | |
| (a) C.P.O.'s. with gilt buttons .. | 3 | 10 | 9 | 5 | 7 | 6 |
| (b) P.O.'s. with gilt buttons .. | 3 | 9 | 5 | 5 | 5 | 6 |
| (c) Other Ratings with black horn buttons | 3 | 8 | 5 | 5 | 3 | 6 |
| Trousers, seamen's serge, with fly .. | 1 | 10 | 7 | 1 | 18 | 6 |
| Jumpers, seamen's serge | 1 | 14 | 6 | 2 | 3 | 6 |
| Trousers, seamen's serge, with fall .. | 1 | 13 | 6 | 1 | 19 | 0 |
| Overcoats, cloth, for C.P.O.'s. and P.O.'s, with gilt buttons | 6 | 2 | 1 | 7 | 9 | 6 |
| Overcoats, cloth, for Other Ratings, with black horn buttons | 6 | 0 | 6 | 7 | 4 | 6 |

| Item | Sydney | | | Perth | | |
|---|-----------|------|---|-----------|---|---|
| | £ | s | d | £ | s | d |
| <u>Extra charges</u> | | | | | | |
| <u>Classes I and III Uniforms:</u> | | | | | | |
| Extra inside pocket in single breasted jackets | | 9 | | 2 | 0 | |
| Hip pockets | 1 | 3 | | 2 | 0 | |
| Extension bands and pleats on trousers | 1 | 10 | | 2 | 8 | |
| Leather bindings on bottoms of trousers | | 8 | | 1 | 4 | |
| Sewing on of badges and chevrons .. | | 9 | | 1 | 0 | |
| | | each | | each | | |
| Fob pocket on trousers | 1 | 0 | | 1 | 4 | |
| Straight tops on trousers with loops for belt | No charge | | | No charge | | |
| <u>Class II Uniforms:</u> | | | | | | |
| Sewing on of badges and chevrons .. | | 9 | | 1 | 0 | |
| | | each | | each | | |
| Attaching zip fasteners supplied by personnel | 2 | 0 | | - | | |
| Taping of bottoms of trousers with dark material to tone with serge .. | 1 | 1 | | 1 | 4 | |

2. The foregoing revised schedule of prices is therefore to be substituted, as from 1st July, 1948, for the prices shown in Navy Order 122 of 1947.

3. Navy Orders 225 of 1947 and 48 of 1948 are cancelled.

(434/216/137)

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

NAVAL STOREKEEPING PROCEDURE - INCORRECT USE OF FORMS A.S.149 AND A.S.1096.

Several instances have recently occurred where, consequent on a muster of Consumable Naval Stores, adjustment of the Naval Store Account has been effected by raising Forms A.S.149 to offset deficiencies found on stocktaking. This incorrect procedure was adopted as it was believed that the discrepancies were not the result of errors in issuing but that the stores had been drawn and used for a definite purpose.

The above action is contrary to the regulations, and would have the serious effect of concealing deficiencies disclosed on stocktaking. With the exception of certain deficiencies of items on Permanent Loan, all discrepancies of Naval Stores revealed as a result of a muster should be adjusted by means of Report of Stocktaking, Form A.S.148, and in this regard the attention of Storekeeping Officers and others concerned is drawn to paragraph 78 of the R.A.N. Supplement to B.R.4, Naval Storekeeping Manual.

2. Examination of the Naval Store Accounts of both H.M.A. ships and Naval establishments have revealed that, in certain instances, Forms A.S.1096 "Loss of Stores by Accident" have been incorrectly raised to adjust deficiencies in stores on Permanent Loan when the deficiencies have been created by

omissions in accounting. In cases where it has been definitely established that articles are deficient from Permanent Loan through failure to follow the correct accounting procedure, deficiencies should be dealt with on Report of Stocktaking, Form A.S.148.

3. Stores on Permanent Loan which have been lost by accident should be written off charge by Form A.S.1096 and those lost by neglect by Form A.S.126. (612/207/4594)

226.

OUTSIZE CLOTHING.

Where officers or ratings require sizes of clothing outside the normal range, particulars are to be furnished by Supply Officers in demands forwarded to the nearest Victualling Yard or Depot, when arrangements will be made, if possible, for the item to be specially purchased. Clothing supplied under this arrangement will be issued to the Supply Officer as an ordinary supply from a Victualling Yard or Depot and is to be charged to the officer or rating at the normal fixed issuing price as for a stock item of officers' or ratings' clothing.

2. It is emphasized that -

- (a) special purchase will only be made for articles outside the range of stock sizes maintained for repayment issue;
- (b) special purchase will in no circumstances be made to cater for variations within the stock range; and
- (c) the arrangement will apply only to external garments and footwear; articles such as underwear, pyjamas, etc., being excluded. (434/209/589)

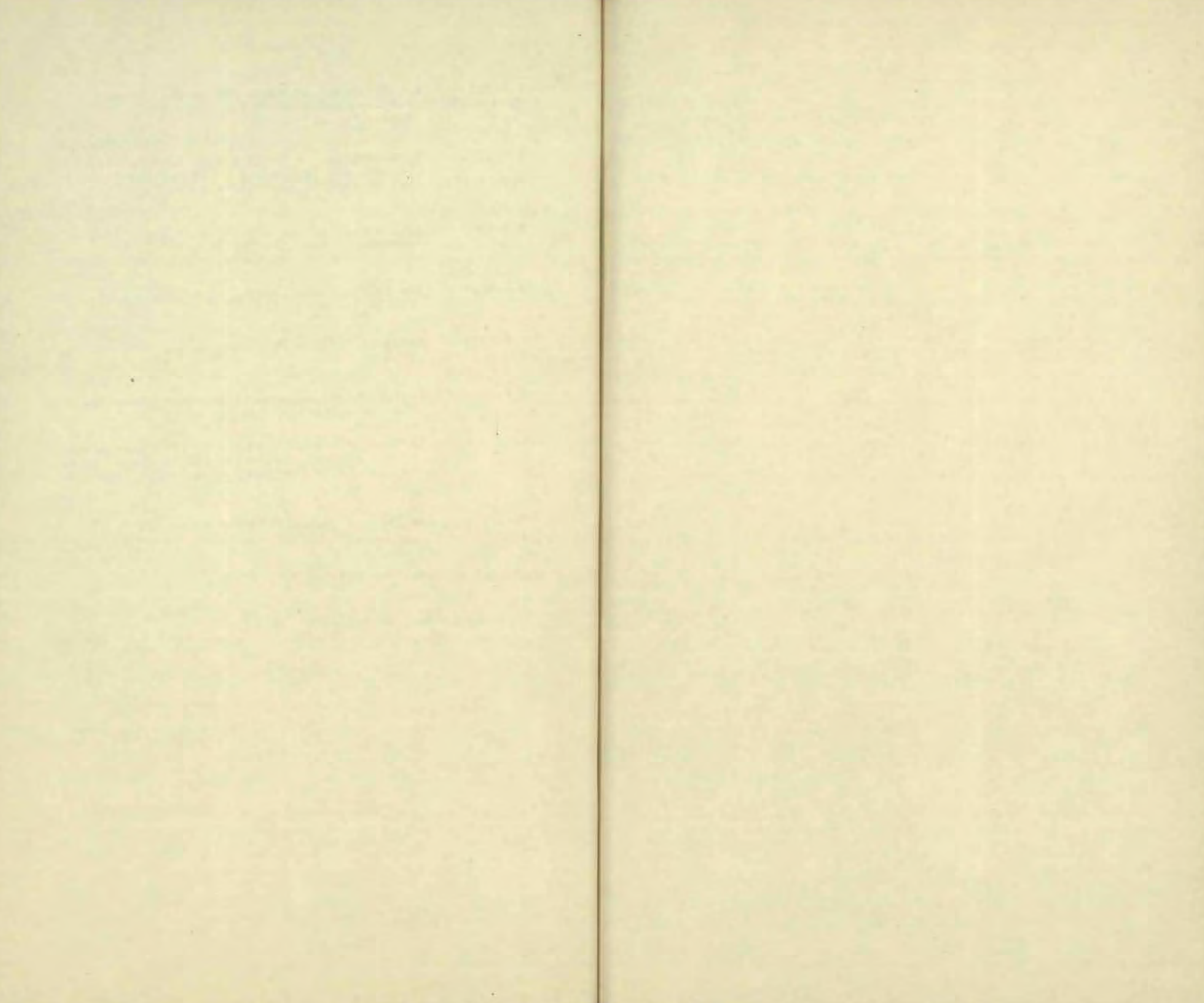
227.

BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed :-

- B.R.36/1946 Medical and Surgical Handbook. (A.F.O. 769/47)
(571/202/2988)
- B.R.70/1947 Signal Letters of British Ships and Supplements -
January, February, March, April, May, June,
July and August, 1947.
(A.F.O's. 2595,4224/47;84,289,1014/48)
(571/202/2042)
- B.R.128 Post Office Guide, Part 1. October 1947 and
Supplement No.1. (A.F.O. 1014/48)
(571/202/2489)
- B.R.321 Establishment of Naval Stores for Engineering
Purposes - Errata No.4.
Form D.127b List of Particulars - Errata No.16.
(A.F.O. 3895/47)
(571/202/2786)

- B.R.323 Establishment of Naval Stores for Gunnery
Form D.128.1 Purposes and List of Particulars -
Errata No.14. (A.F.O. 3896/47)
(571/202/1416)
- B.R.332a Establishment of Naval Stores for Flotilla
Form D.117B Leaders and Destroyers - List of Errata No.16.
List of Particulars - Errata No.17. (A.F.O. 177/48)
(571/202/2213)
- B.R.664 King's Regulations and Orders for the Army -
Amendments Nos. 56, 57, 58 and 59.
(A.F.O's. 289,597 and 1350/48)
(584/203/126)
- B.R.1216 The Carriage and Landing of LCT(5) and (6) from
L.S.T. (2) and (3). (A.F.O. 4777/45)
(571/202/2265)
- B.R.1594 Handbook for the Fire Control Box Mark VII.
1946. (A.F.O. 4038/46)
(571/202/2634)
- B.R.1685 Medical Research Council War Memorandum No.15 -
The Sterilization, Use and After Care of
Syringes.
A copy of B.R.1685 should be in the possession
of all Medical and Dental Officers and members
of Sick Berth Staff and Sick Berth Staff (D).
(A.F.O. 4741/46)
(571/202/2729)
- "Artificial Respiration Explained" by F.C.Eve.
(A.F.O. 6042/46)
(571/201/5242)
- Journal of Naval Engineering Vol. 2, No.1. (A.F.O. 1172/47)
(571/201/5452)
- Royal Naval Medical Bulletin - No.24. (A.F.O. 699/48)
(527/201/1172)



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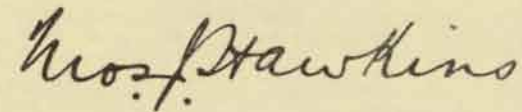
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

24th August, 1948.

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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AMENDMENTS TO THE DEFENCE ACT 1903-1947 AND
NAVAL DEFENCE ACT 1910-1934.

It is notified that Act No. 35 of 1948, which provides for the transfer to the Commonwealth Service of certain employees of the Commonwealth and for other purposes, includes amendments to the Defence Act 1903-1947 and the Naval Defence Act 1910-1934 as shown hereunder :-

DEFENCE ACT:

Employment in the service in a civil capacity in the Defence Force.

(1) Section sixty-three of the Defence Act 1903-1947 is amended -

(a) by omitting paragraph (db) of sub-section (1.);

(b) by omitting sub-section (2.); and

(c) by omitting from sub-section (3.) the words "All appointments in the Department of Defence (other than appointments of persons in a civil capacity in pursuance of this section and such appointments to the Clerical Staff of the Central Administration, Pay, and Ordnance Branches, as ought, in the opinion of the Governor-General, to be under the Commonwealth Public Service Act 1902)" and inserting in their stead the words "All appointments in the Departments of Defence, the Navy, the Army and Air (other than appointments under the Commonwealth Public Service Act 1922-1948 and appointments in a civil capacity under section forty-one of the Naval Defence Act 1910-1934)".

(2) The Defence Act 1903-1947, as amended by this section, may be cited as the Defence Act 1903-1948.

NAVAL DEFENCE ACT:

Employment of persons in a civil capacity in connection with Naval Defence.

(1) Section forty-one of the Naval Defence Act 1910-1934 is amended -

(a) by omitting paragraph (c) of sub-section (1.) and inserting in its stead the following paragraph :-

"(c) authorize the employment of any persons in a civil capacity in connection with the Naval Forces or in connection with any services auxiliary to Naval Defence or any works or establishments under this section, not being employment which the Public Service Board declares by notice published in the Gazette to be employment of a civil administrative or civil clerical nature;" and

(b) by adding at the end thereof the following sub-sections :-

"(3.) Persons employed in a civil capacity in pursuance of this section shall not be subject to the Commonwealth Public Service Act 1922-1948 but shall be engaged for such periods and shall be subject to such conditions as are prescribed.

(4.) The fixing of rates of salary for persons so employed, other than rates fixed by an industrial award, order, determination or agreement, shall be subject to the approval of the Public Service Board."

(2) The Naval Defence Act 1910-1934, as amended by this section, may be cited as the Naval Defence Act 1910-1948.

2. Holders of the abovementioned acts are to ensure that copies are amended accordingly.

(403/202/16)

229.

EDUCATIONAL TEST I - JUNE, 1948.

The following ratings passed the Educational Test I held on 8th June, 1948 :-

| Name | Rating | Official number |
|-------------------------------|----------------------------|-----------------|
| <u>H.M.A.S. ARUNTA</u> | | |
| QUICK, Donald J.G. | A/Able Seaman | 31168 |
| <u>H.M.A.S. CERBERUS</u> | | |
| AIERS, John W. | Recruit (Seaman) | 35613 |
| BATHO, Robert C. | Recruit (Seaman) | 35950 |
| BAUGH, Victor R. | Recruit (Naval Airman) | 36080 |
| BEACH, Frank S. | Recruit (Cook) | 36081 |
| BICKHAM, Kenneth P. | Recruit (Stoker) | 35717 |
| BIRCH, Robert J.R. | Recruit (Seaman) | 35815 |
| BOURKE, Robert L. | Able Seaman | 30898 |
| BRANDON, John S. | Recruit (Writer) | 35817 |
| BRUNSDEN, Frederick J. | Recruit (Stoker) | 35813 |
| BYRNES, Evan R. | Recruit (Writer) | 35824 |
| CADDEN, Lancelot P. | Recruit (Stoker) | 35957 |
| CARROLL, Lawrence H. | Recruit (Writer) | 35825 |
| CASS, William D. | Recruit (C.B.) | 36090 |
| CLOSE, Desmond M. | Recruit (Stoker) | 36094 |
| COLLINS, Donald | Recruit (Seaman) | 36096 |
| COOK, Norman L. | Recruit (Stoker) | 36097 |
| COOKE, Maurice L. | Recruit (Seaman) | 35834 |
| CURRIE, Graham A. | Leading Signalman | 30804 |
| DAVIES, Brian | Recruit (Stoker) | 35837 |
| DOOLAN, William L. | Recruit (Stores Assistant) | 35840 |
| FARQUHARSON-SCOTT, Leonard J. | Recruit (Stoker) | 36111 |
| FEATHERSTONE, John E. | Recruit (Stores Assistant) | 35844 |
| FERGUSON, George R. | Recruit (Stoker) | 35845 |
| FOLEY, Colin P. | Recruit (Seaman) | 36114 |
| FORBES, Keith R. | Recruit (Seaman) | 35847 |

| Name | Rating | Official number |
|---------------------------|-----------------------------|-----------------|
| FORD, Ronald A. | Recruit (Stoker) | 36116 |
| FOX, Cyril E. | Leading Seaman | 24281 |
| FRAME, Horace A. | Recruit (Seaman) | 36118 |
| FROST, Colin W. | Recruit (Stoker) | 35729 |
| GOWARD, Gordon T. | Recruit (Stores Assistant) | 35853 |
| HEASLIP, John V. | Recruit (Stores Assistant) | 35858 |
| HEGARTY, Kenneth J. | Recruit (Naval Airman) | 36129 |
| HODGON, William J.W. | Recruit (Writer) | 35860 |
| HOLMES, Donald W. | Recruit (Writer) | 35863 |
| JACKSON, Harry | Recruit (Naval Airman) | 36135 |
| JEWELL, Robert C. | Recruit (Seaman) | 35870 |
| JOHNSON, Albert T. | Ordinary Seaman (C.B.) | 35197 |
| JOHNSON, Norman A. | Recruit (Seaman) | 35871 |
| JOYCE, William F. | Recruit (Seaman) | 36138 |
| KELLY, Vincent J. | Sick Berth Petty Officer | 35245 |
| KERR, Kevin | Recruit (Stoker) | 35411 |
| KRELLE, John T. | Recruit (Naval Airman) | 36144 |
| LAWSON, Colin S. | Recruit (Stoker) | 35748 |
| LEW, Thomas J. | Recruit (Naval Airman) | 36148 |
| LIVELY, Edward H. | Stoker Mechanic | 35799 |
| LIVY, Norman H. | Recruit (Seaman) | 35881 |
| LYNCH, Stanislaus J. | Recruit (Electrical Branch) | 36000 |
| MOORE, Milton R. | Recruit (Stoker) | 36162 |
| MORIARTY, Leonard F. | Recruit (C.B.) | 36163 |
| NEWMAN, Edward C. | Recruit (Writer) | 35894 |
| PICARD, Ramon L. | Recruit (Writer) | 35900 |
| PIPER, John F. | Recruit (C.B.) | 36166 |
| POWELL, Andrew G. | Recruit (C.B.) | 36167 |
| RICHARDS, John K. | Recruit (C.B.) | 36171 |
| RINKIN, George E. | Recruit (Seaman) | 35688 |
| RODERICK, Donald G. | Recruit (Stoker) | 35903 |
| ROSS, William J.B. | Petty Officer | 24811 |
| SELF, George A. | Recruit (Naval Airman) | 36175 |
| SMITH, Edmund A. | Recruit (Stores Assistant) | 35908 |
| SMITH, John C. | Recruit (Stoker) | 36179 |
| STEELE, Alan W. | Recruit (Writer) | 35909 |
| VERNON, Edward D. | Stoker Mechanic | 36225 |
| WALKER, Norman C. | Recruit (Seaman) | 36189 |
| WILSON, Neville J. | Recruit (Seaman) | 36329 |
| <u>H.M.A.S. DELORAINE</u> | | |
| TATTERSALL, Maurice J. | Able Seaman | 30675 |
| <u>H.M.A.S. HARMAN</u> | | |
| DRIVER, Bruce H. | Ordin / Telegraphist | 33172 |
| JOHNSTONE, Alfred H. | Telegraphist | 34949 |
| McMANUS, Charles | Signalman | 32185 |
| <u>H.M.A.S. HOBART</u> | | |
| GILMORE, Roy L. | Leading Electrician's Mate | 32870 |
| <u>H.M.A.S. KANIMBLA</u> | | |
| FINLAY, Douglas F. | Ordinary Seaman | 30993 |
| <u>H.M.A.S. KARANGI</u> | | |
| NORLING, Donald J. | Leading Stoker Mechanic | F/5560 |

| Name | Rating | Official number |
|----------------------------|------------------------------|-----------------|
| <u>H.M.A.S. KOALA</u> | | |
| BEVAN, Glyn A. | Able Seaman | 28151 |
| <u>H.M.A.S. LACHLAN</u> | | |
| CHETCUTI, Norman J. | Petty Officer | 21857 |
| <u>H.M.A.S. LEEUWIN</u> | | |
| BANTING, Brian T. | Able Seaman | 33957 |
| BROOM, George | Able Seaman | 31310 |
| DAVIDSON, Robert J. | Stoker Mechanic | F/5696 |
| PETTINGILL, George | Able Seaman | 34791 |
| STUBBS, William E. | Electrician | 24490 |
| <u>H.M.A. L.S.T. 3014</u> | | |
| SWEENEY, William T. | Acting Petty Officer | 24967 |
| <u>H.M.A. L.S.T. 3017</u> | | |
| CRACKNELL, Trevor K. | Able Seaman | 30942 |
| DONNELLY, John D. | Stoker Mechanic | 28183 |
| DUFFY, Kevin D. | Leading Radio Mechanic | 31404 |
| McLEOD, Dougal | Stores Assistant | 28620 |
| <u>H.M.A.S. MAGNETIC</u> | | |
| HAYES, Desmond J. | Ordinary Seaman | 34445 |
| MAY, Warren J. | Able Seaman | 28631 |
| <u>H.M.A.S. MELVILLE</u> | | |
| WILLIS, Martyn A. | Blacksmith 4th Class | 33095 |
| <u>H.M.A.S. MURCHISON</u> | | |
| McDONALD, Keith R. | Telegraphist | 29297 |
| POLLARD, Donald W. | Able Seaman | 27647 |
| <u>H.M.A.S. PENGUIN</u> | | |
| AARONS, Henry | Able Seaman | 29010 |
| CHESSELL, Frank H. | Able Seaman | 29530 |
| COOK, Frederick H. | Leading Sick Berth Attendant | 22601 |
| DIEHM, Edward J. | Cook (S) | 34908 |
| HAMPTON, William H. | Able Seaman | 24980 |
| HORTON, Walter H. | Able Seaman | 29689 |
| JONES, John H. | Able Seaman | 28260 |
| LENTON, Joseph W.B. | Writer | 34141 |
| MOORE, Henry W. | Petty Officer | 34317 |
| NEAL, John D. | Stores Assistant | 29307 |
| NORBURY, Mahlon J. | Sick Berth Attendant | 27985 |
| PRICE, Henry J.P. | Leading Writer | 31651 |
| TUCKER, Arthur R. | Able Seaman | 34290 |
| <u>H.M.A.S. QUIBERON</u> | | |
| HOBDEN, Ronald D. | Leading Seaman | 25763 |
| McINERNEY, Lawrence J. | Able Seaman | 31589 |
| TAYLOR, Sydney W. | Able Seaman | 29903 |
| <u>H.M.A.S. QUICKMATCH</u> | | |
| FLETCHER, Michael | Able Seaman | 27496 |
| HUDSON, Robert P. | Ordinary Seaman | 35021 |

| Name | Rating | Official number |
|----------------------------|----------------------|-----------------|
| KELTON, Arthur R. | Telegraphist | 27924 |
| YEATES, Ronald V. | Able Seaman | 34571 |
| <u>H.M.A.S. RUSHCUTTER</u> | | |
| RADFORD, Ray R. | Able Seaman | 28029 |
| <u>H.M.A.S. SHOALHAVEN</u> | | |
| COFFEY, Neil L. | Able Seaman | 28782 |
| GRIEVE, Gordon D. | Stoker Mechanic | E/4375 |
| SMITH, Edward J. | Steward | 35560 |
| <u>H.M.A.S. SHROPSHIRE</u> | | |
| CHRISTIE, Clifford J. | Stoker Mechanic | 29564 |
| <u>H.M.A.S. SWAN</u> | | |
| KINDER, Maxwell J. | Able Seaman | 27562 |
| <u>H.M.A.S. TARANGAU</u> | | |
| STANTON, Anthony W. | Petty Officer | 21856 |
| WALSHAW, Colin | Able Seaman | 29949 |
| WITHEY, Keith N. | Sick Berth Attendant | 29429 |
| <u>H.M.A.S. WAGGA</u> | | |
| HOLLIDAY, Herbert C. | Able Seaman | 33487 |
| <u>H.M.A.S. WARRAMUNGA</u> | | |
| GLOUTEN, Frank O. | Ordinary Seaman | 35371 |
| DAVIS, Robert N. | Able Seaman | 29589 |
| OVERSON, William R. | Able Seaman | 29810 |
| <u>H.M.A.S. WARREGO</u> | | |
| HOGAN, William J. | Petty Officer | 25762 |
| MAUMILL, Laurence J. | Stores Assistant | 31571 |
| <u>H.M.A.S. WATSON</u> | | |
| BARRIE, Ernest G. | Able Seaman | 27767 |
| PERRY, Donald M. | Able Seaman | 34511 |
| SAUNDERS, John F. | Able Seaman | 28062 |
| SPOONER, Edward J. | Able Seaman | 29871 |

(465/205/684)

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

230.

**INSTALLATION OF OFFICIAL TELEPHONES
ON BOARD H.M.A. SHIPS.**

The following scale of official telephones which may be installed on board H.M.A. ships in Australian ports has been approved :-

(a) SHIPS BERTHED IN SYDNEY.*

| Type of Ship | Where berthed | Number of lines direct to Shore | Number of lines to Garden Island Exchange | Totals |
|---|--------------------------------|---------------------------------|---|--------|
| Flagship | Buoy | 2 | 4 | 6 |
| | Wharf and in Captain Cook Dock | 1 | 7 | 8 |
| Private Carriers, Cruisers and L.S.I's. | Buoy | 2 | 2 | 4 |
| | Wharf and in Captain Cook Dock | 1 | 5 | 6 |
| Flotilla Leaders | Buoy | 2 | 1 | 3 |
| | Wharf and in Captain Cook Dock | 1 | 3 | 4 |
| Destroyers, Sloops, Frigates | Buoy | 1 | 1 | 2 |
| | Wharf and in Captain Cook Dock | - | 3 | 3 |
| Smaller vessels | Buoy or Wharf | - | 1 | 1 |

*Note.- The number of lines will be on a reduced scale until the present shortage of telephone equipment is overcome.

(b) SHIPS BERTHED IN PORTS OF CAPITAL CITIES OTHER THAN SYDNEY.

| Type of Ship | Number of Direct Dial instruments to Shore Exchange | Number of shore lines to Ships Exchange | Totals |
|--|---|---|--------|
| Flagship | 4 | 2 | 6 |
| Private Carriers, Cruisers, and L.S.I's. | 2 | 2 | 4 |
| Flotilla Leaders | 2 | 1 | 3 |
| Destroyers, Sloops, Frigates | 1 | 1 | 2 |
| Smaller vessels | 1 | - | 1 |

(c) In ports other than capital cities, suitable reductions are to be made to the scales given in (b) above, to meet local conditions.

2. The above scales will be issued in due course as an amendment to Consolidated Orders and Regulations, Article 599, Clause 1 of which is cancelled.

(622/201/1680)

231 - 233.

8

231.

WIRELESS AND V/S TYPEWRITERS - FITTING OF PAPER
ROLL ADAPTORS.

The provisions of A.F.O. 2012/48 may be adopted by ships and establishments in the Royal Australian Navy.

2. Attempts are still being made to devise a satisfactory improvement for the fitting of paper roll adaptors to all typewriters, after which, trials will be carried out and it is hoped to issue a standard modification.

3. Navy Order 396 of 1946 is cancelled. (524/209/1147)

232.

INTERSTATE RAIL TRAVEL.

Approval has been given for reversion forthwith to pre-war practice in regard to interstate rail travel whereby Naval authorities dealt direct with railway officials in regard to the booking of Naval personnel as passengers on ordinary trains. Ships and establishments are, however, to continue to make rail travel arrangements through Naval Rail Transport Officers as at present.

2. Naval Rail Transport Officers are therefore authorised to conduct arrangements direct with railway authorities when official railway travel is necessary in respect to personnel both Naval and Civil attached to the Department of the Navy.

3. As, however, all railway systems are carrying maximum loads and it is desirable to use the available facilities to the best advantage, under one co-ordinating authority, all movement of personnel involving the use of special trains, drafts of more than eight in number and transport by the regular troop trains to Western Australia, is to continue to be arranged through Army Movement Control as at present.

(632/202/1280)

233.

MOTOR VEHICLE DRIVING LICENCES.

Information is required concerning current Motor Vehicle Driving Licences (Form N.M.T.5) held by Naval personnel.

2. All H.M.A. ships and shore establishments in which personnel who are holders of Naval driving licences are borne are to forward to Navy Office particulars, under the following headings, of current licences :-

Number of Licence
Name of Driver
Rank or Rating
Classes of Vehicles authorised to drive.

3. Particulars of cancellations of motor vehicle driving licences in future are to be forwarded to Navy Office quarterly. (584/201/852)

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J. J. GOURLEY, Government Printer, Melbourne.

RESTRICTED.

234-237/48

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st August, 1948.

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

By direction of the Naval Board,

W. S. 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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P.3383

234.

FAILURE OF GUN ARMAMENT MATERIALS AND AMMUNITION.

The instructions promulgated in A.F.O.750/48 are to be regarded as applying to H.M.A. ships and establishments, the Naval Board or R.A.N. establishments being substituted where reference is made to the Admiralty or R.N. establishments.

2. The distribution instructions printed on the top of Forms S.1148 are to be disregarded.

3. It is not proposed to make special appointments of Deputy Inspectors of Naval Ordnance (Air) in the R.A.N. and these duties will be carried out by the Naval Ordnance Inspecting Officer of the area in which the R.A.N. Air Station is located.

4. The Naval Ordnance Inspecting Officers and Armament Supply Officers on the Australia Station are as follows :-

N.S.W. and Queensland:

Deputy Inspector of Naval Ordnance,
SYDNEY.

Postal address - Box 3975V,
G.P.O., SYDNEY.

Superintending Armament Supply Officer,
R.A.N. Armament Depot,
Spectacle Island,
SYDNEY.

Victoria, South Australia, Western Australia and Tasmania:

Deputy Inspector of Naval Ordnance,
MARIBYRNONG.

Postal address - Private Bag No.8,
P.O. ASCOT VALE, W.2.

Victoria only:

Naval Armament Supply Officer,
MARIBYRNONG.

(Same postal address as D.I.N.O., Maribyrnong.)

Western Australia only:

Naval Armament Supply Officer,
R.A.N. Armament Depot,
BYFORD, W.A.

Note.- There are no Naval Armament Depots in Queensland, South Australia or Tasmania.

5. Requisitions from H.M.A. ships for inspections at ports in Australia other than Sydney and Melbourne should be made only when it is considered that the matter is of such importance that it is undesirable to wait until the ship next visits either Sydney or Melbourne.

6. Commencing at No.1 on January 1st each year every Form S1148 is to be given a serial number followed by a stroke and the year, identification, e.g., 1/48. This serial number is to be quoted when stores are landed for examination and the package is to be stencilled with the serial number and with the name of the forwarding ship or station in order to ensure positive identification.

7. The foregoing does not affect the instructions promulgated in A.F.O. 2742/47 for which separate instructions will be issued at a later date concerning procedure to be followed in the R.A.N.

8. Navy Orders 294 and 421 of 1944 are cancelled.

(490/201/1925)

235.

DEMOLITION STORES - NEW PEACETIME ALLOWANCES -
A.F.O. 671/48.

Navy Order 136 of 1948 is to be amended as follows :-
Paragraph 1 - Insert sub-paragraph (e) -

"In view of the large surplus stock of Detonators, No.25, provision of Detonators No.80, fitted with ebonite adapters, will not be made at present.

Primers C.E. Demolition Mks.1 and 2 are to be demanded in lieu of Mk.3, as large stocks of the earlier marks are held. Ample stocks of Fuze Safety No.9 are available."

(612/205/1304)

236.

ACCOUNTING FOR NAVAL STORES OBTAINED BY CONVERSION
OF OTHER ITEMS.

It has been brought to notice that the correct accounting procedure is not being followed in all cases in respect of items, e.g., furniture, hawsers, etc, constructed or made up in H.M.A. ships and shore establishments by conversion of other Naval Store items or material.

2. Attention is therefore drawn to the provisions of B.R.4 Article 38, reprinted hereunder, which are to be strictly complied with in future :-

"38. Conversions.- Whenever stores are required for the manufacture of articles to replace others which have been carried away, lost or otherwise expended, or for any other purpose, a conversion Form A.S.127 is to be prepared by the Departmental Officer concerned. The form A.S.127 should show clearly - (a) the circumstances which render the conversion necessary; (b) where necessary, the manner in which the old articles have been disposed of, reference being made to loss vouchers A.S.126 and A.S.1096; (c) particulars of the stores required to effect conversion; and (d) the article to be manufactured. (See Article 86(12) in respect of valuation of stores issued for conversion.) The form A.S.127 is to be retained by the Supply Officer with other supporting documents to the store account."

(612/245/998)

NAVAL STAFF OFFICE, FREMANTLE - TELEPHONE NUMBER.

The telephone number of the Naval Staff Office, Fremantle, is now L.3291.

2. The list of Postal and Telegraphic Addresses in the Royal Australian Navy List is to be amended accordingly.

(622/201/1725)

RESTRICTED.

238/48

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

31st August, 1948.

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.*

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238.

COMMONWEALTH OF AUSTRALIA
DEFENCE FORCES RETIREMENT BENEFITS ACT 1948.

The following summary of the provisions of the Defence Forces Retirement Benefits Act 1948, as affecting Officers, Petty Officers and Men of the Permanent Naval Forces, is promulgated for information and general guidance. Copies of the Act and of regulations made thereunder are being distributed to H.M.A. ships and establishments. This summary is an outline only of the general provisions of relevant sections in respect of which members are particularly concerned and wherever possible reference should be made to the appropriate section of the Act.

For purpose of easy reference the summary is divided into five parts, viz :-

- PART I - PRELIMINARY.
- PART II - CONTRIBUTIONS.
- PART III - PENSIONS AND BENEFITS.
- PART IV - MISCELLANEOUS.
- PART V - APPLICATION TO SERVING MEMBERS.

S U M M A R Y

PART I - PRELIMINARY.

1. EXPLANATION OF TERMS.- In this summary, unless the contrary intention appears, the following terms will have the meaning shown :-

"Children" includes children adopted by a member and dependant upon him at the date of his death.

"Gratuity" - Where reference is made to a gratuity which is based upon the amount of a refund of contributions, such gratuity will be calculated in relation only to the amount of the member's fortnightly contributions to the Fund.

"Initial engagement" means an engagement as a member which did not commence immediately upon the termination of a prior engagement.

"Member" means an Officer, Petty Officer or Man of the Permanent Naval Forces to whom the Act applies (see paragraph 3 of this Part).

"Pay" - The daily pay of a member will be regarded as the sum of the following amounts calculated on a daily basis :-

- (a) Active Pay of his confirmed rank or rating (including increments).
- (b) Such pay allowances as may be prescribed; and
- (c) Five shillings per diem (representing value of services provided in kind).

Note (i):

For the purpose of contributions Acting Sub-Lieutenant and Acting Warrant Officer will be regarded as confirmed rank.

In the case of member who on appointment to or entry in the Permanent Naval Forces is granted acting rank, e.g. Acting Lieutenant (direct entry) or Acting Shipwright 4th

Class, such acting rank will for the purpose of contributions be treated as confirmed rank.

With the above exceptions a member holding acting rank will contribute on the basis of the lower confirmed rank previously held.

Note (ii):

Pending issue of regulations under the Act the following pay allowances (where applicable) should be included in "pay" for purpose of the Scheme :-

Officers: Flying Pay.

Ratings: Badge Pay, Diver Qualification Allowance, Engine Room Certificate Allowances, Flying Pay, Higher Qualification Allowance, Master-at-Arms Allowance and Shorthand-Typist Allowance.

"Rank" means the confirmed rank (or rating) held.

"Refund of contributions" - Where reference is made, in relation to a serving member, to a refund of contributions, such reference will include any Deferred Pay accumulations which were transferred by the member to the Fund in purchase of pension equivalent and which would have become payable to him on retirement or on completion of engagement if he had elected not to become a contributor under the Act. (See however "Gratuity".)

"Retiring age" in relation to a member, means the age for compulsory retirement of a member of the rank, branch and group of the member as prescribed in Naval Forces Regulations at 2nd July, 1948.

"Service for pension" means all full-time continuous service as a member after attainment of age 20 years but does not include any service as a rating which was not served under engagement for a definite term. (See however paragraph 5 and clause (4) of paragraph 14.)

Note:

Where, in time of war, a rating's services are compulsorily retained beyond date of completion of his period of engagement, such compulsory service will be regarded as service under a definite engagement only in cases in which the rating subsequently executes an engagement for service continuous with such compulsory service.

"Serving member" means a member who was serving as a member at date of commencement of the Act.

"The Act" means the Defence Forces Retirement Benefits Act 1948.

"The Fund" means the Defence Forces Retirement Benefits Fund established under the Act.

2. GENERAL PURPOSE.- The Act, which came into operation on and from 2nd July, 1948, provides for the institution of a contributory scheme of retirement benefits for members of the Permanent Defence Forces of the Commonwealth.

3. APPLICATION.- The provisions of the Act will apply to Officers, Petty Officers and Men of the Permanent Naval Forces with the following exceptions :-

- (a) Officers who at the date of commencement of the Act were enrolled on the Emergency List or the Retired List.

- (b) Officers appointed for an indeterminate period of temporary service.
- (c) Members who at the date of commencement of the Act had attained the retiring age (see definition of "retiring age" in paragraph 1).
- (d) Members of the Guard Section of the Naval Dockyard Police.
- (e) Ratings serving under an initial engagement for less than six years' service (see definition of "initial engagement" in paragraph 1).
- (f) Ratings not serving under a definite engagement.

Subject to this paragraph, application of the provisions of the Act will be compulsory in the case of personnel appointed to, or entered (or re-entered) in the Permanent Naval Forces on or after 2nd July, 1948. In the case of other Naval personnel to whom the Act applies, application of the Act will be optional and will be governed by the conditions set out in Part V.

4. MINIMUM SERVICE QUALIFICATION FOR PENSION.- Eligibility for payment of a pension on retirement upon attainment of the retiring age, or upon completion of engagement, will normally be dependent upon completion of twenty years' service for pension. In cases, however, in which, by reason of his age on appointment, an officer has, on attainment of the retiring age, not completed twenty years' service for pension he will be eligible for a pension (see clause (2) of paragraph 11) provided he has completed not less than fifteen years' service for pension.

5. COUNTING OF PREVIOUS SERVICE OTHER THAN AS A MEMBER OF THE PERMANENT NAVAL FORCES.- A member appointed to or entered in the Permanent Naval Forces prior to 30th June, 1950, may, within four calendar months from the date on which he becomes liable to contribute, elect to have the whole or any portion of any full-time service as a member of the Defence Force of the Commonwealth after attaining age 20 years which was served by him between 3rd September, 1939, and the date of his appointment to or entry in the Permanent Naval Forces, taken into account for the purpose of pension under the Act. On his so electing (Form No. 36) that period of service (or part thereof) will be taken into account for purpose of pension only and his fortnightly contributions will be increased as from date of his initial contribution by the appropriate amount indicated in column (3) of the following table for the period indicated in column (2) :-

| Col. (1) Years Purchased | Col. (2) Years for which payable (i.e. balance of 20 years) | Col. (3) Total additional fortnightly contributions | | | | | |
|--------------------------------|--|---|-------------------------------|---|---------|---|----|
| | | Lieut- Cdr. | Officers below Lt.-Cdr. | | Ratings | | |
| | | | s | d | | s | d |
| 1 | 19 | 0 | 5 | 0 | 4 | 0 | 3 |
| 2 | 18 | 0 | 11 | 0 | 9 | 0 | 6 |
| 3 | 17 | 1 | 5 | 1 | 2 | 0 | 10 |
| 4 | 16 | 2 | 0 | 1 | 8 | 1 | 3 |
| 5 | 15 | 2 | 9 | 2 | 2 | 1 | 8 |
| 6 | 14 | 3 | 6 | 2 | 9 | 2 | 1 |
| 7 | 13 | 4 | 5 | 3 | 6 | 2 | 8 |
| 8 | 12 | 5 | 5 | 4 | 4 | 3 | 3 |
| 9 | 11 | 6 | 8 | 5 | 4 | 4 | 0 |
| 10 | 10 | 8 | 2 | 6 | 7 | 4 | 11 |

Where the period purchased includes portion of a year the amount and the period for which payable can be determined by interpolation in the above table, e.g. a Lieutenant-Commander desiring to purchase say 4 years 3 months service would be required to pay 2s.3d. additional per fortnight for 15 years 9 months.

The amount of the additional contribution is to be based on rank held at the time of purchase irrespective of the number of units for which contributing and is payable only for the period of contributory service which will complete 20 years service for pension. Special rates apply for officers of the rank of Commander and above who wish to purchase previous service for pension but such a case is very unlikely to arise. A member will ordinarily purchase only the years and part of a year which are necessary in his particular case to complete 20 years service for pension. In special circumstances of such a member eventually completing more than 20 years service for pension the additional contribution will cease to be payable and contributions thereafter until final discharge to pension will be at the normal rate but a refund or adjustment of the additional contribution will not be made. Where a member on discharge does not qualify for a pension the additional contributions paid will be included in the refund of his contributions.

The fixed amount of the additional contributions represents a loading on such a member's normal contributions. Normal contributions will continue to increase as the member's pay increases.

6. ADMINISTRATION.- The Act will be administered under the direction of the Defence Forces Retirement Benefits Board, which includes a representative of each of the Permanent Defence Forces. Such representatives have been nominated by the respective Service Boards.

The Board will submit for Parliament each year a report dealing with the general administration and working of the Act.

PART II - CONTRIBUTIONS.

7. CONTRIBUTIONS BY PERSONNEL.-

(1) Initial fortnightly contributions: Every member who becomes a contributor will, from 2nd July, 1948 (or from the date of his appointment or entry, if later), but in no case before attainment of age 18 years, be liable to make contributions on each fortnightly pay day to the Fund, at the appropriate rate calculated in accordance with Appendix "B" hereto, in respect of the number of units appropriate to his daily rate of pay (as defined) on such pay day (see scale in Appendix "A" hereto).

(2) Increase in fortnightly contributions: As from the due date of any subsequent increase in his pay which entails an increase in the scale number of units, the member will be required to contribute for such additional unit or units at the scale rate of contributions appropriate to his age next birthday at that date. Where such date is not a pay day the increased contribution will be payable on and from the next following pay day.

(3) Cessation of contributions: The contributions of a member will cease -

(1) in the case of a member who continues serving until age sixty years (or more), in respect of each unit or part of a unit, immediately after the last fortnightly payment before the anniversary of the initial contribution in respect thereof next preceding attainment by him of age sixty years; and

(ii) in the case of any other member, from the date on which he ceases to be a member;

provided that (except in cases of retirement on account of invalidity or death) where the initial contribution of the member in respect of any unit or part of a unit is made within twelve months before the date upon which contributions would cease to be paid in accordance with the foregoing, the member will be required to pay into the Fund the amount of twenty-six contributions at the appropriate fortnightly rate in respect of that unit or part of a unit before pension at the rate provided by the Act will become payable.

8. CONTRIBUTIONS BY THE COMMONWEALTH.- The Commonwealth will make up the deficiency in pension or other benefit granted under the Act to the member to the extent by which the accumulated value of the member's contributions fall short of the full amount necessary to provide such pension or benefit.

PART III - PENSIONS AND BENEFITS.

