136.

AVIATION - TRAINING OF FLYING PERSONNEL IN THE DAILY SERVICING OF AIRCRAFT.

It has been decided to lay down a standard of technical knowledge and ability in aircraft servicing which it is desired should be attained by aircrew and which, in due course, may be made compulsory for pilots and observers to attain before they may be permitted to take charge of first line servicing units.

2. The standard required is the ability to carry out efficiently the Daily and Before Flight Inspections of aircraft as performed by pilots' mates in accordance with supplementary inspection schedules.

3. The following are the objectives :-

(a) to raise the standard of technical knowledge among aircrew;

(b) to give aircrew a better insight into the work of maintenance personnel;

(c) to foster closer relationship between aircrew and maintenance personnel;

(d) to improve the ability of aircrew to carry out Daily and Before Flight Inspections of their aircraft in times of emergency.

4. The essential requirements of the scheme are :-

(a) technical training during aircrew training;

(b) improvement of technical knowledge and ability in first line servicing so as to reach the standard in defined and progressive steps;

(c) progression of the standard achieved;

(d) maintenance of records of qualifications of aircrew in first line servicing.

5. Requirement (a) in paragraph 4 is, at present, met only by aircrew who are qualifying or have qualified as pilots.

Consideration is being given to the amendment of the syllabus of airframe and aero-engine instruction given to aircrew under training so as to provide an improved basis of technical knowledge in light of the standard to be attained.

6. Requirement (b) in paragraph 4 is to be met by aircrew in three stages, viz. :-

(i) (a) by improvement of their technical knowledge and ability so as to be capable of carrying out the Daily and Before Flight Inspections of one type of naval aircraft in either (A) or (E) trades in accordance with basic inspection schedules for pilots and in (A.W.) and (A.R.) for observers and in (L) for aircrewmen;

(b) by satisfying an examination board as to this capability and by being granted by the board a qualification "Q.S.(A)", "Q.S.(E)", "Q.S.(A.W.)", "Q.S.(A.R.)" or "Q.S.(L)", for one type of aircraft. The examination board is to consist of an Air Engineer Officer of not less than Lieutenant-Commander's rank and an Aircrew Officer nominated by Commander (Air) of the ship or station concerned, and in the case of (A.W.), (A.R.) and (L) qualifications, an Air Electrical Officer of not less than Lieutenant's rank.

(ii) (a) by further improvement of their technical knowledge and ability so as to be capable of carrying out the Daily and Before Flight Inspections of one type of naval aircraft in both (A) and (E) trades for pilots, (A.W.), (A.R.) and (L) trades for observers and aircrewmen, in accordance with basic inspection schedules.

(b) by satisfying an examination board, composed as in (i)(b) above, of this capability and being granted by the board a qualification "Q.S.(A.E.)" or "Q.S. (A.W., A.R., L)" respectively for one type of aircraft.

(iii) (a) In the case of pilots and observers, by continued improvement in their technical knowledge and ability so as to be capable of carrying out the Daily and Before Flight Inspections of one type of naval aircraft in (A), (E), (L), (O), (A.R.) and (A.W.) trades in accordance with supplementary inspection schedules:

(b) by satisfying an examination board of this capability and being granted by the board a qualification "Q.S.(P.M.)" for one type of aircraft. In this case the board is to be composed as in (i)(b) above and including an Air Electrical Officer of not less than Lieutenant's rank.

7. Requirement (c) in paragraph 4 is to be met by :-

(i) Aircrew holding Q.S. qualification carrying out, as opportunity arises, the Daily and Before Flight Inspections of aircraft, as appropriate to the type of qualification held, and by signing Form A.700 for this work as required by the instructions for the use of the Form. In so doing they are not required to rectify any defects found or suspected but are required to record such defects in the appropriate section of Form A.700;

(ii) the processes of examination and award, as detailed in paragraph 6(i), (ii) and (iii) above, being repeated at each stage for other types of aircraft.

8. Requirement (d) in paragraph 4 is to be met as follows :-

(i) Personal record: A certificate prepared in the form shown in the Appendix to this Order is to be pasted inside the flying log book of each aircrew. This form is to be completed and signed by all members of the examining board on each occasion of aircrew passing an examination in accordance with paragraph 6 above.

(ii) Ship or Station record: The Air Group or Squadron Commander of each ship or station is to maintain a record of the following for each aircrew borne :-

(a) Types of qualifications held.

(b) Type of aircraft for which each qualification was awarded.

(c) Date of each award.

(d) Number of aircrew maintenance hours per month. (In the case of operational squadrons, this total is included in the fortnightly flying return forms A.A.143 and 144 Z.).

9. It is intended that all aircrew will undergo a maintenance course at the School of Aircraft Maintenance on the type(s) of aircraft to be flown on taking up an appointment. Until such courses can be provided Commanding Officers are to arrange for the necessary instructions to be given to all aircrews under their command.

10. Aircrew must use their own initiative to improve their technical knowledge and ability and are to be given and should take every opportunity to do so, without detriment to their flying duties. The following means are particularly recommended :-

(a) Study of appropriate aircraft technical publications.

(b) Study and appreciation of the work of first line servicing in practice.

(c) Attendance at "Q.S." classes held locally.

(d) Practical experience with qualified maintenance personnel under direct supervision of experienced supervisory ratings. (In so doing they are not permitted to sign Form A.700.).

11. Much importance is attached to this scheme, the furtherance of which will be of obvious benefit to Naval Aviation as a whole. Commanding Officers should, therefore, take such action as is necessary to implement the scheme, forthwith, in accordance with the requirements detailed above and that every encouragement should be given to aircrew to take part to the full extent practicable.

(614/207/132)

APPENDIX

CERTIFICATE OF QUALIFICATIONS IN FIRST LINE SERVICING

Certified that..... has been examined and passed as competent to carry out Daily and Before Flight Inspections in accordance with the qualifications recorded below :-

Unit	Aircraft Type	Qualification	Date of Award	Signatures of Examining Officers

137.

DECK COVERING MATERIALS IN H.M.A. SHIPS.

The interim policy for the deck covering of weather decks (other than those covered by wood planking) and for between deck spaces is as indicated hereunder :-

(a) Weather Decks: Until stocks of Wet-or-Dry Safety Walk become available from Australian sources, malthoid is to be used as replacement when areas of the present composition coatings in the walkways of the upper and forecastle decks of destroyers and frigates become due for repair or for renewal.

When stocks of Wet-or-Dry Safety Walk are available, the use of malthoid is to be discontinued and Safety Walk used in lieu.

(b) Accommodation Spaces, Sick Bay and Offices: Until more suitable material becomes available, corticene is to be used as deck covering in accommodation and recreation spaces, sick bay and offices.

The provisions contained in A.F.O.3670/45 concerning the laying of corticene are to be observed.

(c) Bath Rooms, Heads, Galleys and Preparing Rooms: The provisions of A.F.O.3300/48 are to be observed for the treatment of the decks in these spaces.

(612/233/1438)

138.

AIRCRAFT TAIL LIFTING JACKS FOR ARMAMENT SERVICING - SUPPLY.

It has been approved to supply Nestor Johnson Tail Lifting Jacks for use on aircraft aligning points and at stop butts.

2. The jacks should be marked with a tally plate indicating that they are for the use of Air Armament Sections at R.A.N. Air Stations.

3. These jacks are only to be used under the direct supervision of an experienced supervisory rating since serious damage to material and possible injury to personnel will result if the equipment is improperly used. Particular attention is to be given to any tendency of moving parts to mis-align and jam during the raising and lowering of aircraft and, if necessary, the jack is to be put unserviceable pending workshop inspection for remedial action to be taken.

4. Nestor Johnson Jacks are to be dismantled and examined at intervals not exceeding 3 months. Adequate grease points should be fitted to ensure efficient lubrication. The pawl and ratchet in the brake mechanism should be case hardened to prevent burring and mal-formation of pawl and ratchet teeth.

5. Supply of jacks to the following approved allowances will be made, on demand, by N.S.O. (Air), R.A.N. Air Store Depot, Randwick :-

R.A.N.A.S. Nowra .. 2
A.M.T.E. Nowra .. 1.

(613/221/16)

139.

MESS GEAR - HAND DRIVEN DOMESTIC MACHINES - SCALE OF SUPPLY.

With reference to Navy Order 95 of 1948, the scale of hand driven domestic machines, set out in Admiralty Fleet Order 3004/1948, is to apply in the R.A.N..

2. Navy Order 193 of 1948 is cancelled.

(524/201/4010)

140.

APPARATUS, BLOOD TRANSFUSION, "SOLUVAC" COMPANION.

The undermentioned apparatus is issued by Medical and Dental Store Officer with the contents in a sterile condition having been autoclaved by the contractors during packing. It is therefore ready for immediate use in an emergency. In view of this fact, the item is to be dealt with as follows :-

(a) The Medical and Dental Store Officer will issue the apparatus as "Item 53/10 - Apparatus, Transfusion, "Soluvac" Companion, Complete".

(b) The item is to be taken on charge as complete and retained unopened until required for use as intended.

(c) It will be issued in a special wooden box with carrying handle and a 6 screw-sealed lid, with the date of packing stencilled thereon.

(d) A copy of these instructions and the specifications of the item will be attached flat, in a strong envelope to the outside of the box.

(e) A further copy of the specifications will be placed in the box before screwing down the lid and is to be used as a voucher for the store account if the box is opened when the contents are to be taken on charge, in detail, in the store account.

(f) If unused for a period of two years from the date stencilled on the case, the Companion is to be returned to Medical Store on Form A.M.165Z described as complete and unopened and a replacement drawn.

(g) No itemised check of the contents need be carried out unless the case is opened for use or shows signs of having been tampered with.

(h) When the apparatus is considered by the Medical Officer to be unserviceable the remaining contents are to be cleaned, itemised on Form A.M.165Z, replaced in the box and returned to medical store in exchange for a fresh Companion at the earliest opportunity.

(i) The consumable components of the Companion are indicated in the specifications by an asterisk.

(j) Further copies of the instructions and specifications can be obtained from the Medical Store, Sydney, if required.

(k) When received in the "Return Section" of the Medical Store, the Companion is to be taken on charge according to condition and if considered necessary a report as to the condition is immediately to be forwarded to the Director of Naval Medical Services.

(612/214/2031)

141.

BOOKS AND FORMS.

The undermentioned forms have been adopted for use in the R.A.N.. First supply will be issued, without demand, by the Superintending Naval Store Officer, Sydney.

A.17	Camera Record Log Book.
A.18	Record of Photographic Flights.
A.21	Report of Failures and Defects.
A.22	Record of Alterations and/or Modifications embodied by Contractors' Personnel at R.N.A. Stations and Aircraft Repair Yards under Admiralty Requisition.
A.22a	Repairs to Aircraft on Site by Contractors' Working Party.
A.25	Folder (Instructions). Accident to Aircraft.
A.25 (sheet 1)	Report on Aircraft Accident (White).
A.25 (sheet 2)	Report on Aircraft Accident (Blue).
A.29	Aircraft Engines - Reason for removal for repairs.
A.30	Airfield Lighting (Naval) Normal Naval Layout (Poster).
A.32	Analysis of Navigation Exercise.
A.41	Report on Navigation Exercise.
A.42	Envelope - Aircraft Radio Unserviceable Report.
A.42a	Aircraft Radio Unserviceable Report.
A.49	Dinghy Log Card.
A.50	Emergency Pack Log Card.
A.56	Flight Deck Log for H.M. Aircraft Carriers.
A.57	Test Flight Log.
A.59	Naval Aircraft Servicing Certificate.
A.61	Aircraft Unserviceability Report.

Standard Before Flight and Daily Inspection Card

A.63r	Wireless and Radar.
A.63am	Naval Airman (Aircraft Mechanic).
A.63em	Electricians Mate (Air).
A.63arm	Skilled Air Mechanic (Armourer).
A.63ph	Photographic.
A.63se	Safety Equipment.
A.64	Preflight Briefing Form.
A.65	Navigation Computor Log Form.
A.700	Aircraft Servicing Form.
A.701	Chronological Airframe Log.
A.703	Aircraft Component Maintenance Card.

2. The undermentioned forms have been introduced for use in the R.A.N. in lieu of the corresponding Admiralty A Forms. First supply will be issued without demand by the Superintending Naval Store Officer, Sydney :-

AA.2 Discrepancy List (Airframes).
AA.9 Authority or Application to write off charge Airframe and/or Engine.
AA.10 Return of Naval Aircraft and Aero-engines held.
AA.11y Voucher for transfer of charge of Aircraft Firefly.
AA.11z Voucher for transfer of charge of Aircraft Sea Fury.
AA.12 Voucher for transfer of charge of Spare Power Plant and/or Spare Aero-Engines.
AA.16 Deck Landing Assessment Record.
AA.19 Record of Pilots Specialised Flying Training and Training in Naval Operational Training Units.
AA.23 Aircraft Equipment Record.
AA.37/9 Return of stocks of Naval/Aircraft Armament Stores Account.
AA.53 Movement Record of Airframes and Engines.