9. GENERAL.- Subject to the provisions of paragraph 10, benefits in accordance with paragraphs 11 to 17 will be payable to or in respect of a member who is a contributor under the Act:

Provided that where the member is a contributor for limited benefits by virtue of an election made by him in accordance with the provisions of the Act relating to serving members (see Part V) any pension payable to him on his retirement (or, in the event of his death, to his widow) will bear the same ratio to the pension which would have been payable had he been a contributor for full benefits as the number of units (and part of a unit) in respect of which he was contributing bear to the number of units appropriate to his pay.

Note.- The rate of pension payable where the member is a contributor for limited benefits will be affected by non-agreement, if requested, to enrol in the appropriate Reserve (see paragraph 10).

10. ENROLMENT IN RESERVE.- If any member who, on retirement, is entitled to a pension under the Act, is, on retirement, requested by the Naval Board to enrol in the appropriate Reserve, and does not agree to do so, or if such a member having so agreed, is subsequently released at his own request from such agreement, the pension payable to him thereafter will be approximately two and one-half times the pension which is the actuarial equivalent of the value of his contributions accumulated at the rate of interest prescribed from time to time.

11. BENEFITS TO OFFICERS ON RETIREMENT ON ATTAINMENT OF RETIRING AGE.-

(1) Where 20 years service for pension has been completed. the officer will be entitled to a pension at the appropriate rate set out in the following tables (see however clause (5) of this paragraph) :-

Table I - Officers other than those specified in Table II.

| Rank (or relative rank) | Pension per annum |
|---|-------------------|
| Rear-Admiral | £845 |
| Captain - of or over 6 years service in the confirmed rank | £650 |
| under 6 years service in the confirmed rank | £610 |
| Commander | £475 |
| Lieutenant-Commander | £360 |
| Lieutenant | £275 |

Table II - Warrant Officers, Commissioned Officers from Warrant Rank and Officers promoted from Warrant Rank (except those specially selected and promoted direct to Lieutenant)

| Rank | Pension per annum |
|--|-------------------|
| Commander (and relative rank) | £550 |
| Lieutenant-Commander (and relative rank) | £450 |
| Lieutenant (and relative rank) | £400 |
| Commissioned Officer from Warrant Rank | £350 |
| Warrant Officer | £300. |

(2) Where service for pension is 15 years or more but less than 20 years. the officer will be entitled to a pension at the appropriate rate provided for in clause (1) of this paragraph less a deduction in accordance with the following scale for each year and each part of a year by which his service falls short of 20 years :-

| Scale of deductions | Rate of deduction |
|---|-------------------|
| Where pension per annum - | |
| Exceeds £650 | £30 |
| Exceeds £400 but does not exceed £650 | £20 |
| Exceeds £300 but does not exceed £400 | £15 |
| Exceeds £200 but does not exceed £300 | £10. |

(3) Where service for pension is 10 years or more but less than 15 years, the officer will be entitled to a refund of the amount of his contributions and, in addition, to a gratuity equal to one and one-half times the amount of such contributions.

(4) Where service for pension is less than 10 years, the officer will be entitled to a refund of the amount of his contributions.

(5) Notwithstanding anything contained in clauses (1) and (2) of this paragraph -

- (a) if any officer to whom either of those clauses applies retires on attaining the age of sixty years, the pension payable to him will be at the rate of thirty-two pounds ten shillings per annum per unit for each unit in respect of which contributions up to age sixty years have been completed;
- (b) where such an officer retires not earlier than one year after attaining the age of sixty years the pension payable to him shall be increased by an amount ascertained by multiplying the portion of the pension, which is the actuarial equivalent of the contributions paid by him by a percentage ascertained in accordance with the following table :-

| Age attained on retirement | Percentage |
|----------------------------|------------|
| 61 years | 5% |
| 62 " | 10% |
| 63 " | 16% |
| 64 " | 23% |
| 65 " or over | 31%. |

12. BENEFITS WHERE OFFICER CONTINUES TO SERVE BEYOND THE RETIRING AGE.-

(1) Where the retiring age of an officer who is entitled to a pension under either clause (1) or clause (2) of paragraph 11 is fifty-seven years, and the officer continues to serve beyond that age but retires before attaining the age of sixty years, the rate of pension payable under that clause will be increased, in respect of each completed year of service beyond the retiring age, by one-third of the difference between the pension payable to him under that clause and the pension to which he would have become entitled under sub-clause (a) of clause (5) of that paragraph had he continued to serve until age sixty years.

Such an officer will be entitled on retirement to a refund of any contributions (not being contributions paid in accordance with the requirements of the proviso to clause (3) of paragraph 7) paid by him in respect of an incomplete year of service beyond the retiring age and, in addition, to a gratuity equal to one and one-half times the amount of those contributions.

(2) An officer whose retiring age is less than 57 years and who continues to serve on the Active List beyond the retiring age but retires before attaining the age of sixty years will, on retirement, be entitled, in addition to any pension payable to him under the provisions of paragraph 11, to a refund of the amount of the contributions (not being contributions required under the provision to clause (3) of paragraph 7) paid by him subsequent to attainment of the retiring age and in addition to a gratuity of one and one-half times the amount of those contributions.

13. BENEFITS TO AN OFFICER ON RETIREMENT TO MEET SERVICE NEEDS.- Where an officer retires before reaching the retiring age (otherwise than on the grounds of invalidity), and the Defence Forces Retirement Benefits Board is satisfied that the purpose of the officer's retirement is to meet the needs of the Service, he will be entitled to benefits in accordance with the following provisions :-

- (a) Where, on retirement, the officer has completed twenty years service for pension, he will be entitled on retirement to a pension in accordance with the provisions of paragraph 11 less a deduction in accordance with the following scale in respect of each year or part of a year by which his age is less than the retiring age :-

| Scale of deductions | | Rate of deduction |
|---------------------------------------|---------|-------------------|
| Where pension per annum - | | |
| Exceeds £650 | .. .. . | £30 |
| Exceeds £400 but does not exceed £650 | .. .. . | £20 |
| Exceeds £300 but does not exceed £400 | .. .. . | £15 |
| Exceeds £200 but does not exceed £300 | .. .. . | £10 |

provided that if the officer had at the date of his retirement, completed the appropriate period of service for pension shown in the following scale, viz :-

| Rank (or relative rank) | Period of service for pension |
|-------------------------|-------------------------------|
| Rear-Admiral or above | 30 years |
| Captain | 28 years |
| Commander | 24 years |
| Lieutenant-Commander | 22 years |
| Lieutenant | 20 years |

no deduction will be made in cases in which the date of retirement is not more than two years earlier than the date of attainment by the officer of the retiring age; and where the date of retirement is more than two years earlier than the date of attainment by the officer of the retiring age, the deduction to be made from the pension is to be determined by subtracting two years from the number of years by which the officer's age is less than the retiring age for the rank held by him.

- (b) If, on retirement, the officer has completed twelve or more, but less than twenty years service for pension, he will be entitled to a refund of the amount of his contributions, and in addition, to a gratuity equal to :-
- (i) one and one-half times the amount of such contributions; or
 - (ii) an amount of thirty pounds per annum for each completed year of service for pension, whichever is the greater.
- (c) If, on retirement, the officer has completed less than twelve years service for pension, he will be entitled to a refund of his contributions.

14. BENEFITS TO PETTY OFFICERS AND MEN ON DISCHARGE ON COMPLETION OF ENGAGEMENT.-

(1) Where the rating has completed 20 years service for pension: Payment of pension on discharge is subject to completion by the rating of the engagement under which he is serving at the time of his discharge, provided that, where the approval of the Naval Board is given to the request of such a rating for discharge prior to completion of his engagement, the rating will be entitled to receive the pension which would have been payable to him had the engagement been an engagement for the period completed by him.

Subject to the foregoing and to paragraph 10, the rating will be entitled on discharge to a pension in accordance with the following scale :-

| <u>Rating</u> | <u>Minimum pension per annum</u> | <u>Addition to pension for each completed year of service for pension in excess of 20 years</u> |
|---|----------------------------------|---|
| Chief Artificer .. | £155 | £8 |
| Chief P.O. or relative rating (other than Chief Artificer) .. | £145 | £7 |
| Petty Officer or relative rating .. | £130 | £6 |
| Leading Seaman or relative rating .. | £110 | £6 |
| Able Seaman or relative rating .. | £95 | £6. |

A rating who is entitled to a pension under the provisions of this clause will also be entitled to a refund of any contributions (other than contributions payable under the proviso to clause (3) of paragraph 7) which were paid by him in respect of any year of service for pension which, at the date of his retirement, had not been completed, and to be paid a gratuity of one and one-half times the amount of those contributions.

(2) Where the rating has completed 12 or more years but less than 20 years service for pension, he will be entitled, on discharge on completion of engagement, to a refund of his contributions to the Fund (including any Deferred Pay accumulations paid into the Fund in purchase of fully paid units - see Part V), and, in addition, to a gratuity of one and one-half times the amount of his fortnightly contributions to the Fund, provided that the gratuity will be not less than an amount calculated at the rate of thirty pounds per annum for each completed year of service for pension in respect of which he was not credited with Deferred Pay. Where, however, the rating does not, on discharge, agree, if requested by the Naval Board, to enrol in the Royal Australian Fleet Reserve, the rate of thirty pounds per annum referred to will be reduced to twenty pounds per annum. No gratuity will be payable under this scale in respect of service under an engagement which has not been completed.

(3) Where the rating has completed 6 or more years but less than 12 years service for pension, he will be entitled, on discharge on completion of engagement, to a refund of his contributions to the Fund (including any Deferred Pay accumulations paid into the Fund in purchase of fully paid units - see Part V), and, in addition, in cases in which, on discharge, if requested by the Naval Board, he agrees to enrol in the Royal Australian Fleet Reserve, to a gratuity of either one and one-half times the amount of his fortnightly contributions to the Fund, or of an amount calculated at the rate of twenty pounds per annum for each completed year of service for pension in respect of which Deferred Pay was not credited provided the amount of the gratuity will not exceed one hundred and twenty pounds. No gratuity will be payable under this scale in respect of service under an engagement which was not completed or in any case in which the rating does not agree on discharge, if requested by the Naval Board, to enrol in the Royal Australian Fleet Reserve (see however footnote to this paragraph).

Note.- In the case of a rating who is serving under an initial engagement for 12 years service and who, after completion of not less than 6 years service, is discharged with the approval of the Naval Board, e.g. on compassionate grounds, the rating will, subject to enrolment in the Fleet Reserve, be entitled to receive in addition to a refund of his fortnightly contributions, a gratuity of one and one-half times such contributions provided that the amount of such gratuity will not exceed £120.

(4) Service for pension for the purpose of clauses (2) and (3) of this paragraph will be deemed to include any service after 30th June, 1947, as a member prior to the age of twenty years served under a definite engagement other than an initial engagement for less than six years.

NOTE.- THE GRATUITIES PROVIDED FOR IN THIS PARAGRAPH BECOME PAYABLE ONLY ON DISCHARGE.

15. BENEFITS TO OFFICERS, PETTY OFFICERS AND MEN ON RETIREMENT THROUGH INVALIDITY.-

(1) Classification of invalidity: Where a member has been or is about to be retired on the grounds of invalidity or of physical or mental incapacity to perform his duties, not, in the opinion of the Defence Forces Retirement Benefits Board, due to wilful act on his part for the purpose of obtaining pension or benefit, that Board will determine the percentage of total incapacity of the member in relation to civil employment, and will classify him in accordance with the following :-

| <u>Percentage of incapacity</u> | <u>Class</u> |
|---------------------------------|--------------|
| 60 or over | "A" |
| 30 and less than 60 | "B" |
| Under 30 | "C" |

(2) Scale of benefits:

- (a) A member who is retired as a Class "A" invalid will, on retirement, be entitled to a pension at the rate of thirty-two pounds ten shillings per unit per annum, in respect of the units (and part of a unit) for which he was contributing immediately prior to his retirement and of any fully paid units (and part of a unit) credited in respect of his deferred pay accumulations (see paragraph 30, Part V).
- (b) A member who is retired as a Class "B" invalid will, on retirement, be entitled to a pension in accordance with the following scale :-

(1) Where twenty years service for pension has been completed:

If he is an Officer - Pension at the rate which would have been payable to him (as set out in paragraph 11) upon retirement on attainment of the retiring age.

If he is a Petty Officer or Man - Pension at the rate which would have been payable to him (as set out in clause (1) of paragraph 14) if he had, in fact, retired on completion of the engagement under which he was serving at the date on which he was invalided. (See however clause (3) of this paragraph.)

- (ii) Where twenty years service for pension has not been completed: Pension at the rate of sixteen pounds five shillings per unit per annum in

respect of the units (and part of a unit) for which he was contributing immediately prior to his retirement and of any fully paid units (and part of a unit) credited in respect of his Deferred Pay accumulations. (See paragraph 30, Part V.)

(c) A member who is retired as a Class "C" invalid will, on retirement, be entitled to benefits in accordance with the following scale :-

(1) Where twenty years service for pension has been completed:

If he is an Officer - Pension at the rate which would have been payable had he retired in the circumstances set out in paragraph 13 (Retirement to meet Service needs).

If he is a Petty Officer or Man - Pension at the rate which would have been payable (in accordance with the scale set out in clause (1) of paragraph 14) if, with the approval of the Naval Board, he had, in fact, been discharged at his own request on the date on which he was invalided.

(11) Where twenty years service for pension has not been completed: Refund of his contributions to the Fund, and, in addition, a gratuity of either one and one-half times the amount of his fortnightly contributions, or a sum calculated at the rate of thirty pounds for each completed year of service for pension in respect of which deferred pay was not credited, whichever is the greater.

(d) A member under the age of 18 years who on retirement on the ground of invalidity is classified as a Class "A" or a Class "B" invalid will, although not having commenced to contribute under the Act, be eligible for a pension in accordance with the following scale :-

Class "A" invalid - £130 per annum
Class "B" invalid - £65 per annum.

(3) Notwithstanding anything contained in sub-clause (b)(1) of clause (2) of this paragraph, a Petty Officer or Man to whom that sub-clause applies may elect to receive, in lieu of the pension provided for therein, a pension at the rate provided for in sub-clause (b)(11) of clause (2) of this paragraph.

(4) Re-classification of invalidity: The Defence Forces Retirement Benefits Board may, from time to time, if it is satisfied that the percentage of incapacity of a pensioner classified under clause (1) of this paragraph has altered, or, because of the nature of his employment, should be varied, re-classify him in accordance with the altered percentage of incapacity.

From such date as is specified by that Board, a pensioner so reclassified will be entitled to a pension at the rate appropriate to his reclassification in accordance with clause (2) of this paragraph, provided that where the pensioner, being a member who at date of retirement had not completed twenty years service for pension, is reclassified as a Class "C" invalid, he will be paid the excess (if any) of the sum of the payments referred to in sub-clause (c)(11) of clause (2) of this paragraph over the total payments of pension received by him in respect of his former classification for invalidity, and will not thereafter be entitled to any pension under clause (2) of this paragraph.

(5) Invalidity due to wilful default: Where a member is invalided and, in the opinion of the Defence Forces Retirement Benefits Board, the invalidity or incapacity was due to wilful action on his part for the purpose of obtaining pension he will, subject to the regulations under the Act, be entitled to a refund of his contributions.

16. BENEFITS ON DEATH WHILE SERVING (OFFICERS, PETTY OFFICERS AND MEN).-

(1) Married Member: On the death, before retirement, of a married member, pension will be paid as follows :-

(a) To the widow during her life-time (but not after re-marriage) pension at the rate of sixteen pounds five shillings per unit per annum in respect of the units (and part of a unit) for which contributions were being paid immediately prior to the member's death and of any fully paid units (or part of a unit) credited to him in respect of his Deferred Pay accumulations. (See paragraph 30, Part V.)

(b) To the widow, pension at the rate of thirteen pounds per annum in respect of each of her or the member's children (except children of her re-marriage) who are under the age of sixteen years; provided that any pension payable in respect of a child in accordance with this sub-clause will cease upon the attainment by such child of the age of sixteen years.

(c) Upon the death of a widow who was in receipt of pension in respect of a child or children under sub-clause (b) of clause (1) of this paragraph, the rate of the pension will be increased to twenty-six pounds per annum in respect of each such child.

(d) Where the member is an officer who had attained the age of sixty years before his death, the pension payable to his widow under sub-clause (a) of this clause will be increased by one-half of the amount of any increase in pension to which the officer would have been entitled under sub-clause (b) of clause (5) of paragraph 11 if he had retired immediately prior to his death.

Note.- On death in time of war the pension payable to a widow under the Act will not be affected by any Repatriation benefit to which she may be entitled.

(2) Unmarried Member or Widower:

(a) In the case of an unmarried member, or of a widower without children under the age of sixteen years, who dies while serving, his contributions will be paid to his personal representatives, or, failing them, to such persons (if any) as the Defence Forces Retirement Benefits Board determines.

(b) Where the wife of an officer is dead or divorced and the officer dies while serving, leaving children of himself or his wife who are under the age of sixteen years and who were dependent upon him at the time of his death, the pension payable in respect of each child until attainment of that age will be at the rate of twenty-six pounds per annum. In any such case in which the present value, as determined by the Commonwealth Actuary, of the pension or pensions so payable is less than the officer's contributions to the Fund, the amount of the difference will be paid to the officer's personal representatives, or, failing them, to such persons (if any) as the Defence Forces Retirement Benefits Board determines.

17. ALTERNATIVE BENEFITS IN CASE OF SHORT-SERVICE OFFICERS ON INVALIDING OR DEATH.- Where an officer (e.g. a Medical or a Dental Officer) is a contributor and is invalided or dies and he was immediately prior to his retirement or death serving under a Short-Service Commission, the terms of his appointment to which entitled him on retirement (or some other person in case of his death) to payment of a gratuity otherwise than under the Act, and the officer (or, in the case of his death, that other person) elects to be paid the amount of that gratuity, the amount of his contributions under the Act will be refunded to him (or in the case of his death to that other person) and no pension or other benefit under the Act will be payable to or in respect of the officer.

18. BENEFITS ON DEATH AFTER RETIREMENT (OFFICERS, PETTY OFFICERS AND MEN).-

(1) On death of a married member who is in receipt of a pension under the Act his widow will be entitled to pension as under :-

- (a) Pension during her life-time (but not after re-marriage) at one-half the rate of pension payable to her husband immediately prior to his death, provided that where her husband had commuted portion of his pension, the rate of pension payable to her will be one-half the rate of pension which would have been payable to her husband at the time of his death if no portion had been commuted.

Where, however, in the case of death of an invalided member, the Defence Forces Retirement Benefits Board is satisfied that death was due to the disease or injury which caused his retirement, the pension for the widow will be at the rate of sixteen pounds five shillings per unit per annum for each unit and part of a unit credited to the member in respect of his Deferred Pay accumulations (see paragraph 30, Part V) and each unit and part of a unit for which he was contributing at the time of his retirement.

- (b) Pension at the rate of thirteen pounds per annum in respect of each of her or the pensioner's children (except children of her re-marriage) who are under age sixteen years; provided that any pension payable in respect of a child in accordance with this sub-clause will cease on attainment by such child of the age of sixteen years.

- (c) Upon the death of a widow who was in receipt of a pension as provided for in this paragraph, the rate of pension payable in respect of each of the children (if any) will be increased to twenty-six pounds per annum.

(2) Where, in the case of a member who has been granted a pension under the Act, the wife of the member is dead or divorced, and the member dies leaving children of himself or his wife who are under the age of sixteen years and who were dependent upon him at the time of his death, the pension payable in respect of each child until attainment of that age will be at the rate of twenty-six pounds per annum. In any such case in which the present value, as determined by the Commonwealth Actuary, of the pension or pensions so payable is less than the amount of the member's contributions to the Fund, the difference will be paid to the member's personal representatives, or, failing them, to such persons (if any) as the Defence Forces Retirement Benefits Fund determines.

(3) Where a male pensioner marries after his retirement, pension shall not, upon the death of the pensioner, be payable to the widow, or in respect of any child of the marriage.

19. DISMISSAL OR PREMATURE RETIREMENT.- Where, in the case of a contributor under the Act -

- (a) his commission is cancelled; or
 (b) he is dismissed; or
 (c) he retires before attaining the retiring age for the rank held by him in circumstances other than those provided for in paragraph 13 (Retirement to meet Service needs) or paragraph 15 (Retirement through invalidity;

he will, subject to the regulations under the Act, and unless otherwise entitled to benefit under the Act, be entitled to a refund of his contributions to the Fund; provided that in the case of a serving member who is a contributor for full benefits under the Act the refund of contributions will not include any portion of his Deferred Pay accumulations paid into the Fund which would not have become payable to him had he not become a contributor under the Act.

If any such member, having received a refund of his contributions, again becomes a contributor under the Act, he will be required to contribute as a new contributor and will not be entitled to claim any further benefit in respect of his former service.

20. COMMUTATION OF PENSION.- Subject to such conditions as are prescribed, a pensioner who has not attained age 57 years may apply to the Defence Forces Retirement Benefits Board for the commutation of a proportion of his pension not exceeding fifty per centum thereof. The Board may grant or refuse the application, or grant the application subject to such terms and conditions as it thinks fit.

PART IV - MISCELLANEOUS.

21. RE-EMPLOYMENT OF PENSIONER.- Where a member (or in the event of his death, his widow) who has been granted a pension under the Act is employed by the Commonwealth or by an Approved Authority (certain Boards and Commissions under the control of the Commonwealth) for more than twenty-eight working days in any period of twelve months and is paid salary or wages in respect of that employment, so much of the pension as is equivalent to the amount payable by the Commonwealth in accordance with paragraph 8 will be cancelled during the period of employment in excess of these twenty-eight days.

In the event of the death of a married male pensioner while so employed, the rate of pension payable in accordance with clause (1) of paragraph 18 to his widow will not be affected by the fact that he was so employed.

22. ABSENCE OR DESERTION.- A member will be liable for contributions during any period of absence with or without leave even though not in receipt of pay for such period. No pension or gratuity under the Act will, however, be paid to or in respect of a member who absents himself without leave for more than twenty-one days or becomes a deserter and who, during the period of absence of desertion, becomes incapacitated or dies.

23. CALCULATION OF GRATUITIES RELATED TO PERIOD OF SERVICE FOR PENSION.- Where provision is made in the Act for a gratuity calculated in relation to period of service for pension, any such service in respect of which Deferred Pay was credited and either paid to the member on retirement or paid into the Fund for purchase of pension equivalent will not be regarded as service for pension for the purpose of the calculation.

24. DESERTION BY MALE PENSIONER OF WIFE OR CHILDREN.-

(1) Where a pensioner deserts his wife or leaves her without means of support, the wife may, from time to time, apply to a court of summary jurisdiction constituted by a Police, Stipendiary or Special Magistrate, and, on proof that the wife has been deserted or left without means of support, the court may order the payment to the wife, during such period as it thinks fit, of the whole or part of the pension which otherwise would be payable to the pensioner.

(2) Where a pensioner, whose wife is dead or divorced, deserts any of his children who are dependent on him, or leaves them without means of support, the guardian of the children, or the Defence Forces Retirement Benefits Board, may, from time to time, apply to a court of summary jurisdiction constituted by a Police, Stipendiary or Special Magistrate, and, on proof that any child of the pensioner who is dependent on him has been deserted or left without means of support, the court may order the payment to the guardian of the children, during such period as it thinks fit, of the whole or part of the pension which otherwise would be payable to the pensioner.

(3) The Board shall comply with any order made under this section and the amount of the pension payable to the pensioner shall be reduced by the amount payable to the wife or the guardian, as the case may be, in pursuance of the order.

25. DISPOSAL OF PENSION ON IMPRISONMENT.-

(1) Where a male pensioner is sentenced to imprisonment for any period exceeding one month, the Board may cause his pension or any part thereof, to be paid, in such manner and subject to such conditions as the Board directs, during the period of imprisonment to his wife, or if his wife is dead or divorced, for the benefit of such of the children of himself or of his late wife as are under the age of sixteen years.

(2) Where a female pensioner is sentenced to imprisonment for any period exceeding one month, the Board may cause her pension or any part thereof, and any pension payable to her in respect of children, to be paid, in such manner and subject to such conditions as the Board directs, during the period of imprisonment, for the benefit of such of the children of the pensioner, or of her late husband, as are under the age of sixteen years.

26. DISPOSAL OF PENSION ON INSANITY OF PENSIONER.-

(1) Where a male pensioner is detained as a patient in a hospital for the insane, the Defence Forces Retirement Benefits Board may cause his pension, or any part thereof, to be paid, in such manner and subject to such conditions as the Board directs, during the period of detention, to his wife if alive, or if his wife is dead or divorced, for the benefit of such of the children of himself or of his late wife as are under the age of sixteen years.

(2) Where a female pensioner is detained as a patient in a

hospital for the insane, the Board may cause her pension, or any part thereof, to be paid in such manner and subject to such conditions as the Board directs during the period of detention, for the benefit of such of the children of the pensioner, or of her late husband, as are under the age of sixteen years.

27. ASSIGNMENT OF PENSIONS.- Pensions and other benefits under this Act shall not be in any way assigned or charged or passed by operation of law to any person other than the pensioner or beneficiary, and any moneys payable out of the Fund, on the death of a member or beneficiary, shall not be assets for the payment of his debts or liabilities.

Provided that nothing in this paragraph shall prevent the making of an order in the nature of a garnishee order against any instalment of a pension payable to a person who has been a member.

28. RECOVERY OF CONTRIBUTIONS.- The Board may recover contributions under the Act in any court of competent jurisdiction.

PART V - APPLICATION OF THE ACT TO SERVING MEMBERS.

29. ELECTION BY MEMBERS HAVING DEFERRED PAY ENTITLEMENT.-

Where a serving member had at the date of commencement of the Act an entitlement to receive on retirement any payment of Deferred Pay he may elect -

- (a) to become a contributor for full benefits under the Act; or
- (b) to become a contributor for limited benefits under the Act; or
- (c) not to become a contributor under the Act.

Such election must be made on the prescribed form (No. 34N) within four calendar months after the date of commencement of the Act, viz., 2nd July, 1948, (or within such extended period as is prescribed) and, if within that period, the member does not forward his election to the Board, he will be deemed to have elected to become a contributor for full benefits under the Act as from that date. Notwithstanding the period allowed for the purpose of election under this paragraph, such a contributor will be liable for the full amount of contributions in respect of each pay day from 15th July, 1948, inclusive.

A member will not be permitted to vary any election he has made or is deemed to have made under this paragraph.

30. EFFECT OF ELECTION MADE UNDER PARAGRAPH 29.-

(1) Where a member elects to become a contributor for full benefits:

- (a) his Deferred Pay accumulations as at date of commencement of the Act will be paid to the Fund and credited as payment of contributions in respect of fully paid units calculated in accordance with the scale set out in Appendix "C" hereto; and
- (b) he will contribute to the Fund, on each fortnightly pay day after 2nd July, 1948, for the number of units (and part of a unit) representing the difference between the number of units appropriate to his pay (see Appendix "A") and the number of units or part of a unit which are fully paid.

APPENDIX "B"

SUMMARY OF DEFENCE FORCES RETIREMENT BENEFITS ACT.

Rates of Contribution to be paid fortnightly by Members.

| Age next birthday | Contribution for first two units | | | Contribution for each subsequent unit | | |
|-------------------|----------------------------------|----|----|---------------------------------------|----|----|
| | £ | s | d | £ | s | d |
| 19 | 0 | 3 | 4 | 0 | 1 | 7 |
| 20 | 0 | 3 | 6 | 0 | 1 | 8 |
| 21 | 0 | 3 | 8 | 0 | 1 | 9 |
| 22 | 0 | 3 | 10 | 0 | 1 | 10 |
| 23 | 0 | 4 | 1 | 0 | 2 | 0 |
| 24 | 0 | 4 | 3 | 0 | 2 | 1 |
| 25 | 0 | 4 | 6 | 0 | 2 | 2 |
| 26 | 0 | 4 | 9 | 0 | 2 | 3 |
| 27 | 0 | 4 | 11 | 0 | 2 | 5 |
| 28 | 0 | 5 | 2 | 0 | 2 | 6 |
| 29 | 0 | 5 | 6 | 0 | 2 | 8 |
| 30 | 0 | 5 | 9 | 0 | 2 | 9 |
| 31 | 0 | 6 | 1 | 0 | 2 | 11 |
| 32 | 0 | 6 | 5 | 0 | 3 | 1 |
| 33 | 0 | 6 | 9 | 0 | 3 | 3 |
| 34 | 0 | 7 | 2 | 0 | 3 | 6 |
| 35 | 0 | 7 | 7 | 0 | 3 | 8 |
| 36 | 0 | 8 | 0 | 0 | 3 | 11 |
| 37 | 0 | 8 | 6 | 0 | 4 | 2 |
| 38 | 0 | 9 | 1 | 0 | 4 | 5 |
| 39 | 0 | 9 | 8 | 0 | 4 | 8 |
| 40 | 0 | 10 | 3 | 0 | 5 | 0 |
| 41 | 0 | 11 | 0 | 0 | 5 | 5 |
| 42 | 0 | 11 | 10 | 0 | 5 | 9 |
| 43 | 0 | 12 | 9 | 0 | 6 | 3 |
| 44 | 0 | 13 | 9 | 0 | 6 | 9 |
| 45 | 0 | 14 | 10 | 0 | 7 | 4 |
| 46 | 0 | 16 | 2 | 0 | 7 | 11 |
| 47 | 0 | 17 | 9 | 0 | 8 | 8 |
| 48 | 0 | 19 | 6 | 0 | 9 | 7 |
| 49 | 1 | 1 | 7 | 0 | 10 | 8 |
| 50 | 1 | 4 | 1 | 0 | 11 | 11 |
| 51 | 1 | 7 | 3 | 0 | 13 | 5 |
| 52 | 1 | 11 | 1 | 0 | 15 | 5 |
| 53 | 1 | 16 | 1 | 0 | 17 | 10 |
| 54 | 2 | 2 | 9 | 1 | 1 | 2 |
| 55 | 2 | 12 | 0 | 1 | 5 | 9 |
| 56 | 3 | 6 | 1 | 1 | 12 | 9 |
| 57 | 4 | 8 | 11 | 2 | 4 | 2 |
| 58 | 6 | 15 | 3 | 3 | 7 | 2 |
| 59 | 13 | 13 | 0 | 6 | 15 | 8 |
| 60 | 13 | 15 | 6 | 6 | 17 | 0 |

Note.- The rates in Column (2) apply to first two units and not to each of the first two units.

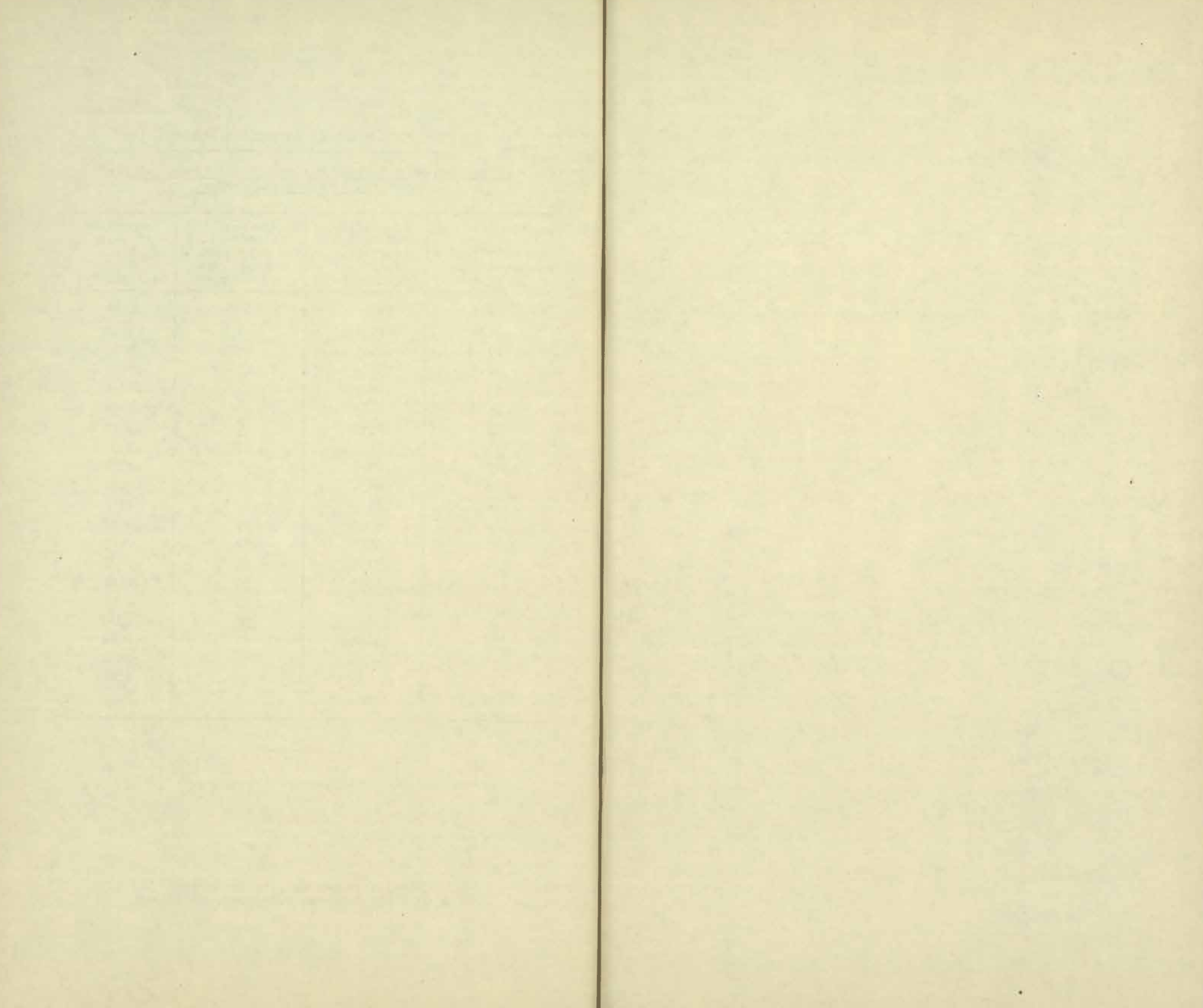
APPENDIX "C"

SUMMARY OF DEFENCE FORCES RETIREMENT BENEFITS ACT.

Proportion of a Unit equivalent to £100 Deferred Pay credited to a serving Member.

| Age next birthday at 2nd July 1948 - commencement of scheme | Proportion of unit equivalent to £100 of Deferred Pay | Age next birthday at 2nd July 1948 - commencement of scheme | Proportion of unit equivalent to £100 of Deferred Pay |
|---|---|---|---|
| 19 | .9042 | 40 | .4390 |
| 20 | .8736 | 41 | .4242 |
| 21 | .8441 | 42 | .4098 |
| 22 | .8155 | 43 | .3960 |
| 23 | .7879 | 44 | .3826 |
| 24 | .7613 | 45 | .3697 |
| 25 | .7355 | 46 | .3572 |
| 26 | .7107 | 47 | .3451 |
| 27 | .6866 | 48 | .3334 |
| 28 | .6634 | 49 | .3221 |
| 29 | .6410 | 50 | .3112 |
| 30 | .6193 | 51 | .3007 |
| 31 | .5984 | 52 | .2905 |
| 32 | .5781 | 53 | .2807 |
| 33 | .5586 | 54 | .2712 |
| 34 | .5397 | 55 | .2621 |
| 35 | .5214 | 56 | .2532 |
| 36 | .5038 | 57 | .2446 |
| 37 | .4868 | 58 | .2364 |
| 38 | .4703 | 59 | .2284 |
| 39 | .4544 | 60 | .2206 |

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st August, 1948.

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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239.

AIRCRAFT SERVICING AND MAINTENANCE BRANCHES AND OTHER RATINGS CONCERNED WITH AIRCRAFT - ORGANISATION.

The introduction of aviation into the Royal Australian Navy has necessitated the formation of a number of new branches and ratings. A summary of the new branches, together with an indication of the duties to be assigned to them, is given in paragraph 2 below.

2. (a) Naval Airman Branch: A Naval Airman Branch, recruited both by transfers from other branches and by direct entry from shore, will be formed. It will be subdivided into -

- (i) Naval Airman - Aircraft Handler - for general handling of aircraft, for traffic control and for fire-fighting duties.
- (ii) Naval Airman - Safety Equipment - maintenance of parachute and other safety equipment.
- (iii) Naval Airman - Ordnanceman - for day to day servicing of armament.
- (iv) Naval Airman - Meteorological Observer - for general service and aviation duties.
- (v) Naval Airman - Air Mechanic - for general day to day servicing work of the less skilled kind, including elementary electrical testing.
- (vi) Naval Airman - Photographer - for general service and aviation duties.

(b) Skilled Air Mechanic: These ratings will be employed upon maintenance duties requiring a lower degree of skill than that of the Artificer. They will be recruited by the training of Naval Airmen (Aircraft Mechanics or Ordnancemen) selected at an early age and will be differentiated into Rigger, Fitter or Armourer - they will also be recruited by the entry of men having experience of engineering and by the transfer of ratings with similar qualifications.

(c) Air Mechanicians: These ratings will be the equivalent of the Mechanician in the Engineering Branch. They will be obtained by the special training of selected skilled Air Mechanics (Riggers, Fitters or Armourers) to artificer trade standard. In duties they will be interchangeable with Aircraft Artificers.

(d) Aircraft Artificers: These ratings will be employed upon the maintenance and repair of airframes, engines and air ordnance and the general functioning of aircraft insofar as these duties require the employment of a fully skilled tradesman. They will be recruited by the entry of apprentices or by the entry of skilled tradesmen. They will also be recruited by transfers from other Artificer Branches.

3. Entrants from the shore.- Entrants in all branches will be required to engage initially for 12 years from the date of entry or from the date of attaining the age of 18 years if subsequent to date of entry. On joining they will undergo the usual Recruit Preliminary and Disciplinary Training and (except Recruits (Aircraft Artificer) who are advanced to the fifth or acting fourth class rate according to their trade experience on completion of this training) will then proceed to air stations for Recruit Technical Training and subsequent Part II Technical Training. They will be borne supernumerary to complement whilst under training.

4. Naval Airmen.- While at the Recruit Technical Training Establishment, Naval Airmen II will be provisionally selected for the several specialisations (Part II (technical) qualifications) within the branch. They will be permitted to state their choice of specialisation whilst undergoing training, and, on completion of that training, will be finally selected with due regard to their wishes and to Service requirements.

5. Recruit training will be completed six months plus any period of back classing after entry into the Service, after which ratings will proceed to the respective schools for their Part II (technical) training. The length of the Part II (technical) courses for the third class qualifications will be as follows :-

| | | |
|------------------------------|-------|------------|
| (a) Aircraft Handlers | .. .. | 5 weeks |
| (b) Safety Equipment | .. .. | 5 weeks |
| (c) Aircraft Mechanics | .. .. | 26 weeks |
| (d) Ordnanceman | .. .. | 26 weeks |
| (e) Photographers | .. .. | 33 weeks |
| (f) Meteorological Observers | .. .. | 6-8 weeks. |

6. On completion of Part II (technical) training, Naval Airmen will be available for draft to sea or as otherwise required.

7. Photographers.- Naval Airmen selected for specialisation in photography will undergo the normal recruit training followed by the Part II (technical) course of 33 weeks referred to at paragraph 5(e) above. On satisfactory completion of the course and subject to the completion of 18 months service as Naval Airmen, 2nd Class, they will be rated Naval Airman, 1st Class (as Photographer II) and back dated as necessary. Advancement to Leading Airman and above will follow the normal regulations for the Naval Airman Branch, the only further technical examination required being that for Photographer I before being advanced to P.O. Airman.

8. Candidates for the Skilled Air Mechanic course will be provisionally selected during the Part II (Technical) Aircraft Mechanic and Ordnanceman courses for the 3rd Class qualification and will be finally selected and transferred to Skilled Air Mechanic training on completing 18 months as Naval Airman I (temporarily reduced to "on completing 6 months as Naval Airman I").

9. Air Mechanicians.- Candidates for the Air Mechanician's course will be provisionally selected during the Skilled Air Mechanic's course and normally will be finally selected for Air Mechanician training after six months practical experience as confirmed Skilled Air Mechanic, 2nd Class. In special cases, selection may be made later. Details of the arrangements for the selection of Skilled Air Mechanics and Air Mechanicians and of the advancement regulations for Skilled Air Mechanics, Air Mechanicians and Aircraft Artificers are given in a separate Navy Order.

10. Promotion to Warrant Rank.- Aircraft Artificers and Air Mechanicians will be eligible for promotion to Warrant Aircraft Officer, and Naval Airman to Warrant Airman; the avenue for Skilled Air Mechanics will be through the Air Mechanician Branch.

(348/201/42)

240.

**AIRCRAFT SERVICING AND MAINTENANCE BRANCHES AND
OTHER RATINGS CONCERNED WITH AIRCRAFT -
TRAINING AND ADVANCEMENT REGULATIONS.**

SECTION I - GENERAL.

The following are the regulations for advancement in the Royal Australian Navy for the undermentioned ratings :-

- (a) Naval Airman
- (b) Skilled Air Mechanic
- (c) Air Mechanician
- (d) Aircraft Artificer.

2. The general instructions laid down in Section I of Navy Order 104 of 1948 will apply.

SECTION II - TRAINING AND ADVANCEMENT OF RECRUITS.

3. New entries will be entered as :-

- (a) Recruit (Naval Airman)
- (b) Recruit (Skilled Air Mechanic III)
- (c) Recruit (Aircraft Artificer IV) or
- (d) Recruit (Aircraft Artificer V).

4. They will carry out the following training at Flinders Naval Depot and the Royal Australian Naval Air Station, Nowra, before advancement to the next higher rate :-

- (a) Preliminary Course (2 weeks): As laid down in Navy Order 104 of 1948, paragraph 18(a).
- (b) Disciplinary Course (10 weeks): As laid down in Navy Order 104 of 1948, paragraph 18(b).
- (c) Leadership Course (2 weeks): For Aircraft Artificers and Skilled Air Mechanics (direct entry) only.
- (d) Recruit Technical Course:

(1) Recruit Naval Airmen will carry out a recruit technical course at R.A.N.A.S., Nowra, as laid down in Navy Order 104 of 1948, paragraph 18(c). This course will constitute the professional Part I course in air-manship for advancement to Naval Airman I. Details of the syllabus and examination for this course are contained in Appendix III(A) hereto. Time gained for advancement to Naval Airman I in this examination will be awarded as follows :-

50% to 74% - Fair - Nil
75% to 84% - Good - ½ month
85% to 100% - Very Good - 1 month.

These results are to be recorded on Form A.S.536 or History Sheet and reported on Form A.S.161.