3. The undermentioned forms have been introduced for use in the R.A.N. First supply will be issued without demand by the Superintending Naval Store Officer, Sydney :-

AA.111z Report on Damage caused to Property, etc. by a Forced Landing.
AA.131z Naval Airman Part II - Qualifying Results.
AA.141z Flight Plan Approval.
AA.142z Aircraft Arrival Form.

Operational Flying Return

AA.143z A/S/Strike/Reconnaiasance Squadron.
AA.144z Fighter Squadron.

(480/206/57)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
17th May, 1949.

The following Order is promulgated for information, guidance and necessary action.

By direction of the Naval Board,

Secretary.

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

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142.

AIRCRAFT SAFETY EQUIPMENT - FLYING CLOTHING AND ANCILLARY EQUIPMENT.

PART I - GENERAL INSTRUCTIONS

Safety equipment provided for the safety and survival of flying personnel comprises items classified under the following headings :-

(a) Victualling Equipment;
(b) Naval and Air Stores;
(c) Hydrographic Stores;
(d) Medical Stores.

The appropriate headings shown above are to be used when referring to flying clothing and ancillary equipment until further orders.

2. Equipment supplied under (a), (b) and (c) above is held and accounted for in the Supply department of ships and establishments, and the Supply Officer is responsible for the maintenance of adequate stocks not only of victualling equipment but of hydrographic stores and naval and air stores for personal issue, and for advising the Medical Officer of requirements of medical stores for safety equipment.

3. Supply business will be transacted and accounting records kept on Naval Store or other forms as detailed in Appendix I hereof, but an account of victualling equipment items is required to be forwarded to the Director of Victualling on S.1070 as an enclosure to the clothing account (see paragraph 8(ii)).

4. Demands will be raised by the Air Supply Department as follows :-

(a) For victualling equipment items: On A.S.134D in quadruplicate direct to the appropriate Victualling Yard/Depot. The Victualling Yard or Depot will supply the stores on a A.V.120, but will attach to the supply note a copy of the A.S.134D received from the ship or establishment in order to facilitate linking the supply with the original demand. This copy of the A.S.134D is also available for comparison with the ship's copy of the demand.

(b) For naval and air store items: On A.S.134D in quadruplicate direct to the appropriate Naval or Air Stores Depot.

(c) For hydrographic store items: Demands are to be made direct to the Officer-in-Charge, Hydrographic Branch, R.A.N., Sydney. Supply will be made on Form H.465.

5. Returns.-

(a) For victualling equipment items: On A.S.331 in quadruplicate to the appropriate Victualling/Yard Depot. Receipt will be acknowledged on A.V.119 to which will be attached a copy of the A.S.331 for the linking purposes already mentioned.

(b) For naval and air store items: On A.S.331 in quadruplicate to the appropriate Naval or Air Stores Depot.

(c) For hydrographic store items: On H.394 to the Officer-in-Charge, Hydrographic Branch, R.A.N., Sydney. Receipt will be acknowledged on H.465.

Note: Care should be taken on the return forms to distinguish between serviceable and unserviceable equipment.

6. Consumable victualling equipment items.- As there are so few victualling equipment consumable items it has been decided that any that exist now or will be provided in future shall be accounted for on Form A.S.153. But in respect of them, consumable stores rules should be applied, and the ledger pages are to be clearly marked "CONSUMABLE".

7. Transfers.- Transfers between ships and establishments are to be effected on Form A.S.549. Those covering victualling equipment items are to be endorsed "Victualling Equipment Flying Clothing".

8. Musters of stock.- All items of safety equipment are to be mustered quarterly. The following special instructions apply to victualling equipment items only :-

(i) Discrepancies: Stocks of victualling equipment items are to be mustered quarterly. Discrepancies, including those arising from vouchers A.V.120 and A.V.119, are to be adjusted through Form A.S.147 and accounted for on A.S.148 signed by the Supply Officer and Commanding Officer and endorsed "victualling equipment flying clothing". All necessary explanations are to be made on the space provided on the forms and one copy of each A.S.148 is to be transmitted into office, after the ledger record is adjusted, as an enclosure to Form S.1070.

(ii) Quarterly statement of stock: A quarterly statement of stock held is to be forwarded to the Director of Victualling on Form S.1070, pages 3 and 4. The form is to be supported by all relevant vouchers (A.S.149, A.S.148, A.S.549, A.S.126, A.S.1091, etc.) representing transactions connected with the supply, issue, transfer and return of serviceable and defective items of victualling equipment. The statement is to be forwarded into office as an enclosure to the quarterly clothing account.

(iii) Quarterly balance of ledger record: Before the S.1070 is compiled the ledger record on Form A.S.153 is to be balanced and a red ink line is to be drawn across the page. A new "top line" is to be brought down from the "Remains" column to the "Receipts" column and from the "Unserviceable" column. This action is necessary to conform with the S.1070 procedure.

Note: Unserviceable items recorded in the unserviceable column of the ledger are to be included in the total stock reported on S.1070, until they are cleared by return action.

9. Storage.- The instructions contained in A.P.830 Volume IV and R.A.A.F. Publication No.316 regarding storage of items of safety equipment are to be applied in ships and stations as far as conditions allow.

10. Issues.-

(i) Flying clothing and ancillary safety equipment are to be issued on personal loan. All issues and returns of victualling equipment, hydrographic, naval and air store items (other than exchanges of victualling equipment, naval and air store items necessitated by fair

wear and tear) are to be recorded on Form S.1055, "Flying Clothing Card".

(ii) Care is to be taken that the serial numbers of wrist watches are noted on Form H.465 and register numbers of binoculars and naval and air store watches are noted on the S.1055 when issued. Exchange transaction procedure is not suited to the issue and return of these hydrographic and naval and air store items.

(iii) If an officer or rating is unable to produce his flying clothing card, it is to be assumed that his flying equipment has been completed to scale and he is to be given a new card endorsed to this effect. In default of exchange transactions, issues made subsequently are to be on repayment.

(iv) When flying kit is lost it is important that prompt action should be taken by personnel concerned to report the circumstances of the loss and to apply for replacement of the lost articles. Delay in taking such action inevitably causes extra trouble to all concerned in making enquiries in accordance with K.R. and A.I., Article 1938, and C.O.R., Article 417.

(v) The ledger pay accounts of aircrews are to bear the notation "Flying Clothing". This notation is also to be made on transfer lists to indicate to the Supply Officer of the new ship or establishment that the individual is in possession of flying clothing and that his outfit should be checked with the flying clothing card record. (See paragraph 24(ii).)

11. Aircrews outfit.-

(i) Aircrews are entitled to a range of flying clothing and ancillary safety equipment so long as they are borne for full flying duties. Details are set out in Appendix I to A.F.O. 3223/46 as may be amended by subsequent orders.

(ii) The outfit of flying clothing and ancillary equipment will be issued to personnel appropriated to flying training at the stations where they will undergo preliminary flying training courses. Detailed orders as necessary will be promulgated by Commodore (Air).

12. Care and custody.-

(i) Officers and ratings are personally responsible for bringing to the notice of the Safety Equipment and Survival Officer any deficiencies in their flying kits. The Safety Equipment and Survival Officer will report to the Supply Officer who will make good deficiencies from ship or establishment stocks, without prejudice to action relating to losses by accident or neglect.

(ii) Officers and ratings are also held responsible for the proper care and custody of articles of flying clothing supplied to them on personal loan. If they are unable to produce or satisfactorily account for any item or if the equipment on their charge is damaged by their neglect they are liable to be charged with the cost of replacement or repair in accordance with K.R. and A.I., Articles 1936 and 1938, and Naval Financial Regulations and Instructions, Article 9.

13. Marking of flying clothing.- To facilitate recognition of personal flying clothing, the articles shown in Appendix III to this order, when issued to officers and ratings on personal loan, other than for short periods, are to be marked with the holder's name and rank or rating.

The articles are to be marked by sewing on pieces of tape, in the positions shown in the appendix, on which the name and rank or rating are clearly written in indelible ink. The work is to be undertaken by Safety Equipment and Survival Officer.

Supplies of white tape ½" wide are available as victualling stores and marking ink as naval stores.

14. Withdrawal of flying equipment.-

(i) When an officer or rating is discharged from the Service, or ceases to be employed on flying duties, he is to surrender the complete outfit of equipment shown on his clothing card.

(ii) The Head of the Air Department in the ship or station is responsible for seeing that the outfit is withdrawn and that a manuscript clearance by the Supply Officer listing the articles withdrawn is given to the individual concerned.

(iii) The flying clothing card (S.1055) is to be retained by the Supply Officer who is to certify on it to the effect that the items withdrawn have been taken on charge in his books. He is then to forward it into office with the Form S.1070.

(iv) The Safety Equipment and Survival Officer should be associated with withdrawal transactions. (See paragraph 16 below.)

15. Repair and return of defective and used equipment.-

(i) As there is no R.A.N. repair depot for flying clothing, the greatest possible use is to be made of the services of qualified safety equipment ratings in carriers and at stations. (See also paragraph 22.)

(ii) Defective victualling equipment, the repair of which is beyond the resources of the safety equipment staff of the unit, is to be withdrawn and returned to a victualling yard or victualling depot. Hydrographic equipment is to be returned to Officer-in-Charge, Hydrographic Branch, R.A.N., Sydney, for repair. Naval and Air store items are to be dealt with in accordance with the instructions in B.R.1297, Article 461, or any subsequent instructions regarding repairs etc. of used or unserviceable stores.

16. Used equipment - classification on withdrawal from aircrews.- The Safety Equipment and Survival Officer should be identified with withdrawal action so that the kit can be surveyed and classified :-

(a) Serviceable, fit for re-issue;
(b) Serviceable, not fit for re-issue;
(c) Unserviceable, repairable by local resources;
(d) Unserviceable, not repairable by local resources;
(e) Obsolete.

Items at (a) may be taken into stock. Classified (b) items should be returned to store with items at (d) and (e) for cleaning, repair or disposal. Items classified (c) may be

taken into U/S stock until repaired, when they may be taken into serviceable stock, or returned to depot, as the circumstances require.

Hydrographic stores are not to be dealt with as above and must in all cases be returned to Officer-in-Charge, Hydrographic Branch, R.A.N., Sydney, when unserviceable.

17. Introduction of new pattern equipment - rules regarding issues.- When new patterns of flying clothing are introduced, special instructions will be given if the articles are to be issued to aircrews. If so, the obsolescent items will be withdrawn, subject to any directions regarding the continued use of items of older pattern.

18. Maintenance stock allowances and notes thereon.-

(i) Aircraft carriers: The maintenance stock allowances of victualling equipment, hydrographic, naval and air store items for aircraft carriers appear in B.R.378. They have been drawn up as a guide for first outfit maintenance stock purposes. The allowances are not to be treated as a limiting factor to the maintenance of stocks on the basis of average expenditure, having regard to conditions of stowage, changes of climate, volume of outfitting commitments, risk of deterioration, increase or re-adjustment of "F.A.E." aircraft.

(ii) Naval air stations: In view of the complexity of safety equipment and the difficulty of stating allowances for items that are sometimes peculiar to certain aircraft, or peculiar to certain members of the crews of aircraft, the allowances for air stations are generally stated in token figures. Stocks are therefore to be adjusted to the functions of the station.

(iii) Stations are to render timely demands on their victualling and naval stores depots, in order to maintain stocks at a level sufficient to meet one month's anticipated expenditure. Demands are to be based on recurring expenditure. The numbers of flying personnel to which the expenditure is related, the stocks remaining in store and dues in and out, are to be taken into consideration in estimating requirements. Allowance must also be made for any known increase, or decrease, in the numbers of flying personnel likely to be accommodated during the period covered by the demands, for outfitting commitments and for commitments connected with adjustment of kits for officers and ratings appointed to or on draft to sea or foreign service.

19. Maintenance stocks of component spares.- Spare components are allowed for two purposes :-

(a) To maintain the serviceability of assemblies in use.
(b) To facilitate the repair of assemblies withdrawn from personal charge.

20. Taking into stock of repaired items.- Provided the repairs effected are certified as satisfactory by the Safety Equipment and Survival Officer, assemblies may be taken into stock by the Supply Officer for re-issue.

21. Sizes.- Supply Officers are advised to maintain an adequate margin to cover commitments for the issue of the correct sizes. As a working rule there is not usually a heavy drain on supplies of the smallest sizes of equipment or on the largest items of flying clothing. The importance of equipping aircrews with good fitting items cannot be overstressed.

The following information, based on past experience of large scale issues of helmets, flying, may be found useful :-

Size 1	..	1 per cent
Size 2	..	10 per cent
Size 3	..	52 per cent
Size 4	..	37 per cent.

22. Relations between the Supply Officer and Safety Equipment and Survival Officer.-

(i) In matters connected with outfitting of aircrews and with the repair, survey and inspection of equipment, the Supply and Safety Equipment and Survival Officers are to maintain the closest touch with each other.

(ii) The Safety Equipment and Survival Officer should normally be responsible for surveys and condemnation of defective kit or equipment, and flying crews should be encouraged to act under his advice when they require replacements. (See paragraph 16.) Where items are issued in pairs, and one of the pair is condemned as unserviceable, as, for example, one of a pair of gauntlets, the Supply Officer is to issue a complete new pair in lieu.

(iii) Provided suitable stowage space is available there is no objection to the Safety Equipment and Survival Officer holding a restricted range of ready use components to be made up by his staff into assemblies available for issue in emergencies. Stocks so maintained are to be held on permanent loan in the description applicable to the complete assemblies.

(iv) "The Safety Equipment and Survival Officer is not authorised to make entries on the flying clothing card". Any issues made by him from his "ready use" stock must be on an "exchange" basis, or on a temporary "emergency" basis to be regularised by the Supply Officer at a later stage when clothing card action is possible.

23. Passengers.-

(i) Attention is directed to the Instructions for Naval Aviation, Article 96, regarding the provision of safety equipment for the use of passengers.

(ii) In non-combat aircraft, parachutes and harness, oxygen and other equipment are normally available in the aircraft.

(iii) Passengers ordered to fly in combat aircraft are to be provided with any articles of equipment appropriate to the conditions in the aircraft and the conditions to be experienced in flight. The pilot of the aircraft is to satisfy himself that passengers other than naval flying personnel have been kitted up before the flight in accordance with the Instructions for Naval Aviation, Article 97. The pilot may take on his temporary charge the equipment issued for the use of the passenger. In that event the pilot will be responsible for re-delivering the kit to the issuing authority in due course.

(iv) If the circumstances are such as to warrant the issue of equipment to the passenger, it may be issued to him on a temporary supply and receipt note A.S.549.

If the passenger does not return to the point of issue he is to transfer the equipment with his temporary supply note to the Supply Officer of the unit where he finally ceases to require the equipment. The Supply Officer is to give the passenger a receipt, is to take the equipment on charge and is to send a receipt on an A.S.549 to the issuing unit. The receipt

is to be annotated with an identifying reference to the supply note held by the passenger.

(v) It will usually be found convenient for the Safety Equipment and Survival Officer to furnish passengers with temporary requirements from his floating stock. (See paragraph 22 (iii).) Supply Officers are, however, to be ready to make issues if necessary. As a general rule, personal loan kit held on an aircrew's charge is not to be lent to passengers.

24. Quarterly inspection of safety equipment.-

(i) Responsibility of aircrew: Aircrew are personally responsible for bringing to the notice of the Safety Equipment and Survival Officer any deficiencies in their flying kits, personal dinghies, or parachutes vide paragraph 12(i).

(ii) Inspections: On joining a naval air station or carrier, and subsequently at three-monthly intervals, aircrews are to submit all articles of flying clothing held by them to the ship or station Safety Equipment and Survival Officer for inspection, in accordance with B.R.1214, Section V.

A convenient occasion for this may be before the quarterly S.E. drills.

Squadron S.E.S.O's. are to assist when possible at all inspections.

The Medical Officer responsible for aircrews is to be present at these inspections. He is to satisfy himself that all medical items of survival gear - food, water conversion units, and drugs - are present and are in a satisfactory condition for use.

(iii) Responsibility of Safety Equipment and Survival Officer: The Safety Equipment and Survival Officer is to ensure that the procedure outlined in sub-paragraph (ii) above is carried out, and to report any failures to the appropriate Squadron Commander.

The inspections are to include examination of all articles listed in current regulations as forming the flying kit and of all components which are reasonably accessible. Ancillary items are to be inspected for efficacy.

The Safety Equipment and Survival Officer is to see that articles are properly and clearly marked, in accordance with the latest regulations.

(iv) Records of modifications and inspections: Records are to be kept of modifications made to and inspections carried out on all safety equipment held :-

(a) in a register kept by the Safety Equipment and Survival Officer of the ship or station;

(b) in a pro-forma which is to be attached to the last page of the Flying Clothing Card (S.1055);

(c) in the parachute and personal dinghy log cards.

(v) Safety Equipment and Survival Officer's Register: The register is to be prepared by the Safety Equipment Section in manuscript, in a book at least the size of S.1295(a). Pages are to be set out as shown in Appendix IV.

The inspection of all safety equipment held on the air station or on board, including that in charge of the Supply Officer, is to be recorded.

(vi) Aircrew's pro-forma: Copies of the pro-forma on paper of the size of the S.1055 when open are to be prepared locally. They are to be as shown in Appendix V.

(vii) Life-saving waistcoat: The method of recording the monthly inspection of the life-saving waistcoat by a signature on the stole is to cease.

(viii) The Safety Equipment and Survival Officer of the ship or air station is to ensure that the monthly inspection of the life-saving waistcoat, in accordance with A.P.1182, is carried out when the flying clothing is first submitted for inspection. This is to be recorded as a separate inspection in the pro-forma and in the register. Subsequently at monthly intervals aircrews are to submit their life-saving waistcoats to the Safety Equipment Section for the monthly inspection, which is again to be recorded as a separate inspection on the pro-forma and in the Safety Equipment and Survival Officer's register.

(ix) Supervision: Ship or station Safety Equipment and Survival Officers are to keep a close check on all flying clothing held in the ship or station. They are to ensure by constant reference to the register that all modifications and inspections are carried out and recorded, and to demand for inspection all items held on personal charge as necessary.

The Safety Equipment and Survival Officer should arrange in conjunction with the Supply Officer for periodical inspection of flying equipment held in stock to check against deterioration. The Medical Officer is to be associated with the inspection of survival kits.

(x) Supply of forms: Forms will be supplied to ships and stations in due course without demand. Pro-formas are to be made up locally and used until the forms are received.

(xi) Issue of forms: Forms are to be issued to all aircrew in possession of Flying Clothing Card S.1055 and are to be attached thereto.

(xii) Renewal of forms: Safety Equipment and Survival Officers are to hold small stocks of the new form. When there is no further space for entries in the existing form in any aircrew's Flying Clothing Card, it is to be detached by the Safety Equipment and Survival Officer and replaced from these stocks. The detached form may be destroyed after three months.

25. This Navy Order is to be read in conjunction with B.R.1297, Naval Air Supply Instructions, Chapter XXIII. Where the instructions in this order differ from those in B.R.1297, Chapter XXIII, the Navy Order is to be read as amending B.R.1297.

(613/300/7)

APPENDICES

I - List of forms to be used for accounting for safety equipment.

II - Specimen Forms A.S.149 amended.

III - Marking of flying clothing.

IV - Specimen page of Safety Equipment and Survival Officer's Register.

V - Specimen of form to be attached to S.1055.

APPENDIX I

FORMS TO BE USED FOR ACCOUNTING OF ITEMS OF FLYING CLOTHING AND ANCILLARY EQUIPMENT WHEN DEALT WITH BY AIR STORES DEPARTMENTS

(i) Items of procedure	(ii) Victualling equipment	(iii) Hydrographic items	(iv) Naval and air stores
Receipts	A.S.134D-A.V.120	H.465	A.S.134D-A.S.549
Main ledger	A.S.153	A.S.153	A.S.151-A.S.153
Receipts for personal issue (see Note 1)	S.1054 (for initial personal issue) A.S.156 or A.S.149 (for casual issues)		
Receipt for returns from personal loan (serviceable) (See Note 2)	A.S.1091	A.S.1091	A.S.1091
Receipt for returns from personal loan (unserviceable) (See Note 2)	A.S.1091	A.S.1091	A.S.1091
Returns to Victualling, Naval Store or Hydrographic Depot	A.S.331	H.394	A.S.331
Receipt for returns as above	A.V.119 - with copy of A.S.331	H.465	A.S.331
Losses by neglect	A.S.126	A.S.126	A.S.126
Losses by accident	A.S.1096	A.S.1096	A.S.1096
Quarterly muster, Vote 2	A.S.148	A.S.148	A.S.148
Quarterly statement, Vote 2 (enclosure to clothing account)	S.1070	-	-

Note 1: Separate counter books (A.S.149) are to be maintained for victualling equipment items when A.S.1054 is not used, or the transaction is not completed on an A.S.156. Current instructions as regards bundling and posting on completion of each page (B.R.1297) are to be observed with the following modifications :-

(i) Forms are to be endorsed "Victualling equipment - flying clothing".

(ii) All issues are to be supported by signatures.

(iii) Signatures at the foot of pages are not necessary.

(iv) The original copies of the victualling equipment forms S.149 or S.156 and, of course, the S.1054 are to be held for rendering into office as supporting vouchers, for issues claimed on the S.1070. See Appendix II for specimen form S.149 used for victualling equipment or naval and air stores items supplied as a personal issue.

Note 2: The Safety Equipment and Survival Officer (for stores returned through him), and the Supply Officer(s) for stores returned direct to main store (or improvised flying clothing issue room), are each to maintain a separate S.1091 book for victualling equipment serviceable and unserviceable returns. All returns are to be recorded as they are made and the voucher is to be endorsed "Victualling equipment - flying clothing". The original is to be used to support the accounting ledger entry and is then to be held for rendering into office as a supporting voucher for receipts claimed on the S.1070.

Note 3: The serial number of H.S.9 watches is invariably to be shown on all vouchers etc. relating to transactions in these items.

APPENDIX II

SPECIMEN FORM A.S.149 AFTER MANUSCRIPT AMENDMENT FOR USE AS AN ISSUE VOUCHER FOR VICTUALLING EQUIPMENT OR NAVAL AND AIR STORES PERSONAL ISSUES

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

Victualling equipment or naval and air stores supplied as personal issues

Date of issue	Section	Patt. No.	Description	Denom.	Qty.	Signature of person drawing the stores	Rank or rating
10.2.46	22C	755	Boots, flying	Pairs	1	B. Small	S/Lt.
15.2.46	22c	445	Waistcoat, life-saving	No.	1	M. West	Mid.

APPENDIX III

MARKING OF FLYING CLOTHING

Item	Stores Ref. No.	Position of marking
Bags, flying, kit	22B/77	Round the outside
Boots, flying, knee	22C/748-755 22C/917-924	On upper extension, at back, outside
Socks, for boots	22C/234-241 22C/933-940	Underside
Gauntlets	22C/756-765 22C/986-991	Back of hand
Linings	22C/293-295	Back of hand
Gloves, silk	22C/259-263	Back of hand
Gloves, light-weight	22C/1061-1066	Back of hand
Gloves, electrically heated	L.H.22C/767-769 R.H.22C/770-772	Back of hand
Linings, electrically heated	L.H.22C/714-716 R.H.22C/717-719	Back of hand
Goggles, Mark VIII, complete	22C/930	On leather on forehead
Helmets. Type C, (wired)	22C/877-880	On centre seam on top
Helmets. Type E, (wired)	22C/973-976	On centre aeam on top
Mae West	22C/445-446	Across wide portion at back
Blue overall suit, combination	C.468 (naval pattern)	Across shoulders
Oxygen mask	6D/643-645	On rubber below mask clip wire
Suits, flying, collar	22C/353-359	Jackets - across shoulder Trousers - down leg under right pocket
Suits, flying, lining	22C/852-858	
Suits, flying, outer	22C/773-779	

APPENDIX IV

SPECIMEN PAGE OF REGISTER TO BE KEPT BY S.E.S. OFFICER

Name	Date of monthly inspection of waistcoat	Date of quarterly inspection of flying clothing	Signature of S.E.S. Officer	Squadron Commander (Inst.)

APPENDIX V

SPECIMEN OF FORM TO BE ATTACHED TO S.1055

Monthly inspection of life-saving waistcoat and ancillary equipment				Modifications				Inspection of all flying clothing held on charge on joining ship or station and quarterly			
Date	Sig. of S.E. rating	Date	Sig. of S.E. rating	Date	Item	No. of mod.	Sig. of S.E. rating	Date	Remarks	Sig. of S.E. rating	Sqdn. Cdr. (Inst.)

Note.- The actual size of this form to be such that it will fit S.1055 when open.