(11) Recruits (Aircraft Artificer) will be advanced to the 5th or Acting 4th Class rate on completion of the disciplinary course (vide Navy Order 104 of 1948, paragraph 22) to date three months from date of entry plus any period of back-classing.

Note.- Before advancement, the civilian apprenticeship details and service as apprentice or tradesman on shore are to be confirmed and the history sheet is to be endorsed with -

- (a) date of commencing apprenticeship;
- (b) time spent as apprentice prior to entering R.A.N.;
- (c) authority for entries, e.g., confirmation from firms to which apprenticed;
- (d) whether fully qualified as tradesman.

(iii) Recruits (Skilled Air Mechanic III) will carry out a leadership course on completion of the recruit disciplinary course and will then carry out the same recruit technical course as for Naval Airman (vide (1) above). Similar notations as to time gained are to be made.

5. The provisions of Navy Order 104 of 1948, paragraphs 19, 20 and 21, will apply.

SECTION III - POST RECRUIT TRAINING AND ADVANCEMENT.

- (A) - Naval Airmen (Direct Entry)
- (B) - " " (transferred from other Branches)
- (C) - Skilled Air Mechanic (Direct Entry)
- (D) - " " " (from Naval Airman)
- (E) - " " " (transferred from other Branches)
- (F) - Aircraft Mechanician
- (G) - Aircraft Artificer (Direct Entry)
- (H) - " " (transferred from other Branches).

(A) Naval Airmen (Direct Entry)

6. The general regulations laid down in Navy Order 104 of 1948, paragraphs 56 to 60, will apply.

7. On completion of Recruit Technical Courses, Recruits (Naval Airmen) will be rated Naval Airmen Second Class to date six months plus any period of back classing from date of entry and will be sent to one of the following schools :-

- (a) Aircraft Handler,
- (b) Safety Equipment,
- (c) Photographer,
- (d) Meteorological Observer,
- (e) Aircraft Mechanic,
- (f) Ordnanceman,

where they will undergo Part II courses laid down as follows:-

Aircraft Handler - Appendix IV(A) - A.H.III
Safety Equipment - Appendix IV(B) - S.E.III
Photographer - Appendix IV(C) - Photographer 2nd Class
Meteorological Observer - Appendix IV(D) - Meteorological Observer 3rd Class
Aircraft Mechanic - Appendix V(E)(1) - Aircraft Mechanic III
Ordnanceman - Appendix V(E)(3) - Ordnanceman III.

8. On completion of their courses they will be examined and time gained will be awarded as follows :-

65% to 74% - Fair - Nil
75% to 84% - Good - 1 month
85% and over - Very Good - 2 months.

Time gained is only to be awarded on the results of an examination at the first attempt.

9. Provisional selection for Acting Skilled Air Mechanic II is also to be made during this course from those undergoing Aircraft Mechanic's and Ordnanceman's courses. A notation of this provisional selection is to be made on the history sheet.

10. Ratings who pass examinations will be drafted to an Aircraft Carrier or Naval Air Station as Naval Airman 2nd Class (Acting A.H.III, S.E.III, A.M.III, Ord.III, Phot.III, Met.III) and will be employed to fill complement billets in the Part II qualification that they hold.

11. Ratings who fail in the examination will be drafted to a Naval Air Station or Aircraft Carrier as Naval Airman (G.D.). They are to be examined by ships' officers after six months, the syllabus for the examination being that used by the appropriate Technical School. Those who pass are to be rated Naval Airman II, Acting A.H.III, etc., as appropriate. Those who fail are to be re-examined after a further interval of six months. If unable to pass at the third attempt, they are to be reported to the Naval Board with an expression of opinion by the Commanding Officer as to the suitability of the rating for retention in the R.A.N.

12. Time lost.- Two months time will be lost for each failure whether at the Technical School or in the examination by ships' officers.

13. Advancement to Naval Airman I.- On completing 18 months service as a Naval Airman II, and provided that his general ability is considered to be satisfactory, that he has been successfully examined for a Part II qualification, that he is qualified in Damage Control Class 'A' and that he is recommended, the Commanding Officer is to advance the rating to Naval Airman 1st Class and confirm him in his Part II qualification. (For deferment, see paragraph 16 below.)

14. The date of advancement to Naval Airman 1st Class should be computed from the basic date of attaining 18 months seniority as a Naval Airman 2nd Class adjusted in accordance with "Time gained" and "Time lost" as set out below. Where advancement is deferred, the period of deferment is to be added to any "Time lost".

Time gained:

| <u>Course and Examination</u> | <u>Grade of Pass</u> | <u>Time gained</u> |
|--|----------------------|--|
| Recruit Disciplinary Course .. | Very Good Good | 1 month $\frac{1}{2}$ month |
| Recruit Technical Course .. | Very Good Good | 1 month $\frac{1}{2}$ month |
| Examination for Part II Qualification .. | Very Good Good | 2 months 1 month |
| Educational Test Part II .. | | 2 months |
| Educational Test Part I .. | | $\frac{1}{2}$ month but not in addition to time gained for E.T.II. |

Examination for Educational Tests Part I or II may be taken at any time but no time gained will be awarded ratings who pass either of these examinations after two years service from date of entry.

15. Time lost.- Examination for Part II qualification - 2 months in respect of each failure.

16. Should the Commanding Officer decide that a man is not fit for advancement, he may defer advancement for a definite period not exceeding two months at a time until the rating has completed three years service as a Naval Airman II. Should any Naval Airman II not be advanced after three years service as such, the facts are to be reported to the Naval Board.

17. The syllabuses of examinations for Leading Airman and Petty Officer Airman are laid down in Appendix III(B).

18. The qualifications for further advancement in the Naval Airman branch are shown in Appendix I.

(B) Naval Airmen (transferred from other branches in response to Naval Board invitation to transfer).

19. There will be some concessions and alterations in the advancement regulations shown in Appendix I in respect of ratings who joined the Naval Airman branch in response to a Naval Board invitation to transfer from other branches. These regulations will be promulgated separately.

(C) Skilled Air Mechanic (Direct Entry).

20. After carrying out the Recruit Technical course (vide paragraph 4(d)(iii) and Appendix III(A)), Recruits (Skilled Air Mechanic III) will be rated Acting Skilled Air Mechanic III to date six months plus any period of back classing from date of entry and will undergo a course details of which will be promulgated separately.

21. They will be allowed to state their choice of specialisation as Rigger, Fitter or Armourer, but will be finally selected in accordance with service requirements.

22. Acting Skilled Air Mechanics III who fail the final examination or who do not show satisfactory progress are to remain at the training establishment for a further four months. As they are rated S.A.M.III on successful completion of the course, this period will be time lost.

23. On successful completion of the course, Acting S.A.Ms.III may be awarded up to three months accelerated advancement and their seniority when rated S.A.M.II antedated accordingly. The computation for this award is as follows :-

| <u>Course and Examination</u> | <u>Grade of Pass</u> | <u>Time gained</u> |
|-------------------------------|----------------------|--------------------|
| Acting S.A.M.III Course | 1st Class Pass | 3 months |
| | 2nd Class Pass | 2 months |
| | 3rd Class Pass | 1 month |
| | Pass | Nil. |

24. On the results of this course, provisional selection will be made of those men to undergo the course for advancement to Air Mechanician (see Appendix V(E)6).

25. With seniority as from the day of successful completion of the Acting Skilled Air Mechanic III course, the Commanding Officer of the training establishment is to confirm the man as S.A.M.III provided that -

- (a) he is recommended;
- (b) he has one year's service as Acting S.A.M.III, excluding recruit time.

26. The qualifications for further advancement of Skilled Air Mechanics are laid down in Appendix II.

(D) Skilled Air Mechanic (selected from Naval Airman).

27. Naval Airmen who have been provisionally selected during their Part II technical courses for advancement to Acting Skilled Air Mechanic II (vide paragraph 9) are to be reported on by their Commanding Officers to Commodore (Air) on completion of one year as Naval Airman I (temporarily reduced to "on being rated Naval Airman I"). Final selection of men for advancement to Acting Skilled Air Mechanic II will be made by Commodore (Air) on the recommendation of the Naval Aircraft Maintenance Examination Board. On receipt of advice of final selection, Naval Airmen will be drafted to a training establishment in time to commence the next course and are to be rated Acting S.A.M.II on completing one year and six months as Naval Airman I (temporarily reduced to "on completing six months as Naval Airman I"). The course will be as laid down in Appendix V(E)5.

28. Selected Naval Airmen I (Aircraft Mechanic) will be permitted to state their choice of specialisation as Rigger or Fitter but will be finally selected in accordance with service requirements. Selected Naval Airmen I (Ordnancemen), will be trained as Armourers.

29. Acting S.A.Ms.II must pass a skill of hand test after six months training. Failures in this test will be reverted to Naval Airman I but, subject to recommendation, may be considered as having passed for the Part II qualification of Aircraft Mechanic II or Ordnanceman II.

30. Candidates who fail the final examination, or who do not show satisfactory progress since being advanced to Acting Skilled Air Mechanic II, are to remain at the training establishment for a further four months. A second failure is to be reported to the Naval Board.

31. Skilled Air Mechanics, on completion of the course, may be recommended for up to three months accelerated advancement, and their seniority as confirmed Skilled Air Mechanics II antedated accordingly on advancement to that rate. The computation for this award is as follows :-

| <u>Course and Examination</u> | <u>Grade of Pass</u> | <u>Time gained</u> |
|-------------------------------|----------------------|--------------------|
| Acting S.A.M.III Course | 1st Class Pass | 3 months |
| | 2nd Class Pass | 2 months |
| | 3rd Class Pass | 1 month |
| | Pass | Nil. |

32. On the results of this course provisional selection will be made of those men to undergo the course for advancement to Air Mechanician (see Appendix V(E)6).

33. The qualifications for further advancement of Skilled Air Mechanics are laid down in Appendix II.

(E) Skilled Air Mechanic (transferred from other branches).

34. There will be some concessions and alterations in the advancement regulations shown in Appendix II in respect of ratings who transferred to Skilled Air Mechanic from branches

other than Naval Airman in response to a Naval Board invitation. These regulations will be promulgated separately.

(F) Air Mechanician.

35. Reports on Skilled Air Mechanics provisionally selected (vide paragraphs 23 and 32) to undergo Air Mechanician training are to be forwarded to Commodore (Air) who will make the final selection on the recommendation of the Naval Aircraft Maintenance Examination Board.

36. To be eligible to undergo the course a selected candidate must, at the commencement of the course -

- (i) have six months service as a confirmed Skilled Air Mechanic, 2nd class;
- (ii) be recommended by his Commanding Officer;
- (iii) if he has less than four years to serve on his existing engagement, re-engage for the unexpired portion of his current engagement plus a further five years;
- (iv) be in such a physical condition and have such a medical history as to indicate that he will be allowed to re-engage.

37. In special cases Skilled Air Mechanics who were not originally selected for Air Mechanician training may be recommended to Commodore (Air) at a later date provided they are still eligible and have shown themselves to be men of outstanding ability.

38. On successful completion of the course (see Appendix V(E)6) and provided their conduct has been continuously very good for at least one year, candidates are to be rated Acting Air Mechanician, 2nd Class (P.O. Rate). Acting Air Mechanicians, 2nd Class, may be recommended on passing out of the training establishment for accelerated advancement to a maximum of nine months to Air Mechanician, 2nd Class. Provided that the recommendation is endorsed by the Air Engineer Officer and concurred in by the Commanding Officer of the ship or station at which they are serving, Acting Air Mechanicians, 2nd Class, so recommended may be confirmed when qualified in accordance with Appendix II and their seniority and pay antedated to correspond to the accelerated advancement awarded at the end of the Air Mechanician Course.

39. Further advancement regulations are contained in Appendix II.

(G) Aircraft Artificer (Direct Entry).

40. On completion of the disciplinary course, Acting Aircraft Artificers 4th Class and Aircraft Artificers 5th Class will be drafted to a Naval Air Training Establishment (vide Navy Order 104 of 1948, paragraph 22) and will undergo the Aircraft Artificers' course (vide Appendix V(E)7).

41. On completion of this technical course Acting Aircraft Artificers 4th Class and Aircraft Artificers 5th Class are to be drafted to a Naval air station as supernumeraries for a further period of one year's practical training in the servicing and maintenance of aircraft. The further period is to consist of the following :-

Part 1: Practical flight servicing of aircraft for four months at the end of which period trainee is to be examined on his capability to undertake this servicing.

Part 2: Practical servicing of aircraft for four months at the end of which period trainee is to be examined on his capability to sign Form 700 as a tradesman after servicing.

Part 3: The last period of four months is to consist of practical training in the following :-

- Air engineering administration.
- Receipt and despatch procedure for aircraft.
- Stores procedure.
- Ancillary air maintenance workshops, including air ordnance.
- Duties of a supervisory rating.

Each part is to be satisfactorily completed before the next is undertaken. At the end of the total period they are to be examined in these subjects by the Naval Aircraft Maintenance Examination Board. A full report is to be made on any Acting Aircraft Artificer 4th Class who fails the examination.

42. Provided Aircraft Artificers 5th Class are recommended by the Air Engineer Officer, they are to be advanced to Acting Aircraft Artificer 4th Class on the date of normal completion of apprenticeship (vide note to paragraph 4(d)(11)).

43. Where an Aircraft Artificer 5th Class is not recommended for advancement to Acting Aircraft Artificer 4th Class on completion of five years trade time, a full report is to be made to Commodore (Air).

44. Further advancement regulations are shown in Appendix II.

45. Acting Aircraft Artificers 4th Class have the equivalent rate of Petty Officer and Aircraft Artificers 5th Class the equivalent rate of Leading Hand.

(H) Aircraft Artificer (transferred from other branches).

46. There will be some concessions and alterations in the advancement regulations shown in Appendix II in respect of other Artificers who transferred to Aircraft Artificer in response to a Naval Board invitation. These regulations will be promulgated separately.

(348/201/42)

APPENDIX I

1. Qualifications for advancement to Chief Airman:

- (a) Recommendation by Captain on Form A.S.507.
- (b) Three years service as a Petty Officer Airman, acting and confirmed.
- (c) Continuous Very Good conduct for at least three years preceding advancement.
- (d) Passed Part I examination for Petty Officer Airman.
- (e) Passed Part II examination for First Class rate.

2. Qualifications for advancement to Acting Petty Officer Airman:

- (a) Recommendation by Captain on Form A.S.507.
- (b) Two years service as Leading Airman, acting and confirmed.
- (c) Passed Part I examination for Petty Officer Airman.
- (d) Passed Part II examination for First Class rate.
- (e) Continuous Very Good conduct for 18 months preceding advancement.

3. Qualifications for advancement to Acting Leading Airman:

- (a) Recommendation by Captain on Form A.S.507.
- (b) 18 months seniority as Naval Airman I.
- (c) Passed Part I examination for Leading Airman.
- (d) Passed Part II examination for Second Class rate.
- (e) Passed Educational Test Part I.
- (f) Continuous Very Good conduct for 12 months immediately preceding advancement.

Notes.-

- (i) Acting Leading Airman and Acting Petty Officer Airman are to be confirmed in rate after 12 months in rate, if recommended and deserving of confirmation.
- (ii) Acting Petty Officer Airmen must pass Petty Officer's courses before being confirmed in rate.
- (iii) 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.
- (iv) 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.

APPENDIX IIAdvancement Regulations for
Skilled Air Maintenance Ratings.Qualifications for advancement to Acting Chief Aircraft
Artificer (C.P.O. rate):

- (a) Recommendation by Captain on Form A.S.507.
- (b) Six years, of which two years must have been in Servicing Unit, as Aircraft Artificer 4th Class, and above, including acting but excluding recruit time.
- (c) Must have a certificate signed by the Air Engineer Officer and approved by the Captain that he is capable of organising and taking charge of the maintenance of a Squadron, and is recommended for advancement to Chief Aircraft Artificer.
- (d) Must have passed the examination for Chief Air Artificer (see Appendix V(A)).
- (e) Continuous Very Good conduct for at least three years preceding advancement.

Notes.-

- (i) Must have completed four years as Aircraft Artificer 4th Class, and above, including the period of acting and recruit time, before taking the examination for Chief Aircraft Artificer.
- (ii) Provided that a rating is successful in the examination, the date on which he applied for the examination will be the basic date of passing professionally, for record and all other purposes.
- (iii) To be acting for one year. At the expiration of this period to be confirmed by the Captain, if considered fit. If, at the expiration of one year's "acting time" he is not considered fit for confirmation, the case is to be submitted to the Commodore (Air) for authority to revert him to his former rating.

Qualifications for advancement to Aircraft Artificer, 1st Class
(C.P.O. rate):

- (a) Twelve years as Aircraft Artificer 4th Class, and above, including acting but excluding recruit time.
- (b) Continuous Very Good conduct for at least one year preceding advancement.

Qualifications for advancement to Aircraft Artificer, 2nd
Class (C.P.O. rate):

- (a) Seven years as Aircraft Artificer 4th Class, and above, including the period of acting but excluding recruit time.
- (b) Continuous Very Good conduct for at least one year preceding advancement.

Qualifications for advancement to Aircraft Artificer, 3rd Class
(C.P.O. rate):

- (a) A minimum of three years as Aircraft Artificer 4th Class, including the acting but excluding recruit time.
- (b) Must have a certificate signed by the Air Engineer Officer and approved by his Commanding Officer to the effect that he is capable of organising and taking charge of a servicing unit and of a trade workshop and is recommended for advancement to Chief Petty Officer.
- (c) Must have passed the examination for Aircraft Artificer 3rd Class. For syllabus of examination - see Appendix V(B).
- (d) Continuous Very Good conduct for at least one year preceding advancement.
- (e) Must have passed the Petty Officer's course (temporarily suspended).

Qualifications for confirmation as Aircraft Artificer, 4th Class
(P.O. rate):

- (a) Must have successfully completed period of one year's practical training (vide paragraph 43).
- (b) A minimum of one year acting.
- (c) Must be recommended by the Air Engineer Officer.

Qualifications for advancement to Acting Chief Air Mechanician
(C.P.O. rate):

- (a) Be recommended for advancement by his Commanding Officer on Form A.S.507.
- (b) Six years (of which two years must have been in a Servicing Unit as Air Mechanician, 1st and 2nd Classes (including acting time)).
- (c) Must have a certificate, signed by the Air Engineer Officer and approved by the Captain that he is capable of organising and taking charge of the maintenance of a Squadron, and is recommended for advancement to Chief Air Mechanician.
- (d) Must have passed the examination for Chief Air Mechanician. For syllabus of examination, see Appendix V.
- (e) Continuous Very Good conduct for at least three years preceding advancement.

Notes.-

- (i) Must have completed four years as Air Mechanician 3rd Class, and above, before taking the examination for Chief Air Mechanician.
- (ii) To be acting for one year. At the expiration of this period to be confirmed by the Captain, if considered fit. If, at the expiration of one year's "acting time", he is not considered fit for confirmation, the case is to be submitted to the Commodore (Air) for authority to revert him to his former rating.
- (iii) Provided that a rating is successful in the examination, the date on which he applied for the examination will be the basic date of passing professionally, for record and all other purposes.

Qualifications for advancement to Air Mechanician, 1st Class (C.P.O. rate):

- (a) Minimum of one year as Air Mechanician, 2nd Class (acting time not to count).
- (b) Must have a certificate signed by the Air Engineer Officer and approved by his Captain to the effect that he is capable of organising and taking charge of Servicing Unit and of a Trade Workshop and is recommended for advancement to Chief Petty Officer.
- (c) Must have passed the examination for Air Mechanician, 1st Class. For syllabus of examination see Appendix V(B).
- (d) Must have continuous Very Good conduct for at least one year preceding advancement.

Qualifications for confirmation as Air Mechanician, 2nd Class (P.O. rate):

- (a) A minimum of one year as Acting Air Mechanician, 2nd Class, unless recommended for accelerated advancement (vide paragraph 38).
- (b) Must be recommended by the Air Engineer Officer.
- (c) Must have passed Petty Officer's Course (temporarily suspended).

Note.- A report is to be rendered to the Naval Board in every case where an Acting Air Mechanician, 2nd Class, is not confirmed as 2nd Class, after 18 months.

Qualifications for advancement to Chief Skilled Air Mechanic (C.P.O. rate):

- (a) Recommendation for advancement on Form A.S.507.
- (b) Not less than two years service as Acting and confirmed Skilled Air Mechanic, 1st Class.
- (c) Continuous Very Good conduct for at least three years preceding advancement.

Qualifications for advancement to Acting Skilled Air Mechanic, 1st Class (P.O. rate):

- (a) Two years as confirmed Skilled Air Mechanic, 2nd Class.
- (b) Must have a certificate (Form A.S.444) signed by the Air Engineer Officer and approved by his Captain to the effect that he is capable of organising and taking charge of a small technical unit and recommended for advancement to Petty Officer before taking the examination.
- (c) Must have passed the examination for Skilled Air Mechanic, 1st Class (Rigger (Fitter) or (Armourer)). (For syllabus of examination - see Appendix V(C)).
- (d) Continuous Very Good conduct for 18 months preceding advancement.
- (e) To be acting for one year. At the expiration of this period to be confirmed by the Captain, if considered fit, and if passed the Petty Officer's course (temporarily suspended). If not considered fit at end of one year, the case is to be submitted to Commodore (Air) for authority to revert to former rating.

- Note.- The date on which a rating applies for examination is to be regarded as the basic date of passing, provided that -
- (a) the Air Engineer Officer on his station, unit or ship recommend him at the time of application as likely to pass;
 - (b) he does in fact pass at the first available opportunity.

Qualifications for advancement to Skilled Air Mechanic, 2nd Class (Leading Rate):

- (a) (i) Direct entry - Six months service as Skilled Air Mechanic, 3rd Class (excluding acting time).
(ii) From Naval Airman - Six months service as Acting Skilled Mechanic, 2nd Class.
- (b) Continuous Very Good conduct for 12 months immediately preceding advancement.
- (c) Qualified in Damage Control Class "A".
- (d) Passed Educational Test Part I.
- (e) Passed Leadership Course.

Note.- A certain number of Skilled Air Mechanics, on passing out of the training establishment, may be recommended for up to 3 months accelerated advancement, and their seniority as Skilled Air Mechanic, 2nd Class, antedated accordingly, on advancement to that rate (vide paragraphs 23 and 31).

APPENDIX III

Syllabus and Professional Examinations in Airmanship for Naval Airmen

(A) Airmanship course and examination syllabus of Naval Airman II qualifying for Naval Airman I.

Total instruction - Minimum of 140 hours.

General (30 hours):

- (a) Simple bends and hitches.
- (b) Simple rope splicing.
- (c) Tackles in common use.
- (d) Recognition of ships and Naval aircraft. Functions of Naval aircraft in present day use.
- (e) Carrier organisation and layout.
- (f) Air Station organisation. Squadron organisation.
- (g) Knowledge of watertight doors and hatches sufficient to operate them.
- (h) Duties of personnel engaged in Naval aviation.
- (i) Emergency drill in the air for ditching, forced landing and abandoning aircraft.
- (j) Rescue of personnel from crashed aircraft.
- (k) Importance of accident prevention. Aircraft fragile but lethal weapons.

Aircraft Knowledge (20 hours):

- (a) Introduction to airframes and engines.
- (b) Introduction to the instrument panel and flying controls.
- (c) Precautions regarding propellers and hot engines.
- (d) Purpose of routine inspections and Form 700.
- (e) Introduction to fuels and lubricants in general use.

Aircraft Handling and Fire Fighting (25 hours):

- (a) Taxying procedure and thorough knowledge of taxying signals.
- (b) Practical handling of aircraft. Lifting and handling positions.
- (c) Securing of aircraft in ships and ashore.
- (d) Introduction to Air Traffic Control.
- (e) Introduction to flying off and landing on procedure at sea by day and night. Use of flight deck equipment.
- (f) Fire precautions in carriers and at air stations and when fuelling.
- (g) Use of fire fighting appliances in general use. Fire fighting equipment in carriers.

Safety Equipment (10 hours):

- (a) General knowledge of safety equipment, parachutes, harnesses and dinghies.
- (b) Stowage in aircraft and operation of equipment.
- (c) Flying clothing.

Meteorology (2 hours):

Introduction to meteorology and its needs in Naval aviation.

Aircraft Ordnance (10 hours):

- (a) Introduction to aircraft armament and its uses.
- (b) Safety precautions in connection with all aircraft ordnance and ordnance equipment.
- (c) Knowledge of gun, R/P, bomb and RATOG, switches and safety devices.

Motor Transport (8 hours):

- (a) Types of service transport and uses. To include carrier transport.
- (b) Organisation and administration of service transport.
- (c) Rule of the road.
- (d) Airfield motor traffic regulations and control.

Photography (3 hours):

Introduction to aerial photography, cameras used in aircraft and their mountings in aircraft.

Air Experience - A minimum of one flight per each trainee should be aimed at.

P. and R.T. - As far as possible; one-twentieth of the course is to be allocated to P. and R.T. organised games and swimming, if practicable. Where facilities exist every attempt should be made to qualify all ratings in Provisional Swimming Test if not already qualified during Part I New Entry Course.

School (a minimum of 20 hours).

Resume and Examinations (20 hours).

Marks are to be awarded in accordance with the following scales :-

| | Maximum | Required to pass |
|---|---------|------------------|
| General | 100 | 50 |
| Aircraft knowledge | 70 | 35 |
| Aircraft handling and fire fighting | 80 | 40 |
| Safety equipment | 40 | 20 |
| Meteorology | 10 | 5 |
| Aircraft ordnance | 40 | 20 |
| Photography | 10 | 5 |
| School | 80 | 40 |
| Motor transport | 70 | 35 |
| Total | 500 | 250 |

Note.- Ratings who fail their school examination are not to have their airmanship course prolonged or their subsequent advancement to Naval Airman I delayed on this account. They should, however, be noted for further school instruction as opportunity offers.

(B) Part I Examinations of Naval Airmen I and Leading Airmen for advancement to Leading and P.O. Airmen respectively.

Procedure.

The syllabuses for the Part I (Professional) examination of Naval Airman I for Leading Airman and Leading Airman for Petty Officer Airman are both 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.441Z. Candidates must pass in Section I before being examined in Section II.

3. Candidates are to be examined in Section II by an Examination Board appointed half-yearly by the Flag Officer Commanding His Majesty's Australian Squadron for ratings in the Squadron and by Commodore (Air) for ratings at Naval Air Stations.

4. The composition of the boards and the method of conducting the examinations rests with the convening authority, who shall decide on the minimum of officers who are to comprise a board and whether more than one board will be required.

Normally the minimum examination board should be composed of -

- 1 Commander (P), (O) or (A) (as President).
- 2 Lieutenant-Commanders or Lieutenants (P), (O) or (A) - of whom one should be a Lieutenant-Commander or Lieutenant (E) (P) if possible.

5. The president of a Board should not normally be required to examine candidates in a particular subject. He may, however, do so if he wishes, particularly when any doubt arises as to the suitability of a candidate.

6. The purpose of Section II of these examinations is to ensure that Leading and Petty Officer Airmen have a knowledge of

all aspects of airmanship in addition to that required by the particular Part II qualification. Detailed and technical knowledge is not required in the Part I syllabuses which will be covered by the Airmanship Manual, when published, and the Seaman's Manual. Pending the publication of the Airmanship Manual, Commanding Officers are to ensure that facilities are available for the instruction of prospective candidates.

7. Naval and Leading Airmen are excused examination in subjects of Sections II as follows :-

Aircraft Mechanic - Aircraft knowledge;
Aircraft Handler rating - Aircraft handling and fire fighting;
Safety equipment rating - Safety Equipment Aircraft Ordnance-man - Aircraft Ordnance;
Photographer - Photography, and
Meteorological Observer - Meteorology.

8. Examinations are to be oral and practical. The syllabuses are as follows :-

Syllabus for Examination of Naval Airman I for Leading Airman.

Section I:

- (a) Ability 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) Lifting an aircraft by crane.
 - (ii) Stowing aircraft away in hangar and ranging aircraft for starting up.

Section II:

General -

- (a) Bends and hitches. Rope cordage. Short and eye splice in rope. Use of tackles and power gained.
- (b) Elementary map and air chart reading.
- (c) General knowledge of watertight doors and fittings afloat. Their application to fire and collision.
- (d) Squadron and air group organisation.
- (e) Organisation of carriers and air stations.
- (f) Procedure for drawing and returning Naval stores.
- (g) Duties of Leading Hand of Mess.
- (h) Rescue of personnel from crashed aircraft.

Aircraft Knowledge -

- (a) General knowledge of airframe and power plant. Peculiarities of Naval aircraft.
- (b) Elementary principles of the internal combustion engine.
- (c) General knowledge of instruments on the instrument panel. The magnetic compass and object of compass adjustment.
- (d) Fuelling of aircraft.

Aircraft Handling and Fire Fighting -

- (a) Carrier flying organisation and procedure by day and night.
- (b) Operation of flight deck equipment excluding accelerators.
- (c) Towing of aircraft on land and water.
- (d) Securing of aircraft in ships, on the water and ashore.
- (e) Precautions for boats attending on floatplanes or amphibians.
- (f) Principles of Air Traffic Control and duties of personnel engaged in Air Traffic Control.

- (g) Airfield organisation, runways, lighting systems, ground signals, marking and obstructions.
- (h) Knowledge of own ship or station fire orders, detailed knowledge of same as affecting the air department.
- (i) Good knowledge of use of fire fighting equipment. Fire precautions in carriers and air stations and when fuelling aircraft.

Safety Equipment -

- (a) General knowledge of safety equipment, parachutes, harnesses and dinghies.
- (b) Stowage in aircraft and operation of equipment.
- (c) Flying clothing.

Photography -

- (a) Types of aircraft cameras in general use and their mountings in aircraft.
- (b) General knowledge of the organisation of a Photographic Section.
- (c) Knowledge of cine guns used in the Service.

Meteorology -

- (a) Air pressure and temperatures, water vapours and the formation of clouds, rain, mist and fog.
- (b) Elementary knowledge of meteorological instruments. Meaning of Q.F.E.

Aircraft Ordnance -

- (a) Knowledge of gun, R/P, bomb and RATOG, switches and safety devices.
- (b) Safety precautions in connection with all aircraft ordnance and ordnance equipment.

Motor Transport -

- (a) Types of service transport and uses. To include carrier transport.
- (b) Organisation and administration of service transport.
- (c) Rule of the Road.
- (d) Airfield motor traffic regulations and control.
- (e) Roadside repairs, maintenance routines and daily servicing.
- (f) M.T. forms, log books, etc.
- (g) M.T. equipment and material.
- (h) Cross country driving - topography, map reading convoys, etc.
- (i) Loading of transport.
- (j) Emergency procedure in towing, chains, ditching, sand, etc.

Syllabus for Examination of Leading Airman for Petty Officer Airman.

Section I:

- (a) Ability 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 an aircraft crane.
 - (ii) Stowing aircraft away in hangar and ranging aircraft for starting up.

Section II:General -

- (a) Calculation of working and breaking strains of rope and wire. Knowledge of wire ropes in use in the Service.
- (b) Good knowledge of watertight doors and fittings afloat. Their application to fire and collision.
- (c) Squadron and air group organisation.
- (d) Knowledge of map and air charts, variation and deviation.
- (e) Good knowledge of procedure for drawing and returning Naval stores.
- (f) Good knowledge of regulating.
- (g) Duties of P.O. of the day.
- (h) Rescue of personnel from crashed aircraft.

Aircraft Knowledge -

- (a) General knowledge of airframes and power plants.
- (b) Elementary principles of the internal combustion engine.
- (c) Knowledge of the instruments on the instrument panel. Object and methods of swinging aircraft for compass correction.
- (d) Fuelling of aircraft.

Aircraft Handling and Fire Fighting -

- (a) Thorough knowledge of taxiing signals.
- (b) General knowledge of carrier flying organisation and procedure by day and night.
- (c) Towing of aircraft on land and water.
- (d) Securing aircraft in ships, on the water and ashore, and for bad weather.
- (e) Air Traffic Control and duties of Air Traffic Control personnel.
- (f) Airfield organisation, runways, lighting systems, ground signals markings, and obstructions.
- (g) Good knowledge of own ship or station fire orders, detailed knowledge of same as affecting the air department.
- (h) Good knowledge of the use of fire fighting equipment. Fire precautions in carriers and when fuelling aircraft.
- (i) Principles of aircraft salvage.

Safety Equipment -

- (a) General knowledge of safety equipment, parachutes, harnesses and dinghies.
- (b) Stowage in aircraft and operation of equipment.
- (c) Flying clothing.

Photography -

- (a) Types of aircraft cameras in general use and their mountings in aircraft.
- (b) General knowledge of the organisation of the Photographic Section.
- (c) Knowledge of cine guns used in the Service.

Meteorology -

- (a) Altimeters and the International standard atmosphere. Relation between pressure and wind.
- (b) Elementary knowledge of the use of pilot balloons for finding upper winds.

Aircraft Ordnance -

- (a) Knowledge of gun, R/P, bomb and RATOG switches and safety devices.
- (b) Safety precautions in connection with all aircraft ordnance and ordnance equipment.

Examinations -

- (i) In Section I no marks are to be awarded. Candidates are to be "Passed" or "Failed", and the award of a pass is to be qualified as "V.G.", "Good" or "Fair" to indicate the standard reached by each man.
- (ii) 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. Technical knowledge is of secondary importance in this part of the examination. Attention is drawn to the fact that a Naval Airman I passing for Leading Airman must not be expected to show that power of command which is expected of a candidate for Petty Officer Airman, and allowance should be made for his cultivating this during his time as Leading Airman.
- (iii) In Section II marks are to be awarded in accordance with the following scales :-

| | Maximum | Required to pass | |
|-------------------------------------|---------|--------------------|-----------------|
| | | For Leading Airman | For P.O. Airman |
| General | 100 | 50 | 60 |
| Aircraft Knowledge | 50 | 25 | 30 |
| Aircraft Handling and Fire Fighting | 80 | 40 | 48 |
| Safety Equipment | 40 | 20 | 24 |
| Photography | 20 | 10 | 12 |
| Meteorology | 20 | 10 | 12 |
| Aircraft Ordnance | 30 | 15 | 18 |
| Motor Transport | 60 | 30 | 36 |
| Totals | 400 | 200 | 240 |

- (iv) 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 ship's 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.
- (v) 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 by the next Board. Such re-examination is to cover all subjects in Section I and Section II. There is no limit to the number of times a candidate for either Petty Officer Airman or Leading Airman may be examined.

APPENDIX IV

Syllabuses of Courses and Examinations for
Part II Qualifications of Naval Airmen (Aircraft
Handlers, Safety Equipment Ratings, Photographers
and Meteorological Observers).

(A) Aircraft Handlers.Aircraft Handler First Class (A.H.I):

(i) Aircraft Handlers 1st Class are required to take general charge of a watch on the flight deck under the Flight Deck Officer. They must have detailed knowledge and experience of all phases of ranging, flying off, catapulting and landing on operations. They must be able to instruct ratings in flight deck work and in fire fighting ashore and afloat. Qualified in hangar fire fighting. Qualified as P.O. of the Air Watch.

(ii) Where course is held: R.A.N. Air Station, Nowra.

(iii) Length of course:

| | | |
|----------|----|----------|
| Part I | .. | 3 weeks |
| Part II | .. | 3 weeks |
| Part III | .. | 4 weeks. |

(iv) Syllabus of Instruction and Examination:

Part I - Aircraft Handling - Flight deck drill and organization. Construction of a flight deck division watch bill. Fuelling of aircraft, arming with bombs, depth charges, R.P., mines, torpedoes, RATOG and loading of guns.

(N.B. - These ratings are not required to take charge of the above operations, but must know precautions, safety device and arrangements, and time taken for the various operations.)

Crash removal and salvage arrangements ashore and afloat. Detailed knowledge of flight deck lighting. Detailed knowledge of securing aircraft ashore and afloat in all conditions. Instructions in accurate parking of aircraft. Detailed knowledge of catapult loading drill. Some principles of airfield snow clearance.

Part II - Fire Fighting - Fire fighting on Naval Air Stations. Hoses and hose fittings. Pumps and primers. Practical pump operations. Elementary hydraulics. Foam and foam making. Branches. Salvus, A.N.S. breathing apparatus. Admiralty Pattern 230 smoke helmet. Ventilation. Fire risks in hangars. Electrical fires. Petrol and oil fires. Mixed fire fighting installations. Fire fighting apparatus afloat.

Part III - Air Watch - Air Traffic Control - Revision of Part III of A.H. II syllabus. General principles of air traffic control. Safety of aircraft. Co-ordination of facilities. Centralised control and liaison. Air traffic regulations. Notices to Airmen. Control zones. Air traffic centres and functions. Flight information and sections. Log books and documents kept at Air Traffic Control. Aircraft movement signals. Operation of equipment in Air Traffic Control. Local control. Definition of local control zones. "Voice" procedure. "Voice" circuit control. Visual control. Maintenance of aircraft state board. Communications. Responsibility of Signals Officer.

Organization of F.C.B., F.B.X. and S.D.O. Aircraft W/T and "Voice" communication. Signals traffic systems. Telephone systems. Priority and security prefixes. Standard briefing. Definition of cross-country flight. Officers responsible for authorisation and clearance. Pilot's responsibilities. Met. Officer's responsibilities. Definition of contact conditions - limited contact - instrument flight. Navigational aids. Operation of beacons. S.B.A. and procedure. Operation of 961 and procedure. Elementary meteorology. General principles and organization. Cloud formations. Frontal theory. Local weather conditions. Visibility scale down to fog. Search and rescue and overdue action.

(v) Examining Officer: Officers appointed by Commanding Officer, R.A.N.A.S., Nowra.

Aircraft Handler Second Class (A.H.II):

(i) Aircraft Handlers 2nd Class are required to be qualified in all phases of aircraft handling and to be able to take charge of individual small parties. They must be qualified in advanced fire fighting and able to take charge of a Flight Deck and Hangar Fire Party or a Crash Tender's crew. They must be qualified in Runway Control and in the duties of Signalman of the Air Watch.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course:

| | | |
|----------|----|----------|
| Part I | .. | 3 weeks |
| Part II | .. | 4 weeks |
| Part III | .. | 4 weeks. |

(iv) Syllabus of Instruction and Examination:

Part I - Aircraft Handling - Drill for ranging, starting, flying off, catapulting, landing on, parking and striking down. Theory and action of arrester gear, safety barriers, catapult. Detailed knowledge of spreading and folding all types of Service aircraft. Hoisting by crane. Detailed knowledge of securing arrangements in hangars, on deck and on an airfield. Knowledge of deck panel and flag signals. Operation of aircraft bomb and torpedo lifts and safety devices. Handling of flight deck M.T. and crane. Duties of Aircraft Directors, including taxiing signals by day and by night. Knowledge of loading bombs, depth charges, mines, R.P., torpedoes and RATOG, elementary practical "Voice" instructions.

Part II - Fire Fighting - First aid fire fighting appliances. Theory of fire pumps. Standard water relay. Petrol and oil fires. Theory of fire combustion. Ladders and lines. Emergency water supply. Description and operation of crash tenders (equipment, foam, anti-frost precautions, driver's instructions). Technique of aircraft fire fighting. Rescue work. CO2 gas. Air foam pumps. Crash tender drills. Hangar and flight deck fire fighting arrangements (C.A.F.O. 748/43). Mechanical operating of fire pumps. Care and maintenance of hose and fire appliances. Practical firemanship. Salvus breathing apparatus. Rescue drills. Competency to take charge of an aircraft or a one-pump fire.

Part III - Runway Control and Signalman of the Air Watch - General Air Traffic and Airfield Organization. Duties of Runway Controller. Runway control by day and night. Airfield lighting. Bad weather equipment. Signals and pyrotechnics. Duties of Signalman of Air Watch. Ground signals

and markings. Elementary meteorology. Aircraft recognition and characteristics. "Voice" instruction. Morse code instruction. Airfield patrol, emergency landing and crash procedure.

(v) Examining Officer: Officers appointed by Commanding Officer, R.A.N.A.S., Nowra.

Aircraft Handlers, Third Class (A.H.III):

(i) Aircraft Handlers 3rd Class are required to be qualified in the general principles and drill entailed in the handling of aircraft on board and ranging for take off in all conditions. They must be able to undertake the duties of flight deck special dutymen and to secure and picket aircraft both ashore and afloat in all weather conditions. They must be qualified crew members of a crash tender and be trained in elementary fire fighting. Trained in hangar fire fighting.

(ii) Where course is held:

Part I .. Any air station.
Part II .. Any air station.

(iii) Length of course:

Part I .. 3 weeks or as requisite.
Part II .. 1 week or as requisite.

(iv) Syllabus of Instruction and Examination:

Part I - Aircraft Handling - General knowledge of ship's flying organization and principles of flight deck drill. Flying off and landing on procedure. Duties of all flight deck special dutymen (i.e., chockman, hookman, D.L.C.O's. talkers, etc.). Some knowledge of aircraft securing arrangements both on deck and in the hangars. Sufficient knowledge of aircraft structure to avoid damage in handling. General knowledge of catapult drill. Principles of crash removal. Knowledge of handling bombs, depth charges, mines, R.P., torpedoes and RATOG to assist arming parties. Aircraft safety equipment and all types of safety harness in use in the Service. Knowledge of quick releases for sliding hoods. Elementary "Voice" instruction.

Part II - Fire Fighting - General knowledge of flight deck and hangar fire fighting organization. Aircraft fire fighting and rescue. First aid fire fighting appliances. Aircraft construction for release purposes, fuel system and electrical supply. Aircraft safety harness. Precautions against fire in aircraft and carriers. Crash tenders - various types - valves and setting. Crash tender drill. Anti-frost precautions. Use of various forms of extinguishing agents.

Standard Drill - Tenders with foam and C.O.2. Standard types of tenders in use on Naval Air Stations. Tender bogged and meeting obstacles. Necessity for knowledge of local topography.

(v) Examining Officers:

Part I } Officers appointed by Commanding Officer
Part II } of Air Station.

(B) Safety Equipment Ratings.

Safety Equipment Rating First Class (S.E.I):

(i) Safety Equipment Ratings 1st Class are required to take charge of Safety Equipment Sections under a qualified Safety Equipment Officer. They must be capable of supervising and able to instruct in all forms of safety equipment and flying clothing work. Candidates for course for S.E.I must be recommended and must hold the rate of S.E.II.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course: 4 weeks.

(iv) Syllabus of Instruction and Examination: Instruction on modification to and development of safety equipment, including flying clothing. Practical instruction (advanced) on parachute and harness repairs. Drop and beam test. Porosity test. Dinghy repairs, inflation, and xylene tests, dinghy fabrics, specification and tensile strengths, treatment of rubberised fabrics. Organisation of S.E. sections, instruction and organisation of training classes. Detailed instruction in the use of all technical publications, log cards and inspection schedules including Form 700 (as they affect S.E. items). Revision of parachute and dinghy drills. Visit to selected manufacturers.