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
17th May, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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143.

OVERSEAS FAMILY ALLOWANCE (U.K.) AND COMMONWEALTH CHILD ENDOWMENT - ELIGIBILITY OF ROYAL NAVY LOAN PERSONNEL.

Admiralty are not prepared to authorise payment of Overseas Family Allowance (A.F.O. 2976/47) to Royal Navy loan personnel whose wives and families accompany them, and the payment of this allowance cannot be regarded as a R.A.N. liability.

2. R.N. loan personnel are, however, entitled to receive payments under the Commonwealth Child Endowment Scheme as a charge against the Commonwealth Social Services where -

(a) the claimant is maintaining more than one child under the age of 16 years;

(b) the claimant and the children in respect of whom endowment is claimed, if not born in Australia, have been resident in Australia for at least 12 months immediately prior to the date of the claim; and

(c) the claimant is subject to Commonwealth taxation.

The present rate is 10/- per week for the second and each subsequent child.

3. Claims must be made on Form C.E.1 which can be obtained from Post Offices. This form also contains more detailed information for claimants.

4. The question of eligibility of Royal Navy loan personnel for payment under the Commonwealth Child Endowment Scheme, as from date of arrival in Australia, is at present under discussion with the Director-General, Department of Social Services, and further information will be promulgated when a decision has been reached.

(407/201/1906)

144.

STAINLESS STEEL BOILERS FOR GENERAL MESS USE.

It has been decided that, in future, stainless steel boilers of 6 gallons capacity will be stocked for issue to H.M.A. Ships and that no further issues of the 8, 10 and 12 gallon boilers and 6 gallon cooking pots, pattern No.C948, will be made when existing stocks of these articles are exhausted.

2. The following revised scale of stainless steel boilers is to apply :-

Cruisers	.. ..	up to 12-No.
Destroyers	.. ..	up to 10-No.
Sloops and Frigates	..	up to 8-No.

3. H.M.A. Ships holding 12, 10 or 8 gallon boilers or 6 gallon cooking pots in excess of the total capacity allowed by the above scale are to return surplus articles to the nearest Victualling Yard or Depot.

(530/202/548)

145.

DEMANDS FOR MESS GEAR.

Attention of Supply officers is directed to the fact that demands for mess gear lodged with Victualling establishments are not being prepared in accordance with the provisions of Chapter XIIIA, paragraph 15, of B.R. 93 (Manual of Victualling) and remedial action in this regard is to be taken forthwith.

(612/243/3396)

146.

WHITE DRILL JUMPERS AND BLUE JEAN COLLARS - SHEDDING OF DYE.

It has been impracticable, for some years past, to obtain the usual standard of blue jean, and such substitute materials, as were available, have had, perforce, to be utilised. It is still not possible, under existing conditions, to obtain blue cotton material with a completely fast dye, and some shedding of dye during the initial washings must be expected.

2. During the washing of blue jean collars and white drill jumpers, the shedding of dye results in the staining of white tapes and white drill, respectively, but this can be minimised by initially washing these garments in equal quantities of salt water and fresh water.

3. This method of washing is also recommended for all other garments, in which blue drill is used, such as action working dress trousers and shorts, tunics white drill with blue facings, etc.

(434/201/4130)

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

147.

OBSOLETE INSTRUCTIONAL FILMS AND FILM STRIPS - RETURN TO STORE.

The Instructional Films and Film Strips detailed in the Appendices I and II hereof are obsolete and all copies held by H.M.A. ships and establishments are to be returned forthwith to the nearest Naval Store depot for onward despatch to the Superintending Naval Store Officer, Sydney, quoting this Order as authority.

(560/203/180)

APPENDIX I

The following Instructional Films and Film Strips listed in B.R. 1251 are obsolete :-

Serial No.	Title
	INSTRUCTIONAL FILMS
A.5	Breech Mechanism 15-in. (Silent)
A.6	Cut off and Compensating Gear
A.8	Civil Disturbance
A.12	Lewis Gun Mechanism
A.13	Pusher Hoist
A.16	Spotting Practice
A.17	Safety Depression Control Gear
A.19	Magazine Rounds
A.20	Recoil System
A.23	Observers Spotting (Advanced)
A.24	Distribution and Control of Gunfire
A.26	Observers Spotting (Elementary)
A.28	Asdic Instructional
A.29	Twin Ammunition Supply
A.32	Recognition of Aircraft -
	Part 1 Introduction I
	Part 2 Introduction II
	Part 5 Typhoon
	Part 7 (Wildcat) Martlet
	Part 13 Lancaster
	Part 16 Liberator 11
	Part 22 (Nell) Mitsubishi T.96
	Part 23 (Sally) Mitsubishi T.97
	Part 24 (Zeke) Mitsubishi T.O.
	Part 25 Mitchell NAB 25
	Part 26 Lighting
	Part 27 Barracuda
	Part 28 (Val) Aichi T.99
	Part 29 (Mavis) Kawanishi 97
	Part 31 Marauder
	Part 33 (Betty) Mitsubishi O.1
	Part 35 (Lily) Army 99
	Part 39 (Pete) Sasebo
	Part 40 (Oscar) Army O.1 Fighter
	Part 41 (Kate) Navy 97 Torpedo Bomber
	Part 42 Focke Wulf 190
	Part 43 J.U.88
	Part 46 Junkers 188
	Part 49 Mustang 111
	Part 51 Airplane P.61
	Part 52 ME.109G
	Part 53 Mariner P.B.M.
	Part 54 Hamp (Japanese)
	Part 56 Hadrian Glider
	Part 59 Russian Aircraft (Reel 1)
	Part 60 Me.163 and Me.262
	Part 61 Tojo
	Part 62 Tony
	Part 63 Oscar
	Part 64 Helen
	Part 65 Nick
	Part 66 Commando

Serial No.	Title
	Quizcraft Series:
	Part 101 Spitfire, Hurricane, J.U.88, Blenheim IV, Halifax
	Part 102 Hudson, Tomahawk, Airocobra, Wellington, J.U.87B
	Part 103 Defiant, Catalina, Beaufighter, Stirling, Manchester
	Part 104 Me 109E, Boston 111, Maryland, Sunderland, Whitley
	Part 105 Mustang, Fulmar, He.111K, Beaufort, Me.110
	Part 106 Typhoon, Lancaster, J.U.52, F.W.190, Mosquito
	Part 107 Mitchell, Liberator, Lightning, Marauder, Fortress 11.
	Part 108 Auster, Horsa, Hotspur, Hamilcar, Dakota
	Part 109 Barracuda, Thunderbolt, Vengeance, Spitfire V, Bermuda
	Part 110 Skymaster, F.W.200K, Martlet, Tarpon, Japanese Navy O Fighter (Zeke)
	Part 115 Albemarle, Firefly, York, Me.109f, Warwick
	Testcraft I
	Testcraft II
	Testcraft III
	Testcraft IV
	Testcraft V
	Testcraft VI
	Testcraft VII
	Testcraft VIII
	Testcraft IX
	Testcraft X
A.45	Smoke Floats
A.55	Launching and Recovery of Aircraft in ships fitted with Catapults
A.61	Duties of Lookouts
A.68	U-Boats. Recognition and Attack by Naval Aircraft
A.69	A.A. Gunnery - Use of Tracer -
	Part 2 - Hosepiping
A.70	U-Boats. Attack on Convoys
A.71	The Luftwaffe
A.72	Lets Talk Rubbish
A.74	Radiolocation -
	Part 2 Types 285 and 286 in a Destroyer
	Part 3 Types 281 and 285 in a Cruiser
	Part 5 Type 271 in a Frigate
	Part 6 Observation of Fall of Shot
	Part 7 Types 273 and 284 in a Cruiser
A.75	Asdic Operating Procedure
A.77	Deck Landings
A.80	Daily Inspection of Naval Aircraft
A.81	Air Gunner
A.82	Asdic Attacks
A.84(b)	Wires and Fenders
A.95	The Demolition of the Mauretania
A.127	Attack on U-Boat No.1 (Silent)
A.107	The Kriegsflotte
A.112	I don't Smoke, Thank you.
A.113	Advanced Base
A.115	Convoy Counter Attacks

Serial No.	Title
A.125	Checking Torpedo Equipment on Naval Aircraft
A.131	Fifth Column of Smoke
A.133	Landing Craft -
	Part 2 Landing Craft Tank
	Part 3 L.C.T. Berthing at a Hard
	Part 5 Landing Craft Infantry
	Part 8 Landing Barges
	Part 9 Support Craft
	Part 11 Fire Fighting and Prevention
	Part 11 Section E - Landing Barge Oiler
A.134	Ratekeeping
A.136	The Type 144 Asdic Set
A.143	Censorship
A.152	The Navy in Action
A.160	The 2-in. Rocket Flare
A.227	Radar Fall of Shot
A.260	Naval Air Stores Procedure
B.107	Name Rank and Number
B.108	Field Clinometer and Secondry Battery, "Bubble and Juice"
B.118	Box Girder Bridge
B.123	On parade
B.129	Provision and Replenishment of Petrol in the Field
B.151	Water purification
B.163	Gas
B.173	Layout and Remote Control
B.177	The Gunnery problem and theory of its solution with No.3 Predictor
B.178	Method of Solving the Gunnery Problem with Predictor No.3
B.180	Mechanism of the Predictor No.3
B.208	Salvage Sense
B.874	Hitler Listens
B.7532	Discussion Technique in the Army
C.33	Course Finding
C.98-104	Principles of Flight (Part 2)
C.168-169	Principles of Flight (Part 4)
C.185-186	Principles of Flight (Part 3)
C.259	Fire Fighting R.A.F.
C.329-331	Dive Bombing
C.407	Defence Against Gas
C.471	Turret Drill
C.1507	Jumps Ahead
D.501	Atlantic Patrol
D.505	Ferry Pilot
D.506	Fighter Pilot
D.507	Food Convoy
D.508	Heroes of the Atlantic
D.515	Merchant Seamen
D.516	Naval Operation
D.522	The Pilot is Safe
D.526	Speaking from America
D.536	Close Quarters
D.541	Eve of Battle
D.543	War in the Pacific
D.546	Pacific Thrust
D.559	S.O.S.
D.560	Sailors without Uniform
E.616	Pathe Gazette Newsreels
G.19	Essentials of First Aid
G.23	Men of U.S. Navy

Serial No.	Title
G.26	Ships of the U.S. Navy
G.81	Skeletal Fixation by the Stader Splint
G.100	Anti Submarine Weapons
G.186	The York 40-m.m. Anti-Aircraft Weapon
G.605	Battle of China
	FILM STRIPS
SA.61	Duties of Lookouts
SA.77	Deck Landings
SA.133	Landing Craft -
	Part 2(a) Introduction to L.C.T.
	Part 2(b) Kedge Anchor and Gear
	Part 2(c) Weighing Anchor
	Part 2(d) The Ramp Door
	Part 2(e) Towing
	Part 2(f) Fire Fighting in L.C.T.
	Part 3 Berthing at a Hard
	Part 5(a) L.C.I.(L) Embarking
	Part 5(b) L.C.I.(L) Beaching
	Part 11(a) Fire Fighting and Prevention - Oiler
	Part 11(b) Fire Fighting and Prevention - L.C.T.
	Part 11(c) Fire Fighting and Prevention - L.C.T.(L)
SA.138	Fast Aerial Mine
SA.174	Minor Landing Craft Wiring -
	Part 1 L.C.P.(R) Navy Diesel Engine
	Part 2 L.C.P.(R) Gray Diesel Engine
	Part 3 L.C.V. and L.C.P.(L) Hall Scott
	Part 4 L.C.V. - Gray Diesel Engine
	Part 6 L.C.M.(3) Buda Diesel Engine
	Part 7 L.C.M.(3) Superior Diesel Engine
	Part 9 L.C.P.(L) Superior Diesel Engine
	Part 11 L.C.A. Thorneycroft and Parsons V8 Engine
SA.184	Major Landing Craft Wiring -
	Part 1 L.C.T. (1-4) and L.C.P.
	Part 2 L.C.T.(5)
	Part 4 L.C.I.(S) Hall Scott "Defender" Engines
SA.193	Aircraft Recognition Series -
	Film Strip No.1 - Description and Recognition features with Quiz of "Hellcat", "Wildcat", "Zeke" and "Hamp"
	Film Strip No.2 - Description and Recognition features with Quiz of "Boston", "Marauder", "Betty" and "Wellington"
	Film Strip No.3 - Description and Recognition features with Quiz of "Hurricane", "Tony", "Kittyhawk" and "Mustang"
	Film Strip No.4 - Description and Recognition features with Quiz of "Val", "Spitfire" and "King Cobra"
	Film Strip No.5 - Description and Recognition features with Quiz of "Mitchell", "Ventura", "Nell" and "Lightning"
	Film Strip No.7 - Description and Recognition features with Quiz of "Kate", "Dauntless", "Jill" and "Helldiver"
	Film Strip No.9 - Description and Recognition features with Quiz of "Catalina", "Emly". "Mavis" and "Sunderland"
	Film Strip No.11 - Description and Recognition features with Quiz of "Oscar", "Tojo", "Thunderbolt" and "Tempest 11"

Serial No.	Title
SA.203	Warship Recognition
SA.205	Aircraft Recognition Series Test Strip Nos.1-5
SA.214	Safety Equipment - The M Type Dinghy
SA.220	Naval Song Book Chorus Strip
SA.228	Franks Flying Suit
SA.244	Dinghy Repairs
SA.247	Homing Aircraft at Sea
SA.262	Australia the Land down under
SA.296	Ship Recognition
SA.340	Eastern Sunset
SL.380	A.I.O.
SA.381	Up the Line
SA.382	Is this what you want
SA.383	For your Guidance
SA.384	Staying on

APPENDIX II

The following Instructional Films and Film Strips not listed in B.R. 1251 are obsolete :-

Serial No.	Title
	INSTRUCTIONAL FILMS
A.4	Inclination
A.30	6-in. B.L. Gun Drill
A.32	Aircraft Recognition -
	Albecore and Albemarle
	Airocobra
	Beaufighter - Maryland
	Hudson and Airocobra
	Gotha 227 - Martlet 231
	Boston 111
	Blenheim and Junker 88
	Boston and Mitchell
	Beaufort
	Catalina, Dornier and Fortress
	Defiant
	Fulmar and Macchi
	Gotha and Heinkel
	Halifax, Junkers and Postscript
	Heinkel
	Henschel
	Heinkel 177 and Mustang
	Junkers and Dornier
	Manchester B.16 and Typhoon
	Master and Mustang
	Macchi 202
	Master 303
	Messerschmitt 109
	Martlet and Airocobra
	Messerschmitt 110
	Maryland, Blenheim and Fulman

Serial No.	Title
	Regianne 2001
	Skua and Liberator
	The Skua
	Vigilant, Fieseler and Mitsubishi
	Boston and Heinkel 115
	Dornier 217 and Fockewulf 190
	Anson and Blenheim
A.56	Eyeshooting -
	Part 6 Effect of Range on Take off
	Part 7 Effect of Banking and Lift
	Part 8 Wind
A.59	Meeting the U-Boat Menace
A.78	First Aid in the R.N.
B.83	Gears
B.209	Mosquito and Malaria
B.549	Vision at Night
C.1082	Night Vision
D.528	A New Fire Bomb
E.602	Battle Fleets of Britain
E.606	British Navy
	FILM STRIPS
SB.549	Vision at Night

148.

B.R. 1806/1947 - NAVAL WAR MANUAL.

B.R.1806/1947, Naval War Manual, is in course of distribution, without demand, to Naval Establishments and H.M.A. Ships down to and including Frigates.

2. Attention is drawn to A.F.O. 2201/48.

(571/202/3035)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

24th May, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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149.

SEARCH AND RESCUE - ORGANISATION AND TRAINING.

It has been decided to base two 63 ft. naval launches at Jervis Bay for Search and Rescue duties.

2. These craft will be incorporated into the R.A.A.F. Search and Rescue organisation laid down in R.A.A.F. publication No. 809. They will also be used in support of flying training from the R.A.N. Air Station, Nowra, and may be required to attend on carriers during flying operations.

3. These launches will be at the following notice, except when otherwise approved by the Administrative Authority :-

(a) Mondays to Fridays inclusive - 0800 - 1600 - Immediate.
(b) " " " 1600 - 0800 - 1 hour.
(c) 1600 Fridays to 0800 Mondays - 1 hour.

4. It is the responsibility of the Commanding Officer, R.A.N. Air Station, Nowra, that the launches are regularly exercised in their duties and that the crews are trained and instructed in the following :-

A. Aircraft:

1. Flying clothing and safety equipment.
2. Aircraft in use in Australia, release hatches and break-in positions, salvage and dinghies.
3. Duties of crash boat for aircraft operating from water, points of tow and alighting areas.
4. Use of crash gear and fire appliances.

B. First Aid:

1. Treatment for shock burns, lacerations, fractures and haemorrhage.
2. Practical bandaging.
3. Use and handling of stretchers.
4. Resuscitation.

C. General:

1. Search and rescue organisation in Australia.
2. Carrier flying operations and procedure.
3. Duties of carrier attendant vessel.

5. Commanding officers of ships detailed to attend on carriers for flying operations are to ensure that instruction on those subjects applicable to this duty are given to personnel employed in crash boats and such other personnel as may be considered necessary.

6. A medical officer is to be carried in the vessel attending on carrier flying operations whenever possible, being transferred from the carrier if necessary.

7. A report including particulars of expenditure incurred is to be rendered through the administrative authority to the Naval Board in respect of all search and rescue incidents.

8. At R.A.N. Air Stations likely to be called upon to assist in search and rescue operations, the Commanding Officer is to detail an officer for liaison duties with the appropriate R.A.A.F. authority.

9. Sea Otter aircraft will be carried by R.A.N. carriers for search and rescue duties and will normally accompany the Carrier Air Group on disembarkation, for this purpose.

10. Performance of launches :-

(a) Cruising speed - 20 knots.
(b) Maximum speed - 30 knots.
(c) Range - 400 nautical miles at cruising speed.
(d) Fuel capacity - 1300 gallons.
(e) Consumption - 50 gallons per hour at cruising speed.

11. Crash gear - Equipment for boats attending on flying operations.-

H.M.A. Ships and R.A.N. Air Stations concerned.

(i) The outfit of crash gear required for the equipment of each crash boat attending on flying operations and the total allowance of each article to the various classes of ships concerned are shown in the appendix to this Navy Order. For R.A.N. Air Stations concerned, these stores are allowed as necessary to equip (on the basis shown in column 4 of the appendix) each S.A.R. launch.

(ii) The quantities allowed to aircraft carriers are based on the necessity for meeting the requirements of attendant destroyers and enabling an outfit to be disembarked with Aircraft Squadrons, detached on special duties, should this be considered desirable.

(iii) Where this gear is not available, demands should be forwarded to the storing yards or depots as necessary. Supply to H.M.A. ships of new construction should be arranged by storing yards in accordance with the allowances.

(iv) Stowage boxes: Boxes for the stowage of smaller items of crash gear and for the set of breathing apparatus, Pattern 3485, should be manufactured in accordance with A.F.O. Diagram 37/45.

Should the manufacture of the boxes be beyond station or ship's resources (e.g., in the case of destroyers and frigates), arrangements may be made for a box to be manufactured to this design in the dockyard.

The contents of the boxes are to be clearly shown on the inside of the lid.

(v) Instructions in the use and maintenance of Salvus apparatus are included in B.R.155.

12. Medical gear instructions :-

(a) Launches - The outfit of medical gear is to be a Scale 'E' plus splints and stretchers.

(b) Crash boats - Scale 'F'.

(614/207/76)

APPENDIX

Classification	Naval pattern or RAAF Indent. No.	Description	Total allowance per ship: Equipment for each S.A.R. launch	Light Fleet Carriers	Cruisers	Flotilla Leaders, Destroyers and Frigates: When attending on aircraft carrier	When not attending on aircraft carrier	Remarks
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
P	518	Croppers, bolt, 36-inch	1	3	1	1	1	A = To be obtained on loan from the aircraft carrier concerned.
P	8061	Knives, quick release	1	3	1	1	1	
P	214	Crow claw, 17-lb.	1	3	1	1	1	
P	102	Axe, hand	1	3	1	1	1	
P	97	Axe, felling, hand	1	3	1	1	1	B = To be earmarked from normal allowances or drawn from stocks on board.
P	1420	Creepers, 6-lb.	1	3	1	1	1	
P	3751	Facepiece, asbestos	1†	4	1	A	-	
P	3753	Hood, asbestos	1†	4	1	A	-	
C	3750	Gauntlets, flame-proof	2 prs.†	5 prs.	1 pr.	A	-	
C	X	Salving hooks	1**	3	-	-	-	† = Not allowed to classes of ships in column (8). For ships in column (7) see Note A. ** = Not allowed to classes of ships in columns (6) - (8). †† = See Note B. *** = Not allowed to ships in column (8).
P	2174	Frame saw, hack	2††	B	B	B	B	
C	2177	Saws, hack, blades for	6††					
C	2178	Saws, hack, blades for	6††					
C	2179	Saws, hack, blades for	6††					
C	384	Chisels, hand, cold	1††					
P	1254	Hammers, sledge, 7-lb	1††					
P	4723	Extinguishers, fire, Pyrene, 1 quart	2††	B	B	B	B	
P	4726	Extinguishers, fire, foam type, 2 galls.	2***	B	B	A	-	
P	3485	Breathing apparatus, Salvus	1 set††	B	B	B	B	
P	2187	Saw, hand, Hinds	1	B	B	B	B	
P	2334	Lamp, signalling, Type B	1	B	B	B	B	For ships in column (7) see Note A. For ships in columns (5) - (8) see Note B. X = To be made up locally.
P	2338	Box, Type 1	1	B	B	B	B	
P	016G/10034	Grapnel, 3 prong	1	-	-	-	-	
P	016G/10023	Ropes, towing, galvanised steel, complete with shackle and hook	1	-	-	-	-	
		Pistols signal cartridge, No.2, Mk.1	1	-	-	-	-	
P	W21F/9	Blankets, smothering (R.N. Patt. 2674)	2	-	-	-	-	
P	D1B/4242	Pliers, cutting, 5½", Bernards	1	-	-	-	-	
P	D1B/25339	Pliers, cutting, 8", Bernards	1	-	-	-	-	
P	D1A/523	Crowbars, 5' 6"	1	-	-	-	-	
P	D1A/20023	Boxes for Kit, crash, seaplane	1	-	-	-	-	
P	D1A/3716	Boxes, tool, large	1	-	-	-	-	
P	-	Scrambling nets, 10 ft. x 8 ft.	1	-	-	-	-	
P	-	Suits, asbestos	1	-	-	-	-	

150.

APPLICATION OF UNITED KINGDOM NATIONAL INSURANCE ACT 1946 AND NATIONAL HEALTH SERVICE TO ROYAL NAVY PERSONNEL SERVING IN AUSTRALIA.

Compulsory contribution to the U.K. National Insurance Act, at the rate of 2s.6d. (sterling) weekly, commencing Monday, 5th July 1948, applies to all R.N. personnel (loan or exchange) serving in the R.A.N. on that date, or undertaking service in the R.A.N. subsequent to that date. Personnel will thereby remain eligible for the full benefits covered by this Act as detailed in A.F.O. 2154/48. These benefits remain a U.K. liability.

2. Claims for Maternity Grant and Attendance Allowance should be made in the form given in A.F.O. 2157/48. Form "D" is to be signed by the Supply or Commanding Officer and forwarded to the Director of Navy Accounts, Navy Office, Melbourne, for authorisation of payment.

3. The U.K. National Health Service, which provides for free medical, hospital and dental treatment, and many other benefits, is NOT part of the National Insurance Scheme. Such National Health Service benefits will however be provided for all R.N. personnel serving in Australia in accordance with the arrangements laid down in A.F.O. 2065/48.

For the present, personnel should make their own arrangements in accordance with paragraph 9 of A.F.O. 2065/48 and render claims in accordance with paragraph 8 thereof. These claims are to be referred to the Director of Navy Accounts, Navy Office, Melbourne, for authorisation of payment. It is important that details be included in the supporting receipts so that reasonableness or otherwise of charges can be computed.

4. U.K. National Insurance Act Contribution - Accounting Instructions.- U.K. National Insurance Act contributions are chargeable quarterly in advance, based on number of Mondays in a quarter. (See paragraph 1 above for commencing date(s) of these charges.) Officers' accounts are to be charged at face value sterling rate and ratings' accounts at 3s.2d. face value Australian rate. In cases where ratings are eligible to draw sterling, e.g. H.M.A. London Depot, the charge is 2s.6d. weekly for the period during which sterling currency is payable. Any temporary debit created in a member's account by these charges can be accepted and fortnightly pay advances made having regard to fixed commitments of allotment, taxation, insurance and other charges.

5. Further information will be published as early as practicable as to the incidence of Commonwealth Taxation on contributions by loaned personnel to the United Kingdom National Insurance Fund.