(v) Examining Officers: Officers appointed by Commanding Officer, R.A.N.A.S., Nowra.

Safety Equipment Rating Second Class (S.E.II):

(i) Safety Equipment Ratings 2nd Class are required to supervise the packing and maintenance of all forms of safety equipment including flying clothing. They must be capable of carrying out routine inspections of all standard forms of safety equipment and flying clothing. Candidates for course for S.E.II must be recommended.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course: 11 weeks.

(iv) Syllabus of Instruction and Examination: Practical packing of supply and equipment droppers, their operation, construction and use. Inspection, care and maintenance of parachutes, harnesses, etc. Naval storekeeping and air publications. Silk and nylon repairs. Repairs to harness, pack covers and Mae Wests. Care and maintenance and use of sewing machines. CO2 cylinders, CO2 charging plant, dinghy operating heads. Dinghies, packing, stowage, rations, equipment, emergency packs. Dinghies, Types K, M, L, H, D, J, S and Q. Dinghy repairs and maintenance including manometers. Wet dinghy drill, Part II. Search and rescue apparatus - Lindholme gear, "P" Mark II, Eastleigh "B", airborne lifeboats. Immersion suits. Marks I and II, inflatable exposure suit, Anti "G" suits - maintenance and repair. Detailed instruction in the use of all technical publications, log cards and inspection schedules including Form 700 (as they affect S.E. items).

General revision.

(v) Examining Officers: Officers appointed by Commanding Officer, R.A.N.A.S., Nowra.

Safety Equipment Ratings Third Class (S.E.III):

(1) Safety Equipment Ratings 3rd Class are required to pack and maintain all forms of safety equipment, including flying clothing.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course: 5 weeks.

(iv) Syllabus of Instruction and Examination: Practical packing of man-carrying parachutes, their construction and operation (including Q.R.Bs.). Harness fitting. Flying clothing. Oxygen equipment (non-airframe parts). Mae Wests, press buttons, "lift the dot" and zip fasteners. Wet Dinghy Drill, Part I. "K" type dinghies. O₂ cylinders, operating heads, Types F, G, H and K. Aircraft dinghies, Types "L", "M" and "H". Blow-out stowages. Emergency packs 3, 4, 5 and 7. Supply dropping apparatus. General instruction in technical publications, log cards and inspection schedules (as they affect S.E. items). Naval storekeeping (as it affects S.E. items). Revision.

(v) Examining Officers: Officers appointed by Commanding Officer, R.A.N.A.S., Nowra.

(C) Photographers.Photographer First Class (Phot.1):

(1) Photographers 1st Class are required to take charge of a Photographic Section, under a qualified Photographic Officer. They must be capable of supervising and instructing junior ratings. Candidates for course for Photographer 1 must be recommended.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course: 18 weeks.

(iv) Syllabus of Instruction and Examination: Advanced theory of light and optics. Photographic emulsions, speed systems, processing, printing and enlarging; colour and Dufay colour processing. All gunnery and ground cameras including associated equipment. Theory and practical instructions on Low Angle Marking. Theory of cinematography and application. Installation and operation of air cameras and associated equipment. Flight familiarisation with air cameras. Modelling instruction. General instruction in technical publications, administration and stores procedure.

(v) Examining Officer: Officers appointed by Commanding Officer, R.A.N.A.S., Nowra.

Photographer Second Class (Phot.2):

(1) Photographers 2nd Class on qualifying, are required to be competent in the fitting and operation of all service cameras and other photographic equipment.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course: 33 weeks.

(iv) Syllabus of Instruction and Examination: Theory of light, types of glass and lens combinations. Optical calculations and considerations. Shutter systems and theory of exposure control. Photographic emulsions and speed systems. Theory of development and chemicals employed. Bromide papers

and their applications. Processing, printing and enlarging, including colouring, tinting, bleaching, etc., and the production of finished prints. Theory and practical instruction in colour processing. Cinematography and application. Gunnery marking cameras and associated equipment including analysis. Instruction and practical operation of other ground cameras, including interior and exterior uses. Theory and application of air photography. Flight familiarisation, installation and operation of air cameras and associated equipment. Specialised processing machinery and methods. Form 700 and photographers' responsibilities. Modelling instruction. General instruction on technical publications, administration and stores procedure.

(v) Examining Officer: Officer appointed by Commanding Officer, R.A.N.A.S., Nowra.

(D) Meteorological Observers.Meteorological Observer First Class (Met.1):

(1) Meteorological Observers 1st Class are required to take charge of a main meteorological office under a qualified Meteorological Officer. They must be specially competent in the duties of a Meteorological Observer 2nd Class and be able to take charge of, and instruct, junior ratings. Candidates for Meteorological Observer 1st Class must hold the rate of Meteorological Observer 2nd Class, must be recommended and must have at least twelve months experience as a Meteorological Observer 2nd Class.

(ii) Course: Before examination for Meteorological Observer 1st Class, ratings should be sent, if practicable, to a Naval Air Station for two to three weeks refresher course.

(iii) Syllabus of Examination:

- (a) As for Meteorological Observer 2nd Class, and in addition:
- (b) Drawings of isobars, of thickness lines, and of pressure and tendency profiles; derivation of height on the tephigram by accurate methods; derivation of ΘW for various layers; use of fog prediction diagrams; coding of reports of upper air temperature, humidity and wind.
- (c) Elementary principles of meteorology - recognition of the commoner isobaric forms on synoptic charts and the type of weather associated with each; the Polar Front theory; Buys' Ballot's Law, the relation between pressure gradient and the surface and geostrophic winds, the geostrophic wind scale; stability and instability of the atmosphere.
- (d) Ability to describe, in general terms, the synoptic situation, including movement of pressure system and fronts; knowledge of the general nature of the climatic zones of the earth, of the "seasons" in the tropics, and a general knowledge of tropical storms; general knowledge of the effects of topography on local weather.

(iv) Examination: Oral, written and practical examination, as follows :-

- (a) Written and oral in two sections -
 - (i) On (a) and (b) of the syllabus above - 100 marks.
 - (ii) On (c) and (d) of the syllabus above - 50 marks.
 Successful candidates must obtain 70 per cent in each section.

(b) Practical examination, 100 marks. Successful candidates must also obtain 70 per cent in this examination.

(v) Examining Officer: Qualified Meteorological Officer, preferably one from a ship or station other than that of the candidate.

Meteorological Observer Second Class (Met.2):

(i) Meteorological Observers 2nd Class are required to take charge of the meteorological office under a qualified Meteorological Officer. They must be specially competent in the duties of a Meteorological Observer 3rd Class, and have a comprehensive knowledge of all aspects of the routine work carried out in a meteorological office. Candidates for Meteorological Observer 2nd Class must have at least twelve months experience as Meteorological Observer 3rd Class, and be recommended.

(ii) Course: Before examination for Meteorological Observer 2nd Class, ratings should be sent, if practicable, to a Naval Air Station for two or three weeks refresher course and to a carrier under sea conditions for one week to obtain practical experience.

(iii) Syllabus for Examination: As for Meteorological Observer 3rd Class, with particular emphasis on care and maintenance of all meteorological instruments, and in addition -

- (a) Special codes for sudden weather changes.
- (b) Computation of equivalent constant winds and ballistic temperatures.
- (c) Plotting of tracks of pressure systems.
- (d) Reproduction of upper air charts from data received.
- (e) Efficiency on telephone; reading and interpretation of "actuals"; determination of "Q.F.E." and "Q.F.F." for own station.
- (f) Complete knowledge of T/P and signal routine including all meteorological code words in current use.
- (g) Keeping and ordering of stores, stationery and meteorological publications.
- (h) Knowledge of type of information contained in certain meteorological publications including S.D.I's. S.I's, H.D.373, A.L.R.S. III.
- (j) Ability to take charge and run office routine.
- (k) Knowledge of drafting routine.

A high standard of accuracy will be required in plotting and in observing particularly with reference to those observations made solely at sea, i.e. sea temperature, estimates of sea and swell, true wind and measurement of upper winds from moving ship.

(iv) Examination: Oral, written and practical examination - 70 per cent required to pass.

(v) Examining Officer: Qualified Meteorological Officer - preferably one from a ship or station other than that of the candidate.

Meteorological Observer Third Class (Met.3):

(i) Meteorological Observers 3rd Class are required to be qualified in the general duties of a meteorological watchkeeper both at Naval Air Stations and in ships. They must be competent to undertake the observation and reporting of all weather phenomena and the plotting of meteorological data on synoptic and other charts.

(ii) Where course is held: R.A.N.A.S., Nowra.

(iii) Length of course: 6-8 weeks.

(iv) Syllabus of Instruction and Examination: Introduction to meteorology and its need in Naval aviation. Definition of meteorological terms. Decoding and plotting standard shore and ship surface reports. Principles, reading and maintenance of meteorological instruments. Units used in meteorology and conversion from metric to non-metric units. Making and coding of meteorological observations for entering in the meteorological log and for transmission to weather centres or to aircraft in flight. Teleprinter and signal routine. Setting up theodolite, making pilot balloon observations, calculating and coding of upper winds under shore and sea conditions. Decoding upper air reports and plotting the information on the topogram. Decoding and plotting of reports from aircraft in flight. Decoding and plotting information received in analyses codes. Elementary meteorological theory. A general knowledge of meteorological publications and instructions. General office routine, practical watchkeeping and flying.

(v) Examination: Oral, written and practical examination - 70 per cent required to pass.

(vi) Examining Officer: Officer appointed by Commanding Officer, R.A.N.A.S., Nowra.

APPENDIX V

Professional Examinations for Aircraft Artificers,
Air Mechanics, Skilled Air Mechanics (Fitter,
Rigger) and (Armourer), and Part II (Technical
Examination of Naval Airmen (Aircraft Mechanic
and (Ordnanceman).

This appendix will be promulgated separately at a later date.

2. When required, advance information on its contents may be obtained from the Director of Air Maintenance and Repair, Navy Office.

241.

AIRCRAFT SERVICING AND MAINTENANCE BRANCHES AND OTHER RATINGS CONCERNED WITH AIRCRAFT - TRANSFERS FROM NON-AVIATION BRANCHES - RATES AND SENIORITIES ON TRANSFER - CONCESSIONAL ADVANCEMENT REGULATIONS.

The Naval Board have had under consideration the necessity of avoiding any loss of seniority or of advancement prospects by ratings who transfer, in response to an invitation by the Naval Board, from non-aviation branches to Aviation Servicing and Maintenance Branches.

2. With this object, the Naval Board has approved modifications to the qualifications required for advancement as laid down in Navy Order 240 of 1948. These modifications will apply only to ratings who fall within the definition in paragraph 1 above.

3. Upon a rating volunteering to transfer to an Aviation Branch, his application will be submitted to the Naval Board. Transfer to the aviation rate will in no case be effected immediately, but if considered suitable, he will be drafted to a Naval Air Training Establishment to undergo the prescribed course for conversion to the aviation rate. Whilst undergoing this course, he will retain his original non-aviation rate and will remain on the advancement roster of that rate, and if he becomes due, and is qualified for advancement in his original branch, he will be so advanced. Upon successful completion of the course, transfer to the aviation branch will be finally approved. He will then be removed from the advancement roster of his original branch and will be placed on the advancement roster of his new branch.

4. Transfers to Naval Airman Branch.-

(1) Transfers when approved by the Naval Board are to be to the rate corresponding with the substantive rate held at the time and with existing seniority, such seniority to count as time in the new rate.

(i) In some cases of transfers of leading rates and above, the course mentioned in paragraph 3 above may not be sufficient to award the Part II qualification appropriate to the substantive rate held and in such cases, the new rate will be given on a "not qualified" basis, which will be distinguished by the addition of the term "(N/Q)" after the substantive rate. The new rate will remain on this basis until the courses required to gain the Part II (Technical) qualification appropriate to their new rate have been taken and the corresponding examination passed.

(iii) A transferred rating (as defined in paragraph 1) who -

- (a) has not received any advancement in his aviation branch since transfer;
- (b) is not in possession of the Part I and Part II qualifications necessary for advancement;
- (c) is qualified under the normal regulations in every way except Part I and Part II qualifications;

may be recommended on form A.S.507 as if he were fully qualified under the normal regulations.

On reaching the top of the roster he will, if still recommended, be advanced to the acting next higher substantive rate (N/Q).

A rating advanced under these conditions is to pass the Part I examination appropriate to his acting higher rate within one year. When he has passed and has completed the normal period of acting time (if any) he is to be confirmed in the higher rate (N/Q).

A rating who fails to pass is to be reverted at the end of a year.

5. Transfers to Skilled Air Mechanic Branch and to the Air Artificer Branch.-

(1) Transfers, when approved by the Naval Board, are to be to the rate corresponding with the substantive rate held at the time and with existing seniority, such seniority to count as time in the new rate.

(ii) In some cases, particularly of the more senior rates, the course mentioned in paragraph 3 above may not be sufficient to enable the rating to pass the examination(s) appropriate to the rate to which transferred and to all junior rates. In such cases the new rate will be given on a "not qualified" basis, which will be distinguished by the addition of the term "(N/Q)" after the substantive rate. The new rate will remain on this basis until the qualifying courses and professional examinations appropriate to the new rate and to all junior rates as laid down in Navy Order 240 of 1948, Appendix V(A), (B), (C) and (E) 5 and 7, have been passed.

(iii) A transferred rating (as defined in paragraph 1) who -

- (a) has not received any advancement in his aviation branch since transfer;
- (b) has not passed the examination(s) appropriate to the next higher rate (and all rates junior to it);
- (c) is qualified under the normal regulations in every way except as (b) above,

may, if the next higher rate is a "time" advancement, be advanced to the next higher substantive rate (N/Q).

6. Removal of (N/Q).- The absence of the notation (N/Q) implies that a transferred rating is fully qualified in every respect. (N/Q) may be removed by the Captain at any time. Before approving the removal of (N/Q), the Captain must be satisfied that -

- (a) the rating is in possession of the Part I and Part II qualifications appropriate to the substantive rate held, or higher;
- (b) that all examinations required for the rate held and for all junior rates have been passed;
- (c) that certificates of competency required for the rate held and for all junior rates have been given.

7. The term "(N/Q)" where applicable, is to be used on history sheets, service certificates, returns, and all correspondence. Removal of "(N/Q)" is to be treated as an advancement for the purpose of returns, etc., and is to be noted in the same way as an advancement on service certificates and is to be reported on Form A.S.161. It will not count as advancement for the purposes of paragraphs 4 and 5 above.

8. Counting of time in original branch as service in rate.- Transferred ratings will count time and seniority in all rates in the original branches as time and seniority in the corresponding rates of the aviation branches.

242.

RATING PILOTS - TRAINING AND ADVANCEMENT REGULATIONS.

General.-

The following are the regulations for advancement in the Royal Australian Navy for Rating Pilots.

2. The general instructions laid down in Section I of Navy Order 104 of 1948 will apply.

3. Entrants to the Pilot Branch will be from -

- (a) direct entry from shore as Recruit (Probationary Pilot);
- (b) transfers from other branches to Probationary Pilot.

Training and Advancement of Recruits (Direct Entry).-

4. New Entries will be entered as Recruit (Probationary Pilot) and will carry out the following training at Flinders Naval Depot :-

- (a) Preliminary Course (2 weeks): As laid down in Navy Order 104 of 1948, paragraph 18(a).
- (b) Disciplinary Course (10 weeks): As laid down in Navy Order 104 of 1948, paragraph 18(b), modified as necessary by C.S.T. to meet their special requirements.
- (c) Leadership Course (2 weeks).

5. Recruits (Probationary Pilot) will be advanced to Probationary Pilot on completion of the Disciplinary Course (vide Navy Order 104 of 1948, paragraph 22).

Post Recruit Training and Advancement (Direct Entry).-

6. On completion of the courses laid down in paragraph 3 above, Probationary Pilots will be sent to a Royal Australian Naval or Royal Australian Air Force Station to undergo pilot training.

Training and Advancement of -

7. Transfers from other branches: On selection, candidates for Rating Pilot will be drafted to Flinders Naval Depot where, on arrival, they will be rated Probationary Pilot. They will re-undergo, together with Recruits (Direct Entry), the recruit courses laid down in paragraph 4 above further modified as necessary by the Commodore Superintendent of Training.

8. On completion of these courses, all Probationary Pilots will be sent to a Royal Australian Naval or Royal Australian Air Force Station to undergo pilot training.

9. Further advancement regulations are shown in appendix hereto.

Notes.-

- (i) Ratings transferred from other branches to Probationary Pilot will receive pay and increments at the rates appropriate to the rate held immediately before transfer, until advanced to Pilot IV.
- (ii) All probationary pilots will be paid flying pay from the commencement of Elementary Flying Training Course (vide Pay Code Signal No.30). (348/201/42)

APPENDIX

Qualifications for advancement to Pilot IV (Leading Rate).-

- (a) Successful completion of the applied section of the standard Royal Australian Air Force Syllabus and award of the Flying Badge.
- (b) Continuous Very Good conduct for at least one year.

Note.- Advancement to Pilot IV will be backdated a maximum of three months, the period of backdating from the basic date of (a) being calculated as follows :-

| | | | |
|--|--------------|--------|------------|
| Recruit Disciplinary Course | - 65% to 74% | - Fair | - Nil |
| | 75% to 84% | - Good | - ½ month |
| | 85% & over | - V.G. | - 1 month |
| I.T.S. Course Examination | - 75% to 74% | - Fair | - Nil |
| | 75% to 84% | - Good | - ½ month |
| | 85% & over | - V.G. | - 1 month |
| Examination on ground subjects on completion of SFTS | - 65% to 74% | - Fair | - Nil |
| | 75% to 84% | - Good | - ½ month |
| | 85% & over | - V.G. | - 1 month. |

Qualifications for advancement to Pilot III (Leading Rate).-

- (a) Successful completion of all qualifying flying training.
- (b) Six months seniority as Pilot IV.
- (c) Continuous Very Good conduct for at least eighteen months.
- (d) Qualified in Damage Control Class "A".

Note.- Advancement to Pilot III will normally be on the date of complying with these conditions, but, if through no fault or failure of the rating concerned, the date of (a) above is later than the date of (b), the advancement is to be backdated to the date of (b).

Qualifications for advancement to Pilot II (Petty Officer).-

- (a) Recommendation by Commanding Officer for advancement on Form 507.
- (b) Three years as Pilot III.
- (c) Continuous Very Good conduct for 18 months preceding advancement.
- (d) Efficiency not below Satisfactory for at least two years preceding advancement.

Qualifications for advancement to Pilot I (Chief Petty Officer).-

- (a) Recommendation by Commanding Officer for advancement on Form 507.
- (b) Four years as Pilot II.
- (c) Efficiency not below Satisfactory for at least three years preceding advancement.
- (d) Continuous Very Good conduct for at least three years preceding advancement.

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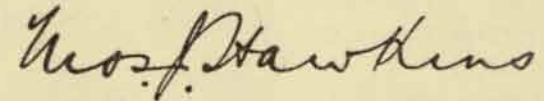
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th September, 1948.

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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243.

EDUCATIONAL QUALIFICATIONS FOR PROMOTION TO WARRANT RANK.

As from the Higher Educational Test to be held in April, 1949, the provisions of A.F.O. 816/48 will be followed in the Royal Australian Navy with the following exceptions :-

- (a) The setting of an examination in Military Topography and its application to Royal Marines.
- (b) The Practical Mathematics Examination (paper V.) will remain as at present.
- (c) A special paper V.A. will be set when required for candidates of the Supply and Secretariat Branches which will include questions in bookkeeping and accountancy. Examples of such are questions nos. 10, 11 and 12 of the specimen paper contained in the appendix of A.F.O. 817/48. Particular attention is to be paid to the inclusion of such candidates in returns due at Navy Office on 1st March and 1st September each year.

(465/204/688)

244.

HIGHER EDUCATIONAL TEST R.A.N. - RECOGNITION AS INTERMEDIATE CERTIFICATE STANDARD.

The Schools Board of Melbourne University has approved that a Higher Educational Certificate Second Class may be endorsed as follows :-

English Expression

History

Geography

Mathematics

Mechanics, Magnetism
and Electricity

A pass is up to the standard of the Intermediate Certificate, Victoria.

2. The Education Department of New South Wales has approved that a footnote may be inserted on Second Class Higher Educational Certificates as follows :-

Pass in History

" " Geography

" " Practical
Mathematics" " Mechanics or
Magnetism

Equals New South Wales Intermediate Certificate Standard.

Equals New South Wales Intermediate Certificate Standard in Mathematics I.

New South Wales Intermediate Certificate Standard in those branches of the Physics Paper in connection with that certificate.

3. Any officer who wishes to have his certificate - either first or second class - amended, should forward it through his Commanding Officer to Navy Office.

4. Commanding Officers are to forward Higher Educational Certificates held by ratings to Navy Office when an amended Certificate will be issued.

5. The Higher Educational Test Certificate will be revised and in future all certificates issued will be endorsed in accordance with the above decisions.

(465/204/687)

245.

EXAMINATION OF SICK BERTH RATINGS - MAY, 1948.

The results obtained by candidates who passed in the examination for advancement in the Sick Berth Branch on 25th May, 1948, are as given hereunder :-

| Exam. No. | Name | Present Rating | O.N. | Percentage of marks obtained at examination | | Approx. Average for :- (a) Written Oral and (b) Practical | Where serving at time of examination | |
|-----------|-----------------|----------------|-------|---|------------|---|--------------------------------------|-----------------------|
| | | | | Paper No.1 | Paper No.2 | | | |
| 12 | MAYES, H.R. | S.B.P.O. | 19516 | 72 | 68 | 70 | 81 | PENGUIN |
| 6 | MORTIMER, W.D. | L.S.B.A. | 30852 | 72 | 73 | 72.5 | 71.5 | PENGUIN (ex MELVILLE) |
| 21 | MARTIN, K.J. | L.S.B.A. | 24921 | 73 | 73 | 73 | 70.5 | KUTTABUL |
| 3 | HAMMOND, K.J. | S.B.A. | 29220 | 65.5 | 51.5 | 58.5 | 61.5 | TARANGAU |
| 10 | PERKINS, L.W.R. | S.B.A. | 33260 | 63 | 74 | 68.5 | 51.5 | LONSDALE |
| 17 | NORBURY, M.J. | S.B.A. | 27985 | 63 | 54 | 58.5 | 67 | PENGUIN |
| 57 | JACKSON, W.D. | S.B.A. | 34465 | 86 | 68 | 77 | 76 | CERBERUS |
| 58 | MARSLAND, R. | S.B.A. | 34500 | 64 | 53 | 58.5 | 72 | CERBERUS |
| 59 | HUDSON, G.D. | S.B.A. | 28255 | 67 | 49 | 58 | 70 | CERBERUS |
| 23 | SHAW, J.A. | S.B.A. | 30361 | 45 | 65 | 55 | 65 | KUTTABUL |

2. The marks obtained by the 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 25th May, 1948, 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 Certificates of candidates.

(465/207/1329) 245

247.

OPERATION AND ADMINISTRATION OF THE R. A. N.

The principles on which ships of the Royal Australian Navy are administered and operated are as follows :-

(a) Administration: All H.M.A. ships will be administered by the Flag Officer Commanding H.M.A. Squadron, except -

- (i) Miscellaneous auxiliary craft.
- (ii) Ships in Reserve.
- (iii) Corvettes attached to Flinders Naval Depot for training. (First Training Flotilla.)
- (iv) Ships paying off.

(b) Operation: The Flag Officer Commanding H.M.A. Squadron will operate all ships except as shown hereunder :-

- (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 operated by the establishment to which they are attached.
- (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 or Resident Naval Officer of the port in which they are paying off.

5. The following organization will come into effect on 16th September, 1948, at which date Navy Order 2 of 1948 is cancelled :-

| Ship | Administration | Operation |
|----------------------------------|----------------|--|
| <u>Cruisers</u> - | | |
| AUSTRALIA | F.O.C.A.S. | F.O.C.A.S. |
| <u>Destroyers</u> - | | |
| <u>10th Destroyer Flotilla</u> - | | |
| WARRAMUNGA (Capt.D.10) | F.O.C.A.S. | F.O.C.A.S. |
| BATAAN | F.O.C.A.S. | F.O.C.A.S. |
| ARUNTA | F.O.C.A.S. | F.O.C.A.S. |
| QUICKMATCH | F.O.C.A.S. | F.O.C.A.S. |
| QUIBERON | F.O.C.A.S. | F.O.C.A.S. |
| <u>Frigates</u> - | | |
| <u>1st Frigate Flotilla</u> - | | |
| CULGOA (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.) |
| SHOALHAVEN | F.O.C.A.S. | |
| CONDAMINE | F.O.C.A.S. | |

| Ship | Administration | Operation |
|--------------------------------|-------------------|--|
| <u>Surveying Ships</u> - | | |
| WARREGO | F.O.C.A.S. | Naval Board |
| BARCOO | F.O.C.A.S. | Naval Board |
| LACHLAN | F.O.C.A.S. | Naval Board |
| <u>Training Ships</u> - | | |
| MURCHISON | F.O.C.A.S. | F.O.I.C. Sydney |
| <u>1st Training Flotilla</u> - | | |
| GLADSTONE (S.O.) | C.S.T. | C.S.T. |
| LATROBE | C.S.T. | C.S.T. |
| <u>20th M.S.F.</u> - | | |
| SWAN (S.O.) | F.O.C.A.S. | - |
| H.D.M.L's. 1328, 1329 | F.O.C.A.S. | - |
| G.P.V's. 960, 963 | F.O.C.A.S. | - |
| KANGAROO | F.O.I.C. Sydney | F.O.I.C. Sydney (on completion of operations in New Guinea and Darwin) |
| <u>L.S.I.</u> - | | |
| KANIMBLA | F.O.C.A.S. | Naval Board |
| <u>L.S.T's.</u> - | | |
| 3017 | F.O.C.A.S. | Naval Board (except when allocated to an N.O.I.C. for special duties) |
| 3014 | F.O.I.C. Sydney | - |
| 3501 | F.O.C.A.S. | Naval Board |
| <u>Miscellaneous</u> - | | |
| RESERVE | F.O.I.C. Sydney | Naval Board |
| WOOMERA | F.O.I.C. Sydney | Naval Board |
| G.P.V. 957 | N.O.I.C. Brisbane | N.O.I.C. Brisbane |

Note.- While cruisers are reducing to Reserve under Flag Officer-in-Charge, New South Wales, and are in Reserve, copies of all correspondence regarding alterations and additions are to be sent to the Flag Officer Commanding, H.M. Australian Squadron.

(404/201/956)

806 in 1946

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 28th February, 1949.

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 Orders 115 and 392 of 1947, and 32 of 1948 are hereby cancelled.

5. The rates of treatment for the year commencing 1st March, 1948, 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 | No. of Beds available | Class of case taken | Remarks |
|---|--|---|---|---|--|--|---------|
| <u>NEW SOUTH WALES - SYDNEY</u> | | | | | | | |
| "St. Luke's", 18 Roslyn Street, Darlinghurst (F.2181) | †(a) 21/- to 34/6 (b) 147/- to 241/6 | <u>Two in room</u> (a) 19/6 (b) 136/6 <u>Three in room</u> (a) 16/6 (b) 115/6 | (a) 52/6 (b) 31/6 | Night and Day Nurse - 105/- plus board | Varying number available from time to time | All cases except Tuberculosis and infection | |
| <u>TASMANIA - HOBEART</u> | | | | | | | |
| "St. Helen's", 186 Macquarie St., (Tel. 4109) | * (a) 12/- (b) 84/- | (a) 9/- (b) 63/- | (a) 21/- (b) 10/6 | Night and Day Nurse (incl. board) - 105/- 1st week, subsequent weeks - 89/- | 16 | All cases except infectious. Public Health notification cases | |
| <u>VICTORIA -</u> | | | | | | | |
| "Calvary" 41 Augusta Rd., Hobart | * (a) 24/- (b) 168/- plus 6/- p.w. telephone rental | (a) 18/- (b) 126/- | (a) 42/- (b) 21/- | Own arrangements made | As beds are available | Medical and Surgical only | |
| "St. Johns" C. of E. (Incorporating Hobart Homeopathic Hospital), 30 Cascade Rd. (Tel. 5089) | * (a) 24/- (b) 168/- | (a) 13/- (b) 91/- | (a) 42/- (b) 30/- | Own arrangements made | 21 | Medical and Surgical only | |
| Heidelberg House Hospital, Heidelberg (Tel. J.L.1281) | (a) 39/- (b) 273/- <u>Single Balcony Room</u> (a) 33/- (b) 231/- | <u>Two in room</u> (a) 28/6 (b) 199/6 <u>Three in room and over</u> (a) 19/6 (b) 136/6 | | | As beds are available | Medical and Surgical | |
| Geelong and District Hospital (Kitchener Memorial) (Tel. 3435) | (a) 28/6 (b) 199/6 | <u>Two in room</u> (a) 21/- (b) 147/- <u>Four bed room</u> (b) 119/6 | (a) 42/- (b) 21/- | Own arrangements made | 52 | Medical and Surgical | |
| <u>QUEENSLAND - BRISBANE</u> | | | | | | | |
| "St. Helen's", Stanley Street, Brisbane South (Tel. J.2213) | (a) 21/- to 27/- (b) 126/- to 168/- according to type of room available) | <u>Two in room</u> (a) 19/6 (b) 115/6 <u>More than two</u> (a) 18/- (b) 105/- | (a) 42/- (b) 21/- | Night and Day Nurse. Fees in accordance with Arbitration Court Award | 39 | Medical and Surgical only. Infectious cases if approved by Health Department | |

| 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 | No. of Beds available | Class of case taken | Remarks |
|--|---|---|---|---|-----------------------|---------------------------|--|
| SOUTH AUSTRALIA - ADELAIDE "Memorial Inc.", Pernington Terrace, North Adelaide (C.2302) | (a) 18/- to 26/- (b) 126/- to 168/- (according to type of room available) | Two in room (a) 14/6 (b) 100/- More than two (a) 13/- (b) 50/- | (a) 42/- (b) 51/6 | Night and Day Nurse (including board) - 98/- | 115 | Medical and Surgical only | 25% discount allowed on Maintenance charges only for personnel with World War I Service |
| "Wolverton", 122 Esplanade, Semaphore (Y.6423) | (a) 25/- (b) 140/- | (a) 17/6 (b) 105/- Ward Cases (a) 15/- (b) 97/6 | (a) 42/- (b) 21/- | Night and Day Nurse (including board) - 105/- | 20 | Medical and Surgical only | Fees cover nursing charges and include the usual drugs and dressings such as the supply and administering of morphia or bitone but do not cover cases such as pneumonia, cardiac and amputations |
| WESTERN AUSTRALIA - "St. John of God", Subiaco | (a) 15/- to 21/- (b) 105/- to 126/- (according to type of room available) | (a) 12/- (b) 84/- | (a) 42/- (b) 21/- | | As beds are available | | |

Subject to approval of Prices Commissioner.

Subject to any variation that may be approved by the Prices Commissioner under the new 40-hour week regulations.

With the exception of "St. John of God" charges, as indicated in the "Remarks" column, the cost of drugs, dressings, X-rays, etc., are extra. (527/211/2350)

SERVICE SYSTEM CANTEENS - FINANCIAL ASSISTANCE IN SPECIAL CIRCUMSTANCES.

In view of difficulties which have been experienced by Service System Canteens in some H.M.A. ships in meeting accounts for stores supplied prior to departure on protracted cruises, it has been decided that the R.A.N. Central Canteen Fund will, in future, make additional finance available, in such circumstances, during the period that a ship is absent from Australian waters, or is operating in isolated areas for an extended period.

2. Any ship desirous of securing this assistance is to make application to Navy Office, stating the financial commitments which are likely to be incurred by the canteen, and the amount required from the Central Canteen Fund. Advances made in accordance with this approval will be required to be repaid as soon as possible or immediately after the ship's return to Australian waters.

(427/201/1209)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st September, 1948.

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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250.

H.M.A.S. ALBATROSS - COMMISSIONING.

H.M.A.S. ALBATROSS (R.A.N. Air Station, Nowra) commissioned on 31st August, 1948.

2. H.M.A.S. AIR REST has been renamed H.M.A.S. ALBATROSS.
(404/201/946)

251.

STANDARDIZATION OF AUTOMATIC TELEGRAPHY - NOMENCLATURE AND INTERIM TECHNICAL STANDARDS.

The following nomenclature and definitions covering terms used in Automatic Telegraphy have been adopted by the Australian Services, for both Joint and Intra-Service use, and by any organisations under the direct control of the Department of Defence. The following Interim Technical Standards have also been adopted by the Australian Services for Joint Service use, and, with the exception of the Telegraph Transmission Speed, for Intra-Service use, as engineering standards for Automatic Telegraphy (see note subjoined in Part III - Telegraph Transmission Speed).

PART I - NOMENCLATURE - LIST OF TERMS.**1. COVERING REMARKS.-**

1.1. This part shows the general structure of the nomenclature pertaining to or associated with TELEGRAPHY, with particular emphasis on AUTOMATIC TECHNIQUES. No attempt has been made to define those techniques which are unlikely to be used in modern automatic telegraph systems and the term "OTHERS" is used to denote their possible existence.

2. GENERAL TERMS.-

2.1. Telegraphy: That branch of telecommunication in which intelligence is conveyed by a code of signals.

Note: Facsimile communication, though not employing a code of signals in the literal sense, is accepted as a form of telegraphy.

2.2. Automatic telegraphy: Any method of telegraph operation, in which, by the utilisation of automatic apparatus, the manual operations involved are effectively reduced.

2.3. Manual telegraphy: Any method of telegraph operation in which the signal elements are formed individually by manual operation and simultaneously transmitted, the received signals being interpreted by an operator.

3. TELEGRAPH SYSTEMS.-

3.1. Signal recording telegraphy: Any method of telegraph operation in which the received signal elements are recorded automatically and individually for subsequent transcription by an operator.

3.2. Printing telegraphy: Any method of telegraph operation in which the received signals are automatically recorded in printed characters.

3.3. Mosaic telegraphy: Any method of telegraph operation in which the characters are formed as mosaics made up from units transmitted by individual signal elements.

3.4. Facsimile telegraphy: A system for the transmission of still pictures, printed matter and the like, over a telecommunication channel.

4. SIGNALLING PRINCIPLES.-

4.1. These are the fundamental principles employed for impressing intelligence on a telegraph system operating over radio or line, as distinct from the transmission technique.

4.2. Amplitude change signalling:

- 4.2.1. On - off signalling.
4.2.2. Others.

4.3. Frequency change signalling: The generic term applied to all telegraph signalling systems in which one or more particular frequencies correspond to each desired signalling condition. The transition from one set of frequencies to the other may be either a continuous or discontinuous change in frequency or phase.

4.3.1. Frequency shift signalling: A frequency change signalling system in which the frequency or frequencies are varied in accordance with the telegraph signals and characterised by continuity of phase during the transition from one signalling condition to another.

4.3.2. Frequency exchange signalling: A frequency change signalling system in which the change from one signalling condition to another is accompanied by decay in amplitude of one or more frequencies and build up in amplitude of one or more other frequencies.

5. SIGNALLING TECHNIQUES.-

5.1. These are the methods whereby the preceding signalling principles are applied to "Direct Current", "Audio" and "Radio" signalling systems.

5.2. Direct current:

- 5.2.1. Direct current amplitude signalling.
5.2.2. Direct current polarity signalling.

5.3. Audio:**5.3.1. Tone amplitude signalling:**

- 5.3.1.1. Tone on - off signalling.
5.3.1.2. Others.

5.3.2. Tone change signalling:

- 5.3.2.1. Tone shift signalling.
5.3.2.2. Tone exchange signalling.
5.3.2.3. Others.

5.4. Radio:5.4.1. Radio amplitude signalling:

- 5.4.1.1. Radio on - off signalling.
- 5.4.1.2. Others.

5.4.2. Radio frequency change signalling:

- 5.4.2.1. Radio frequency shift signalling.
- 5.4.2.2. Radio frequency exchange signalling.

6. TRANSMISSION TECHNIQUES.-

- 6.1. Direct current.
- 6.2. Continuous wave.
- 6.3. Double side-band (D.S.B.).
- 6.4. Single side-band (S.S.B.).
- 6.5. Frequency modulation (F.M.).
- 6.6. Phase modulation.
- 6.7. Pulse modulation.

7. COMBINED TECHNIQUES.-

7.1. Using combinations of the above terms (paragraphs 5 and 6) any particular telegraphy system on radio or line can be described, and the following are examples of such composite terms :-

7.2. Direct current/radio: (For example, direct current keying of a radio transmitter.)

7.3. Audio/radio:7.3.1. Tone amplitude/radio:

- 7.3.1.1. Tone on - off/D.S.B.
- 7.3.1.2. Tone on - off/S.S.B.
- 7.3.1.3. Tone on - off/F.M.

7.3.2. Tone-shift/radio:

- 7.3.2.1. Tone-shift/D.S.B.
- 7.3.2.2. Tone-shift/S.S.B.
- 7.3.2.3. Tone-shift/F.M.

7.3.3. Tone-exchange/radio:

- 7.3.3.1. Tone-exchange/D.S.B.
- 7.3.3.2. Tone-exchange/S.S.B.
- 7.3.3.3. Tone-exchange/F.M.

8. COMMUNICATION FACILITIES.-

8.1. The definition of the terms "channel" and "circuit" have been chosen to provide a clear distinction between the facilities available to the engineering staffs for setting up communications and those available to the traffic staffs for their purposes.

8.2. Channel: A means of communication suitable for connection to operating instruments, switchboards or the like.

Note: The qualifying adjectives "one-way", "two-way", "omnibus" or "broadcast" will be used as necessary.

8.3. Circuit: A channel terminated at each end for traffic use on an instrument switchboard or the like.

Note: The qualifying adjectives "one-way", "two-way", "omnibus" or "broadcast" will be used as necessary.

8.4. Omnibus circuit: A circuit inter-connecting three or more stations such that the signals transmitted by any one station can be received by all stations.

8.5. Link: One or more direct connections for communication between two points.

Note: Qualifying adjectives may be used to indicate the nature of the link, e.g. "cable", "radio", "landline".

8.6. Section: A lengthwise portion of a link.

8.7. Network: A plurality of inter-related links.

8.8. Radio system: A means of communication incorporating one or more radio transmitters modulated by a common source.

8.9. Two-way radio system: Two associated radio systems for communication in opposite directions.

8.10. Multi-channel system: A telecommunication system in which two or more channels between two joints are derived from one parent channel between those same joints.

8.10.1. Multi-channel time-division system: A multi-channel system in which the exclusive use of the parent channel is allotted to each derived channel in a rapid and pre-determined sequence.

8.10.2. Multi-channel frequency-division system: A multi-channel system in which the derived channels are obtained by frequency selection.

9. METHODS OF OPERATION.-

9.1. Uni-directional operation: A method of working in which telecommunication takes place only in one direction.

9.2. Simplex operation: A method of working in which telecommunication between two stations takes place in one direction at a time.

9.3. Duplex operation: A method of working in which telecommunication between two stations can take place in both directions simultaneously.

9.4. Manual switching.

9.5. Automatic switching.

9.6. Manual retransmission.

9.7. Automatic retransmission - manual routing.

9.8. Automatic retransmission - automatic routing.

10. INSTRUMENTS.-

10.1. Telegraph instrument: A mechanical or electro-mechanical instrument used in telegraphy.

10.2. Telegraph transmitter: A telegraph instrument for sending signals over a channel.

10.3. Keyboard perforator: A telegraph instrument with a keyboard which, when manually operated, converts messages into the form of perforations in a tape.

10.4. Keyboard (printing) perforator: A telegraph instrument which, when manually operated, converts messages into the form of perforations in, and printed characters on, one and the same tape.

10.5. Receiving perforator (re-perforator): A telegraph instrument which records telegraph signals in the form of perforations in a tape.

10.6. Printing re-perforator: A telegraph instrument which records telegraph signals in the form of perforations in, and printed characters on, one and the same tape.

10.7. Teleprinter: A self-contained telegraph instrument fitted with a type keyboard for transmission and a printing mechanism for reception.

11. AUTOMATIC CYPHERING SYSTEMS (of Service application only).-

11.1. Office cyphering.

11.2. Circuit cyphering.

PART II - REFERENCE TO BRITISH STANDARDS INSTITUTION.

1. This part contains a list of suggested alterations and additions to B.S.I. Specification 204: 1943 - "Glossary of terms used in telecommunications" - arising out of the proposals in Part I of this report.

2. In order to avoid confusion in the immediate future, it is recommended that these definitions should be considered by the British Standards Institution at a very early date.

List "A" - Definitions recommended as additional to present B.S.I. definitions.

TELEGRAPHY.-

That branch of telecommunication in which intelligence is conveyed by a code of signals.

Note: Facsimile communication, though not employing a code of signals in the literal sense, is accepted as a form of telegraphy.

AUTOMATIC TELEGRAPHY.-

Any method of telegraph operation, in which, by the utilisation of automatic apparatus, the manual operations involved are effectively reduced.

MANUAL TELEGRAPHY.-

Any method of telegraph operation in which the signal elements are formed individually by manual operation and simultaneously transmitted, the received signals being interpreted by an operator.

SIGNAL RECORDING TELEGRAPHY.-

Any method of telegraph operation in which the received signal elements are recorded automatically and individually for subsequent transcription by an operator.

MOSAIC TELEGRAPHY.-

Any method of telegraph operation in which the characters are formed as mosaics made up from units transmitted by individual signal elements.

FREQUENCY CHANGE SIGNALLING.-

The generic term applied to all telegraph signalling systems in which one or more particular frequencies correspond to each desired signalling condition. The transition from one set of frequencies to the other may be either a continuous or discontinuous change in frequency or phase.

FREQUENCY SHIFT SIGNALLING.-

A frequency change signalling system in which the frequency or frequencies are varied in accordance with the telegraph signals and characterised by continuity of phase during the transition from one signalling condition to another.

FREQUENCY EXCHANGE SIGNALLING.-

A frequency change signalling system in which the change from one signalling condition to another is accompanied by decay in amplitude of one or more frequencies and build up in amplitude of one or more other frequencies.

SECTION.-

A lengthwise portion of a link.

RADIO SYSTEM.-

A means of communication incorporating one or more radio transmitters modulated by a common source.

TWO-WAY RADIO SYSTEM.-

Two associated radio systems for communication in opposite directions.

MULTI-CHANNEL TIME-DIVISION SYSTEM.-

A multi-channel system in which the exclusive use of the parent channel is allotted to each derived channel in a rapid and pre-determined sequence.