6. The attention of all R.N. personnel is to be drawn to this Order.

7. Navycircs 417I (October 1948) and 479I (January 1949) are cancelled.

(511/201/346)

151.

R.N. OFFICERS SERVING IN THE R.A.N.

As R.N. Officers serving on loan or exchange service in the R.A.N. come within nine months of completing their term of service in the R.A.N., Commanding Officers are to render written reports through their administrative authorities stating whether or not such officers are desirous of, and are recommended for, an extension of their service in the R.A.N.

2. Applications may also be made, at either an earlier or a later date, than that referred to in paragraph 1 above.

(561/211/19)

152.

EXAMINATION OF DENTAL RATINGS - MARCH, 1949.

The results obtained by candidates who passed in the examination for advancement in the Dental Branch on 22nd March 1949, are as given hereunder :-

Examination No.	Name	Present rating	O.N.	Percentage of marks obtained at examination		Approximate average for (a) Written (b) Oral & Practical	Result	Where serving at time of examination
				Written	Oral and practical			
1	Bould, B.K.	Dental Assistant	15751	62	62	62	Passed	CERBERUS
2	Hosking, R.A.	"	29659	52	70	61	Passed	"
3	Lawson, M.J.	"	29265	50	72	61	Passed	"
4	Morris, R.C.	"	29295	50	71	60	Passed	"
5	McDonald, N.A.	"	31116	55	66	60	Passed	"
12	Turrill, J.G.	"	30676	58	64	61	Passed	AUSTRALIA

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

3. The 22nd March 1949 is to be regarded as the basic date for the passing of this examination.

4. The original copies of Form A.M.311Z have been completed and forwarded to the ships and establishments concerned. The necessary notation should be made on the Service Certificates of candidates.

(465/207/1345)

153.

SERVICE SYSTEM CANTEENS.

An examination of reports and balance sheets of Service System Canteens, forwarded to Navy Office in compliance with Navy Order 384 of 1947, discloses that the general instructions concerning their preparation and rendition, having regard to the special instructions contained in A.F.O.4835/45, are not being complied with in some instances.

2. The following aspects are brought to the notice of Commanding Officers and Welfare Committees of those ships and establishments in which Service System Canteens are operated, for information and future guidance :-

(i) The Audit Certificate at the foot of the Balance Sheet (Form A.S.256) is invariably to be completed by the officers concerned and contain a notation that A.F.O. 4835/45 has been complied with.

(ii) Accounts for goods supplied are to be settled within a reasonable time, especially when cash payment is practicable and funds are in hand to settle such accounts. An explanation is to be given in the report of action taken to effect subsequent settlement of accounts outstanding at the time of the preceding audit.

(iii) In future, payment of the amount due to the R.A.N. Central Fund is to be arranged at regular quarterly intervals and, wherever practicable, by cheque drawn in favour of, and forwarded direct to, the Secretary, R.A.N. Central Canteen Fund, Navy Office. All such payments are, also, to be accompanied by a statement certified by the Commanding Officer, or President of the Welfare Committee, setting out the following information :-

(a) Gross sales for period.
(b) Amount due calculated at 1-2/3 per cent of (a) above.

Whenever delay arises in effecting payment, the amount leviable and the reasons for such delay are to be reported.

(iv) When remittance of any amount due to the R.A.N. Central Canteen Fund is arranged through the Ship's Cash Account, prompt advice of such remittance is to be notified to the Secretary, R.A.N. Central Canteen Fund.

(v) All surplus cash in excess of normal requirements should, whenever practicable, be banked and suitable arrangements made for such banking account to be operated on by at least two representatives of the Welfare Committee.

(vi) In any instance where an advance has been made from public funds or from the R.A.N. Central Canteen Fund and such advance is to be refunded in due course, the Commanding Officer is to ensure that the repayment terms are strictly complied with, or make special representations for an extension of time when circumstances warrant such action.

(vii) All reports and balance sheets are to be rendered to the Director of Victualling, Navy Office, as required by Navy Order 384 of 1947, as early as possible after 30th June and 31st December. The report is to give a brief

resume of the working of the canteen during the period involved and include any remarks and recommendations considered desirable as the result of experience gained.

(viii) Balance sheets forwarded to the Navy Office half yearly are in future to be accompanied by certified trading accounts and profit and loss statements for the periods concerned.

(ix) A certificate is to be given at the foot of each balance sheet by the Commanding Officer stating that stock has been verified by at least two officers and that the value incorporated in the Trading Account and Balance Sheet is correct. (A.F.O. 4835/45 refers.)

(480/201/3763)

154.

SERVICE SYSTEM CANTEENS - AUDIT INSTRUCTIONS.

The following auditing instructions have been extracted from A.F.O.4835/45 and are promulgated for general information, ready reference and future guidance of Commanding Officers and other officers responsible for carrying out auditing duties in H.M.A. ships and establishments in which a canteen has been approved to be conducted on the Service System :-

"The proper auditing of large funds makes much work for busy officers - but not nearly so much as does a protracted inquiry into accounts which have been allowed to get into a thorough muddle.

2. Auditing must never be regarded as an irksome and unnecessary task to be performed perfunctorily to comply with the letter of the regulations, nor as an impertinent inquisition into the capability or integrity of the person responsible for the funds. Audits are wisely ordained as a regular check that funds are accounted for accurately and administered prudently. Officers responsible for the funds, however experienced and conscientious they may be, have a right to expect and should welcome regular and really thorough auditing as a reassurance that all is well and that they have not overlooked some slip in their accounting or discrepancy in their stock. *But unless the audits really are thorough, they are not merely useless, but dangerous, as they give a false sense of security.*

3. Nowadays many funds have to be entrusted to officers with little experience of accounting. They should be particularly glad of the guidance which auditing officers can give them and of the protection audits afford against the troubles and temptations which may quickly follow any muddle, carelessness or forgetfulness.

4. The comprehensive instructions in K.R. and A.I. Articles 620, 635 and 635A have been proved necessary by long experience and *must* be followed fully and faithfully for *all* subsidiary and non-public funds, whatever the pressure of other work. Stocktaking, although not done by the auditors, is just as important as the examination of accounts. The requirement that a Supply or Instructor Officer should, if possible, be a member of every auditing board does *not* mean that the other members need merely sign the audits when done by him; all members must take a full part and bear equal responsibility for the thoroughness of the auditing. A

guide to auditing officers is given in the appendix to this Admiralty Fleet Order.

5. The statements signed by auditors are in future to include a certificate that this A.F.O. 4835/45 has been complied with.

6. For the present, audits of ...., canteen .... funds are to be held at *four-monthly* intervals instead of quarterly, on 1st November, 1st March and 1st July.

APPENDIX

(i) Introductory Remarks

The accounts which are required to be kept in order to enable checks to be made by the auditors are exceedingly simple as is also the form of statement of account (Form S.256) ordered to be rendered to comply with the King's Regulations.

2. The accounts are :-

(a) A cash account, showing on one side receipts of money, and on the other, expenditure. A separate cash account should be kept for each subsidiary fund in addition to that of the main fund.

(b) A stock account, when stock is carried, showing :-

(i) Stock on charge at the commencement of the period.
(ii) Value of the stock, item by item, and in aggregate.
(iii) Receipts of stock and value of stock received.
(iv) Selling price of each item of stock.
(v) Expenditure of stock and value at cost price of stock expended.
Note: In some accounts a separate sales book may be kept for this.
(vi) Remains of stock and total value at cost price whenever the account is closed. This should be monthly, in case of most accounts, but weekly in the case of ships and establishments who run their own canteen.

(c) An account of financial transactions grouped under each individual merchant, so as to enable indebtedness to be ascertained at any moment.

(d) Statement of liabilities and assets (Form S.256) otherwise known as a "balance sheet", on the date the account was drawn up.

3. . . . . .

4. The rulings of the various accounts shown in the wine book (S.253) may be regarded as specimens of the type of accounts required for other funds where stocks are carried.

(ii) Auditing the Cash Account and verifying money

5. (a) Check balance brought forward from last audited account.

(b) See that each entry shown as a receipt and as an item of expenditure is properly supported wherever possible by some voucher or evidence of correctness.

(c) Evidence of receipts may be obtained from one or more of the following :-

(i) Letter accompanying remittance.
(ii) . . . . . .
(iii) . . . . . .
(iv) Signature of person paying-in alongside entry in account.
(v) Record of sales.
(vi) . . . . . .

(d) Evidence of expenditure should invariably be by receipted bill or account or by signature of person paid. Care is to be taken to note date on the receipt, and it is recommended that each receipt should be marked "Audited", and initialled by the Auditing Officer to ensure that it cannot be presented a second time. Receipted bills should be carefully scrutinized.

(e) Check totals and figures produced as balance.

(f) Check balance in the account with actual cash and bank balance as shown on bank statement.

(g) Examine any unpresented cheques shown as part of the balance. Cashing cheques from mess funds is forbidden. Similarly I.O.U's cannot be accepted as part of balance. Any unpresented cheques dated prior to previous audit are only to be accepted if cause of delay in paying in is satisfactorily explained.

(h) Check the balance of the cash account into the Statement (Form S.256).

(i) Sign the cash account on completion of the audit.

Auditing the Stock Account

6. (a) Check each item of stock transferred from previous audited account.

(b) Check cost price shown for each item from previous account and from tradesmen's bills received since previous account.

(c) Check stock received during the period under audit from tradesmen's bills and see that cost price of each item is correctly entered.

(d) In cases of ..... accounts dealing with duty free tobacco and cigarettes, check receipts of stock with those shown in the gangway wine book (S.251).

(e) Check totals of each item of stock transferred from previous page or account plus stock received.

(f) Check totals of issues item by item.

(g) Check remains (i.e., total stock from previous account, plus stock obtained during period under audit, less stock issued) item by item.

(h) Check totals of money received with value at selling price of stock sold. This money may be accounted for in either a sales or stock book. If

the money is taken by a rating, verify that it is handed over to an officer for custody daily, or in the case of petty accounts, weekly, and signed by the officers in charge. The sums so received should be checked into the cash account (see paragraph 5(c)(v)).

(i) When the stocks are handled by ratings, the auditors should ascertain how often the stock is mustered. Generally speaking, it should be mustered by an officer weekly, except in the case of petty accounts when it should be mustered monthly. If, in the opinion of the auditors, musters are not carried out at sufficiently frequent intervals, they are to report the fact. Stocktaking is a matter of considerable importance.

(j) Check statement, signed by two members of the Committee of ..... fund, of stock (K.R. and A.I., Article 635a) with remains shown in stock account and check valuation which should be at cost prices. Confirm verbally that stock has not deteriorated and lost value.

(k) Check value of stock remaining is correctly transferred to statement of assets contained in Form S.256.

(l) If excessive stocks are being carried compared with normal expenditure, the auditors should remark on this, forwarding audited statement (Form S.256). Remarks should also be forwarded on any appreciable losses of stock."

EXAMINATION OF TRADESMEN'S ACCOUNTS

7. In ..... accounts where the same firms are dealt with on more than one occasion, a record of transactions, showing moneys paid out to the firm and value of goods or services provided by the firm should either be provided or constructed. Amounts owing to each firm should be ascertained and Form S.256 (Audit Form) should be checked to ensure that the amounts owing are shown as liabilities. Any other unpaid bills should also be shown as liabilities on Form S.256. Tradesmen's accounts and receipts should be carefully scrutinised, and it should be verified that they refer to the period under audit.

EXAMINATION OF THE BALANCE SHEET (STATEMENT OF ASSETS AND LIABILITIES, FORM S.256)

8. (a) Liabilities.- (i) Check that all outstanding bills and accounts are entered (see paragraph 7).

(ii) Confirm that all outstanding orders, subscriptions, insurance premiums and the like, for which the ..... fund may be liable (whether accounts have been received or not) are included.

(b) Assets.- (i) Check money in cash box (see paragraph 5(f), (g) and (h)).

(ii) Check balance as shown in bank with the bank's statement of account. Verify that the bank's statement is up to date. Should there be any cheques issued but not yet paid into the bank, particulars should be

verified as far as possible from cheque book counterfoils or amount due as shown in the accounts. If not satisfied, the auditors should recommend in their report that the Treasurer or holder of the fund should be called upon to produce a revised bank statement at some later date (see also paragraph 5(g)).

(iii) Check value of stock at cost price with signed statement (vide paragraph 6(j) and (k)).

. . . . . .

(iv) If any Government investments are held, check up their value either from interest vouchers or from a statement of purchase given by Bank or Post Office. Check up that interest is being duly noted in cash account when received. There should normally be evidence either by interest, counterfoil or in bank account.

(v) Other items - Ensure that in all audits ....., the certificates on the reverse side of Form S.256 are completed.