MULTI-CHANNEL FREQUENCY-DIVISION SYSTEM.-

A multi-channel system in which the derived channels are obtained by frequency selection.

UNI-DIRECTION OPERATION.-

A method of working in which telecommunication takes place only in one direction.

TELEGRAPH INSTRUMENT.-

A mechanical or electro-mechanical instrument used in telegraphy.

KEYBOARD PERFORATOR.-

A telegraph instrument with a keyboard which, when manually operated, converts messages into the form of perforations in a tape.

KEYBOARD (PRINTING) PERFORATOR.-

A telegraph instrument which, when manually operated, converts messages into the form of perforations in, and printed characters on, one and the same type.

RECEIVING PERFORATOR (RE-PERFORATOR).-

A telegraph instrument which records telegraph signals in the form of perforations in a tape.

PRINTING RE-PERFORATOR.-

A telegraph instrument which records telegraph signals in the form of perforations in, and printed characters on, one and the same tape.

List "B" - Definitions recommended as amendments to or substitutions for present B.S.I. definitions.

| <u>Proposed new definition</u> | <u>Present B.S.I. definition to be amended or cancelled</u> |
|--|---|
| <u>FACSIMILE TELEGRAPHY</u> A system for the transmission of still pictures, printed matter and the like, over a telecommunication channel. | 2228 |
| <u>CHANNEL</u> A means of communication suitable for connection to operating instruments, switchboards or the like. <u>Note:</u> The qualifying adjectives "one-way", "two-way", "omnibus" or "broadcast" will be used as necessary. | 1121 |
| <u>CIRCUIT</u> A channel terminated at each end for traffic use on an instrument switchboard or the like. <u>Note:</u> The qualifying adjectives "one-way", "two-way", "omnibus" or "broadcast" will be used as necessary. | 1122C |
| <u>OMNIBUS CIRCUIT</u> A circuit inter-connecting three or more stations such that the signals transmitted by any one station can be received by all stations. | 2217 |
| <u>LINK</u> One or more direct connections for communication between two points. <u>Note:</u> Qualifying adjectives may be used to indicate the nature of the link, e.g. "cable", "radio", "landline". | 3515 and 4303 |
| <u>NETWORK</u> A plurality of inter-related links. | 1208 |

Proposed new definition

Present B.S.I. definition to be amended or cancelled

| | |
|---|------|
| <u>MULTI-CHANNEL SYSTEM</u> A telecommunication system in which two or more channels between two points are derived from one parent channel between those same points. | 2207 |
| <u>DUPLEX OPERATION</u> A method of working in which telecommunication between two stations can take place on both directions simultaneously. | 1404 |
| <u>TELEGRAPH TRANSMITTER</u> A telegraph instrument for sending signals over a channel. | 2106 |

List "C" - Present B.S.I. definitions which have been incorporated in Part II of this report without amendment.

| |
|---|
| 2227 - <u>PRINTING TELEGRAPHY</u> Any method of telegraph operation in which the received signals are automatically recorded in printed characters. |
| 1403 - <u>SIMPLEX OPERATION</u> A method of work in which telecommunication between two stations takes place in one direction at a time. |
| 2103 - <u>TELEPRINTER</u> A self-contained telegraph instrument fitted with a type keyboard for transmission and a printing mechanism for reception. |

PART III - TECHNICAL STANDARDS FOR INTERIM USE BY THE UNITED KINGDOM FIGHTING SERVICES.

TELEGRAPH CODE.-

The telegraph code to be the existing standard 5-unit more completely defined as follows :-

"International Telegraph Alphabet No.2 (vide International Telegraph Regulations, Cairo, 1938, Art. No.35)".

TELEGRAPH TRANSMISSION SYSTEMS.-

These will be arhythmic (start/stop) except by mutual arrangement to the contrary.

TELEGRAPH TRANSMISSION SPEED.-

The standard telegraph transmission speed to be the present C.C.I.T. standard speed, namely 50 bauds, unless otherwise agreed locally.

Note: The Australian Services after a detailed consideration of this subject have decided to adopt 50 bauds as the Standard Telegraph Transmission Speed for Joint Service use. The Royal Australian Navy and the Australian Military Forces have adopted 50 bauds for intra use, and the Royal Australian Air Force 45½ bauds.

RADIO CIRCUITS, SINGLE-CHANNEL.-

The type of radio circuit for inter-service single-channel H/F radio links should be "FREQUENCY SHIFT", with the higher frequency used as the "Marking" or "Working" frequency. Subject to confirmation by the W/T Board, the "Allocated frequency" should be midway between the marking and spacing frequencies. Pending ultimate standardisation to the amount of "shift", equipment should be capable of working with a shift of 850 cycles per second, this figure being used for inter-service communication in the absence of other agreement.

RADIO CIRCUITS, MULTI-CHANNEL.-

The type of radio circuit for inter-service multi-channel H/F radio links should be "Single-side-band suppressed carrier two-tone multi-channel". The tone-spacing should be in conformity with existing Post Office V.F. channel technique, namely "Tone frequencies to be 420 cycles/sec. and higher at intervals of 120 cycles/sec. The standard V.F. telegraph system contains tone frequencies at 120 cycles spacing from 420 cycles/sec. to 2460 cycles/sec. The tone-channel allocations should be agreed locally between terminals.

TAPE RELAY.-

The form of tape in which messages should be transferred from one circuit to another, inter-service, should be "PRINTED and PERFORATED CHADLESS TAPE" of present standard dimensions and centre-holes, namely tape width 11/16 inches, distance between centre hole centre 0.1 inches.

(2037/2/2285)

252.

TRAVELLING WARRANTS.

Examination in Navy Office of claims received from Railway Departments and shipping companies indicates that the provisions of Naval Account Regulations and Instructions, Article 320, clause 7, are, in many cases, not being observed.

2. Where it is necessary to issue warrants for single tickets where, normally, return tickets would be obtained, a notation of the reason for the issue of the single ticket should, in every instance, be made on the warrant, e.g. "To join H.M.A.S. at on completion of leave", "travelled on forward journey by air at own expense".

(632/203/1129)

253.

PAYMENT OF ALLOTMENTS TO SAVINGS BANK ACCOUNTS.

Approval has been given for the payment of allotments into Commonwealth and State Savings Bank Accounts.

2. New allotments so declared are to be made at fortnightly rates on Form A.S.63, and particulars of allotments must show, in addition to the name of the Bank and the Branch (if not a Head Office account), the Bank number of the payee's account.

3. The transfer of an allotment in force from a Post Office to a Bank account (Savings Bank or Current account) will be arranged by Navy Office either at the written request of the allottee forwarded direct to Navy Office, or, if the allottor so desires, on request by him through his Commanding Officer. There will be no necessity for the preparation of Forms A.S.63 or A.S.54 in such cases.

(556/207/8240)

254.

COMPENSATION FOR LOSS OF TOOLS.

The attention of all personnel concerned should be drawn to the following summary of regulations relative to the payment of compensation in respect of losses of tools sustained as a result of a casualty of the Service :-

- (a) Compensation for the loss of tools included in a minimum tool kit is normally effected in accordance with K.R. & A.I., Article 1697, which provides, inter alia, that a certificate be furnished that the following conditions have been fulfilled, viz :-
 - (i) that the claimants are acquitted of all blame for the cause of the loss or damage;
 - (ii) that the loss or damage occurred in circumstances altogether unavoidable by them;
 - (iii) that it was not by the neglect or default of the claimants, and
 - (iv) that every exertion was used by them to prevent the loss or damage.
- (b) Compensation for loss of tools carried in addition to those in the approved minimum kit is not allowable unless a certificate is given by the Commanding Officer that such tools are considered essential for the rating's duties and that Service tools were not available, vide also A.F.O's. 4355 and 6813 of 1944.
- (c) The Department will not accept responsibility for losses during transport, unless tool chests are locked and suitably marked and labelled as indicated in Navy Order 264 of 1945.

2. In regard to (b) above, an examination of compensation claims indicates that, in certain instances, ratings have retained private tools not covered by the required certificate and for which compensation has not been payable. The attention of all personnel is accordingly to be specially drawn to the monetary risk involved in the event of loss of valuable private

tools which they may hold in excess of the prescribed minimum kit.

3. The attention of Artisan ratings should be drawn to the wisdom of placing on record a list of the private tools in their possession, if any claims for their value are to be entertained in the event of loss. Artisan ratings are advised to hand to their Divisional Officer, for inclusion in their papers, a list of their private tools which can be checked at the time, and subsequently on each occasion of drafting.

4. Navy Order 184 of 1944 is cancelled.

(438/204/2085)

(This Order will be reprinted for posting on notice boards.)

255.

CONSOLIDATION OF NAVY ORDERS.

It is promulgated for general information that the under-mentioned Navy Orders concerning victualling stores, which were inadvertently omitted from the Commonwealth Navy Order Volume 1921 - 44, Part I, are still operative and will be included, or revised as necessary, in a further similar consolidation of Navy Orders still applicable which is being prepared for the period ended 31st December, 1947 :-

| Year | Navy Order No. | Subject |
|------|----------------|---|
| 1940 | 138 | Care of Packing Cases and Materials. |
| | 176 | Officers' Uniform and Equipment. |
| 1941 | 44 | Compensation for Loss of, or Damage to Uniform Clothing : Officers and Men. |
| | 252 | Arm Brassards for Naval Recruits. |
| 1942 | 125 | Condition of Mess Gear returned to R.E.V. Yard. |
| | 374 | Discrepancies in Stocks of Victualling Stores. |
| 1943 | 167 | Condition of Stores and Equipment returned to Victualling Yards. |
| | 409 | Ceremonial Band Instruments - Naval Reserve Depots. |
| | 549 | Retention of Kit on Discharge. |
| 1944 | 67 | Emergency Rations for Aircraft operating from H.M.A. Ships. |
| | 197 | Orchestral Band Instruments - Percentage Charge and Grants-in-Aid. |
| | 265 | Food Rationing and Food Economy - General Instructions. |
| | 356 | Uniform and Clothing for Ratings in Military Detention Barracks. |
| | 385 | Accounts for Provisions supplied to Tenders when absent from Parent Ship. |
| | 496 | Safety Razor Blades - Gratuitous Issues of. |
| | 561 | Compensation for loss of Uniform - Officers and Ratings. |

2. In the above regard, attention is drawn to Navy Circular 085 Item 230250Z September 1947, reading as follows :-

"My 170615Z September 1947. Cancel and substitute :- Reference Page 1 of C.N.O. Volume 1921 - 44, Part I, recently issued, it is noted that many victualling orders still in force have been inadvertently omitted from that volume. Pending their remaking, or until their possible inclusion in a revised Navy Order Volume, Part I, all orders referred to in paragraph 2 of Page 1 are to be retained for further use, a copy of this signal being inserted on the inside of the front cover of the volume opposite to that paragraph."

3. The abovementioned volume is to be suitably notated.

(546/203/459)

256.

BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed. Additional copies of B.R's. 268(7), 1429, 1739 and 1801 are being obtained to complete distribution.

| | | |
|--------------------------|---|------------------------------------|
| B.R.268(7)(47) | Electrical Manual Vol. II - Handbook of Low Power Supply Systems. | (A.F.O. 285/48) (571/202/2997) |
| B.R.358 and Form D.254D. | Establishment of Naval Stores for Executive Purposes - and List of Particulars - Errata No.12. | (A.F.O. 1101/48) (571/202/1503) |
| B.R.359 and Form D.128D. | Establishment of Naval Stores for Electrical and Torpedo Purposes and List of Particulars - Errata No.17. | (A.F.O. 1013/48) (571/202/2229) |
| B.R.642B. | Summary of British Warships. October 1946. | (A.F.O. 289/48) (571/202/3016) |
| B.R.828 | Medical use of Sulphonamides. | (A.F.O. 3805/45) (571/202/2237) |
| B.R.1429 | A.S.E. Catalogue of Stores, Volumes I, II and III. | (A.F.O. 3008/46) (571/202/2588) |
| B.R.1463 | Servicing Manual for Indicator Outfit J.E. and Display Unit Design B. | (A.F.O. 287/48) (571/202/2995) |
| B.R.1623 | Handbook for Types 57CM/CMR/DM/DMR. | (A.F.O. 918/48) (571/202/3017) |
| B.R.1669 (5F) | Handbook of Depth Charges and Equipment - Depth Charge Thrower Mark V. | (A.F.O. 4224/47) (571/202/2614) |
| B.R.1718 | Shock Effects in H.M. S/M "PROTEUS" from Underwater Explosions. | (A.F.O. 1350/40) (571/202/3011) |

- B.R.1739 Drill for the Close Range Blind Fire
Director. (A.F.O. 3032/47)
(571/202/2928)
- B.R.1746(A) Joint Call Sign Book for U.S.A. Army Coast
(J.A.N.P.113A) Guard and Navy Ships.
- B.R.1747(A) Joint Call Sign Book for U.S. Army, Coast
(J.A.N.P.114A) Guard and Navy. Fixed and Land Radio
Stations. (A.F.O. 289/48)
(571/202/2818)
- B.R.1758(5) C.V. Register of Electronic Valves
January Correction List, Chapter V.
(A.F.O. 597/48)
(571/202/2942)
- B.R.1791 "A" Class Submarines - "Maintenance of
Torpedo Tubes fitted with H.P. Firing Gear".
(A.F.O. 3567/47)
(571/202/2954)
- B.R.1801 Notes for Officers acting as Accused's
Friend at Naval Courts Martial.
(A.F.O. 1193/48)
(571/202/2999)
- Ministry of Transport - Instructions to
Surveyors & Notice to Shipowners, Ship
Masters and Skippers :-
Circular 1816 "Conditions of stowage of
Dangerous Goods in Ships".
Circular 1817 "Conditions of stowage of
Explosives and of Dangerous and certain
other goods in Ships when Explosives are
carried". (571/201/5569)
- Final Acts of the International Tele-
communications and Radio Conferences
Atlantic City 1947. (437/201/1095)
-

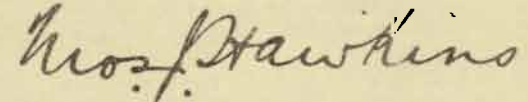
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th September, 1948.

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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257.

NAVAL BOARD - APPOINTMENT.

Engineer Rear-Admiral J.W. Wishart, O.B.E., assumed the appointment of Third Naval Member and Chief of Construction on 22nd September, 1948, in place of Engineer Rear-Admiral A.B. Doyle, C.B.E.

(561/238/160)

258.

RESERVE FLEET DIVISIONS.

It has been decided to adopt in the Royal Australian Navy similar nomenclature to that laid down in A.F.O. 2136/48 for the Reserve Fleet.

2. Accordingly, from the date of receipt of this Order, Reserve Fleet Commands under the administration of the Senior Officer, Reserve Fleet, are to be referred to as "Reserve Fleet Divisions", and the Commands so affected are :-

Sydney Division of the Reserve Fleet
Melbourne Division of the Reserve Fleet
Fremantle Division of the Reserve Fleet.

3. The expression "Reserve Fleet Command" is to be used only to denote the Reserve Fleet as a whole.

(595/201/6)

259.

SMUGGLING OF GOODS INTO JAPAN.

It has come to notice that cases have occurred of smuggling of drugs and medicines such as Penicillin, Streptomycin, Santonium, Saccharine, etc., between Hong Kong and various ports in Japan.

2. In some of these cases, Chinese laundrymen etc., assisted by one or more members of the ships' companies of ships of the Royal Australian Navy, were implicated.

3. The quantities involved would suggest that the packages were too large to have been concealed about the persons of the individuals involved when being taken on board.

4. Commanding Officers of H.M.A. ships concerned are to take all possible precautions to prevent smuggling as indicated above.

(612/250/264)

260.

TECHNICAL TRAINING OF NAVAL AIRMEN AT THE ROYAL AUSTRALIAN NAVAL AIR STATION, NOWRA - ESTABLISHMENT AND TERMS OF REFERENCE.

The following schools for the technical training of Naval Airmen will be established at R.A.N. Air Station, Nowra. Training will commence in November, 1948 :-

- (i) NAVAL AIRMAN RECRUIT TECHNICAL TRAINING SCHOOL (short title N.A.T. SCHOOL);
- (ii) AIRCRAFT HANDLING SCHOOL (short title A.H. SCHOOL);
- (iii) SAFETY EQUIPMENT AND SURVIVAL TRAINING SCHOOL (short title S.E. SCHOOL);
- (iv) PHOTOGRAPHIC SCHOOL (short title PHOT. SCHOOL);
- (v) AIR MAINTENANCE TRAINING ESTABLISHMENT (short title A.M.T.E.).

2. In addition, the training of Meteorological Observers will be carried out at Nowra.

3. The administrative authority for all schools is Commodore (Air).

4. The terms of reference of the schools are set out below.

NAVAL AIRMAN RECRUIT TECHNICAL SCHOOL.

5. The functions of this school are to give Naval Airman Recruits an introduction to the organisation of Aircraft Carriers and Naval Air Stations, and an insight into all the duties of the Naval Airman Branch. The syllabus is contained in A.F.O. 4404/47, Appendix III.

6. The school maintains a close liaison with the Recruit Training School at Flinders Naval Depot.

AIRCRAFT HANDLING SCHOOL.

7. The functions of this school are :-

- (i) the training of Aircraft Handler Ratings;
- (ii) the training of Defence Officers for Naval Air Stations in fire-fighting, rescue of aircrew, air station fire precautions and organisation, and the care and maintenance of all fire appliances and ancillary equipment;
- (iii) the training of Deck Landing Control Officers in aircraft handling and fire-fighting;
- (iv) the training of Hangar Control Officers in aircraft handling, and aircraft and hangar fire-fighting;
- (v) to conduct trials of fire-fighting and aircraft handling equipment, develop new drills and techniques, investigate operating failures and defects in such equipment, and put forward proposals as necessary for improvement and modification;
- (vi) to liaise with the Ship Fire-Fighting School, H.M.A.S. "PENGUIN".

8. The Commanding Officer, R.A.N.A.S., Nowra, is authorised to communicate direct with the Commanding Officer, R.N.A.S., Gosport (Aircraft Handling School), and appropriate authorities in the Department of Civil Aviation and the R.A.A.F. on routine aircraft handling and fire-fighting matters. All matters of policy are to be submitted to Commodore (Air).

SAFETY EQUIPMENT AND SURVIVAL TRAINING SCHOOL.

9. The functions of this school are :-

- (i) the training of Safety Equipment and Survival Officers and Safety Equipment ratings in the supervision, maintenance, fitting of and instruction in, all safety equipment; and the investigation of operating failures and defects in such equipment, putting forward proposals as necessary, for improvement and modification;
- (ii) the instruction of Safety Equipment and Survival Officers, in conjunction with the Air Medical Officer of the Station, in aircrew survival, with particular regard to Pacific conditions;
- (iii) the instruction of naval aircrew, in conjunction with the Air Medical Officer of the Station, in Aircrew Survival;
- (iv) the general instruction of service personnel, where required, in all aspects of safety equipment items;
- (v) instruction in naval search and rescue, and in all current forms of search and rescue gear.

10. Safety equipment comprises :-

- (a) Flying clothing - which includes - oxygen mask, oxygen apparatus (including airframe parts), flying helmets and all types of flying suits.
- (b) Safety harness.
- (c) Parachutes and parachute harnesses.
- (d) Aircraft and "K" type inflatable dinghies.
- (e) Supply dropping apparatus.
- (f) Aircrew emergency survival packs.
- (g) Search and rescue apparatus.
- (h) Life saving waistcoats - mae wests.
- (i) C.O.2 cylinders.
- (j) Dinghy operating heads and all ancillary equipment for the above.

11. The Safety Equipment and Survival Training School maintains a close liaison with the R.N. Safety Equipment and Survival School, R.N. Air Station, Gosport, and, through the Medical Officer of the Station, with the R.N. School of Air Medicine, R.N. Air Station, Gosport. The Commanding Officer, R.A.N.A.S., Nowra, is authorised to communicate direct with the above schools on routine matters. All matters of policy are submitted to Commodore (Air).

R.A.N. SCHOOL OF PHOTOGRAPHY.

12. The functions of this school are :-

- (a) To act as a central authority on photographic matters for the R.A.N.
- (b) To undertake the training of all personnel specialising in photography.

13. The following courses are carried out at the School of Photography :-

- (a) Officers' Long Course - Officers specialising in photography.
- (b) Qualification for Photographer II - Naval Airmen selected for photography as their Part II specialist qualification.
- (c) Qualification for Photographer I - ratings qualifying professionally for advancement to Petty Officer Airman.
- (d) Warrant Airman. Higher technical course in photography for Officers ex Naval Airmen (Phot.).
- (e) Short course for Air Station or Naval Squadron Photographic Officer.

14. The Commanding Officer, R.A.N.A.S., Nowra, is authorised to communicate direct with the following on technical routine matters only :-

- (a) R.N. School of Photography, R.N.A.S., Ford.
- (b) R.A.A.F. School of Photography, East Sale.
- (c) School of Naval Air Warfare, R.N.A.S., St. Merryn.

All matters of policy are submitted to Commodore (Air).

AIR MAINTENANCE TRAINING ESTABLISHMENT.

15. The functions of the Air Maintenance Training Establishment are :-

- (i) The instruction of Naval Airmen (Aircraft Mechanic) to a standard in the four specialisations (A), (E), (L) and (O), sufficient to enable each rating to carry out the Before Flight and Daily Inspections of an aircraft in respect of the airframe and engine(s) and, with the exception of certain conditional and weekly inspections, of the electrical and armament equipment.
- (ii) The training of Naval Airmen (Ordnancemen) in certain maintenance and functional tests of guns and armament equipment in naval aircraft.
- (iii) The training of Naval Airmen (Ordnancemen) in the handling and preparation of aircraft explosive stores.

(Note.- In order to carry out the above functions the Air Maintenance Training Establishment is divided into two sections - (i) Aircraft Section
(ii) Air Armament Section.)

16. The following courses are carried out at the Air Maintenance Training Establishment :-

- (i) Qualification for Aircraft Mechanic III - Naval Airmen selected for Aircraft Mechanic as their Part II specialist qualification.
- (ii) Qualification for Aircraft Mechanic I.
- (iii) Qualification for Ordnanceman III - Naval Airmen selected for Ordnancemen as their Part II specialist qualification.
- (iv) Qualification for Ordnanceman I.

(614/207/60)

261.

COMMUNICATIONS BRANCH - TOUCH TYPING.

The provisions of A.F.O. S.83/48 have been adopted in the Royal Australian Navy.

(348/204/44)

262.

COMMUNICATIONS BRANCH RATINGS - ENTRY, TRAINING AND ADVANCEMENT.

The following amendments are to be made to Navy Order 321 of 1947 :-

- (a) Paragraph 56: Insert new sub-paragraph (g) :-

"(g) Have qualified in Damage Control "Class B" (75%), but see B.R. 1066 for ratings who have been unable to obtain the necessary qualifications."

- (b) Paragraph 57:

- (i) Delete sub-paragraph (d).
- (ii) Re-number present sub-paragraph (e) to read sub-paragraph (d).
- (iii) Sub-paragraph (a) - add new sentence :-
"Must have passed the professional examination for Yeoman of Signals (formerly V/S 2 Higher Standard) or Petty Officer Telegraphist (formerly W/T 2 Higher Standard)."

- (c) Table I: Insert in columns 2 to 6 inclusive -

- (i) Line 11. "80, 80 (replacing 85), 80, 80, 85."
(ii) " 12. "85, 85 (replacing 90), 90, 90, 90."
(iii) " 16. "26, 30, 30, 30, 30."

- (d) Table II:

- (i) Line 5. Amend column 3 (80) to read 80**.
(ii) " 6. Amend column 3 (80*) to read 80**.
(iii) " 14. Delete.
(iv) Add new note below :-
"***A combined examination."

(348/204/44)

263.

PERSONNEL SENTENCED TO DETENTION.

Navy Order 220 of 1948, paragraph 4, is to be amended to read as follows :-

"4. In future, where it is desirable to commit Naval personnel to this establishment, the Assistant Provost Marshal of the Lines of Communication Area is to be informed and the decision of the Commanding Officer regarding the rating's category on admission is to be included in the Committal Warrant."

(452/202/504)
(452/201/2797)

264.

METHYL CHLORIDE - DISCONTINUANCE OF USE OF ACROLEIN AS STENCHING AGENT.

With reference to Navy Order 106 of 1947, it has been reported that methyl chloride gas doped with acrolein has a detrimental effect on the lubricating oil in refrigerating units and is liable to cause extensive damage.

2. All stocks of this mixture held in H.M.A. ships and naval establishments should be returned, as early as practicable, to the nearest Naval Store Depot for disposal and replacement with pure methyl chloride.

3. The attention of ordering officers is drawn to the necessity for ensuring that all cylinders which have at any time contained acrolein are thoroughly cleaned out by the contractors prior to refilling.

(669/202/95)

265.

TINS, BAKING, BREAD AND COVERS FOR.

Stocks of bread baking tins will, in future, be maintained in the sizes shown hereunder :-

| Patt. No. | Nominal size | External Dimensions | | |
|-------------------------|--------------|--|---------------------------------------|-------------------|
| | | Top | Bottom | Depth |
| 283 | 4-1b. | 9 $\frac{3}{4}$ " x 6 $\frac{3}{8}$ " | 7 $\frac{3}{4}$ " x 4 $\frac{7}{8}$ " | 4-9/16" |
| 284A | 2-1b. | 7 $\frac{3}{4}$ " x 4 $\frac{7}{8}$ " | 6 $\frac{1}{2}$ " x 3 $\frac{3}{4}$ " | 4 $\frac{1}{2}$ " |
| 285A | 24-ins. | 24 $\frac{3}{4}$ " x 6 $\frac{3}{8}$ " | 22-3/16" x 4 $\frac{1}{4}$ " | 4-11/16" |
| 288 | Round | 7 $\frac{1}{4}$ " diam. | 6 $\frac{1}{4}$ " diam. | 2 $\frac{1}{4}$ " |
| To be promulgated later | 18-ins. | 18 $\frac{3}{4}$ " x 5" | 18" x 4 $\frac{1}{4}$ " | 4 $\frac{5}{8}$ " |

2. The 18" tins have been adopted in lieu of present pattern 286A, but until stocks of the latter are exhausted, issues will continue to be made of this pattern except where Wicksteed bread cutting machines are in use, in which case the new type

should be demanded. Pattern 288 will not be stocked when existing stocks are exhausted.

3. Covers for pattern 285A tins and the 18" tins will also be stocked in future and they are to be accounted for and demanded as separate articles.

4. Navy Order 174 of 1945 is cancelled.

(530/202/535)

266.

CORRIGENDA.

Navy Order 163 of 1948 is to be amended as follows :-

Substitute Recruit (Seaman) Wallace L. Ross, Official Number 35316, for Recruit (Naval Airman) Norris A. Ross, Official Number 35775, in the results for H.M.A.S. CERBERUS.

(465/205/683)

2. Navy Order 165 of 1948 is to be amended as follows :-

Delete the notation "Q.W.R." in remarks column where shown against the names of Regulating Petty Officer A.P. Prangley, O.N.21520, and Master at Arms A.E.Brown, O.N.18538.

(465/204/685)

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267-273/48

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th October, 1948.

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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267.

NAVAL OFFICER-IN-CHARGE, KURE.

Commander M.J. Clark, D.S.C., R.A.N., assumed the duties, on 16th September 1948, of Naval Officer-in-Charge, Kure, Commanding Officer, H.M.S. COMMONWEALTH, Naval Component Commander British Commonwealth Occupation Force and Port Director, Kure.

2. H.M.S. COMMONWEALTH recommissioned as H.M.A.S. COMMONWEALTH on 1st October 1948. (1869/2/45)

268.

H.M.A. SHIPS - PAYING OFF.

H.M.A. H.D.M.L's. 1323 and 1326 paid off into class "E" (modified) reserve on 10th September 1948. (603/297/783)

269.

QUARTERS ARMOURER - INSTITUTION AS A SPECIALISATION IN THE SEAMAN BRANCH.

It has been decided to introduce in the R.A.N. a new specialist qualification applicable to seamen to be known as 'Quarters Armourer', and the provisions of A.F.O. 120/48 have been adopted.

2. As soon as possible after the receipt of this Navy Order, Commanding Officers are to furnish reports to the Naval Board and to the Commodore Superintendent of Training, Flinders Naval Depot, stating the names and particulars of existing Q.O's. who have been accepted for transfer to the Q.A. Branch and have been rated Q.A.3(U) or have been rated Q.R.3 under the terms of paragraph 8(a) of A.F.O. 120/48. Names and particulars of ratings volunteering to transfer to Q.A.2 under paragraph 8(d) and Appendix I of A.F.O. 120/48 should also be forwarded.

(348/261/6)

270.

GAUGE ARMOURERS, STRIKER POINT NO.1 (AUST.) - INTRODUCTION.

With reference to A.F.O. 4106/47, Gauge, Striker Point No.1 (Aust.), will be used in the R.A.N. in lieu of Gauge, Striker Point No.4. (612/203/4158)

271.

MODIFICATION STORES FOR RADIO SETS.

With reference to Navy Order 216 of 1947, the following Admiralty Fleet Orders have been adopted in the R.A.N. :-

- (a) A.F.O. 268/48 - amendment to A.F.O. 3455/47.
 (b) A.F.O. 270/48 - "Wireless - Whip Aerial Outfit AWA - Modification No.1".

Ship-s affected :- H.M.A.S. "Australia".

Action :- To demand Pattern 58155A bases from S.N.S.O., Sydney, and modify 4 No. Whip Aerial Outfits AWA, if necessary.

- (c) A.F.O. 431/48 - "Radar - Type 274 - Modification No.1".
 2089/48 - (Summary of past modifications).

Ship-s affected :- H.M.A.S. "Australia"
 " " "Hobart"
 " " "Watson".

Action :- To raise demands only for such stores as are necessary to complete Modification No.1.

- (d) A.F.O. 1086/48 - "Wireless - Type 57CMR/DMR - Modification No.3 - Replacement of Master Oscillator H.T. Unit and Main Absorber Unit".

Ship-s affected :- All ships fitted Type 57CMR/DMR.

Action :- To raise demands for stores vide para. 4 of A.F.O. 1086/48, to complete Modification No.3.

- (e) A.F.O. 1328/48 - "Wireless - Type 87M/MS - Modifications Nos. 3 and 4. (Modification No.3 - Replacement of Receiver P38 by P104 in Outfit CDU. Modification No.4 - Pattern 57818 Dummy Aerial Load - Introduction)".

Ship-s affected :- H.M.A.S. "Australia" - No.3; No.4.
 " " "Hobart" - No.3 (2 No.);
 No.4.
 " " "Arunta" - No.3; No.4.
 " " "Bataan" - No.3; No.4*.
 " " "Warramunga" - No.3; No.4*.
 " " "Watson" - No.3; No.4.
 Flinders Naval Depot - No.4 only.

*Pending supply of Receivers P104 being available, H.M.A. ships "Bataan" and "Warramunga" are to be fitted with Type 87M including Receiver P38.

Action :- Modification No.3 - Vide paras. 1, 2 and 3 of A.F.O. 1328/48, but quoting this order as authority. Modification No.4 - Vide paras. 3, 5 et seq. of A.F.O. 1328/48 - Modification No.4.

- (f) A.F.O. 1644/48 - "Wireless Control Outfits KCQ, KCR, KES and KCU - Modification No.1".

Ship-s affected :- H.M.A.S. "Australia".

Action :- Necessary lamps will be supplied by S.N.S.O., Sydney, without demand.

2. Ships, establishments and Commanding Officers, Reserve Ships concerned, are to report completion of the above modifications when rendering radar and wireless equipment reports (C.B. 3090 Section D and R.A.N. Supplement thereto, and Navy Order 256 of 1947).

(2037/4/300)

272.

MESS GEAR.

With reference to Navy Orders 19 and 95 of 1948, the variations in the scales of electro plated articles contained in A.F.O. 2102/1948 are to apply in the R.A.N., so far as stocks permit.

2. Navy Order 184 of 1948 is cancelled.

(530/207/24)

273.

FITTERS, R.A.N. ARMAMENT DEPOT,
BYFORD, WESTERN AUSTRALIA.

Vacancies exist at R.A.N. Armament Depot, Byford, Western Australia, for one Leading Hand Fitter and two Fitters, the current rates of pay being £9.1.0 per week and £8.12.0 per week respectively.

2. Eligible R.A.N. personnel who are due for early demobilisation and are interested in these positions should apply to the Naval Officer-in-Charge, Fremantle, giving full particulars of qualifications.

(722/201/456)

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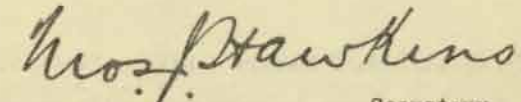
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

12th October, 1948.

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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274.

SHIPS IN RESERVE - HEADQUARTERS SHIPS.

Consequent on the new classifications of Ships in Commission and Ships in Reserve as promulgated in Navy Order 194 of 1948, Headquarters Ships of the Reserve Fleet Command are to be re-classified as follows :-

PLATYPUS - 'E' Class Commission in Reserve
BURDEKIN - 'D' Class Commission in Reserve
PARKES - 'E' Class Commission in Reserve.

2. Appointments of Commanding Officers, Reserve Ships, will remain as at present.

3. Navy Order 106 of 1943 is cancelled.

(603/247/2279)

275.

DENTAL ASSISTANT BRANCH - ENTRY, TRAINING AND ADVANCEMENT.

With reference to Navy Order 172 of 1948, the Dental Assistant Branch is a permanent branch of the Royal Australian Navy. A branch badge is under consideration.

2. Entry.- Entry from the shore will be in the rating of Recruit (D.A.) and recruits will undergo the recruit preliminary and disciplinary courses as laid down in Navy Order 104 of 1948.

3. Technical Course - Recruits (D.A.).- On passing the disciplinary course, Recruits (D.A.) will carry out a recruit technical course of 12 weeks' duration covering the following - maintenance, cleanliness and orderliness of dental centre; classification and care of dental equipment and stores, and knowledge of their special uses; sterilization; preparation of filling materials for conservative treatment; preparation of laboratory materials for prosthetic treatment; simple laboratory procedures; maintenance of dental records; knowledge of store accounting, demands, etc; general clerical duties connected with the dental centre; general attendance of the dental officer at the chair-side; elementary dental radiographic technique; some knowledge of first aid, anaesthetics, blood transfusion.

4. A written and oral examination will be held on completion of the course, and "Time Gained" on results of these examinations will be awarded as follows -

| Total marks | Class of pass | "Time gained" |
|--------------|---------------|---------------------|
| 65% to 74% | Fair | Nil |
| 75% to 84% | Good | $\frac{1}{2}$ month |
| 85% and over | Very good | 1 month |

5. Results of examinations are to be recorded on History Sheets or Special Form and reported on Form A.S.161. Recruits

who fail in these examinations will be governed by the provisions of Navy Order 104 of 1948, paragraphs 18c and 19, as applicable

6. Examination for Dental Assistant.- On completion of the Recruit Technical Course, Dental Assistants 2nd Class will be appropriated to ships and establishments for duty in the dental centres. Before advancement to Dental Assistant they must pass a written and oral examination which should be taken on attaining 15 months' seniority as a Dental Assistant 2nd Class. Applications for this examination should be sent to the Senior Dental Officer, Flinders Naval Depot, who will set and mark the papers. An oral practical examination is to be carried out as soon as possible after completion of the written examination by the Dental Officer of the ship or establishment in which the candidate is serving. The results of the oral practical examination are to be forwarded with the worked papers in a sealed envelope to the Senior Dental Officer, Flinders Naval Depot.

7. Results of the examination are to be entered on History Sheets or Special Forms and reported on Form A.S.161. "Time Gained" will be awarded as follows -

| <u>Class of Pass</u> | <u>"Time Gained"</u> |
|---------------------------|----------------------|
| Fair (65% to 74%) | Nil |
| Good (75% to 84%) | 1 month |
| Very Good (85% and above) | 2 months. |

"Time Gained" is to be awarded only on results of the examination at the first attempt.

8. Failures in the examination are to be re-examined at intervals of two months, and if unable to pass on the third occasion, are to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention.

9. The advancement of Dental Assistants 2nd Class who fail in this examination but pass on re-examination is to be retarded by a period of two months for each failure. The amount of this "Time Lost" is to be entered on History Sheets or Special Forms and reported on Form A.S.161, but will not effect the "Time Gained" in the disciplinary and recruit technical courses or for educational standard.

10. Advancement to Dental Assistant.- On attaining 18 months' seniority as a Dental Assistant 2nd Class, the Captain should authorise advancement provided the rating is in all respects recommended and eligible for advancement and has qualified in Damage Control Class "A". The date of advancement should be computed from the basic date of attaining 18 months' seniority as Dental Assistant 2nd Class as follows -

"Time Gained":

| <u>Course and Examination</u> | <u>Class of Pass</u> | <u>"Time Gained"</u> |
|--------------------------------------|----------------------|--|
| Disciplinary Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Recruit Technical Course | Very Good | 1 month |
| | Good | $\frac{1}{2}$ month |
| Examination for Dental Assistant | Very Good | 2 months |
| | Good | 1 month |
| Educational Test Part II Certificate | | 2 months |
| Educational Text Part I Certificate | | $\frac{1}{2}$ month (but not in addition to "Time Gained" for Educational Test Part II Certificate.) |

"Time Lost":

Examination for Dental Assistant - 2 months in respect of each failure.

Examination for Educational Test Part II or Part I may be taken at any time, but no "Time Gained" will be awarded ratings who pass either of these examinations after two years' service from date of entry.

11. Should the Captain decide a man is not fit for advancement he may defer advancement for a definite period not exceeding two months at a time until the rating has completed three years' service as a Dental Assistant 2nd Class. Should any Dental Assistant 2nd Class not be advanced to Dental Assistant after three years' service as such, the fact should be reported to the Naval Board.

12. Examination for Leading Dental Assistant.- The examination for Leading Dental Assistant may be taken at any time after being rated Dental Assistant. Names of candidates should be sent so as to reach the Commodore Superintendent of Training not later than 1st January and 1st July in each year. The examination will be set and marked by the Senior Dental Officer, Flinders Naval Depot. An oral and practical examination is to be carried out as soon as possible after completion of the written examination by the Dental Officer of the ship or establishment in which the candidate is serving. The results of the oral practical examination are to be forwarded with the worked papers in a sealed envelope to the Senior Dental Officer, Flinders Naval Depot. For this examination additional knowledge will be required of radiography and prosthetics also some knowledge of oral pathology and use of a microscope and knowledge of regulations covering dental surgery and treatment.

13. Qualification for advancement to Leading Dental Assistant.-

- (a) Recommendation by the Commanding Officer on Form A.S.507.
- (b) 18 months' seniority as a Dental Assistant.
- (c) Passed professionally for Leading Dental Assistant.
- (d) Passed Educational Test Part I.
- (e) Qualified in Damage Control Examination, Class 'B' (60%).
- (f) Continuous Very Good Conduct for 12 months immediately preceding advancement.

14. Examination for Petty Officer Dental Assistant.- The examination for Petty Officer Dental Assistant may be taken at any time after being rated Leading Dental Assistant. Names of candidates should be sent so as to reach the Commodore Superintendent of Training not later than 1st January and 1st July each year. The examination will be held in March and September of each year; the papers will be set and marked by the Senior Dental Officer, Flinders Naval Depot. On completion of the examination the worked papers are to be forwarded in a sealed envelope to the Senior Dental Officer, Flinders Naval Depot. For this examination a higher knowledge in all subjects will be required as well as the ability to train junior ratings, and take charge of all books and accounts concerning the Dental Centre.

15. Qualifications for advancement to Petty Officer Dental Assistant.-

- (a) Recommendation by the Commanding Officer on Form A.S.507.
- (b) 2 years' service as a Leading Dental Assistant.
- (c) Passed professionally for Petty Officer Dental Assistant.
- (d) Qualified in Damage Control Examination, Class "B" (75%).
- (e) Continuous Very Good Conduct for 18 months immediately preceding advancement.

16. Qualifications for advancement to Chief Petty Officer Dental Assistant.-

- (a) Recommendation by the Commanding Officer on Form A.S.507.
- (b) 3 years' service as a Petty Officer Dental Assistant.
- (c) Continuous Very Good Conduct for 3 years immediately preceding advancement.

17. Dental Mechanics Course.- Leading Dental Assistants and Dental Assistants with over 18 months' seniority and passed professionally and educationally for Leading Dental Assistant may be recommended for the Dental Mechanics Course. Ratings selected will undergo a course of 6 months' duration at Flinders Naval Depot and those who are successful will be transferred to the rating of Acting Dental Mechanic 4th Class with seniority adjusted in accordance with results obtained in the examination.

(348/207/5)

276.

LOSS OR IMPROPER EXPENSE INCURRED BY MEMBERS OF THE ROYAL AUSTRALIAN NAVY.

Instances have occurred where, upon conviction of offenders by a competent naval tribunal, i.e., a court-martial or a Commanding Officer as the case may be, stoppages have not been made, or have not been recommended to the Naval Board to be made, in cases where the disciplinary charges have pertained to losses or improper expense caused by neglect or misconduct.

2. Attention is accordingly drawn to the provisions of Naval Financial Regulations and Instructions, Article 9, and K.R. & A.I., Article 1528. It is stressed, however, that any financial stoppages imposed, or recommended to be imposed, do not form part of the punishment awarded in respect of the disciplinary charge and that they may be varied, either by increase or decrease, at the discretion of the Naval Board as an administrative matter upon consideration of all the factors relating to the case.

3. Courts-martial should not include as part of the sentence any reference to stoppage of pay in respect of losses or improper expense caused by the neglect or misconduct of the offender, but should make their recommendations, by separate report, to the convening authority for submission to the Naval Board for consideration.

(474/201/438)

277.

**"CROSSLEY" TYPES B.W.C.6 AND B.V.A.1 DIESEL ENGINES -
FUEL PUMPS.**

The fuel pumps of both the "Crossley" types B.W.C.6 and B.V.A.1 diesel engines are identical in appearance externally, but the barrel and plunger for the former type are 5/16" diameter and for the latter only 1/4" diameter.

2. Special care is therefore to be taken that fuel pumps, which have been removed from these engines for examination or servicing, are correctly replaced.

(524/213/765)

278.

**INSPECTION, MODIFICATION AND REPAIR OF NAVAL
ORDNANCE IN H.M.A. SHIPS.**

It has been noted that requisitions for inspection, modifications and repair of Naval Ordnance in H.M.A. ships have been included as defect list items. The attention of Commanding Officers is drawn to B.R.292, Instructions for the maintenance of Naval Ordnance and Gunmountings, Chapter 1, paragraph 4.

2. C.O.R., Article 368, is to be amended as follows :-

Line 9, after "Spectacle Island," insert "or to the Naval Armament Supply Officer, Maribyrrnong".