MISCELLANEOUS POINTS IN CONNECTION WITH AUDITS

10. (a) Where the officer keeping the account under audit is other than the Supply Officer of the ship or establishment, the cash balance and accounts of all public and other funds in the charge of the officer are to be produced and examined at the same time. The fact that this has been done is to be noted by the auditors on the Form S.256.

(b) Check that Commanding Officer's authority exists for any banking accounts opened.

(c) Check that individual canteen bills are paid up.

(d) In connection with the audits of canteen ship's fund, a frequent procedure is for a statement of receipts and expenditure, grouped under headings covering the period of the audit, to accompany the statement, Form S.256. Such headings would be N.A.A.F.I. rebate, compassionate grants (no names to be included), grants to cricket or football funds, wages, film hire and the like. Such a statement is usually of interest to the ratings and is more intelligible than the Form S.256 rendered without any clarifying or supporting statement. Auditors are recommended to encourage the production of a statement of this description for eventual display on the ship's company notice board.

(e) Auditors should call attention to any undue profits or excessive charges.

11. Nothing in this guide is to be regarded as modifying or altering in any way the instructions in K.R. and A.I. on audits."

2. References made in the A.F.O. to War Risk Insurance have been omitted. Insurance of canteen stocks can be arranged with certain insurance companies, and it is advisable that they should be insured against marine and fire risk.

3. Where Admiralty forms are referred to, the corresponding A.S. forms are applicable. (427/201/1251)

155.

AIRCRAFT GUNS, HISPANO 20 M.M. - TOOL, REMOVING AND INSERTING DRIVING SPRINGS OF BELT-FEED MECHANISMS - INTRODUCTION.

The following store has been introduced into service :-

Guns, Hispano, 20 m.m. - Tool, removing and inserting driving springs of belt-feed mechanisms. Stores Ref. No. 8D/2736.

2. To use this tool the belt-feed mechanism is to be stripped until the shaft assembly complete can be removed. No stripping of the shaft assembly is required or is to be done.

3. Procedure for stripping of belt-feed mechanism is as follows :-

(a) Place the frame in a vice, leaving room for the handle to be operated.

(b) Push the shaft right home in the frame, and place the spring holder on the shaft with the flange towards the ratchet wheel, i.e., open end outwards.

(c) Fit the B.F.M. shaft into the tool shaft with the front two sprockets only engaging the 5/8-in. rod on the frame. The inner end of the spring should now be engaged on the tool.

(d) Make sure that the ratchet pawl is in the correct position for the handing of the spring to be removed, and then rotate the handle to tighten the spring.

(e) When the spring is fully tight, slide the spring holder over it, making sure that the lip on the holder makes a snug fit with the band brake and spring hook.

(f) Taking the weight on the handle, release the ratchet pawl and allow the handle to rotate slowly in the reverse direction until the spring holder takes the weight of the spring.

(g) Remove the belt-feed mechanism shaft assembly and spring holder from the tool shaft and, if necessary, tap the belt-feed mechanism shaft lightly on the bench to free the spring hook from the band brake. This completes the removal process.

(h) If it is required to change springs, the following additional procedure should be carried out.

(i) Slide the tool shaft fully in on the frame, and with the spring holder reversed, engage the hook of the spring with the end of the anchor bracket. The tool shaft should then be worked into the centre of the spring and the spring tightened. When fully tight, engage the ratchet pawl and remove the spring holder.

(j) Taking the weight on the handle, release the ratchet pawl and ease the tension on the spring, which can then be removed.

(k) The replacement spring should be fitted by engaging the spring hook with the correct side of anchor bracket (i.e. the hook of the spring is to be engaged on the side marked "R.H." for right hand mechanisms and "L.H." for left hand), bearing down on the centre of the spring to allow the tool shaft to enter. The spring should then be pushed right home on the anchor, and a check made, that the correct handing will be obtained.

(l) The spring should then be wound up and the spring holder placed over it, with one of its lips as near as possible to the inside of the spring hook.

(m) Release the ratchet pawl, ease the spring and remove the holder complete with spring.

(n) Place the spring holder in the spring housing on the shaft and then repeat paragraphs (c) and (d). When the spring is tight slide off the spring holder, release the tension, and remove the belt-feed mechanism shaft complete with spring, from the tool shaft.

4. Each tool should bear the letters "L.H." and "R.H." on the anchor bracket. Any tool not so marked should be stamped locally as shown on accompanying diagram.

5. Approved allowances of Tool Ref. 8D/2736 are :-

H.M.A.S. "SYDNEY"	-	1
R.A.N.A.S. NOWRA	-	1
A.M.T.E. NOWRA	-	1.

Issue to the above scale will be made without demand.

6. The above is a reprint of A.F.O. 4589/45, with minor amendments, to bring it up to date and to meet R.A.N. requirements. Relevant A.F.O. Diagram is 303/45 in A.F.O. Volume 1945, Part IV - Diagrams.

(411/203/35)

156.

REPLACEMENT OF PETROL ENGINES BY DIESEL ENGINES IN AUSTRALIAN WORK BOATS (40 FT.).

As petrol engines installed in Australian Work Boats (40 ft.) become beyond economical repair, "Gray" Marine Diesel engines, type 64 H.N.9.B, are to be fitted as replacement engines. Type 64 H.N.9.B engines are of Australian manufacture and have been "derated" in order to reduce the power to 165 H.P. at 2100 R.P.M.

2. In each instance, the prior approval of the Naval Board to the abovementioned Alteration and Addition Item is to be obtained, and the following information is to be included in the submission for the change of engine :-

(a) Full reasons for considering that the petrol engine is beyond economical repair.

(b) Statement that the condition of the hull justifies the total expenditure involved.

(c) List of parts of the petrol engine which, it is considered, should be salvaged. Navy Order 316 of 1948 refers.

3. Engines and new propellers are to be demanded as necessary from the R.A.N. Central Machinery Spares Depot, Sydney.

(524/202/3471)

157.

MADE-TO-MEASURE UNIFORMS FOR RATINGS.

With reference to Navy Order 186 of 1948, ratings' made-to-measure uniforms - classes I, II and III - can now be delivered by the Commonwealth Clothing Factory within one month from the date of measurement or the receipt of self-measurement forms.

(584/206/172)

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

158.

BLACK SCARVES.

Future supplies of black scarves will comprise rayon scarves in lieu of the woollen type as at present used.

2. Ships and establishments holding stocks of the woollen type are to return them to the nearest Victualling Yard for replacement.

3. The repayment issuing price of the rayon scarves is 2s.9d. and the "Official Memorandum - Prices of Clothing, etc., Maintained for issue on Repayment to Ships' Companies" is to be amended accordingly.

(434/201/4128)

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

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st May, 1949.

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. Fleet, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.

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EDUCATIONAL TEST I - MARCH, 1949.

The following ratings passed the Educational Test I held on 8th March 1949 :-

Name	Rating	Official number
H.M.A.S. ALBATROSS		
Anthony, Graham V.	Leading Writer	25126
Brown, Donald J.	Naval Airman 1st Class	A.36877
Christopher, Thomas J.J.	Recruit (S.A.M.)	A.36855
Connellan, Robert L.	Recruit (N.A.)	A.36271
Daniels, Donald J.	Recruit (N.A.)	A.36549
Easton, James S.F.	Air Artificer 5th Class	A.36867
Fathers, Geoffrey N.	Recruit (N.A.)	A.36558
Hughes, Kingsley C.	Recruit (N.A.)	A.36574
Johnstone, Alfred G.	Blacksmith 2nd Class	30774
Lord, Francis B.	Recruit (N.A.)	A.36586
McNamara, Walter J.	Leading Cook (O)	24097
Macquarie, Allan J.	Recruit (S.A.M.)	A.36857
Pilbeam, Alan J.	Recruit (N.A.)	A.36612
Purton, Neil A.	Recruit (N.A.)	A.36619
Raferty, Terence S.	Recruit (N.A.)	A.36620
Rees, Vernon P.	Stoker Mechanic	28026
Sandford, Albert McL.	Recruit (N.A.)	A.36627
Slack, John H.V.	Electrician's Mate	15904
Swan, Ralph G.	Recruit (N.A.)	A.36863
H.M.A.S. ARUNTA		
Hinde, Keith L.	Able Seaman	31786
Wessels, Raymond J.	Able Seaman	28093
H.M.A.S. AUSTRALIA		
Barwise, William A.	Ordinary Seaman	35179
Carson, Walter A.	Able Seaman	27443
Drake, Raymond H.	Cook (S)	30055
Findlay, Eric J.	Able Seaman	29618
Goodridge, Keith H.	Able Seaman	29634
Keys, Alan F.	Leading Seaman	33608
Morgan, Leonard F.	Stores Assistant	31576
Mackay, Douglas W.	Stores Assistant	29282
Picard, Charles A.	Writer	29830
Smallhorn, Noel S.	Stores Assistant	33817
Stretton, Raymond E.	Able Seaman	28050
Vergin, John J.	Leading Stoker Mechanic	26197
Weir, William J.	Able Seaman	28107
H.M.A.S. BARCOO		
Eastwood, Monmouth A.	Able Seaman	25049
Gurney, John F.	Telegraphist	32862
Williams, Lindsay G.	Electricians Mate 1st Class	36241
Wilson, Philip E.	Petty Officer	23120
Wilson, William F.	Able Seaman	28715
H.M.A.S. CERBERUS		
Archibald, John	Leading Electricians Mate	26634
Baillie, John G.	Recruit (L.B.)	36748
Baker, Colin G.	Leading Electricians Mate	24580
Barr, Lionel F.	Recruit (C.B.)	36898
Barton, Kenneth R.	Recruit (C.B.)	36674

Neme	Rating	Official number
Bell, Graham H.	Stoker Mechanic	35939
Bemrose, William	Recruit (S.A.)	36892
Bergstrom, Ian A.	Recruit (Stoker)	36752
Bird, George E.	Leading Writer	27796
Blackett, Michael	Ordinary Telegraphist	36410
Boatwright, Kenneth J.	Sick Berth Attendant	35177
Booth, Trevor	Recruit (L.B.)	36999
Booty, Alan W.	Recruit (Stoker)	36534
Branch, Lawrence G.	Electricians Mate 2nd Class	36258
Brown, Duncan M.	Recruit (Stoker)	37001
Brown, Joseph V.	Recruit (Stoker)	36540
Bruce, Henry V.	Recruit (Seaman)	36894
Budd, Kevin C.	Recruit (L.B.)	36758
Butler, Robert T.	Ordinary Signalman	35822
Callander, Arthur J.	Recruit (L.B.)	36543
Candish, David E.	Recruit (L.B.)	36344
Carling, Alfred C.	Recruit (Seaman)	36761
Charles, John W.H.	Recruit (C.B.)	36904
Colby, Frank E.	Writer	34678
Condie, Graham M.	Recruit (Stoker)	36683
Corey, Kenneth J.	Ordinary Signalman	36098
Cox, Robert R.	Recruit (L.B.)	37006
Croke, Thomas W.	Recruit (Seaman)	37011
Crossfield, Leonard J.	Writer	33656
Darnley-Stuart, James A.	Recruit (Seaman)	36772
Dartnell, James W.	Stoker Mechanic	31405
Dawson, Harold E.J.	Recruit (N.A.)	A.36909
Day, Peter D.	Recruit (Stoker)	36773
Doherty, James	Recruit (N.A.)	A.36912
Dunn, Owton S.	Stoker Mechanic	36844
Ellis, Stanley G.	Writer	36876
Ferguson, John M.	Recruit (L.B.)	36559
Ferguson, James T.	Recruit (L.B.)	37026
Fleming, George M.	Recruit (N.A.)	A.36918
Gilder, Ronald F.	Recruit (L.B.)	36564
Goldstone, Alfred R.	Leading Electricians Mate	24401
Graham, Donald R.	Recruit (N.A.)	A.36919
Graydon, David	Cook	34649
Green, Phillip T.	Recruit (Cook)	36693
Halloran, John M.	Recruit (L.B.)	36781
Harrison, Reginald H.	Recruit (Stoker)	36571
Hartley, Bruce J.	Able Seaman	28828
Haywood, Stanley W.	Recruit (S.A.)	36923
Hemmings, Leonard A.	Joiner	30502
Henry, Neville J.	Recruit (Stoker)	36926
Hoger, Kevin W.	Recruit (A.A.)	A.37039
Hollman, William G.F.	Recruit (S.A.)	36573
Hookings, George A.	Recruit (Stoker)	36786
Hosking, Reginald A.	Dental Assistant	29659
Hughes, Bernard Q.	Recruit (S.A.)	36700
Hurst, David N.B.	Ordinary Telegraphist	35867
Hutchinson, Thomas	Able Seaman	25044
Johnston, George R.	Recruit (L.B.)	36792
Johnson, Harold	Recruit (Stoker)	36577
Kaatz, Cedric L.	Recruit (Stoker)	36797
Kerr, Laurance H.	Leading Electricians Mate	24315
Kirwan, Ian D.	Recruit (A.A.)	A.36937
Lance, John N.	Recruit (L.B.)	36583
Lecornu, Allan R.E.	Leading Electricians Mate	24984
Lobley, Robert W.	Writer	34480
Love, Charles M.	Recruit (Seaman)	36806
Luff, Ralph	Recruit (L.B.)	36589