(490/201/2954)

279.

**CARTRILGES S.A. .450" BALL FOR SUB-MACHINE GUN -
M.G. MANUFACTURE FILLED 18/11/43.**

Owing to adverse results having been obtained at proof firings, cartridges S.A. .450" ball of M.G. manufacture filled 18/11/43 have been withdrawn from the Naval Service.

2. Cartridges of this description are to be landed at the nearest R.A.N. Armament Depot and replacements drawn in lieu.

(408/206/1822)

280.

ALUMINIUM ALLOY - SURFACE PREPARATION AND PRESERVATION.

The following instructions are promulgated for the guidance of ships' officers and building authorities :-

(a) Surface Preparation:

Whenever practicable, cleaning and priming shall be done prior to assembly by swabbing or brushing the parts with an approved cleaner consisting of a dilute water solution of phosphoric acid and organic solvents (Deoxidine). The

solution temperature shall be between 50° F. and 100° F. and the solution is to remain in contact with the metal surfaces not less than ten minutes. When the temperature of the solution is below 50° F. a longer period will be required for the surface cleaning and degreasing. Residual solution must be removed by the use of clean cold water, followed by hot water until all traces of the acid have been removed.

When necessary to clean structure after assembly, the assembled parts are to be cleaned with mineral spirits or Hi-flash Naptha in lieu of the phosphoric acid solution, since acid may be retained between the faying surfaces and cause corrosion or breakdown of the paint film subsequently applied.

(b) Faying Surfaces:

To prevent electrolytic action due to the presence of sea water or moisture, aluminium alloys are to be insulated from bare steel or non-ferrous metals other than zinc or cadmium.

(i) Aluminium - Steel or Non-Ferrous Alloy:

All steel structure in contact with aluminium alloys is to be galvanised or cadmium plated. A jointing compound - Barium chromate paste, Pattern No.4945 to Air Ministry Specification DTD 369A - is to be used between the faying surfaces. When Barium chromate paste, Pattern No.4945 is not available, Zinc-oxide paste, Pattern No.104, may be used as the jointing compound. Shanks and underside of heads of rivets to be driven cold should be coated before driving.

(ii) Aluminium - Aluminium:

During fabrication, all faying surfaces are to be coated with zinc chromate primer and a touch up coat of the same priming paint should be applied over all driven rivets.

(c) Prime Painting:

To obtain good paint performance, the procedure laid down in Section (a) should be followed to ensure thorough cleaning and degreasing. The surface should be given the priming coat of zinc chromate immediately after drying. Before finish painting, bare or abraded spots are to be re-touched with zinc chromate primer.

Lead based paints are not to be used as primers:

Where aluminium alloy surfaces are to be left bright, e.g., ship's company lockers, the priming coat will not be required. Such bright surfaces are to be given a finishing coat of wax.

(d) Care and Preservation of Aluminium, Structure, Bulkheads, Furniture and Fittings:

As some alloys used in ship construction are heat treated and others have thin protective layers on the surfaces of the parent metal, care must be exercised to avoid destroying the treatment of the structural members or damaging the protective coating.

Perished, damaged, or excessive layers of paint are to be removed with an approved paint solvent. Blow lamps, scrapers, or chipping hammers are not to be used for this purpose.

Caustic soda, soda ash, and soaps containing a high percentage of caustic soda, cause corrosion of these alloys and are not to be used for cleaning paintwork on aluminium structures, furniture or fittings. Hard soap of low caustic soda content is to be used for cleaning paintwork, and washed off with fresh cold water.

(612/233/1405)

281.

**LAUNDRY MATERIALS AND ACCESSORIES - INITIAL COST -
ADVANCE FROM PUBLIC FUNDS.**

In order to establish a Laundry Fund in ships commissioning or re-commissioning where no such fund exists, an advance from public funds, of an amount not exceeding 9s. per head of complement, may be allowed by the Supply Officer with the Commanding Officer's approval.

2. The sum is to be repaid in equal monthly instalments over a period of six months, under the principles stated in K.R. & A.I. Article 615.

(405/202/668)

282.

**LAUNDRY FACILITIES - FITTING IN H.M.A. DESTROYERS,
FRIGATES, SLOOPS AND A.M.S. VESSELS.**

Navy Order 209 of 1948 is amended by deleting from the table in first paragraph, under the heading "A.M.S. Vessels", the figure "1" against the item "20 Hydro Extractor (Centrifuge)" and inserting the figure "1" under heading Frigates against the item "Ironing Bench (where practicable)".

2. A domestic type washing machine 7 lbs. capacity only is to be fitted in A.M.S. Vessels.

(672/201/234)

283.

GRANT FOR OFFICERS' TROPICAL OUTFIT.

It has been approved that a grant of £5,14.0d. be paid to each officer to cover cost of purchasing four sets of white tropical dress ex service stocks at current issuing prices subject to -

(a) certificate by the Commanding Officer that provision of such dress is necessary for the normal performance of the officer's present duties; and

(b) that the officer concerned did not receive, whilst on service in R.N. ships and Naval establishments during the war period, the special grant then authorised for the purchase of White Tropical Dress.

2. Navy Circular 317 Item, D.T.G.220535 June, 1948, refers.

(434/215/1148)

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284-286/48

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th October, 1948.

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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284.

COMMAND AND DISCIPLINE IN THE AUSTRALIAN SERVICES
IN B.C.O.F. - JOINT ORDERS UNDER NATIONAL
SECURITY REGULATION 33.

The following Joint Orders under National Security Regulation 33 are promulgated for information :-

(Commonwealth Gazette No.123, dated 12th August, 1948.)

COMMONWEALTH OF AUSTRALIA

NATIONAL SECURITY (SUPPLEMENTARY) REGULATIONS

(I) JOINT ORDER BY THE CHIEF OF THE NAVAL STAFF AND
THE CHIEF OF THE GENERAL STAFF UNDER REGULATION 33.

Whereas by sub-regulation (1) of Regulation 33 of the National Security (Supplementary) Regulations it is provided that when a body of Naval Forces and a body of Military Forces are acting together elsewhere than on board ship and a joint order for the purposes of that regulation declaring that those bodies are so acting is made by the Chief of the Naval Staff and by the Chief of the General Staff, then :-

- (a) for the purposes of command and discipline and for the purposes of the provisions of the Army Act and the Defence Act 1903-1941 and the regulations made thereunder relating to superior officers, every officer and petty officer of that body of Naval Forces shall, in relation to that body of Military Forces, be treated and have all such powers (other than powers of punishment) as if he were a military officer or non-commissioned officer, as the case may be, of relative rank;
- (b) for the purposes of command and discipline and for the purposes of the provisions of the Naval Discipline Act and the Naval Defence Act 1910-1934 and the regulations made thereunder relating to superior officers, every officer and non-commissioned officer not below the rank of sergeant of that body of Military Forces shall, in relation to that body of Naval Forces, be treated and have all such powers (other than powers of punishment) as if he were a naval officer or petty officer, as the case may be, of relative rank.

Now therefore we Rear-Admiral John Augustine Collins the Chief of the Naval Staff and Lieutenant-General Vernon Ashton Hobart Sturdee the Chief of the General Staff do hereby jointly order that for the purposes of sub-regulation (1) of regulation 33 of the National Security (Supplementary) Regulations that the body of the Naval Forces in Japan and the body of the Military Forces in Japan elsewhere than on board ship are acting together.

Dated this fifteenth day of July 1948.

(Sgd.) J.A. Collins

The Chief of the Naval Staff.

(Sgd.) V.A.H. Sturdee

The Chief of the General Staff.

(II) JOINT ORDER BY THE CHIEF OF THE NAVAL STAFF AND
THE CHIEF OF THE AIR STAFF UNDER REGULATION 33.

Whereas by sub-regulation (3) of Regulation 33 of the National Security (Supplementary) Regulations it is provided that when a body of Naval Forces and a body of the Air Force are acting together elsewhere than on board ship and a joint order for the purposes of that regulation declaring that they are so acting is made by the Chief of the Naval Staff and by the Chief of the Air Staff, then :-

- (a) for the purposes of command and discipline and for the purposes of the provisions of the Air Force Act and the Air Force Act 1923-1941 and the regulations made thereunder relating to superior officers, every officer and petty officer of that body of Naval Forces shall, in relation to that body of the Air Force, be treated and have all such powers (other than powers of punishment) as if he were an Air Force officer or non-commissioned officer, as the case may be, of relative rank;
- (b) for the purposes of command and discipline and for the purposes of the provisions of the Naval Discipline Act and the Naval Defence Act 1910-1934 and the regulations made thereunder relating to superior officers, every officer and non-commissioned officer not below the rank of sergeant of that body of the Air Force shall, in relation to that body of Naval Forces, be treated and have all such powers (other than powers of punishment) as if he were a naval officer or petty officer, as the case may be, of relative rank.

Now therefore we Rear-Admiral John Augustine Collins the Chief of the Naval Staff and Air Marshal George Jones the Chief of the Air Staff do hereby jointly order that for the purposes of sub-regulation (3) of regulation 33 of the National Security (Supplementary) Regulations that the body of the Naval Forces in Japan and the body of the Air Force in Japan elsewhere than on board ship are acting together.

Dated this fifteenth day of July 1948.

(Sgd.) J.A. Collins
The Chief of the Naval Staff.

(Sgd.) G. Jones, Air Marshal
The Chief of the Air Staff.

(1869/2/38)

285.

DISPOSAL OF SURPLUS STORES AND OTHER ASSETS.

Cases have come under notice where stores or other property has been stated to be surplus to Naval requirements only after applications have been received from intending purchasers.

2. Attention is therefore drawn to the necessity for the initiative to be taken by officers concerned to seek approval to declare for disposal all items as soon as they are found to be surplus. Special attention should be given by Naval Officers-in-Charge and Resident Naval Officers to property such as buildings and other items which are not in the custody of Store Officers and thus the subject of periodical review.

3. The Commonwealth Disposals Commission, which has control of the disposal of surplus stores and has a trained staff available to ensure that Commonwealth property is disposed of to the best advantage, is not a permanent institution and the cessation of its activities may occur in the near future. It is desirable therefore that every effort be made to declare surplus stores and assets for disposal whilst the Commission is still in existence.

(612/238/1928)

286.

BOOM DEFENCE DEPOTS - DARWIN, FREMANTLE, SYDNEY AND BRISBANE.

Administrative control.-

(i) The Boom Defence Depots at Darwin, Fremantle, Sydney and Brisbane are in charge of officers appointed as Boom Defence Officers. For disciplinary and general administrative purposes they form part of MELVILLE, LEEUWIN, PENGUIN and MORETON respectively, but the Commanding Officers of those Base Establishments may, at their discretion, regard the Boom Defence Depots as "tenders" and delegate to the Boom Defence Officers authority to award to personnel belonging to the Boom Defence Depots punishments in accordance with K.R. & A.I., Article 536, clause 1(b).

(ii) Boom Defence Vessels attached to the Boom Defence Depots are, for the purposes of K.R. & A.I., Article 536, tenders to the parent Base Establishments.

(iii) The accounts of the Boom Defence Depots and of the attached Boom Defence vessels are carried in the Base Establishments, except in the case of Brisbane, where they are carried in PENGUIN.

2. Operational control.-

The operational control of the Boom Defence Depots and of the attached Boom Defence vessels is vested in the Flag Officer-in-Charge, Naval Officer-in-Charge, or Resident Naval Officer, as the case may be. Operational control of the Boom Defence vessels may, however, at the discretion of the senior officer, be delegated to the Boom Defence Officer.

3. Correspondence.-

(a) The directions contained in C.O.R. (1942-Vol.1), Article 335, are to be observed generally. In regard to correspondence on technical matters relating to Boom Defences, direct communication is authorized between the Boom Defence Officers and the Director of Boom Defences at Navy Office.

(b) Correspondence for Boom Defence Vessels is to be addressed to the Commanding Officer of the vessel concerned through the Boom Defence Officer of the port to which the vessel is attached.

4. General.-

(a) The Boom Defence Service is manned by Active Service personnel.

(b) Courses for ratings qualifying for Part II qualifications of B.T.1, B.T.2 and B.T.3 are held at Boom Depot, Waverton, Sydney.

5. Navy Order 277 of 1942 is cancelled.

(512/201/277)

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287-294/48

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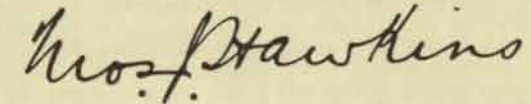
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

26th October, 1948.

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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287.

SIGNAL LETTERS OF BRITISH SHIPS.

The following International Code Signals have been appropriated to the undermentioned British Ship :-

| Date | Signal Letters | Name of ship | Port of Registry and Official No. | Net registered tonnage | Owner |
|---------------|----------------|--------------|-----------------------------------|------------------------|---|
| 1948 August 2 | V.M.W.J. | TRUSAN | Sydney 175730 | 75.71 | John Devage Stevenson, 2 Oatley Avenue, Oatley, N.S. Wales. |

(663/201/708)

288.

ADVANCEMENT - EXTENSION TO ALL BRANCHES OF "ACTING" SERVICE.

With reference to paragraph 11 of Navy Order 104 of 1948, it has been decided that in future, advancement to Leading rate and Petty Officer is to be on an "acting" basis in all branches (except Artificers and Artisans). Ratings already advanced to confirmed rates will not be required to serve an "acting" period in their present rates but in the case of Leading rates, "acting" service will be necessary when advancement to Petty Officer is made.

2. Commanding Officers are to ensure that the Uniform Regulations in regard to cap badges and buttons are understood and observed by Acting Petty Officers dressed in Class III Uniform.

3. The following amendments are to be made to Navy Order 104 of 1948 :-

Paragraph II: Delete and substitute :-

"Acting" Service -

- Advancement to Leading rate and Petty Officer in all branches (except Artificer and Artisan branches) is to be on an "acting" basis for a minimum period of one year's actual service in the acting rating, during which the rating is to be regarded as on probation.
- At the end of the probationary period a rating may, at the discretion of the Captain, be confirmed, be required to serve further probationary acting time, or be reverted for unsuitability. Reversion for unsuitability may also be carried out before the completion of probationary time if considered desirable.
- When confirmation is delayed solely on account of service reasons and not on account of any fault of the man (such as doubtful suitability or failure in any course or examination required for confirmation), the date of confirmation is to be antedated at the

discretion of the Captain to the date on which the rating obtained one year's seniority as Acting Petty Officer or Acting Leading rate.

- The date on which a man is actually advanced to the acting higher rating is to be noted on his conduct sheet. A notation whether or not a man is recommended for confirmation in ordinary course is to be made in Column 11 of his Conduct Sheet after completion of a minimum period of three months acting time.
- Ratings who are disrated or reverted for unsuitability from either the confirmed or acting rating, and subsequently readvanced, will be subject to the provisions of this paragraph without regard to their previous service as "Acting" Petty Officers or Leading rates."

Paragraph 17. Line 1: After "re-advanced" insert :-

"recommended for confirmation in rating".

Paragraph 99, Line 7: For "(Acting)" read "(Acting and Provisional)".

Line 11: Delete from "will be confirmed" to end of sentence and substitute :-

"will no longer be on a provisional basis and will be confirmed in rating in accordance with the rules in paragraph 11. "Acting and provisional" service will count as "acting" service for this purpose."

Line 13: For "an acting" read "a provisional".

Paragraph 160: For "acting" read "Acting and Provisional" in all places where it occurs.

Paragraph 161: Delete and substitute :-

"On passing the Part II (non-substantive) examination, which must be taken at the first available opportunity, such ratings will no longer be on a provisional basis and will be confirmed in rating in accordance with the rules in paragraph 11. "Acting" and "provisional" service will count as "acting" service for this purpose. Failure to pass their Part II (non-substantive) examination by "provisional" ratings at the first attempt will involve reversion to the next lower rating. Any case in which an Acting Leading Sick Berth Attendant (Provisional) or Acting Sick Berth Petty Officer (Provisional) has not passed the Part II (non-substantive) examination within three years of being rated "Acting and Provisional" is to be reported to the Naval Board."

Paragraph 209, Heading and Lines 6 and 7: For "Acting" read "Acting and provisional".

Delete sentence commencing "On passing the professional" and substitute :-

"On passing the professional examination at the first attempt such ratings will no longer be on a provisional basis and will be confirmed in rating in accordance with the rules in paragraph 11. "Acting and Provisional" service will count as "Acting" service for this purpose. Failure to pass the professional examination by "provisional" ratings at the first attempt will involve reversion to the lower rating."

Paragraph 225: For "acting" read "Acting and Provisional" in all places where it occurs.

Paragraph 226: Delete and substitute :-

"On passing the professional examination, which must be taken at the first available opportunity, such ratings will no longer be on a provisional basis and will be confirmed in rating in accordance with the rules in paragraph 11. "Acting and Provisional" service will count as "Acting" service for this purpose. Failure to pass the professional examination by "provisional" ratings at the first attempt will involve reversion to the next lower rating. Any case in which an Acting Leading Steward (Provisional) or Acting Petty Officer Steward (Provisional) has not passed the professional examination within three years of being rated "Acting and Provisional" is to be reported to the Naval Board."

(568/202/1152)

289.

SWIMMING TEST - INTRODUCTION AS QUALIFICATION FOR LEADING RATE.

With effect from 1st July, 1949, the passing of the provisional or standard swimming test is to be introduced as a qualification for advancement to Leading Rate or its equivalent in all Branches.

2. Men already holding temporary Leading Rates are not affected and will not need the swimming qualification for permanent advancement.

3. The names of men, otherwise fully qualified and recommended, who are unable to gain advancement solely through inability to swim may be submitted to the Naval Board as exceptional cases for consideration or waiver, subject to confirmation by the Captain that those concerned have made genuine and sustained efforts to learn, or have good reasons for being unable to do so.

4. Attention is drawn to K.R. & A.I. Article 403, C.O.R. Article 160 and Navy Order 337 of 1947.

5. When the drafting situation permits, the passing of the provisional swimming test will be made a necessary qualification for advancement beyond the recruit stage.

(614/230/50)

290.

GENERAL MESS BALANCES.

With reference to paragraph 2 of Navycirc 395 Item, the following revised procedure in respect of general mess balances is to be observed in future :-

(a) Credit balances accrued during any one quarter are not to be carried forward to the ensuing quarter.

(b) Debit balances are to be carried forward with a view to local action being taken, where practicable, to eliminate or reduce such debit in the succeeding quarter or quarters of any one financial year.

2. When any debit balance is not so eliminated within the financial year concerned, a special report is to be rendered to the Naval Board by Commanding Officers, through their administrative authority, indicating the reasons why it was not practicable, consistent with the maintenance of the approved standard of general messing throughout the Naval Service, to eliminate the general mess debt incurred during the year.

3. The quarterly rendition of Form A.S.113Z is to be continued as hitherto.

4. C.O.R. Article 451 will be appropriately amended in due course.

(530/201/648)

291.

CLOTHING FACTORY REPRESENTATIVE AT SYDNEY.

A Commonwealth Clothing Factory representative has been appointed in Sydney for the purpose of measuring and fitting officers and men of the services for articles of uniform.

2. He will be in attendance daily from 2 p.m. to 5 p.m. at Room 15, 6th Floor, Dymocks Buildings, 426 George Street, to accept orders and try on garments. Delivery of orders will be C.O.D. or by advance payment direct to the Clothing Factory.

3. Navycirc 292I (310814 May 1948) is cancelled.

(434/201/4062)

292.

MOTOR TRANSPORT - PREVENTION OF THEFT.

Ignition and door locks for motor vehicles are at present in very short supply, and it is not practicable in some instances for defective locks in Naval vehicles to be replaced.

2. A case has been reported recently of the theft of a Naval motor vehicle, the ignition lock of which was unserviceable.

3. The attention of all concerned is drawn to the necessity for special precautions being taken to safeguard vehicles not provided with adequate locking arrangements.

(638/203/81)

293.

TELEGRAPHIC ABBREVIATIONS RELATING TO
MEDICAL HISTORY DOCUMENTS.

The following abbreviations are to be used in telegraphic messages relating to Medical History Documents :-

- F.A.M.H.D. Signifies "Forward by air mail Medical History Documents or advise disposal".
- R.M.H.D. Signifies "Request Medical History Documents or disposal".
- Nil M.H.D. Signifies "No record of Medical History Documents in this Ship (or Establishment)".
- M.H.D.F.O.D. Signifies "Medical History Documents forwarded as requested by ordinary mail".
- M.H.D.A.M. Signifies "Medical History Documents forwarded by air mail".

2. This order will be included in "R.I." Series.

(622/205/2268)

294.

BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed. Additional copies of B.Rs. 268(2)(48), 1803 and 1803(1) are being obtained to complete distribution.

- B.Rs. 31, 32 and 32A King's Regulations and Admiralty Instructions - Amendment No.2/48.
(A.F.O. 2030/48)
(584/203/147)
- B.R.128 Post Office Guide Part 1 - Supplement No.4.
(A.F.O. 2032/48)
(571/202/2489)
- B.R.129(1) Berne List of Coast and Ship Stations, 18th Edition, August 1947.
- B.R.129(3) List of stations performing Special Duties - Supplement No.5. (A.F.O. 1014/48)
- B.R.129(4) List of Fixed Stations - Supplement No.4 and Annexe No.1. (A.F.O. 1728/48)
(571/202/2985)
- B.R.268(2)(48) Electrical Manual, Volume II, Plotting Tables A.R.L. Type. (A.F.O. 1012/48)
(571/202/3026)
- B.R.347 Establishment of Naval Stores for Trawlers and Corvettes - Errata No.5 and Establishment Pages. (A.F.O. 442/48)
(571/202/2054)
- B.R.362 Establishment of Naval Stores for Dockyards and certain Rescue Tugs, Errata No.4. (A.F.O. 772/48)
(571/202/1647)

- B.R.363 and Form D.126 Establishment of Naval Stores and List of Particulars for Submarines (OBERON and later classes) - Errata Nos. 9 and 6 respectively.
(A.F.O. 594/48)
(571/202/2234)
- B.R.368 Establishment of Naval Stores for Sloops, Frigates, etc. - Errata No.17 and Establishment Pages. (A.F.O. 1348/48)
(571/202/2236)
- B.R.664 King's Regulations and Orders for the Army - Amendment No.60. (A.F.O. 1728/48)
(584/203/126)
- B.R.695 International List of Telegraph Offices (The Berne List) - Annexe Nos. 6, 7, 8 and 9 to Parts I and II. (A.F.Os. 597, 1350, 1728/48)
(571/202/1814)
- B.R.810 Rate Book for Naval Stores, Sections II, V, VI, IX and XI. (A.F.O. 842/48)
(571/202/2987)
- B.R.1636(47) Interservice Catalogue of Fixed Capacitors. (A.F.O. 288/48)
(571/202/2976)
- B.R.1637/47 Anchors for H.M. Service. (A.F.O. 1876/48)
(571/202/2959)
- B.R.1736(30) Battle Summary No.37 - Invasion of Italy. (A.F.O. 1014/48)
(571/202/3009)
- B.R.1803 Guard Book for Handbook of Submarine Torpedo Tubes.
- B.R.1803(1) Handbook for Submarine Torpedo Tubes, General. (A.F.O. 2032/48)
(571/202/3027)
- B.R.1824 Handbook for Test Outfit T.O.U. (A.F.O. 1349/48)
(571/202/3004)

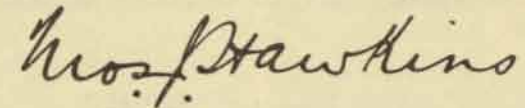
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

2nd November, 1948.

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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295.

SURVEYING RECORDERS - QUALIFYING COURSE.

A qualifying course for Surveying Recorder, Third Class, has been instituted in the Royal Australian Navy. The total length of the course will be six months, half this period being spent under instruction at the Hydrographic Branch, Sydney, and the remaining three months in a surveying ship to enable candidates to gain practical experience. On completion of this period, ratings will be examined on board and successful candidates, if recommended, will be granted the Part II qualification of Surveying Recorder, Third Class, under the New Pay Code.

2. Names of successful candidates are to be reported to the Secretary, Naval Board, and to the Officer-in-Charge, Hydrographic Branch.

3. Existing Surveying Recorders, Third Class, will be drafted to the Hydrographic Branch as convenient to undergo the three months' course at that establishment.

4. Syllabus of training at the Hydrographic Branch is contained in the appendix to this order.

5. Qualifications for advancement to Surveying Recorders, Second Class and First Class, are laid down in King's Regulations and Admiralty Instructions, Appendix XII, Part 25.

(614/214/17)

AppendixSYLLABUS OF TRAINING - SURVEYING RECORDER.Background:

1. The requirements and use of a survey.
2. The use of a chart.
3. The organisation of the Hydrographic Branch.
4. The life of a Surveying Recorder.
5. Survey measurements - distance, angle, bearing, latitude, longitude and time.
6. How these may be determined.
7. Elementary geometry and trigonometry with its application to survey, e.g. triangulation, etc.

Second sextant angle and writing down:

1. The sextant and its errors.
2. Ability to use and adjust.
3. Ability to write down legibly, accurately and intelligently, all field work (except astro observations).

Boat sounding and E/S gear:

1. Boat sounding methods and organisation of crew.
2. Sounding devices E/S elementarily.

Boat handling, etc:

1. Knowledge of duties of coxswain of a surveying boat.
2. The duties of an S.R.III as part of a surveying boat's crew.

Sweep's taut wire gear:

1. Sweeping methods, their use in surveying.
2. Taut wire measurement, its use in surveying.

Instruments, stores, use and care of:

1. Theodolite and level, principles.
2. Knowledge of the names and use of all surveying instruments.
3. Knowledge and the use of all special surveying stores.

296.

RESERVE FLEET - ORGANIZATION.

Navy Order 235 of 1946 is to be amended as follows :-

Paragraph 8:

Line 2 - Delete "F" and substitute "Modified 'E'".

Lines 4 to 6 - Delete "For the purposes of Reserve Fleet administration, ships (and craft) in "F" Class Reserve will be deemed to be at four months' notice."

Paragraph 12:

Delete the whole paragraph and substitute :-

"The publications "Instructions for Ships and Vessels Preparing for Reserve" (Short title "I.P.R."), and "Reserve Fleet Order Book" (Short title "R.F.O.B.") as promulgated by the Naval Board and the Senior Officer Reserve Fleet, respectively, are applicable to all ships and craft forming part of the Reserve Fleet."

Paragraph 13:

Delete the whole paragraph and substitute :-

"Units of the Reserve Fleet based at Sydney, Port Melbourne (Geelong), and Fremantle (Cockburn Sound) will be under the command of the Commanding Officer, Reserve Ships. (Short title - C.O.R.S. (port).) Units of the Reserve Fleet at a port will be referred to as a whole by Divisions, e.g., Sydney Division of the Reserve Fleet."

(549/201/274)

297.

PAYMENT UNDER POST WAR PAY CODE CONDITIONS OF ALLOTMENTS OF MEMBERS ABSENT WITHOUT LEAVE, AWAITING TRIAL AND UNDERGOING DETENTION.

Consequent on the introduction of the Post War Pay Code for members of the Royal Australian Navy, and in order to ensure uniformity of procedure for all three Services, the war-time conditions governing payment of allotments of members absent without leave, awaiting trial, or undergoing detention have been withdrawn, except in the case of personnel serving under interim or war-time engagements.

2. As there may be justification for adopting some temporary modification designed to cover the transition from war to peace-time conditions for members who were serving at 30th June 1947, under interim or war-time engagements, it is approved that, pending the issue of further instructions, the allotments of married personnel serving under such engagements who became absent without leave, or who are awaiting trial or undergoing detention, will be continued at the rate of ten shillings per day (representing allotment of six shillings per day and Marriage Allowance of four shillings per day) for two pay periods from the date of notification to the allottee that the member is absent without leave or in detention etc, when the allotment will be stopped. If the member becomes again entitled to receive pay, action should be taken to re-declare the allotment at not less than the standard rate.

3. In the case of a member of the Interim Force whose mother was in receipt of the full rate of Dependant Allowance on 30th June 1947, and who is still regarded as fully dependent on the member, payment of the allotment in force may be continued at the existing rate or six shillings per day, whichever is the lesser, under the conditions set out in paragraph 2 above.

4. Allotments of Interim Force members, other than those to wives and mothers, are to be stopped as from the date the member becomes disentitled to pay.

5. All such allotments are to be charged to the pay day preceding the date of absence, discharge to detention, or awaiting trial period, and any amounts paid subsequent to those dates will be communicated to H.M.A. ship concerned for charge against the member's pay account.

6. In the case of members of the Permanent Forces, or members of the Interim Force who transfer to the Permanent Forces or members who have re-engaged for a further period of interim service subsequent to 30th June 1947, all allotments in force are to be stopped, charged to the pay day immediately preceding the absence without leave, discharge to detention, etc.

7. Marriage, Separation or Non-Reduction Allowance is NOT to be credited, however, for any period in respect of which a member is not entitled to receive pay.

8. In all cases of allotments stopped for disciplinary reasons the allotment is not to be re-declared unless and until the member is restored to pay.

9. In the case of recovered deserters, the declaration of an allotment is not to be permitted until completion of detention, and receipt of approval that the member is to be retained.

10. Navy Order 558 of 1945 is cancelled, and the necessary amendments to Naval Financial Regulations and Instructions will be issued in due course.

(556/207/8061)

298.

AIRCRAFT EMBARKED IN H.M.A. SHIPS - NAVAL STORES.

The provisions of Appendix Reference No.2 to the R.A.N. Supplement to B.R.4, relating to accounting etc. for naval stores required by Air units embarked in H.M.A. ships and operated by the R.A.A.F., are not now applicable, consequent on the introduction in the R.A.N. of the Naval Aviation Branch. The abovementioned appendix therefore is hereby cancelled.

(571/202/3046)

299.

RADIO VALVES AND CATHODE RAY TUBES - REDUCTION OF SPARES ALLOWANCE.

The provisions of A.F.O. 1936/1948 regarding the reduction, with certain exceptions, of allowances of spare radio valves and cathode ray tubes, are to be implemented in H.M.A. ships as early as practicable. Any items held in excess of the revised allowances referred to should be returned to the appropriate storing depot.

2. The reduced allowances do not apply to shore establishments which should continue to carry 200 per cent spare valves and cathode ray tubes.

(612/226/1376)

300.

ARRANGEMENT, NUMBERING ETC. OF LEDGER PAGES - H.M.A. SHIPS AND ESTABLISHMENTS - REGISTER FORMS.

With reference to Navy Order 13 of 1948, arrangements have now been made for initial stocks of revised ledger certificates and register Forms A.S.155 (series) to be held at Naval Store Depots and by the authorities referred to in paragraph 6 of the abovementioned Navy Order, for use by H.M.A. ships and shore establishments in which the revised procedure in regard to arrangement etc. of ledger pages has been introduced.

2. Until such time as the Naval Store ledgers of all ships and establishments are replaced or re-arranged, vide paragraph 1 of the abovementioned Navy Order, the old forms will also be required, and demands for Forms A.S.155A, B and C should in future clearly indicate whether old or revised (1948) forms are required.

(612/212/3101)

301.

INTRODUCTION OF FORMS A.O.47 AND A.O.47Z - RETURNS OF STOCKTAKING FOR NAVAL ARMAMENT AND ASSOCIATED STORES.

It has been decided to revise the procedure for rendering Returns of Stocktaking of Naval Armament, Torpedo, Mining and Gunnery Equipment stores in store depots and in naval establishments operating accounts under Navy Order 20 of 1943. Existing Forms O.47 (inside and outside) will be replaced by Form A.O.47, and a new Form A.O.47Z has been introduced.

2. A separate return on Form A.O.47 is to be raised for the discrepancies arising out of each report of stocktaking. Those returns wherein deficiencies total £100 or more are to be forwarded to the local Chief Auditor for remarks in accordance with Naval Financial Regulations and Instructions, Article 218(8).

3. At the end of each quarter, Form A.O.47Z is to be used to forward to Navy Office all returns on Form A.O.47 covering stocktaking carried out during the quarter. Both Forms A.O.47 and A.O.47Z are to be forwarded in duplicate.

4. In the case of naval establishments operating naval armament accounts in accordance with Navy Order 20 of 1943, a "report of stocktaking" is to cover that amount of stocktaking carried out during one day, or two or more consecutive days. These establishments are to strike out paragraph 5 of Form A.O.47Z, which does not apply to them.

5. Demands for requirements of these forms are to be placed on Superintending Naval Store Officer, Sydney.

(480/201/3853)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
9th November, 1948.

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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302.

OPERATION AND ADMINISTRATION OF THE
ROYAL AUSTRALIAN NAVY.

The following amendments to the table appended to paragraph 5 of Navy Order 247 of 1948 are now effective :-

Under "Surveying Ships" - Delete LACHLAN and details applicable thereto.

Under "Training Ships" - Insert underneath MURCHISON -
"G.P.V. 963 F.O.I.C., Sydney F.O.I.C., Sydney".

Delete 20th M.S.F. and ships detailed thereunder, less KANGAROO.

Under "L.S.Ts." - Delete "3014" and details opposite thereto.
(404/201/956)

303.

SHIPS AND CRAFT PREPARING FOR RESERVE -
MONTHLY REPORT OF PROGRESS.

Ships and craft preparing for Reserve are to render to Naval Board, with a copy to the local Naval authority, monthly reports of the progress being made in the work of preparation of the ship for transfer to the Reserve Fleet.

2. The report should include remarks under the following headings :-

General
Executive
Gunnery
T.A.S.
Engineering
Electrical
Communications,

and should include details of any difficulties experienced.

3. Detailed instructions for the preparation of ships and vessels for transfer to the Reserve Fleet are contained in "Instructions for Ships or Vessels Preparing for Reserve" (Short Title "I.P.R.").
(589/202/567)

304.

COURSES FOR RESERVE OFFICERS TRANSFERRED TO THE
PERMANENT NAVAL FORCES - TORPEDO
ANTI-SUBMARINE SYLLABUS.

An outline of the syllabus for the Torpedo Anti-Submarine course referred to in Navy Order 133 of 1948 is promulgated for information :-

(Duration of Course - 5 weeks)

1. General T.A.S. and Torpedo.

The T.A.S. Branch responsibilities. Ratings.
Layout of the Mk. 9** torpedo. Running and recovery routines.
2½ days.

2. Torpedo Control.

Theory of torpedo control and tactics used in torpedo fire.
Details of T.C. sights. Details of exercises and records.
5 days,

3. Mining, Minesweeping, Demolitions.

Contact and influence mines.
Demolition explosives and their uses.
Practical demolitions. Wire, acoustic and magnetic sweeps.
2½ days.

4. A/S and E/S Material.

Layout of types 144Q, 147 and 128.
E/S Sets - switching on.
2½ days.

5. A/S Operating and Control.

Operating procedure for Types 144Q, 147 and 128.
Submarine capabilities.
Convoy defence, fleet defence.
Sea training (2 days).
10½ days.

6. A/S Weapons.

Details of the squid, hedgehog and depth charge.
Pistols and depth charge release systems.
2 days.
(614/204/124)

305.

AIRCRAFT SERVICING AND MAINTENANCE BRANCHES AND
OTHER RATINGS CONCERNED WITH AIRCRAFT -
TRAINING AND ADVANCEMENT REGULATIONS.

Navy Order 240 of 1948, paragraph 4(iii), is to be amended as follows :-

Delete "Similar notations as to time gained are to be made" and insert in lieu "Recruits (S.A.M.) will not be awarded accelerated advancement on the results of their recruit course. Accelerated advancement will be awarded as laid down in paragraph 23."
(348/201/42)

306.

COMMUNICATIONS RATINGS - PROFESSIONAL EXAMINATIONS
FOR THE "ABLE" RATE.

The provisions of A.F.O. 2472/48 are to be adopted in the
R.A.N. (348/204/56)

307.

V/S - INTRODUCTION OF NEW NAVAL CODE OF FLAGS -
DRESSING LINES.

The provisions of A.F.O. 1819/48 and 2354/48 are to be
adopted in the R.A.N. (476/201/913)

308.

PROCEDURE TO BE ADOPTED BY R.A.N. PERSONNEL WHO ARE
DESIROUS OF FREE OR ASSISTED PASSAGES FOR WIVES AND
FAMILIES FROM UNITED KINGDOM TO AUSTRALIA.

After negotiations with the Department of Immigration, it
has been found possible to obtain priority for wives and fam-
ilies of R.A.N. personnel to travel to Australia under the
Commonwealth immigration scheme.

2. Conditions of passages are as follows :-

ASSISTED PASSAGES:

(a) Available to wives of personnel who married in the
United Kingdom whilst serving in the R.A.N.

Personal contributions -

- (i) £10 (Stg.) or £12.10.0 (Aust.) for each adult.
- (ii) Juveniles from 14 years to their 19th birthday -
£5 (Stg.) or £6.5.0 (Aust.).
- (iii) Children who have not reached their 14th birth-
day - Free.

These amounts may be paid to the State Immigration
authority in the State of future domicile.

FREE PASSAGES:

(b) Available to wives and families of British ex-service-
men who have since been recruited to the R.A.N.

3. All R.A.N. personnel who wish to bring their wives and
families from United Kingdom to Australia and are desirous of
taking advantage of a priority passage should make application
to their Commanding Officers, giving name and address of
nominator in Australia and names and address of nominee(s) in
the United Kingdom.

Note.- A nominator can be a husband, close relative or a
friend who can guarantee accommodation acceptable to the
Department of Immigration for the intending passengers -
i.e., the nominee(s).

On receipt of application by the Naval Board, arrangements
will be made for the necessary forms to be forwarded for nomi-
nator's completion. Nominators must then address the completed
forms to -

The Secretary,
Australian Commonwealth Naval Board,
St. Kilda Road, Melbourne, S.C.1,

in order that a priority passage can be sought from the Depart-
ment of Immigration.

Every effort will be made to effect dependants' arrival
in Australia as soon as possible.

(632/211/2516)

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

309.

TRAVEL BY TROOP TRAIN.

It has come under notice that some ships and establish-
ments are crediting travelling allowance at quarter rates to
R.A.N. personnel travelling by troop trains, particularly from
Western Australia to Port Pirie and vice versa.

2. As personnel travelling by these troop trains are
victualled at departmental expense, being supplied with stand-
ard rations from Army field kitchens at various stops en route,
travelling allowance is not payable in these cases.

(407/221/3393)

310.

PAINT SPRAY EQUIPMENT.

It has been decided to introduce paint spray equipment in
the R.A.N., in order to effect saving of time and material in
the painting of H.M.A. ships.

2. The equipment, which is to be dealt with as Sea Stores,
comprises the following components :-

| | |
|---|----------|
| Spray Gun Type A1 with adjustable spray width and material control | - 1 No. |
| "M" type conditioner (oil/water separator) | - 1 No. |
| Hose with $\frac{1}{4}$ " fittings | - 30 ft. |

3. H.M.A. Cruisers will each be supplied with two sets.
Other ships will, however, not be issued with paint spray
equipment, but equipment is being provided as shown hereunder,
for use by these ships as may be convenient when alongside :-

| | |
|-------------------------------------|------------|
| H.M.A. Naval Dockyard, Williamstown | .. 4 sets |
| H.M.A. Naval Yard, Garden Island | .. 6 sets. |

4. Instructions for the use and particulars of the pre-
cautions to be observed during the operation of paint spray
equipment are contained in the appendix to this order.

(612/226/1337)

Appendix

INFORMATION CONCERNING PRECAUTIONS WHICH ARE DESIRABLE
DURING THE OPERATION OF PAINT SPRAY EQUIPMENT
IN H.M.A. SHIPS.

1. GENERAL:

- (a) Paint spray equipment for use in H.M.A. ships is supplied to enable a satisfactory film of paint to be applied to hull, superstructure and certain compartments between decks with a minimum amount of fatigue, time and number of hands.
- (b) Only those materials which are approved for use with the spray gun should be used in such equipment to ensure these economies.
- (c) Whilst the equipment selected is that which has been found to be satisfactory in trials in dockyards and in certain H.M.A. ships the continued satisfactory working of such equipment is dependent upon intelligent use and careful maintenance.
- (d) Spray painting is an accepted process in industry throughout the world and, whilst there are hazards associated with its use, suitable precautions can be taken by both ships' officers and personnel using the equipment to avoid these hazards.

2. HAZARDS:

- (a) Provided approved material is used, none of the hazards associated with spray painting need be considered serious in H.M.A. ships. For convenience, however, they are divided hereir into three categories :-
 - (i) Health hazards.
 - (ii) Fire hazards.
 - (iii) Effects upon equipment in the vicinity of spray painting operations.
- (b) The use of correct procedures and approved materials will ensure the elimination of these hazards.

3. ELIMINATION OF HEALTH HAZARD:

- (a) Spray painting operations in the open, such as when treating hull and superstructures, is practically devoid of health hazards because of the maximum amount of ventilation. However, the operator actually carrying out the process should wear a dust filter mask or tie across his nose and mouth a piece of doubled cheese cloth.
- (b) Spray painting operations in the open should not be carried on continuously for more than 30 minutes at a time, each operator being allowed 30 minutes away from the spray gun after 30 minutes continuous spraying. After the 30 minutes non-spray operating period he may continue again for another period of continuous spraying. These alternate periods of spray painting and non-spray painting may be carried out watch for watch.
- (c) When spray painting operations are carried out in the open, the operator should work wherever possible so that the spray is blown away from him.

- (d) Spray painting between decks shall be carried out in alternate periods of 20 minutes continuous spraying and 40 minutes non-spray painting per operator during a watch.
- (e) During between decks work, in addition to precautions to be taken in regard to the mask or facial covering vide paragraph 3(a) it is necessary to supply a positive means of ventilation whilst spray painting is proceeding.
- (f) Only those paints which are approved for use with the spray gun in H.M.A. ships shall be used and on no account shall lead paints be used for this purpose, and material with a flash point lower than 80°F. should be avoided.
- (g) Wherever practicable the provisions of A.P.O. 2641/47 are also to be observed when paint spraying is carried out in sea-going ships.

4. ELIMINATION OF FIRE HAZARDS:

- (a) Spray painting carried on in the open, that is when painting hull and superstructure, is the safest spray painting operation. The use of naked flames, however, is to be prohibited whilst the process is in operation, and smoking is to be prohibited within 60 ft. of the area where operations are being carried out.
- (b) When spray painting in compartments between decks, the operation of electrical motors and equipment likely to cause ignition sparks is to be prohibited in or adjacent to the compartment being painted.
- (c) Smoking and the use of naked flames during these operations is to be forbidden.
- (d) In addition to the personnel carrying out the spray painting operations, a responsible hand is to be provided to stand by with a foam fire extinguisher in the event of fire.

5. ELIMINATION OF HAZARD OF DAMAGE TO EQUIPMENT:

- (a) Damage to equipment in the immediate vicinity of spray painting is the result of finely suspended particles of paint settling on areas other than those at which the gun is directed. This is not a difficult hazard to eliminate and before commencing spray painting, either on the hull and superstructure or between decks, a survey should be made of the immediate locality and those areas upon which the settlement of paint particles would be considered undesirable or difficult to remove should be noted.
- (b) The protection of areas upon which the settlement of paint is to be avoided may be carried out as follows :-
 - (i) Bright metal parts should be heavily coated with petroleum jelly or mineral grease; care being taken to avoid smearing surfaces which are to be painted. After the spray painting operations are completed and the paint is dry, the grease and paint which has accidentally settled on it may be readily removed from bright metal parts.
 - (ii) Glass, paintwork of a different shade to that being used in the spray gun and areas not being painted, should be covered with brown paper fixed in position with water soluble paste. After the spray painting operations and when the paint is dry the paper may be readily removed with water.

- (iii) Insulating dielectric surfaces will be best protected from paint spray impingement by sealing them under a canvas serving or cover. This can be readily removed after spray painting operations and its use avoids the application of materials which may affect the dielectric properties of the surface.

6. NUMBER OF HANDS PER SPRAY GUN:

- (a) When working on hull and superstructures, two (2) hands should be provided and should work as follows :-
- (i) One operating spray gun.
 - (ii) One standing by with foam extinguisher and attending to equipment feeding gun with air and paint.
- Note.- These two shall work alternatively at spray painting and standing by with extinguisher etc. (See paragraph 3(b) above.)
- (b) When working between decks, three hands should be provided and should work as follows :-
- (i) One operating spray gun, 20 minutes.
 - (ii) One attending to equipment, feeding gun with air and paint, 20 minutes.
 - (iii) One standing by with foam extinguisher and watching ventilation, 20 minutes.

Note.- The three shall work alternatively at each of (i) to (iii), thus complying with paragraph 3(d) above. Where necessary operations (i) to (iii) may be worked at 10 minute or 15 minute periods.

7. APPROVED PAINT:

Only the new synthetic plastic type paints and primers referred to in Navy Order 75 of 1947 may be used with paint spray equipment. (612/226/1337)

311.

ACCOUNTING OF NAVAL ARMAMENT STORES IN SHIPS IN RESERVE.

Consolidated Orders and Regulations, Article 374, details the procedure to be followed for accounting of naval armament stores in ships in Reserve. This method of listing the stores is to be continued for those items necessarily retained on board, e.g. gunbodies and other ordnance items.

2. For those naval armament stores supplied to groups of ships in reserve for signalling, guard duties etc., an account on form F.A.30 is to be kept by the headquarters ship in accordance with the instructions for normal ships' accounts. An officer is to be detailed to act as Accounting Officer.

3. Commanding Officers of ships in reserve are to forward to Navy Office a list of stores required for the purposes described in paragraph 2. After approval, these lists will become the Established Proportion for headquarter ships at the various ports. (612/204/2734)

312.

BOOKS AND FORMS.

The undermentioned form has been introduced for use in the R.A.N. in lieu of the corresponding Admiralty Form S.206E. First supply, without demand, will be effected by the Superintending Naval Store Officer, Sydney :-

A.S.206E - Annual Report of Pilots and Observers of Commander's Rank and below. (A.F.O. 2/1947)

2. The undermentioned forms have been revised. Supply will be issued on demand when stock of the existing form has been exhausted :-

A.S.83 Part I - Provision Account.
A.S.1418 - Expense Book.
A.O.51 - Warrant of Naval Armament Stores.

3. The undermentioned forms have been introduced for use in the R.A.N. First supply, without demand, will be effected by the Superintending Naval Store Officer, Sydney :-

A.S.431z Part I - (Professional) Examination for the Rating of Petty Officer/Leading Airman.

Recruiting Leaflets:

A.R.L.2a - Seaman Branch (Supplementary to A.R.L.2).
A.R.L.18 - Naval Airman.
A.R.L.19 - Aircraft Artificer.
A.R.L.20 - Skilled Mechanic.

4. The undermentioned forms have been adopted for use in the R.A.N. Demands for requirements are to be placed on the Superintending Naval Store Officer, Sydney :-

0.469 (White) - Record of Inspection of Guns - Commonwealth.
0.469 (Light Blue) - Record of Inspection of Guns - Imperial.

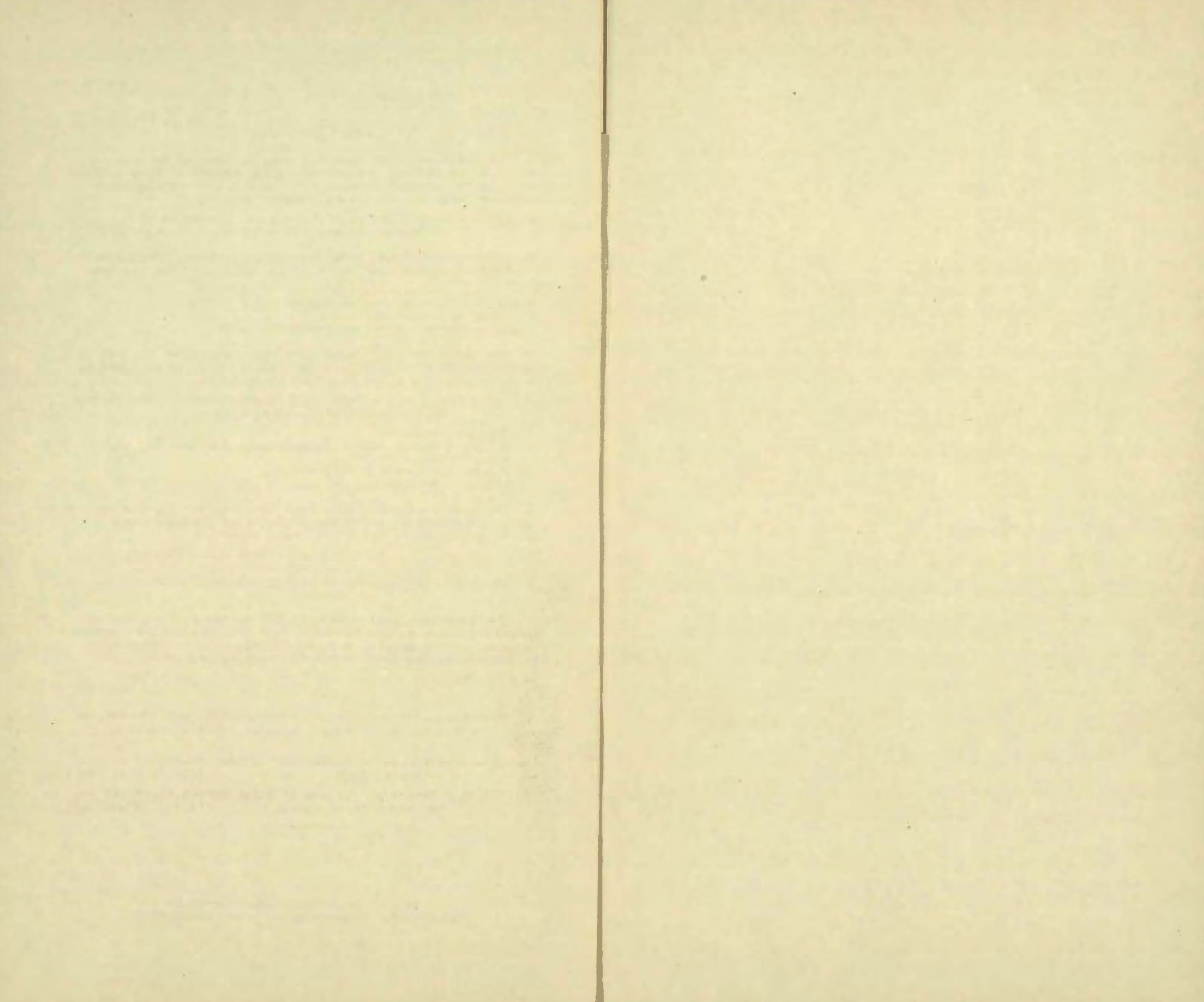
5. The undermentioned form will be adopted as from the 1st January, 1949, when the existing Form A.S.288A will be rendered obsolete. First supply, without demand, will be effected by the Superintending Naval Store Officer, Sydney :-

S.288A (Revised December 1947) - Annual Diving Return. (A.F.O. 849/1948).

6. The undermentioned Admiralty Forms have been adopted for use in the R.A.N. First supply will be effected without demand :-

S.444 - Certificate of Competence to take charge of a small Technical Unit. (A.F.O. 1190/1948)

S.1148(R) - Report on Failure of Fire Control, Director and Gun Mounting Equipment. (A.F.O. 2742/1947)



COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

16th November, 1948.

The following Orders 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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313.

PERSONNEL OF SHIPS SAILING FROM JAPANESE AREA
LEFT IN HOSPITAL OR SICK ON SHORE.

In those instances where a ship in Japanese waters is about to sail from the area and will leave a member or members in hospital or sick on shore, the following details are to be advised by signal to H.M.A.S. COMMONWEALTH and repeated to the Naval Board and H.M.A.S. PENGUIN :-

- (a) Name, rank or rating, official number.
- (b) Name of hospital or address if sick on shore.
- (c) Diagnosis of disease or description of injury.
- (d) Date of admission to hospital or of going sick on shore.

2. Arrangements are to be made to transfer to H.M.A.S. COMMONWEALTH the kit of each member so concerned.

3. Medical History Documents of each such case are to be forwarded to the Commanding Officer, H.M.A.S. COMMONWEALTH, concurrently, and this action is to be advised in the signal to Naval Board.

4. H.M.A.S. COMMONWEALTH is to arrange onward passage to H.M.A.S. PENGUIN of each member on discharge from the sick list for return to his ship or such other disposal as may be necessary. At the same time signalled advice to Naval Board, H.M.A.S. PENGUIN, and the member's ship is to be made, including advice of despatch of Medical History Documents.

(527/210/5187)

314.

TRAVEL ON OFFICIAL BUSINESS.

The Treasury has recently drawn attention to the necessity for the utmost economy in expenditure on transport either of officers travelling on official business or of goods for official purposes having regard to -

- (a) economy in cost of transport;
- (b) economy in the official time of the officer travelling; and
- (c) the use of a governmental means of transport.

2. So far as this Department is concerned, the following procedure will apply in future in all cases in connection with departmental travel.

3. Before travel is proposed it should be established that equally good results cannot be obtained by correspondence or the utilisation of the services of local officers.

4. Where it is established that travel is essential, normal means shall be utilised wherever possible. Where the purpose of the official journey warrants travel by air and the officer concerned is willing to travel in this manner, the Government-owned airlines shall be used if the journey is between places covered by their services. Any departure from these instructions shall be permitted only in cases of special urgency or importance. In this regard the paramount considerations are the convenience of the Department and economy in the expenditure

of public moneys. The personal convenience of officers as to time and mode of travel shall be subservient to both these factors.

5. In any cases where it is proposed that an officer shall travel by air, the matter should be submitted for approval as early as possible so that adequate time may be available to permit reservation of seats with the Government airlines. Any necessary variation of the travel arrangements already made for an officer in respect of an air reservation shall be notified to the appropriate departmental officer immediately, so that loss of public moneys will not be occasioned by the cancellation of the existing reservation.

6. In connection with departmental bookings on T.A.A. services, which may be cancelled at varying intervals prior to scheduled departure times or in which booked passengers may fail to join the aircraft without prior notice of cancellation of their intended journeys, the Treasury has agreed to the following procedure :-

- (i) Advance bookings shall be confirmed by submission of travel warrants not less than 48 hours before the scheduled departure times of the services;
- (ii) Bookings within 48 hours of scheduled departure times shall be supported promptly by the issue of travel warrants and the taking out of the tickets; and
- (iii) Where bookings are cancelled the following scale of cancellation fees shall apply :-

| | |
|--|----------------------------|
| Not less than 12 hours' notice | .. Full refund |
| " " " 6 hours' " | .. Fare refunded less 5% |
| " " " 2 hours' " | .. Fare refunded less 10% |
| Less than 2 hours' notice or "no-show" | .. Fare refunded less 25%. |

7. In the transport of Government parcels, the Government railways shall be used in preference to other forms of ground transport. In cases where the circumstances justify transport by air, the Government-owned airlines shall be used, if services are available on the route.

8. Travel by air is to be authorised by the issue of a travel warrant on the Government airline concerned. As Treasury instructions provide that reimbursement of air-fares incurred will be considered only in exceptional circumstances, steps should be taken to ensure that a book of steamer warrants (for adaptation as requisite) is available.

9. The Government-owned airlines, the services of which shall be utilised in air travel, are :-

Trans-Australia Airlines
Qantas Empire Airways
British Overseas Airways Corporation
Tasman Empire Airways
British Commonwealth Pacific Airlines.

T.A.A. are authorised booking agents for :-

Qantas Empire Airways
 British Commonwealth Pacific Airlines
 Ansett Airways Pty. Ltd.
 Connellan Airways
 East-West Airlines
 McRobertson-Miller Aviation Co.

When direct bookings cannot conveniently be made with the two first-named airlines and where any bookings are necessary on the remaining four airlines, the services of the nearest office of T.A.A. shall be used for booking purposes.

10. These instructions do not modify the provisions of Article 153(1), Naval Financial Regulations and Instructions or Treasury Instruction 249, and travel by civil aircraft should be undertaken only after Naval Board approval has been obtained.

(632/214/1613)

315.

MAIN AND AUXILIARY MACHINERY ETC. - PROCUREMENT OF REPLACEMENT PARTS AND ACCESSORIES BY REMOVAL FROM INSTALLED OR AUTHORISED SPARE UNITS - POLICY.

It is the general policy of the Naval Board that all installed machinery and authorised spare machinery be maintained complete and serviceable, and that adequate spare parts and special tools be maintained on board, at bases, at the Central Machinery Spares Depot, Sydney, and at such other depots as may be directed.

2. Nevertheless, owing to shortages of spare parts, it has been necessary at times to take parts from installed machinery in craft in reserve or from authorised spare machinery, and use them to maintain, in a serviceable condition, machinery of craft in use.

3. It is clear that such appropriations of parts of machinery must be strictly recorded and controlled.

Except in special circumstances - which are to be reported - the approval of the Naval Board is to be obtained before removal, and allocation to other craft, of parts of machinery.

A similar procedure is to be observed in regard to general stocks of authorised spare complete items of machinery.

Notes.-

- (a) The approval of the Naval Board need not be sought if it be deemed essential to remove a part from a machinery unit supplied as spare (e.g. a spare engine for a 25 ft. motor cutter) in order to obviate the replacement of the installed unit before it is due for major overhaul. The part removed, however, must be refitted immediately and fitted in place on the spare unit. If this be impracticable, Naval Board must be informed that the spare unit is defective in this regard.
- (b) It is stressed that in all instances, unless directions to the contrary are received from the Naval Board, early arrangements are to be made for the repair or renewal of the defective part.

4. The above directions are to apply to the machinery of all H.M.A. ships and also, in principle, to that of naval establishments, floating docks, yard craft etc.

5. This order will be included in R.I. Series.

(524/201/3925)

316.

SURPLUS MAIN AND AUXILIARY MACHINERY, ETC. - DISPOSAL OF UNITS AND PARTS THEREOF - POLICY.

In general, surplus machinery should be declared to the Commonwealth Disposals Commission. Such declarations are to be made by naval establishments only, and H.M.A. ships will continue to return surplus items to the appropriate naval establishment for subsequent disposal as may be approved.

2. The procedure for disposal through the Commonwealth Disposals Commission is as follows :-

Disposals Form No.1 is completed, and eight copies are forwarded to the Naval Board for decision. After approval and any amendment deemed necessary, copies are then sent to the Head Office, Commonwealth Disposals Commission, and the naval establishment which raised the form is informed of any amendments made and of the navy serial number allocated to the disposals forms.

3. In order that the Naval Board may be enabled to decide whether an item should be retained for naval use, or that a prospective buyer may receive adequate information, it is essential that full name plate and other appropriate particulars and any information as to origin be entered on Disposals Forms No.1.

4. If it appears desirable that certain items of surplus machinery should be dismantled, and some or all parts taken into spare parts stocks after refit as necessary, the remaining parts being declared for disposal or brought to arisings, a special submission should be made to the Naval Board (copy to Admiral Superintendent, Sydney, vide paragraph 4(e) of this order.)

Points of guidance relating to such submissions to the Naval Board are as follows :-

- (a) The value of parts which it might be desired to remove from a unit of machinery, and retain, as compared with the disposal value of the whole unit, should be high. It is observed that the replacement value of parts of the above nature removed from a unit might approach, or exceed, the price obtainable for the whole unit by disposal through the Commonwealth Disposals Commission. Furthermore, expenditure of naval funds would be obviated.
- (b) The disposal value of some units (both small and large) may be relatively small owing to their unsuitability for civilian use, or to the fact that, being no longer in production, it is difficult to obtain spare parts at a reasonable cost. Unless ample stocks of spare parts are held, the inclusion in naval stocks is worth considering.

- (c) The accumulation of spare parts unlikely to be used must be avoided, for both storage and accounting reasons. This requires careful initial selection of parts to be retained, due regard being paid to the usage rate, the available stocks of each part, and (if stocks are low) to the cost of importation or local purchase.
- (d) In general, worn or non-standard parts should not be held. For this reason, it is undesirable to obtain worn parts from machinery and retain them as spare parts. If this be done, however, they should be re-fitted and either brought to standard sizes (normal, over, or under sizes) or rendered suitable for general use.
- (Note.- In this connection it is observed that, in regard to internal combustion engines, accessories such as carburettors, electric starters, electric generators, diesel engine fuel pumps and injectors, and electric cable harness for petrol engines can usually be removed and rendered fit for re-issue. Also, where experience shows that replacements are sometimes necessary owing to cracking of castings, certain non-wearing parts such as cylinder heads, manifolds etc., could with advantage be retained as spare gear.)
- (e) As far as possible, it is preferable that all surplus engines of each type at all naval centres be considered at the one time, viz. the first week of the months of April and October. In this connection, it will be necessary for copies of submissions to the Naval Board from all centres to be forwarded to the Admiral Superintendent, Sydney, in order that he may submit to the Naval Board his remarks as to the desirability of the proposed action.
- (f) It is essential that full particulars as to make, model, serial and/or part numbers of surplus engines from which it is proposed to remove parts permanently, and of the accessories and parts to be removed, be included in the submission to the Naval Board. Any information as to the origin of the engine should also be included.

(524/201/3925)

317.

BEDSTEDS AND BEDDING FOR NAVAL RATINGS.

It has been approved by the Naval Board that improved sleeping arrangements for ratings are to be effected as early as practicable in ships and naval establishments, insofar as existing conditions permit, and the following decisions are promulgated for information and necessary action :-

- (a) Bedsteads or bunks, including any necessary bedding for same, will be provided in future for ratings in all naval establishments to the utmost extent to which suitable accommodation exists, and proposals are to be submitted accordingly by Commanding Officers concerned for Board consideration.

- (b) Particulars of revised allowances of bedding approved to be provided in future as naval stores for loan use by ratings sleeping in beds and bunks in shore establishments, or in bunks in ships, are contained in the schedule to this order.
- (c) The following items are to be added forthwith to the compulsory kits of all ratings for Service use when ashore or afloat :-

| | |
|---------------------------|---------|
| Hair pillows for hammocks | - 1 No. |
| Hammock pillow covers | - 2 No. |
| Sheets, white, cotton | - 3 No. |

the first issue of which will be made gratuitously to all ratings now serving, except in the case of ratings (including R.N. ratings on loan) whose service or engagement in the R.A.N. will expire within one year from date of issue.

2. The sheets added to the compulsory kits of ratings are to be utilised when bedsteads or bunks are provided as in (a) above, as it will be seen from the schedule hereto that such items will not be issued on loan as naval stores. The hammock pillow in the compulsory kit may be utilised in shore establishments as a second pillow, if so desired.
3. The articles enumerated in (c) above are available for immediate issue, and demands of ships and establishments are to be lodged with Royal Edward Victualling Yard or the Victualling Depot from which supplies are normally obtained, triplicate copies of A.S.79 covering gratuitous issues being forwarded monthly to the Director of Victualling in the same manner as is provided in paragraph 11 of Navy Order 66 of 1948.
4. In view of the continuing difficult supply situation, no repayment issues of the bedding articles enumerated in (c) above are to be made during the ensuing twelve months to ratings receiving a first gratuitous issue, unless special circumstances arise and the prior approval of the Director of Victualling is obtained.
5. Allowances of bedding for officers are at present under review and a Navy Order in that connection will be promulgated as early as practicable.
6. Navy Order 469 of 1944 is cancelled, and a note of the revised allowances and procedure included in the schedule hereunder is to be made against paragraph 1B of Navy Order 65 of 1948.

Schedule

ALLOWANCES OF BEDDING SUPPLIED ON LOAN AS NAVAL STORES
FOR RATINGS SLEEPING IN BEDS AND BUNKS IN SHORE
ESTABLISHMENTS AND IN BUNKS IN SHIPS.

| Patt. No. | Description | Quantity | Remarks |
|-----------|---|------------------|--|
| 25 | Mattress, coir, fibre | 1 No. per rating | To fit bed or bunk concerned. |
| | Mattress cover | 1 " " " | Plus 10% as spares |
| | Coverlet, blue and white cotton | 1 " " " | Plus 20% as spares |
| | Underlay or under blanket | 1 " " " | - |
| | *Blankets, army, or naval transport pattern | 2 " " " | Additional to rating's own kit blanket when climatic conditions necessitate. |
| 37A | Pillow, hair or kapok | 1 " " " | - |
| | Pillow covers | 2 " " " | - |

*Bulk supplies are to be demanded as required from the
Victualling Store in the ship or establishment concerned.
(612/235/1129)

318.

MOTOR TRANSPORT CENSUS.

All H.M.A. ships and shore establishments holding motor transport are to forward to Navy Office particulars, under the following headings, of motor vehicles held at 31st December in each year :-

Registered number
Make
Type
Engine number
Where garaged.

2. Returns should be forwarded to reach Navy Office by 31st January.

3. Although the certificate of roadworthiness which is given at the time of registering a vehicle is not required to be renewed each year, it is expected that every vehicle will be maintained and equipped in accordance with the motor traffic legislation applicable to the State or Territory in which the vehicle is operating and action should be taken accordingly.

4. Special attention should be given to the manner in which plates are fixed to vehicles, with the object of reducing losses of plates to a minimum. As vehicles displaying "C" plates are not required to exhibit registration labels, lost plates falling into the hands of unscrupulous persons may have serious consequences.
(638/202/3240)

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J.J. GURLEY, Government Printer, Melbourne.

RESTRICTED

319-323/48

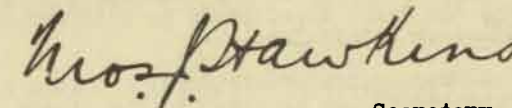
(FOR OFFICIAL USE ONLY.)COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

23rd November, 1948.

The following Orders are promulgated for information,
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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319.

DRAFTING OFFICE - R.A.N. AIR STATION, NOWRA.

From 14th January, 1949, the Commanding Officer, R.A.N. Air Station, Nowra, will be responsible to the Naval Board for the proper drafting of all Naval Aviation ratings, and for the correctness and the proper working of the individual rosters.

2. Naval Aviation ratings comprise the following :-

1. Pilots
2. Aircrewmen
3. Naval Airmen
4. Aircraft Artificers
5. Air Mechanics
6. Skilled Air Mechanics
7. Electrical Artificers (Air)
8. Electricians (Air), Electrician's Mates (Air)
9. Radio Electrical Artificers (Air)
10. Radio Electricians (Air) and Radio Electrician's Mates (Air).

3. All General Service ratings will continue to be administered by the Manning Department at Navy Office.

4. On all questions of drafting and advancement of Naval Aviation ratings, reference is to be made by ships and establishments direct to the Commanding Officer, R.A.N.A.S., Nowra, and the Naval Board is to be referred to only when there is any doubt or difficulty.

5. Two copies of all Naval Aviation Draft Notes are to be rendered to the Manning Department and all signals affecting the advancement and movement of these ratings are to be repeated to the Naval Board.

6. Form A.S.161 and separate Form A.S.165 for Aviation ratings are to be rendered to Director of Navy Accounts, Director of Manning and Commanding Officer, R.A.N. Air Station, Nowra.

7. The Drafting Officer at R.A.N.A.S., Nowra, is authorised to correspond through the Commanding Officer direct with the Deputy Director of Manning on drafting and advancement matters not connected with policy.

(404/206/5)

320.

H.M.A. FRIGATES - FITTING OF OVERFLOW PIPE FROM VENT OF AIR ESCAPE TANKS.

In H.M.A. Frigates, the sudden rush of water caused by re-starting an air pump after a temporary stoppage can result in an overflow of hot water from the air separator vent on to engine room personnel below.

2. It has been decided to fit a funnel and piping to bilge from the air separator vents to obviate this danger.

3. All Frigates except H.M.A.S. LACHLAN are to raise an Alteration and Addition item, Classification "A" to read :-

"Overflow funnel and piping to be fitted to air separator vents in the engine room in accordance with Navy Office drawings 970242 and 970535."

4. No compensating weight is required.

(603/295/2110)

321.

REVISION OF FIXED ISSUING PRICES FOR PROVISIONS AS FROM 1ST OCTOBER, 1948.

The Fixed Issuing Prices of Provisions have been amended as from 1st October, 1948, and printed pamphlets showing the revised prices were distributed to all ships and establishments concerned prior to that date.

2. Consequent upon the above revision of the Fixed Issuing Prices, the current victualling allowance has been increased to 2/6²d per diem as from 1st October, 1948.

3. The increase in the victualling allowance from 2/4¹d to 2/6²d per diem is entirely due to the higher cost of Service foodstuffs since the last review of fixed issuing prices was made in 1947, 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.

4. Necessary amendments to the various Regulations and Instructions will be made at an early date.

5. Navy Order 193 of 1947 is cancelled.

(407/215/592)

322.

INK BLUE/BLACK RECORD CODE 43-64.

With reference to A.F.O.419/47 stock of the abovementioned ink is now held by the Superintending Naval Store Officer, Sydney, and is available for issue on demand, to H.M.A. ships and naval establishments.

(544/202/1095)

323

4

323.

FORM A.M.171 - RECORD OF X-RAY WORK - RENUMBERING
AS FORM A.M.99Y.

In order to avoid confusion with Admiralty Form M.171 "Medical Officer's Report of Aircraft Accident or Forced Landing", ships and establishments holding copies of present Form A.M.171 "Record of X-ray work" are to amend the number of the form to A.M.99Y.

2. Amendment is also to be made to the number of this form where named in any scale of medical stores held.

(480/201/4005)

RESTRICTED

324-331/48

(FOR OFFICIAL USE ONLY.)

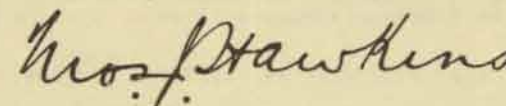
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

30th November, 1948.

The following Orders are promulgated for information,
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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P.3422

324.

**ROYAL NAVY PERSONNEL ON LOAN TO THE ROYAL AUSTRALIAN NAVY -
ELIGIBILITY FOR VOTING AT PARLIAMENTARY ELECTIONS IN THE
UNITED KINGDOM AND AUSTRALIA.**

Royal Navy personnel on loan to the Royal Australian Navy will be eligible to vote by proxy at Parliamentary elections in the United Kingdom provided they have previously appointed proxies by completing an "Armed Forces Declaration Card" (Form S.1300B), including the proxy portion of the form. It is not intended that the postal voting system, as outlined in A.F.O. 1272/45, shall apply overseas in future elections.

2. It is necessary for personnel who attain the age of 21 years whilst serving with the R.A.N. to complete Form S.1300B to become eligible to vote.

3. Eligible personnel who have not yet done so are advised to complete the form at the first opportunity. The forms should be demanded from the Superintending Naval Store Officer, Sydney.

4. For the purpose of voting at elections within the Commonwealth, Royal Navy personnel on loan to the R.A.N. are entitled to enrolment six months after arrival in Australia.

(458/201/249)

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

325.

DETENTION - RULES FOR REMISSION OF SENTENCES.

With reference to paragraph 5 of A.F.O.5171/1946, attention is drawn to the fact that, by section 78 (first portion) of the Naval Discipline Act, it is lawful for the Commanding Officer who sentenced the offender to imprisonment in lieu of detention to issue an order for release, but that the power is not vested in the Commanding Officer of any other ship or establishment.

2. When, therefore, a rating is sentenced to imprisonment in lieu of detention by a Commanding Officer (e.g. MELVILLE) but is borne during sentence on the books of another ship or establishment (e.g. TORRENS), only the original Commanding Officer may issue the order for discharge. The original Commanding Officer may, however, at his discretion, request the appropriate local Naval authority to obtain from the prison authorities, and forward the report on the offender's conduct referred to in paragraph 5 of the Admiralty Fleet Order. This may be done, if necessary, by confidential signal.

3. The Commanding Officer of a ship about to pay off, having an offender under sentence of imprisonment in lieu of detention, which sentence, less the appropriate period of remission, will expire before the ship has finally paid off, should forward to the Naval Board full particulars, including a copy of the Committal Warrant, Service Certificate and Conduct Sheet, in ample time to allow the Naval Board to obtain a conduct report from the prison authorities and, if necessary, to issue an order for release by the due date.

(452/201/2962)

326.

FLAGS - WEARING ON SERVICE MOTOR CARS.

A.F.O. 2658/1948 has been adopted in the R.A.N.

2. The Naval Board flag will be worn on cars occupied by the Minister of the Navy or by two or more members of the Naval Board, one of whom is a Naval Member of the Executive Branch, on the same occasions as for the First Lord of the Admiralty or the Board of Admiralty. Similarly the White Ensign will be worn on the car conveying the First Naval Member.

3. Flags should be demanded from the Superintending Naval Store Officer, Sydney.

(476/201/932)

327.

**LISTER BLACKSTONE E.P.V.M. ENGINES - MODIFICATIONS
TO CAMSHAFT BEARING BRACKETS.**

The modifications described in A.F.O. 2987/48 and A.F.O. Diagram 100/48 are to be made to all Blackstone engines of the above type in service at the earliest opportunity.

2. Attention is drawn to the precautions given in paragraph 3 of the A.F.O.

3. As each engine is modified a report is to be forwarded to Navy Office giving the serial number and location of the engine concerned.

(524/202/3395)

328.

**VALVES IN PUMPING, FLOODING AND DRAINING SERVICES
AND SEA VALVES - MATERIALS FOR SPINDLES.**

Attention is directed to A.F.O.684/1948, the provisions of which are applicable to all ships of the Royal Australian Navy.

2. The replacement of the spindles is to be dealt with as a defect item.

(524/213/792)

329.

RIFLES NO.1 (SNIPERS).

With reference to A.F.O. 2575/47, rifles No.1 (Snipers) will be used in the R.A.N. in lieu of rifles No.4 Mks.1 - 1*(T).

2. Supply will be made without demand on the following basis:-

| | |
|-------------------------|-------|
| Cruisers .. | .. 2 |
| Light Fleet Carriers .. | .. 1 |
| Gunnery School .. | .. 2. |

3. When rifles No.1 (Snipers) are issued, ships and bases holding supplies of rifles No.4 Mks.1 - 1*(T) are to return them to the nearest Naval Armament Depot at first opportunity.

(412/202/464)

330.

R. A. N. CENTRAL CANTEEN FUND.

The following summary of receipts and expenditure of the R.A.N. Central Canteen Fund for the period 1st July, 1947, to 30th June, 1948, is promulgated for information with reference to Navy Order 79 of 1946 :-

| Receipts.- | £ | s. | d. |
|--|-----------------|------------|--------------|
| Balance at Commonwealth Savings Bank, Melbourne, as at 1st July, 1947 | 8,350. | 19. | 4 |
| Petty Cash on hand as at 1st July, 1947. | | 7. | 4 |
| Australian Army Canteens Service Rebates | £2,221. | 8. | 5 |
| Less distribution made to Ships' Funds | <u>1,291.</u> | <u>13.</u> | <u>9</u> |
| Levy on rentals of Canteen Tenants | | 378. | 12. 1 |
| Levy on sales in Service System Canteens | 1,802. | 15. | 1 |
| H.M.A.S. TARANGAU - re-sale of materials supplied by Central Canteen Fund, and levy on sales of canteen stores | | 731. | 8. 8 |
| Balances of bank accounts of canteens in H.M.A. Ships paid off | | 68. | 14. 2 |
| Interest on Commonwealth Treasury Bonds | | 71. | 18. 4 |
| Interest on current account, Commonwealth Savings Bank | | <u>62.</u> | <u>15. 7</u> |
| | <u>£12,397.</u> | <u>5.</u> | <u>3</u> |
| Expenditure.- | £ | s. | d. |
| Freight on films | 983. | 14. | 7 |
| Purchase of materials for H.M.A.S. TARANGAU | 159. | 3. | 0 |
| Contributions to R.A.N. Recreational Film Account | 1,000. | 0. | 0 |
| Purchase of Commonwealth Treasury Bonds | 6,000. | 0. | 0 |
| Freight on Christmas Hampers | 5. | 13. | 6 |
| Contribution to Squadron Sports Fund | 200. | 0. | 0 |
| Donation to Union Jack Club, Shanghai | 100. | 0. | 0 |
| Contribution to Sydney Command Sports Fund | 200. | 0. | 0 |
| Transfer to R.A.N. Relief Fund of amounts received for that purpose from H.M.A. Ships and Establishments | 212. | 3. | 10 |
| Payment of outstanding accounts of Canteens in H.M.A. Ships paid off | 53. | 2. | 0 |
| Payment to mother of deceased rating of amount realised for sale of effects and subsequently lost in sinking of H.M.A.S. WARRNAMBOOL | 54. | 0. | 0 |

| | £. | s. | d. |
|--|-----------------|-----------|----------|
| Supply of billiard table for Reserve Ships | 176. | 10. | 0 |
| Cockburn Sound | | | |
| H.M.A.S. HARMAN - repayment to ship's fund of amounts incorrectly credited to Central Canteen Fund | 55. | 12. | 0 |
| Repair of billiard tables - H.M.A.S. MELVILLE and Coonawarra W/T Station | 95. | 16. | 9 |
| Purchase of recreational equipment for R.A.N. Air Station, Nowra and C.V.L.I. | 378. | 11. | 9 |
| Petty Cash expenditure | | 4. | 8 |
| Petty Cash on hand as at 30th June, 1948 | | | 2. 8 |
| Balance at Commonwealth Savings Bank, Melbourne, as at 30th June, 1948 | 2,722. | 10. | 4 |
| | <u>£12,397.</u> | <u>5.</u> | <u>3</u> |

2. The accounts of the Fund have been audited by the firm of Spencer, Martin and Goode, Melbourne, who have certified the correctness of the above statement. One of the principals of the firm is Lt.Cdr.(S) C.T.Goode, R.A.N.R., F.C.A. (Aust).

3. The following information is furnished regarding detailed items of payments :-

- (a) Freight on films.- The amounts paid include accounts outstanding for the period September, 1946, to June, 1947. Present expenditure is at the rate of approximately £60 per month, mainly in respect of air freight to Darwin, but this figure may be considerably reduced in consequence of negotiations now in progress regarding the apportionment of such charges.
- (b) Recreational Film Account.- Advances totalling £1,000 have been made to the R.A.N. Recreational Film Account for the purchase of 16-m.m. films, and to meet expenditure on freight and handling. This account, which is operated by the Honorary Cinema Liaison Officer, will operate at a loss until a wider circulation of 16-m.m. films is secured.
- (c) Payments to R.A.N. Relief Fund. The amount of £212.3.9d paid to the R.A.N. Relief Fund represents the share of A.A.C.S. rebates which would ordinarily have been paid to ship's Funds, but which the respective Canteen Committees had requested be paid to the R.A.N. Relief Fund.
- (d) Purchase of Recreational Equipment.- Expenditure on recreational equipment comprised £84.19.8d. for R.A.N. Air Station, Nowra, and £293.12.1d. for the first R.A.N. Aircraft Carrier to be commissioned. With the exception of £43.18.0d. expended on the purchase of radio sets for R.A.N. Air Station, all of this amount is repayable to the R.A.N. Central Canteen Fund.

4. It has been agreed that the total contribution to be made by the Central Canteen Fund to the Services Canteen Trust Fund is £27,000. Of this amount, £20,000 in Commonwealth Treasury Bonds was previously transferred, vide paragraph 3 of Navy Order 42 of 1948, and a further £7,000, comprising £6,000 in Commonwealth Treasury Bonds and £1,000 in cash, was transferred to the Trustees early in the current financial year.

5. As indicated in Navy Order 42 of 1948, the Services' Canteen Trust Fund will relieve the R.A.N. Central Canteen Fund of responsibility for the education of children of deceased, disabled and necessitous ex-servicemen.

(427/202/1036)

331.

BOOKS AND FORMS.

Distribution of the first supply of B.R.49 (1945), Naval Secretariat Handbook, was notified in Navy Order 235 of 1947.

2. Copies are available for issue on repayment as personal copies to Officers, Chief and Petty Officers of the Writer and Regulating Branches and Coxswains desiring to obtain such handbook.

3. The sale price is 2/7d. per copy.

(571/202/3002)

REPRINT OF NAVY ORDER 324 OF 1948 FOR POSTING ON NOTICE BOARDS.

ROYAL NAVY PERSONNEL ON LOAN TO THE ROYAL AUSTRALIAN NAVY - ELIGIBILITY FOR VOTING AT PARLIAMENTARY ELECTIONS IN THE UNITED KINGDOM AND AUSTRALIA.

Royal Navy personnel on loan to the Royal Australian Navy will be eligible to vote by proxy at Parliamentary elections in the United Kingdom provided they have previously appointed proxies by completing an "Armed Forces Declaration Card" (Form S.1300B), including the proxy portion of the form. It is not intended that the postal voting system, as outlined in A.F.O. 1272/45, shall apply overseas in future elections.

2. It is necessary for personnel who attain the age of 21 years whilst serving with the R.A.N. to complete Form S.1300B to become eligible to vote.

3. Eligible personnel who have not yet done so are advised to complete the form at the first opportunity. The forms should be demanded from the Superintending Naval Store Officer, Sydney.

4. For the purpose of voting at elections within the Commonwealth, Royal Navy personnel on loan to the R.A.N. are entitled to enrolment six months after arrival in Australia.

(458/201/249)

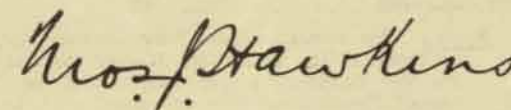
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th December, 1948.

The following Orders are promulgated for information,
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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332.

OFFICERS - GUNNERS - TRAINING.

The provisions of A.F.O. 2730/1948 have been adopted in the Royal Australian Navy.

2. With reference to paragraph 8 of the abovementioned A.F.O., names of Gunners, R.A.N., who are volunteers and recommended for Gunner (FC) are to be forwarded to the Secretary of the Naval Board through administrative authorities.

(614/201/143)

333.

ENGINEERING BRANCH RATINGS - COURSES OF TECHNICAL INSTRUCTION AT FLINDERS NAVAL DEPOT.

With reference to Navy Order 104 of 1948, the following are the revised regulations regarding Technical Courses for Engineering Branch ratings at Flinders Naval Depot and they supersede C.O.R., Article 192, which is hereby cancelled.

1. Return A.S. 1303X is to be rendered to the Secretary Naval Board (copy to the Commodore Superintendent of Training), on the first day of each quarter, showing all ratings recommended for Courses (C), (D), (E), (G).

Note. - Recommendations for Course (E) are to be confined to specially selected Stoker Mechanics only. Leading Stoker Mechanics (Acting) will be drafted to Flinders Naval Depot, as far as possible, in order of seniority.

2. As far as possible, ratings selected for Courses (C), (D), and (G) will, at the completion of the courses, be drafted back to the ship from which they came.

3. It is to be noted that the training of Engineering Branch ratings at Flinders Naval Depot is in addition to, and does not supplant, the training afloat as directed in other articles of the Naval Regulations, e.g., K.R. & A.I., Articles 1295 and 1308; C.O.R. Articles 151 and 311, and the Articles in the Engineering Manual (1932).

4. Courses of Technical Instruction will be carried out at Flinders Naval Depot as follows :-

'A' - PRELIMINARY ENGINEERING COURSE.

Ratings eligible - All Engine Room Artificers 5th Class and Acting Engine Room Artificers 4th Class.

Length of Course - 19 weeks.

At the conclusion of the Disciplinary Course, Recruits (E.R.A.) will undergo a two weeks Leadership Course, followed by Technical Courses as follows :-

- (i) Elementary Engineering (Steam), Mathematics, Mechanics, Electricity, Drawing and practical instruction in the running and maintenance of engines and boilers as fitted in H.M.A. ships - 8 weeks.
- (ii) Elementary theoretical and practical instruction in the construction, running and maintenance of diesel and petrol machinery - 8 weeks.

(iii) Ship Safety - 1 week.

(iv) Diesel and petrol engine tuning and timing (at Balmoral Naval Depot) - 2 weeks.

'B' - RECRUIT TECHNICAL COURSE.

Ratings eligible - All recruits (Stoker).

Length of Course - 12 weeks.

This course consists of instruction in the subject matter contained in B.R.77 - Machinery Handbook; and practical instruction in Training Ship, as follows :-

- (I) Elementary Marine Engineering (Steam), Mathematics, Ship Safety - 10 weeks.
- (II) Elementary instruction in construction, running and maintenance of diesel and petrol engines. Practical instruction in motor boat driving - 2 weeks.

'C' - ADVANCED ENGINEERING COURSE.

Ratings eligible - Chief Engine Room Artificers (who have not already undergone the course), Engine Room Artificers 3rd Class and above, Chief Mechanics (who have not already undergone the course), Mechanics with three years or more as Mechanician Rating. Engine Room Artificers and Mechanics considered to be suited for ultimate selection as Acting Sub-Lieutenants (E) may be recommended, irrespective of seniority.

Length of Course - 23 weeks.

The course consists of instruction in the following :-

- (a) Naval Engineering, including Machine Drawing and practical maths.
- (b) Oil Fuel.
- (c) Steam Turbines.
- (d) Internal Combustion Engines. Diesel Electric propulsion. Gas Turbines.
- (e) Diesel and Petrol Engine overhaul and testing (at Balmoral Naval Depot) - 2 weeks.
- (f) Office work - 1 week. (Defect Lists, Alterations and Additions, Naval Storekeeping, Machinery Spares - List of Portable Fittings and Spare Gear.)

The object of the course is to enable ratings to increase their professional knowledge and to assist them to qualify for Chief Engine Room Artificer, Chief Mechanician or officer rank.

'D' - ENGINEER'S WRITERS COURSE.

Ratings eligible - Selected Stoker Mechanics, Leading Stoker Mechanics or Petty Officer Stoker Mechanics. Ratings recommended for this course should be in possession of Auxiliary Watchkeeping Certificate and Educational Test I Certificate.

Length of Course - 12 weeks.

This course is arranged to give ratings a good general idea of office work (including Touch Typewriting), keeping of Engine Room Register, and a knowledge of the Service Forms used and the regulations which apply to the office work of the Engineering Branch.

'E' - LEADING STOKER MECHANIC'S COURSE.

Ratings eligible - Leading Stoker Mechanics (Acting), Stoker Mechanics with two years service as such, who are in possession of Auxiliary Watchkeeping Certificate, Educational Test, Part I Certificate, and who are recommended as likely to become candidates for Sub-Lieutenant (E) or Warrant Rank.

Length of Course - 20 weeks.

For details of this Course see Navy Order 104 of 1948.

'F' - MECHANICIANS COURSE.

Ratings eligible - Specially selected Petty Officer Stoker Mechanics.

Length of Course - Two years.

The course will consist of :-

- (a) Practical work.
- (b) Engineering lectures, including elementary instruction in Heat, Steam and Chemistry.
- (c) Engine running and testing.
- (d) School instruction. Applied Mechanics, Mathematics and English.
- (e) Mechanical training.
- (f) Diesel and Petrol Engineering. Gas Turbines.
- (g) Practical experience at sea.
- (h) Instruction in Oxy-Acetylene and Electric Arc Welding.
- (i) Diesel and petrol engine overhauls and testing (Balmoral Naval Depot - 2 weeks). On satisfactorily completing the course, candidates will be rated Mechanician 2nd Class, and drafted to sea.

'G' - WELDING COURSE (13 weeks Training).

As an interim measure, selected Engine Room Artificers, Mechanicians, Shipwrights and Blacksmiths will be drafted to Flinders Naval Depot for instruction in welding. Ultimately this course is to be incorporated into the Preliminary Engineering Course for new entry E.R.A's. of all trades and the mechanician's Course. Shipwrights and Blacksmiths, on entry, will be eligible to undergo the course.

General syllabus of training will cover the syllabus laid down by the Aus. Welding Institute for A Grade certificates in both oxy-acetylene and electric welding.

The requirements of the following codes will also be included :-

- (1) R.A.N. Interim Code.
- (ii) E. in C. Welding Codes, "A" and "B".
- (iii) E. in C. Pipework Fabrication Standards.

Course of Instruction shall include :-

Part "A".-

- (1) Instruction in the Care and Maintenance of Equipment;
- (ii) Lectures and practical exercises in Electric Welding;
- (iii) Lectures and practical exercises in Oxy-Acetylene Welding and Cutting;
- (iv) Underwater Cutting and Welding.

In Part "A" emphasis will be on a high standard of practical application of the processes covered.

Part "B".-

- (i) The erection of new structures and the repair, strengthening and making watertight of existing structures (damaged bulkheads, etc.);
- (ii) Repair and reclamation of worn machinery parts;
- (iii) Replacement of damaged castings by weldments;
- (iv) Hard Surfacing;
- (v) Pre-heat and Stress Relieving Processes;
- (vi) Removal of damaged structure underwater;
- (vii) Testing of Welds.

Where possible actual examples of work covered by Part "B" will be used as exercises in Part "A"; where this method is not practicable, Part "B" will be covered by lectures, demonstrations, models or tours of inspection.

(480/202/5084)

334.

SIGNAL LETTERS OF BRITISH SHIPS.

The following International Code Signal has been appropriated to the undermentioned British ship :-

| Date | Signal Letters | Name of Ship | Port of Registry and Official No. | Net Regd. Tonnage | Owner |
|----------------|----------------|--------------|-----------------------------------|-------------------|--|
| 1948 Oct.11 | VLBQ | CULCAIRN | Sydney 163520 | 1819.60 | James Patrick and Coy., Pty., Ltd., 19 Bridge St., SYDNEY, N.S.W. |

(663/201/708)

335.

OFFICERS' CAP BADGES.

The restriction on the issue of officers' embroidered cap badges is now withdrawn and Navy Order 257 of 1945 is cancelled.

(416/201/1236)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th December, 1948.

The following Orders are promulgated for information,
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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336.

TRANSPORT OF CIVILIANS IN H.M.A. SHIPS.

When it is proposed to carry civilians in one of H.M.A. Ships an agreement to abandon all claims against the Commonwealth for injuries received or damage sustained from whatever cause whilst embarking, disembarking or on board is to be obtained prior to embarkation.

2. In the case of an adult civilian, other than employees of the Department of the Navy whilst on duty, a form of agreement shown in Pro Forma A is to be obtained. In the case of parties of minors such as Boy Scouts and children attending camps, an indemnity in the form shown in Pro Forma B is to be obtained from the responsible authorities.

3. Attention is directed to K.R. & A.I. Article 1679.

(438/201/265)

PRO FORMA A.

Whereas I John Brown of 1021 Collins Street, Hobart, have requested the Commonwealth of Australia (hereinafter called "the Commonwealth") to give passage to me in H.M.A.S. NONSUCH sailing from No.11 Victoria Dock on the 13th day of July, 1948, bound for Dromana And Whereas the Commonwealth has agreed so to give passage to me upon my entering into the agreement hereinafter contained Now This Agreement Witnesseth that I the said John Brown Hereby Acknowledge that I am taking passage in the said H.M.A.S. NONSUCH absolutely and entirely at my own risk And I Hereby Agree for myself, my heirs, executors, administrators and assigns to abandon all or any claims against the Commonwealth which I may have hereafter in respect of any injury suffered or damage sustained by me from any cause whatsoever whilst I am embarking, disembarking or on board the said H.M.A.S. NONSUCH.

In Witness whereof I have hereunto set my hand the 1st day of July, 1948.

Signed Sealed and Delivered }
by the said John Brown in
the presence of James Smith }

PRO FORMA B.

INDEMNITY TO COMMONWEALTH OF AUSTRALIA.

Whereas I John Brown of 1021 Collins Street, Hobart, Chairman of the Boy Scouts' Association of Tasmania for and on behalf of the said Association (hereinafter called "the Chairman") have requested the Commonwealth of Australia (hereinafter called "the Commonwealth") to give passage to a party of twenty-four Boy Scouts in one of His Majesty's Australian Ships from No.11 Victoria Dock to Dromana on 13th July, 1948.

And Whereas the Commonwealth has agreed so to give passage to the said party of twenty-four Boy Scouts upon the undertaking of the Chairman to enter into the covenants hereinafter contained.

Now this Deed Witnesseth as follows :- The Chairman hereby covenants with the Commonwealth that the Boy Scouts' Association of Tasmania will at all times hereafter keep the Commonwealth

indemnified against all actions, proceedings, claims and demands whatsoever made by or on behalf of any member of the said party of twenty-four Boy Scouts in respect of the death of any such member or any damage sustained or injury suffered by any such member whilst embarking, disembarking or being so conveyed in H.M.A.S. NONSUCH whether resulting from the negligence or default of any member of the crew of the said H.M.A.S. NONSUCH or from any other cause whatsoever.

Dated the 1st day of July, 1948.

In Witness whereof the said John Brown has hereunto set his hand and seal the day, month and year hereinbefore written, or, The Common Seal of the Boy Scouts' Association of Tasmania (as the case may be) was hereto affixed on the day of

Signed, Sealed and Delivered
by the said John Brown in the
presence of James Smith or
the Common Seal of the Boy
Scouts' Association of Tasmania
(as the case may be)

337.

SPECIALIST TREATMENT IN THE R.A.N. - PROCEDURE IN OBTAINING APPROVAL.

With reference to C.O.R., Article 552 and Navy Order 280 of 1947, the following procedure is to be adopted in future when seeking approval to refer a patient to a specialist :-

- (a) Form A.M. 188, completed as necessary, together with requisition (Treasury Form 11) in triplicate completed by the Medical Officer in accordance with Naval Account Regulations and Instructions, Article 268, is to be forwarded in an envelope addressed "To be opened only by the Director of Naval Medical Services". The use of Form A.M. 256Z is to be discontinued.
- (b) Where treatment is of a nature involving expenditure in excess of prescribed fees an explanatory letter containing essential details is to be included with the forms named above giving the estimated cost of treatment if the exact cost is not known, to facilitate decision without the need for further correspondence.
- (c) On completion of action in Navy Office, original copy of Treasury Form 11, duly approved, will be returned direct to the Medical Officer submitting the application. As soon as the member has been seen by the specialist the requisition is to be passed to the Base Supply Officer for requisite action.
- (d) The procedure whereby separate Finance Authority was issued for each approval given to refer a patient to a specialist will be discontinued. In lieu thereof, standing Finance Authority No. 2060 is to be quoted on each payment voucher.
- (e) Where approval for treatment is anticipated in urgent cases, this fact is to be indicated clearly.

2. Where a naval specialist is not available the following is the order of preference to be observed in seeking the services of a specialist :-

- (a) From the Repatriation Department;
- (b) From Public Hospitals;
- (c) From the specialists with whom this Department has special agreements.

Note.- In circumstances in which it is essential to utilise the services of a specialist with whom the Department has not completed an agreement, the best arrangements possible should be made.

3. Appropriate details concerning visits to specialists are to be recorded in relevant Medical History Documents and in the Medical Officer's Journal, in accordance with directions contained in "Medical Journal Instructions, Chapter V".

4. If a member is drafted before he is able to visit the specialist to whom it has been proposed he be referred, the Medical Officer-in-charge of the ship or establishment to which he is drafted is to be so advised in a memorandum which should be sent apart from the members Medical History Documents. The Medical Officer so informed is then to take action, which in his opinion is appropriate, reporting such action to Director of Naval Medical Services and making the necessary recordings in the Medical History Documents and Medical Officer's Journal.

5. Navy Order 280 of 1947 is to be amended accordingly.

6. C.O.R., Article 552 will be amended in R.I. series.

(527/211/2305)

338.

SHIPS IN RESERVE - DOCKING PERIODS.

The normal docking periods for ships in reserve are :-

| | |
|---|-----------|
| Steel hulled vessels | 12 months |
| Wooden hulled vessels sheathed with metal or wood | 6 months |
| Unsheathed wooden vessels | 3 months. |

(654/201/1136)

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RESTRICTED

339-344/48

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st December, 1948.

The following Orders are promulgated for information, 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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339.

HIS MAJESTY'S AUSTRALIAN SQUADRON - CHANGE OF TITLE.

As from 1st January 1949, the title of His Majesty's Australian Squadron will be changed to that of His Majesty's Australian Fleet.

2. The title of the Flag Officer Commanding will be Flag Officer Commanding His Majesty's Australian Fleet - short title F.O.C.A.F.

(404/201/974)

340.

H.M.A. LANDING SHIPS, TANK (MARK 3) - NAMING OF.

His Majesty The King has been pleased to approve of Landing Ships Tank 3017, 3035 and 3501 on loan to the Royal Australian Navy, being named H.M.A. Ships TARAKAN, LAE and LABUAN, respectively, as from 7th December 1948.

(603/298/380)

341.

AUTHORITY TO SIGN NAVAL BOARD COMMUNICATIONS.

With reference to C.O.R. Article 335, clause 2, Mr. F.H. Smith, Assistant Secretary, Navy Department, is authorised to sign communications on behalf of the Secretary, Naval Board.

(443/201/1794)

342.

ACCOUNTING FOR BEDDING.

The following procedure is to be observed in future in accounting for all bedding issued on loan from the Naval Store to officers and ratings in H.M.A. ships and naval establishments :-

- (a) Particulars of the bedding issued in accordance with respective authorised allowances are to be recorded in a loan bedding book, a receipt therein for the items concerned being obtained from the officer or rating to whom the bedding is issued.
- (b) When an officer or rating finally leaves the ship or establishment, the bedding on loan is to be returned to the Naval Store, and the person concerned should ensure that a clearance is given in the loan bedding book by the Stores rating for all items returned.
- (c) In the event of an item becoming unserviceable due to fair wear and tear whilst on loan, it should be returned to the Naval Store for replacement, Form A.S.1091 being raised by the Supply Officer and dealt with as an "exchange" voucher, in accordance with the procedure set out in B.R.4, Article 41A.
- (d) If any items are lost, or become unserviceable from causes other than fair wear and tear, action should be taken in accordance with B.R.4, Articles 70 and 71.
- (e) Issues of bedding by means of the loan bedding book are not required to be posted to the loan columns of the Naval Store ledger.

2. A loan bedding book, consisting of Forms A.S.1099X, as set out in Appendix "A" to this Order, enclosed in a suitable binder, should be prepared from bedding lists (Forms A.S.1099Y) at present in use, and brought into operation as early as practicable. The signature of each officer and rating to whom bedding is on loan should be obtained in the loan bedding book, on receipt of which the duplicate and triplicate copies of the relevant Forms A.S.1099Y should be receipted by the Supply Officer, the duplicate being returned to the person concerned and the triplicate used to credit the loan column of the ledger and bundled as a supporting voucher.

3. It is desirable that the names of persons to whom bedding is issued be entered in the loan bedding book in alphabetical sequence, separate pages being allocated as necessary for each letter of the alphabet. Forms A.S.1099X for officers' and ratings' bedding should be inserted in separate binders.

4. At the end of each quarter, all bedding is to be mustered and a statement prepared, as per Appendix "B" to this Order. The statements should be certified by the responsible officer and retained in the loan bedding book.

5. First supply of the new Form A.S.1099X will be effected by the Superintending Naval Store Officer, Sydney, without demand, as soon as stocks become available.

6. The R.A.N. Supplement to B.R.4 will be amended in accordance with the foregoing in due course.

(612/235/1124)

343.

READY-MADE GARMENTS - ADDITIONAL FACILITIES
FOR ISSUE OF.

In view of the prevailing adverse conditions in the tailoring trade on shore, and the continued departmental difficulty being experienced in arranging contracts for made-to-measure uniforms for delivery to ratings within a reasonable period, special arrangements have been made with the object of encouraging and facilitating the issue of stock garments maintained at Royal Edward Victualling Yard and the Victualling Depots at Melbourne and Fremantle.

2. Such facilities are additional to those now afforded Sydney ratings in the general fitting out Clothing Store in KUTTABUL on the general lines set out in C.O.R. Article 474, which is being revised and brought up to date to conform to present conditions.

3. Uniform garments are stocked in an extensive range of sizes and fittings and it is considered that, with the exercise of adequate care, most ratings can be satisfactorily fitted from normal stocks, involving very minor alterations only, if any.

4. An added advantage of the greater use of stock garments, apart from their ready availability and their appreciably lower cost, is the avoidance of the possibility of the supply of unauthorised or incorrect designs, unsuitable materials in texture or shade of colour, and inferior linings and trimmings frequently supplied hitherto by private firms in made-to-measure garments.

5. Suitable fitting rooms have been provided in the establishments indicated in paragraph 1, where personnel may avail themselves of the full range of sizes and select their requirements, and where any minor alterations considered to be necessary or desirable in selected garments will be brought to the purchaser's notice.

6. Issues will be made from such victualling establishments on presentation of Form A.S.80 by each rating concerned, particulars of items required being clearly shown thereon and the issue authorised by an appropriate officer of the rating's ship or establishment.

7. Payment for all issues is to be made in cash for which an official receipt will be given to each purchaser in accordance with separate instructions being issued to victualling establishments through their local administrative authority.

(434/216/129)

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

344.

FORMS TO BE USED WHEN REQUISITIONING FOR SUPPLIES OF
"EXCISE-FREE" AND "UNDER BOND" ARTICLES.

The Controller-General of Customs has advised that it is necessary that all H.M.A. sea-going ships entitled to excise-free issues of goods - vide C.O.R. Articles 447 and 529 - should, in future, utilise Squadron Form A.F.9 referred to in A.S.T.M. No.29 and not Customs Form 43 when requisitioning for supplies. The use of the latter form is intended to be confined to "in bond" supplies required by ships proceeding overseas.

2. C.O.R. Article 447 will be appropriately amended in due course.

(612/244/146)

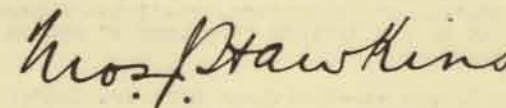
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th December, 1948.

The following Orders are promulgated for information,
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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345.

H.M.A.S. GASCOYNE - PAYING OFF.

H.M.A.S. GASCOYNE paid off into "D" class commission in reserve on 26th November, 1948.

(603/293/2406)

346.

PASSPORTS.

Although the Passport Act 1938 does not require any person to be in possession of a passport when leaving Australia, the Immigration Regulations of most British and Foreign countries require the production by travellers of a valid passport.

2. Shipping companies in Australia do not usually issue a passage ticket unless the passenger is in possession of a valid travel document, and it is, therefore, entirely a matter for them whether or not they insist on Service personnel being in possession of passports. The Department of Immigration, however, considers that Service personnel travelling on movement order, and in uniform, would not experience difficulty in landing in any British Territory if not in possession of a passport.

3. The Naval Liaison Officer, London, has recently reported that considerable difficulty is being experienced by R.A.N. personnel in obtaining Australian passports in the United Kingdom, and that, although Naval personnel can get through when travelling on duty, it is in their best interests to be in possession of a passport as landing at intermediate ports causes much inconvenience and foreign travel is impossible without one.

4. It is recommended, therefore, that all personnel proceeding to the United Kingdom obtain passports before their departure from Australia. The normal cost of a passport is £1, but this charge is waived if the applicant is in possession of a written statement by a Naval authority certifying that he is travelling at government expense. The unmounted photographs required for passports are a separate charge, and this small amount should be met by individuals personally when passports are not officially sponsored.

(553/201/528)

(This order will be reprinted for posting on notice boards.)

EDUCATION TEST I - SEPTEMBER, 1948.

The following ratings passed the Educational Text I held on 14th September, 1948 :-

| Name | Rating | Official number |
|----------------------------|------------------------------|-----------------|
| <u>H.M.A.S. ALBATROSS:</u> | | |
| AHRENS, Norman J. | Leading Steward | 27760 |
| BALDOCK, Robert A. | Recruit (Naval Airman) | A.35946 |
| DAVIS, Colin G. | Recruit (Naval Airman) | A.36103 |
| HILL, Maurice H. | Recruit (Naval Airman) | A.35988 |
| JOLLY, James | Recruit (Naval Airman) | A.35992 |
| MALONE, Ronald V. | Able Seaman | 33394 |
| MEDDINGS, KENNETH W. | Recruit (Naval Airman) | A.36012 |
| MORTIMER, Wilfred D. | Leading Sick Berth Attendant | 30852 |
| MCCREATH, David W. | Recruit (Naval Airman) | A.36005 |
| MCCUBBIN, Thomas G. | Recruit (Naval Airman) | A.36006 |
| McMULLEN, Patrick C. | Leading Cook | 25987 |
| NEWSOME, Ronald W. | Recruit (Naval Airman) | A.36022 |
| SMITH, Bruce E. | Recruit (Naval Airman) | A.36040 |
| SMITHERS, Clive E. | Recruit (Naval Airman) | A.36181 |
| WORTHINGTON, Brian | Recruit (Naval Airman) | A.36195 |
| <u>H.M.A.S. ARUNTA:</u> | | |
| ANDERSON, Robert G. | Stoker Mechanic | 36059 |
| McLEOD, Francis K. | Ordinary Seaman | 35500 |
| <u>H.M.A.S. AUSTRALIA:</u> | | |
| ANDERSON, Frank S. | Cook | 30374 |
| BELE, William F. | Leading Steward | 24413 |
| BLACKER, Harold W. | Leading Steward | 32845 |
| BUCKLEY, Cyril D. | Stoker | 32486 |
| CATTON, Francis C. | Leading Seaman | 30798 |
| DALTON, Leonard J. | Able Seaman | 28184 |
| HARDMAN, Gordon | Ordinary Seaman | 35734 |
| HART, Keith J. | Stores Assistant | 27548 |
| McCABE, Kenneth J. | Steward | 29754 |
| PALFRAMAN, Paul | Stores Assistant | 33541 |
| ROUNDTREE, Leslie J. | Able Seaman | 29839 |
| SINCLAIR, Keith F. | Petty Officer | 22342 |
| SMITH, Bruce C. | Ordinary Seaman | 35779 |
| SMITH, James E. | Cook | 27697 |
| WHITE, William | Leading Signalman | 30324 |
| <u>H.M.A.S. BARCOO:</u> | | |
| BENNETT, Thomas A. | Acting Leading Seaman | 24232 |
| HAYWARD, Kingsley R.M. | Able Seaman | 32325 |
| INCHEP, Keith W. | Acting Leading Seaman | 25760 |
| PRENDERGAST, Keith J. | Signalman | 31945 |
| <u>H.M.A.S. CERBERUS:</u> | | |
| AINSWORTH, Bryan J. | Recruit (Stores Assistant) | 36244 |
| ALLWINTON, Leslie F. | Recruit (Stores Assistant) | 35811 |
| BELL, Robert R. | Recruit (L.B.) | 35951 |
| BENNETT, Mervyn C. | Stoker Mechanic | 36207 |
| BENSON, William E. | Recruit (Stoker) | 36409 |
| BERNHARD, Roy E.H. | Butcher | 35455 |
| BLACK, Reginald S. | Sick Berth Attendant | 35176 |
| BLAND, Thomas E. | Leading Cook | 22801 |
| BLOOR, Frank C. | Recruit (Stoker) | 35953 |

| Name | Rating | Official number |
|--------------------------|--|-----------------|
| BOWDITCH, David L. | Ordinary Telegraphist | 35623 |
| BYRNE, John L. | Recruit (L.B.) | 34988 |
| CALLAGHAN, Clarence H.M. | Recruit (C.B.) | 36416 |
| CAMPBELL, Alexander B. | Able Seaman | 27438 |
| CHRISTENSEN, Robert W. | Recruit (Cook) | 35958 |
| COLEMAN, Raymond F. | Acting Joiner | 36231 |
| CONNELLAN, Robert L. | Recruit (Naval Airman) | A. 36271 |
| CROSS, George F. | Recruit (E.A.) | 36424 |
| DEAN, Peter | Recruit (C.B.) | 36105 |
| DOPPER, Donald S. | Recruit (Stoker) | 36108 |
| DWYER, Ronald N. | Recruit (C.B.) | 36427 |
| EGAN, Kevin B. | Recruit (L.B.) | 35968 |
| FAULKNER, Trevor N. | Recruit (Cook) | 35970 |
| FLETCHER, Leonard G. | Leading Stoker Mechanic | 27491 |
| FITZGIBBON, Thomas D. | Recruit (Seaman) | 35973 |
| FORD, James J. | Recruit (Stoker) | 35974 |
| FORWOOD, Reginald B. | Recruit (C.B.) | 36433 |
| GABB, Bryan M. | Recruit (C.B.) | 35848 |
| GIGER, Jack H. | Acting Ordnance Artificer 4th Class | 35979 |
| GITTENS, Albert R. | Leading Stoker Mechanic | 35456 |
| GLENWRIGHT, Francis | Recruit (Naval Airman) | A. 36435 |
| GLOVER, Wilfred R. | Recruit (Stoker) | 35850 |
| GRANT, Arthur J. | Recruit (Joiner) | 36375 |
| GRAY, Ivan G. | Recruit (Sick Berth Attendant) | 35983 |
| GUTHRIE, Allen C. | Leading Steward | 22029 |
| HALL, Allen J. | Recruit (Naval Airman) | A. 36439 |
| HOWARTH, William J. | Acting Blacksmith | 36134 |
| HUMPHRIS, Lesley T. | Recruit (Cook) | 35991 |
| KELLY, John D. | Assistant Steward | 35876 |
| KELLY, Peter O.D. | Recruit (Naval Airman) | A. 36450 |
| KENNEALLY, Wilfred R. | Recruit (C.B.) | 36139 |
| KNIGHT, Albert T. | Sick Berth Attendant | 28271 |
| LA GRUTTA, Douglas R. | Recruit (C.B.) | 36455 |
| LAWSON, Henry J. | Sick Berth Attendant | 33510 |
| LEE, Neville W. | Recruit (C.B.) | 35878 |
| MANGAN, Peter D. | Recruit (L.B.) | 35754 |
| MANGIN, Vincent A. | Assistant Steward | 35884 |
| MASCORD, Ronald W. | Recruit (L.B.) | 36383 |
| MEDFORTH, James A. | Recruit (Seaman) | 36158 |
| MINTER, Cyril D. | Recruit (Seaman) | 36471 |
| MOORE, Eugene M. | Recruit (Cook) | 35892 |
| MORRIS, Douglas V. | Recruit (Stoker) | 36018 |
| MORRIS, Raymond W. | Recruit (L.B.) | 36019 |
| MUIR, Keith A. | Recruit (Stores Assistant) | 36387 |
| MUNDAY, Frank H. | Recruit (Joiner) | 36020 |
| McKENZIE, Leslie E. | Recruit (Seaman) | 36008 |
| NELSON, Kevin J. | Recruit (L.B.) | 36021 |
| O'BRIEN, Reginald D. | Recruit (C.B.) | 36474 |
| O'LEARY, John B. | Recruit (Seaman) | 36390 |
| PAGE, Bryan L. | Recruit (L.B.) | 36023 |
| PEARCE, Edgar J. | Recruit (Cook) | 36478 |
| PESCUD, Herbert J. | Stoker Mechanic | 36067 |
| PETERSON, Richard D. | Recruit (C.B.) | 36480 |
| PITMAN, David E. | Recruit (Stores Assistant) | 36481 |
| SANDLANT, Theodore | Recruit (C.B.) | 36488 |
| SAUNDERS, Douglas H. | Recruit (L.B.) | 35776 |
| SHEPARD, Alan R. | Acting Ordnance Artificer 4th Class | 36035 |
| SHEPPARD, Gilbert C. | Recruit (Stoker) | 36036 |
| SHRIMPSON, John W. | Recruit (L.B.) | 35906 |

| Name | Rating | Official number |
|-----------------------------|--|-----------------|
| SIMMONS, Leslie W. | Stoker | 35907 |
| SMITH, George S. | Recruit (Stoker) | 36178 |
| SMITH, Malcolm G. | Recruit (Sick Berth Attendant) | 36042 |
| SOMERFIELD, Arthur L. | Recruit (Stores Assistant) | 36348 |
| SORAVIA, Ferruccio L. | Recruit (E.A. IV) | 36494 |
| SPONHEIMER, David E. | Leading Steward | 24412 |
| STEWART, Gary | Recruit (Cook) | 36497 |
| STEWART, Robert G. | Sick Berth Attendant | 35699 |
| TAYLOR, Bernard H. | Recruit (L.B.) | 36047 |
| TEAHAN, John D. | Recruit (C.B.) | 35912 |
| TEALE, Trevor L. | Recruit (L.B.) | 36048 |
| TOWSON, Harold S. | Recruit (Musician) | 36360 |
| TRIMBLE, Alan E. | Recruit (L.B.) | 36050 |
| UEBEL, Alan J. | Recruit (Naval Airman) | A. 36500 |
| WHITE, Donald A. | Recruit (L.B.) | 36369 |
| WILLIAMS, Lloyd L. | Recruit (Seaman) | 36193 |
| WILSON, Donald A. | Stoker | 35919 |
| WINTON, Alfred D. | Acting Ordnance Artificer 4th Class | 36055 |
| <u>H.M.A.S. CONDRAMINE:</u> | | |
| BROWN, John H. | Stoker Mechanic | 27772 |
| COSTELLO, Kevin J. | Electricians Mate 3rd Class | 27801 |
| KITSON, Stanley J. | Stoker Mechanic | 26732 |
| WOODS, Clive M. | Stoker Mechanic | 34260 |
| <u>H.M.A.S. CULGOA:</u> | | |
| DUTHIE, John J. | A/Able Seaman | 29603 |
| O'DONOGHUE, Thomas J. | Electricians Mate 1st Class | 28000 |
| ROWE, Reginald W. | Electricians Mate 1st Class | 27661 |
| TILNEY, Harold P. | Able Seaman | 28705 |
| VINEY, Reginald N. | Able Seaman | 32270 |
| <u>H.M.A. G.P.V. 960:</u> | | |
| BURNS, Kenneth C. | Able Seaman | 30763 |
| KENT, Raymond J. | Able Seaman | 29243 |
| <u>H.M.A.S. HOBART:</u> | | |
| ANDERSON, John C. | Leading Stores Assistant | 29454 |
| COLLINS, Herbert L. | Leading Stores Assistant | 30430 |
| LUNDBERG, Kenneth A. | Leading Cook (S) | 26430 |
| RICE, Peter M. | Leading Stores Assistant | 29861 |
| <u>H.M.A.S. KOALA:</u> | | |
| GREVELL, Charles A. | Able Seaman | 35128 |
| ROUSE, Patrick D. | Able Seaman | 35126 |
| <u>H.M.A.S. KUTTABUL:</u> | | |
| BURROWS, Leslie J. | Writer | 33629 |
| <u>H.M.A.S. KANIMBLA:</u> | | |
| CLINTON, John L. | Writer | 29092 |
| CONNOR, Desmond W. | Leading Writer | 27809 |
| CONNOR, Jack | Able Seaman | 34824 |
| DENHOLM, Geoffrey | Stores Assistant | 29595 |
| HARRIS, Harold P. | Leading Writer | 29212 |
| PAPADOPOULOS, Demos | Stores Assistant | 29822 |
| SHERWOOD, George M. | Stores Assistant | 30258 |
| WILKINSON, Richard F. | Able Seaman | 31775 |

| Name | Rating | Official number |
|------------------------------|---------------------------------|-----------------|
| <u>H.M.A.S. LEEUWIN:</u> | | |
| BRIDGER, Les P. | Acting Electrician | 23252 |
| CLARK, Keith B. | Able Seaman | 33157 |
| KELLY, Terence W.C. | Leading Writer | 29244 |
| RANNARD, Alfred W.R. | Able Seaman | 29834 |
| WALSH, William T. | Able Seaman | 28423 |
| <u>H.M.A.S. LONSDALE:</u> | | |
| COWAN, Thomas M. | Able Seaman | 29078 |
| GOESSLING, Gordon W. | Able Seaman | 28217 |
| POPE, John C. | Able Seaman | 28356 |
| <u>H.M.A.S. LONSDALE II:</u> | | |
| SHEPPARD, Roy W. | Acting Able Seaman | 33059 |
| <u>H.M.A. L.S.T. 3017:</u> | | |
| BATCHELOR, Percy S.A. | Electrician (L.T.O.) | 23075 |
| KELAHER, Leonard J. | Able Seaman | 36217 |
| <u>H.M.A. L.S.T. 3035:</u> | | |
| CORCORAN, Edward J.W. | Able Seaman | 30751 |
| DWYER, Kevin | Able Seaman | 30966 |
| McCARTIN, Albert | Signalman | 27631 |
| <u>H.M.A.S. MELVILLE:</u> | | |
| BEST, Keith C. | Leading Telegraphist | 23676 |
| BROOKS, David G. | Leading Radio Electricians Mate | 28755 |
| HATCH, Brian C. | Telegraphist | 27524 |
| HOSKINS, Allen R. | Leading Radio Electricians Mate | 31474 |
| JARDINE, Robert E. | Writer | 34462 |
| MATTHEWS, Douglas S. | Telegraphist | 26983 |
| O'CONNEL, Hilary D. | Leading Radio Electricians Mate | 30205 |
| SOUTAR, Geoffrey J. | Able Seaman | 36224 |
| WHITTEN, Lionel G.E. | Sick Berth Attendant | 29437 |
| <u>H.M.A.S. MORETON:</u> | | |
| FINDLAY, Clair J. | Petty Officer Writer | 35924 |
| MOREY, Hugh R.W. | Leading Stores Assistant | 29294 |
| VANDER-LELIE, Colin F. | Writer | 34250 |
| WILLIAMS, John C. | Able Seaman | 29427 |
| <u>H.M.A.S. MURCHISON:</u> | | |
| BUTLER, Eric J. | Able Seaman | 29047 |
| <u>H.M.A.S. PARKES:</u> | | |
| HANSEN, Alfred J. | Leading Stoker Mechanic | 23165 |
| HUNTER, Alexander J. | Steward | 29658 |
| LANCASTER, Albert S. | Stoker Mechanic | 34142 |
| RANKIN, Kenneth N. | Electricians Mate 1st Class | 32307 |
| REZOS, John R. | Stoker Mechanic | 34294 |
| <u>H.M.A.S. PENGUIN:</u> | | |
| ALLARD, Edward S. | Leading Stoker Mechanic | 26295 |
| GURNEY, Clarence J. | Sick Berth Attendant | 35926 |
| HALL, Donald F. | Stores Assistant | 33718 |
| HANCOCK, Edward G. | Able Seaman | 35588 |
| HOWES, Robert F.W. | Leading Stores Assistant | 30865 |
| LAWRENCE, Hector J. | Writer | 31554 |

| Name | Rating | Official number |
|-----------------------------|--------------------------------|-----------------|
| LYNCH, William | Writer | 34140 |
| STEVENS, Peter R. | Stoker | 34227 |
| THOMPSON, Cedric C. | Writer | 34246 |
| TOMKINS, Graham G. | Writer | 34553 |
| WHILEY, Walter R. | Able Seaman | 27751 |
| <u>H.M.A.S. PLATYPUS:</u> | | |
| CAUST, Bevan K. | Leading Signalman | 23636 |
| DUFF, Colin J.G. | Leading Writer | 33464 |
| ROGINSON, Clifford | Electricians Mate 1st Class | 33377 |
| <u>H.M.A.S. QUICKMATCH:</u> | | |
| BREMNER, Phillip H. | Stoker Mechanic | 26798 |
| <u>H.M.A.S. RESERVE:</u> | | |
| SYMONS, Percy G. | Stoker Mechanic | 28964 |
| <u>H.M.A.S. RUSHCUTTER:</u> | | |
| COSTELLO, Keith A. | Able Seaman | 24718 |
| FORBES, Graham C. | Signalman | 27490 |
| MURRAY, Alick B. | Leading Seaman | 21738 |
| QUINN, Edward J. | Writer | 34758 |
| <u>H.M.A.S. SHOALHAVEN:</u> | | |
| BROWN, Archibald McE. | Stoker Mechanic | W/2603 |
| FEGAN, Norman J.B. | Able Seaman | 34614 |
| GRAHAM, Ernest W. | Ordinary Seaman | 35655 |
| PEARSE, Nevills F. | Ordinary Seaman | 35677 |
| <u>H.M.A.S. SHROPSHIRE:</u> | | |
| KETTLE, Maxwell B. | Leading Stores Assistant | 29250 |
| MATHISON, John A. | Able Seaman | 29286 |
| PASHEN, Berry W. | Stores Assistant | 28353 |
| SHIPP, John E. | Able Seaman | 34542 |
| <u>H.M.A.S. TARANGAU:</u> | | |
| CHARLES, Dean D. | Stoker Mechanic | 34613 |
| PARNELL, Rodney K. | Able Seaman | 33783 |
| <u>H.M.A.S. WARRAMUNGA:</u> | | |
| CLANFIELD, Noel W. | Telegraphist | 27800 |
| <u>H.M.A.S. WARREGO:</u> | | |
| ADLAM, Harold C. | Acting Leading Stoker Mechanic | 28482 |
| BUTLER, Geoffrey J. | Stoker Mechanic | 28163 |
| FRANCIS, Kevin A. | Stoker Mechanic | 28550 |
| LIVINGSTONE, John A. | Stores Assistant | 29256 |
| NEAL, John D. | Stores Assistant | 29307 |
| <u>H.M.A.S. WATSON:</u> | | |
| BERRY, Lealie F. | Able Seaman | 27792 |
| GRAHAM, Keith | Able Seaman | 25253 |
| HUDSON, Kenneth R.A. | Leading Stores Assistant | 32588 |
| KINGSFORD, Desmond J. | Stores Assistant | 34122 |

(465/205/687)

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

350.

REPORT OF ACCIDENTS TO SHIP'S HULL,
MACHINERY OR BOILERS.

The instructions given in K.R. & A.I. Article 1130 are not always being complied with in that reports are not being forwarded at the earliest opportunity.

2. In some instances, the only knowledge at Navy Office of damage received has been derived from inspection of defect lists.

3. Paragraph 1 of K.R. & A.I. Article 1130 calls for a report at the earliest opportunity.

4. When an inquiry vide paragraph 2 of K.R. & A.I. Article 1130 is ordered, the special report is to be forwarded to the Naval Board.

(524/202/3414)

351.

INSTALLATION OF OFFICIAL TELEPHONES ON BOARD H.M.A. SHIPS.

The following scale of official telephones which may be installed on board H.M.A. ships in Australian ports has been approved :-

(a) SHIPS BERTHED IN SYDNEY.

| Type of ship | Where berthed | No. of lines direct to shore | No. of lines to G.I. Exchange | Total |
|--|---|------------------------------|-------------------------------|-------|
| Flagship | No.1 Buoy | 1 (For F.O.C.A.S.) | 4 | 5 |
| | No.2 Buoy | | 6 | 6 |
| Private Carrier Cruisers or L.S. Is. | Wharves at G.I. and Capt Cook Dock | | 8 | 8 |
| | Nos.1 and 2 Buoy | | 4 | 4 |
| Flotilla Leader | Wharves at Garden Island and Capt Cook Dock | | 6 | 6 |
| | Nos.1 and 2 Buoy | | 3 | 3 |
| Destroyers } Sloops } Frigates } | Wharves at Garden Island and Capt Cook Dock | | 4 | 4 |
| | Nos.1 and 2 Buoy | | 2 | 2 |
| | Wharves at Garden Island and Capt Cook Dock | | 3 | 3 |

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348.

TRAINING, EXAMINATION AND ADVANCEMENT OF PETTY OFFICERS
AND MEN.

The following amendments are to be made to Navy Order 104 of 1948 :-

Paragraph 73(d) - delete and substitute -

"Must hold a 3rd Class Part II (Non substantive) qualification and be recommended for a 2nd Class qualification."

Paragraph 74(d) - delete and substitute -

"Must hold a 2nd Class Part II (Non substantive) qualification and be recommended for a 1st Class qualification."

Paragraph 75 - insert new sub-paragraph (e) -

"Must hold a 1st Class Part II (Non substantive) qualification."

(348/201/42)

349.

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. In order to comply fully with the Quarantine Act, under no circumstances are living mascots, pets or other animals or birds, irrespective of their country of origin, to be conveyed in seagoing vessels of His Majesty's Australian Navy.

3. In 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) plants, fruit, seeds and any parts of plants including straw and grass;
- (b) fish reptiles or living insects;
- (c) parts of animals such as skins, horns, hooves, wool, hair and feathers, unless such articles have been processed or manufactured.

4. Commanding Officers of ships are to take action with local civil quarantine authorities to have destroyed forthwith living mascots, pets, animals or birds. Similar action is also to be taken to have destroyed on board any of the articles mentioned in paragraph 3 of this Order, the origin of which is a place outside the Commonwealth of Australia, to prevent disembarkation in Australia.

5. Confidential Commonwealth Navy Order 20 of 1947 refers.

6. Navy Orders 498 of 1945 and 409 of 1947 are cancelled.

(653/201/73)

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

| Type of ship | Where berthed | No. of lines direct to shore | No. of lines to G.I. Exchange | Total |
|-----------------|---|------------------------------|-------------------------------|-------|
| Smaller vessels | Nos. 1 and 2 Buoys | | 1 | 1 |
| | Wharves at Garden Island and Capt Cook Dock | | 1 | 1 |

Note...

- (i) The number of lines provided will be on a reduced scale until the present shortage of telephone equipment is overcome, and also in the event of more than one vessel being at any particular berth.
- (ii) In the case of the dolphin berths at Sydney the following lines only are available and may be connected up to the maximum allowed for each class of vessel as shown in table (b) below :-

| Dolphin berth | No. of lines direct to shore | No. of lines to G.I. Exchange |
|---------------|------------------------------|-------------------------------|
| Kirribilli | 1 | 2 |
| Bradleys Head | 1 | 2 |
| Athol Bay | - | 1 |

- (iii) In the case of vessels berthed at commercial wharves in Sydney the totals given in table (b) below are not to be exceeded.

(b) SHIPS BERTHED IN PORTS OF CAPITAL CITIES OTHER THAN SYDNEY.

| Type of ship | No. of direct dial instruments to shore exchange | No. of shore lines to ships exchange | Total |
|--|--|--------------------------------------|-------|
| Flagship | 4 | 2 | 6 |
| Private Carriers, Cruisers and L.S.Is. | 2 | 2 | 4 |
| Flotilla Leaders | 2 | 1 | 3 |
| Destroyers, Sloops, Frigates | 1 | 1 | 2 |
| Smaller Vessels | 1 | - | 1 |

- (c) In ports other than capital cities, suitable reductions are to be made to the scales given in (b) above, to meet local conditions.

2. The above scales will be issued in due course as an amendment to C.O.R., Article 599, Clause 1 of which is cancelled.

3. Navy Order 230 of 1948 is cancelled.

(622/201/1680)

352.

SUPPLIES OF FRESH PROVISIONS.

It is noted that contractors for the supply of fresh provisions under period contracts frequently apply direct to the ordering officer for variations in contract rates. In the event of any such future approach officers concerned are to advise the contractors that any application of this nature should be forwarded direct to the representative of the Department of Supply and Development in their State and no variations in payments are to apply unless an official communication varying rates is received from that Department.

(441/201/1301)

353.

ACCOMMODATION IN DARWIN - MARRIED QUARTERS.

All personnel appointed or drafted to Darwin are advised that the housing situation in that area is acute. There are a limited number of Service houses, sparsely furnished, available as married quarters for personnel serving in H.M.A.S. MELVILLE and the same applies at the Coonawarra W/T Stations which are situated 7 and 10 miles respectively from Darwin. Houses are allotted on a roster system and approval to occupy a house when one is available must be sought from the Naval Board through the Naval Officer-in-Charge, Darwin. Certain houses have been allocated as officers' residences.

2. Where permission is sought to have wives, families and household effects transported to Darwin at Departmental expense it must be realised that before this permission is granted the personnel concerned must undertake in writing to serve for a period of two years in the Darwin area from the date of being appointed or drafted. Where a member's family does not arrive within six months of this date the term of service may have to be extended to ensure that his family will be on the station for not less than 18 months.

3. Civil houses are under the control of the civil administration, and being inadequate to meet the demands of the civil population, the chances of requests to occupy such houses by Service personnel being approved, are remote.

4. The cost of living in Darwin is extremely high, and fresh vegetables, fruit and butter are scarce, even being unobtainable at times. Fresh milk is not obtainable generally.

(569/222/509)