Name	Rating	Official number
Marshall, Douglas C.	Ordinary Signalman	35885
Matthews, Bryan F.	Recruit (N.A.)	A.37052
Murphy, John A.	Recruit (L.B.)	36597
Mackenzie, William A.	Recruit (Stoker)	36809
Maclure, Murray O.	Joiner 4th Class	36468
McClusky, Leslie B.	Recruit (L.B.)	36600
McCullogh, Keith G.	Recruit (N.A.)	A.36950
McEwan, Wallace B.	Joiner 5th Class	36516
McLean, Ronald	Stoker Mechanic	27953
McLucas, Gordon J.	Recruit (Stoker)	37053
McMurray, John K.	Recruit (Musician)	36810
McMurtrie, Maxwell R.	Recruit (S.B.A.)	36952
Nankivell, William McL.	Recruit (N.A.)	A.36956
Nielson, William A.R.	Recruit (Stoker)	26361
Noonan, John R.	Musician	30202
Ogle, Donald G.	Recruit (L.B.)	36606
Osborne, Keith R.	Recruit (A.A.)	A.36957
Pringle, Ian G.	Ordinary Telegraphist	35901
Retford, Edgar	Joiner 4th Class	35339
Robinson. Neil M.	Recruit (L.B.)	36626
Roland, Michael B.	Recruit (C.B.)	36723
Rowell, Warwick J.	Leading Seaman	32433
Sewell, Robert D.	Stores Assistant	29881
Shaw, Brian G.	Leading Electricians Mate	23179
Simpson, James V.	Recruit (L.B.)	36822
Somerville, Roy A.	Recruit (Stoker)	36631
Stewart, John A.	Recruit (L.B.)	36825
Trew, Kenneth M.	Recruit (S.A.)	36973
Venn, Brian J.	Recruit (L.B.)	37079
Vincent, Ronald J.	Electricians Mate 2nd Class	36645
Wainwright, Stephen	Plumber 4th Class	36647
Walker, Fred	Sick Berth Attendant	25082
Wardrope, Allister D.	Recruit (N.A.)	A.36981
Wells, Raymond J.	Recruit (C.B.)	36739
White, Ross C.	Recruit (Cook)	36520
Wilkinson, Maxwell D.J.	Recruit (C.B.)	36977
Williams, Dennis O.	Leading Writer	25188
Williamson, John G.	Ordinary Telegraphist	35918
Wilson, Graham W.	Recruit (Stoker)	36835
Windsor, Robert J.	Recruit (L.B.)	36837
Woodbridge, Henry R.	Recruit (L.B.)	36656
H.M.A.S. CULGOA		
Barker, Ronald T.	Able Seaman	27778
Broadfoot, James	Able Seaman	29051
Clark, Ernest A.F.	Able Seaman	32376
Dewar, Peter N.	Able Seaman	27832
Drew, Harry	Able Seaman	29593
Elliott, Donald E.T.	Able Seaman	27845
Farnham, Robert W.	Able Seaman	27495
Fox, Leslie G.	Leading Radio Electricians Mate	32547
Grant, Harold J.C.	Electricians Mate 1st Class	25124
Jones, Richard C.	Electricians Mate 1st Class	15948
Kelly, Kenneth W.	Able Seaman	28273
McRorie, Alfred K.	Leading Signalman	23694
Scott, Frank G.	Able Seaman	33108
Scott, William G.	Able Seaman	28691
Thatcher, Bertram V.	Electrician	21601
Watson, Noel A.	Able Seaman	28717
Weldon, John C.	Leading Electricians Mate	23731

Name	Rating	Official number
H.M.A.S. HARMAN		
Rumble, Frederick J.	Stores Assistant	28381
Towers-Hammond, Peter	Stores Assistant	28074
H.M.A.S. HOBART		
Griffin, John F.	Leading Electricians Mate	23986
Kennedy, Stanley C.	Stoker Mechanic	25005
Maskell, Charles A.	Electricians Mate 1st Class	15738
Sorensen, Jens	Leading Steward	24240
Wilson, Eric G.	Stoker Mechanic	32283
H.M.A.S. KOALA		
Richards, Harry	Able Seaman	35934
H.M.A.S. KUTTABUL		
Powter, Archibald F.N.	Dental Assistant	28918
H.M.A.S. LACHLAN		
Andrews, Esver S.F.	Leading Stores Assistant	23363
Smith, Gordon L.	Able Seaman	28951
Thompson, Keith	Electricians Mate 1st Class	28076
H.M.A.S. LAE		
Fraser, Jim	Stoker Mechanic	27855
Heron, Neil E.	Able Seaman	29194
Smith, Kingsford U.	Able Seaman	31692
H.M.A.S. LEEUWIN		
Foord, Raymond C.	Able Seaman	28204
H.M.A.S. LONSDALE		
Dennis, John R.B.	Leading Writer	27464
Kelly, Roger T.	Leading Writer	33855
H.M.A.S. MELVILLE		
Barnes, John	Steward	29487
Burman, Alexander H.	Joiner 4th Class	34987
H.M.A.S. MORETON		
Kenningham, Robert H.	Leading Seaman	S/V438
H.M.A.S. PARKES		
Rounsevell, William J.	Stores Assistant	27662
H.M.A.S. PENGUIN		
Brady, Frank E.	Stores Assistant	29053
Simpson, Kevin H.	Writer	29880
Trim, William H.	Leading Butcher	32350
H.M.A.S. PLATYPUS		
Dodds, Albert J.	Able Seaman	28789
H.M.A.S. QUICKMATCH		
Davey, William C.	Stores Assistant	29574
Way, Allan	Writer	29955

Name	Rating	Official number
H.M.A.S. RUSHCUTTER		
Davidson, Francis S.	Petty Officer	22758
Daly, George V.	Leading Seaman	25089
Hayden, Bryan W.	Able Seaman	27530
Milazzo, Salvatore G.	Able Seaman	35938
McDonald, Edward J.	Able Seaman	34923
Thompson, Robert W.	Able Seaman	28702
Tunks, Stanley E.	Able Seaman	28706
Voght, Roy J.	Able Seaman	34916
Weir, Albert E.	Ordinary Seaman	35094
H.M.A.S. SHOALHAVEN		
Carr, John C.	Stoker	36089
Davies, Evan N.	Able Seaman	28788
Garbutt, Joseph W.H.	Able Seaman	36660
Kowarzik, Alex F.	Stoker Mechanic	28604
Maclean, Bernard	Stoker Mechanic	28309
Quintel, Phillip H.E.	Stoker Mechanic	28370
Wood, John D.	Electricians Mate 1st Class	15947
H.M.A.S. SHROPSHIRE		
Elliott, Frederick S.	Able Seaman	24478
Martin, Allan A.	Cook (S)	27948
H.M.A. SHIPS IN RESERVE, GEELONG		
Esmond, Kenneth W.	Electricians Mate 1st Class	28537
Page, Walter A.	Leading Steward	21580
Ramage, Thomas E.	Electricians Mate 1st Class	26353
H.M.A.S. SYDNEY		
Ashwood, James	Stoker Mechanic	35168
Baxendale, Kenneth J.	Stores Assistant	40226
Black, Terrence W.	Leading Stores Assistant	40087
Buckingham, Alan J.	Cook (S)	35231
Farrell, Clarence	Petty Officer (A)	A.22291
Fletcher, Norman R.B.	Able Seaman	35147
Gibbins, John H.	Able Seaman	29635
Heaven, Charles W.B.	Electricians Mate	27886
Hill, Leonard W.T.	Naval Airman	A.32106
Houston, Alfred J.	Joiner 4th Class	32990
Hudson, Frederick D.	Stores Petty Officer	40072
Jolly, George A.	Electricians Mate 1st Class	29228
Labone, Reginald A.	Radio Electricians Mate 1st Class	40297
Lane, Eric C.	Shipwright	40134
Livingston, John K.	Leading Stores Assistant	40080
Lockard, Thomas C.	Able Seaman	36200
Maedonald, Alexander	Radio Electricians Mate 1st Class	40312
Stevenson, Clarence D.	Stoker Mechanic	28051
Tomamichel, Allen K.	Able Seaman	29394
H.M.A.S. TARANGAU		
Scott, Thomas A.D.	Writer	33554
H.M.A.S. TARANGAU (MANUS)		
Fallon, Richard A.	Stoker Mechanic	36214

Name	Rating	Official number
H.M.A.S. TORRENS		
Ashmole, George D.	Writer	29467
Boyer, Edwin N.	Stores Assistant	29512
H.M.A.S. WARRAMUNGA		
Burgess, Francis G.	Leading Electricians Mate	31783
Coster, Richard F.	Stores Assistant	30023
Droughton, Ralph H.	Writer	29594
Dunn, Jeffrey A.	Ordinary Seaman	35002
Evenis, Percival T.	Leading Electricians Mate	24784
Ford, Frederick W.	Stores Assistant	28206
Hartam, Raymond J.	Signalman	34447
Kirwin, Selwyn H.	Ordinary Seaman	35200
Lewis, Kenneth R.G.	Able Seaman	30844
Marshall, Spencer L.	Able Seaman	35930
H.M.A.S. WARREGO		
Charles, Henry W.	Able Seaman	15997
Wallace, William R.	Leading Seaman	28992
Webster, William A.	Able Seaman	28092
H.M.A.S. WATSON		
Bridges, Kenneth J.	Able Seaman	29475
Flatman, Russell F.	Able Seaman	27497
Hatch, Garnett	Able Seaman	27897
Laffan, James W.	Petty Officer	34331
Lunn, Ian C.	Able Seaman	28867
Nichols, Robert H.	Able Seaman	28339
H.M.A.S. WOOMERA		
Gaynor, John W.	Leading Electricians Mate	32825

(465/205/689)

(This Order will be reprinted for posting on notice boards.)

160.

NOTES FOR THE USE OF CANDIDATES FOR EXAMINATION FOR LEADING SEAMAN AND PETTY OFFICER.

The above book has been completely re-written and will be issued to ships and establishments as shown hereunder, without demand :-

Flag Officers	1 each
C.S.T. F.N.D.	50 No.
N.Os.I.C.	5 each
R.N.Os.	4 each
Captain (D) 10th Destroyer Flotilla ..	1 No.
S.O. 1st Frigate Flotilla	1 No.
Air Stations	20 each
Shore Establishments, Sydney	10 each
O.C.H.B.	1 No.
S.O. Reserve Ships Sydney	10 No.
" " " Geelong }	6 each
" " " Fremantle }	

Navy Office	5 No.
Light Fleet Carriers & Cruisers ..	40 each
Destroyers, Sloops & Frigates ..	10 each
L.S.Ts.	8 each
A.M.S.	4 each
Boom Vessels	2 each
Woomera	2 No.
Reserve	3 No.
G.P.Vs, S.A.Rs. & H.D.M.Ls.	1 each.

(571/201/5709)

161.

EMPLOYMENT OF STORES RATINGS.

It has recently come to notice that Stores ratings are not always being given experience in all aspects of their duties, e.g., a Stores Chief Petty Officer had been employed exclusively on clothing, victualling and mess traps throughout his service.

2. In order to rectify this undesirable practice administrative authorities are to ensure that the duties of Stores ratings in their Commands are so arranged that these ratings will obtain training and experience in all aspects of their work.

(348/202/19)

162.

MACHINERY-FULL POWER TRIALS.

The provisions of A.F.O. 681/1949 are to be adopted by all ships of the Royal Australian Navy.

(603/247/2335)

163.

CHOLERA BELTS - DISCONTINUANCE OF SUPPLY.

The supply of cholera belts on repayment has been discontinued, and this item, which is no longer stocked, is to be deleted from the optional kit of all ratings set forth in Navy Order 66 of 1948.

(516/201/857)

164.

ANNUAL RETURN OF PRESENTATIONS, RELICS AND TROPHIES.

With reference to C.O.R., Article 396, clause 3, and the R.A.N. Supplement to B.R.4 (Appendix I reference No.3), the Annual Return of Presentations, Trophies etc. received during the year is to include, in future, separate information as to any such items disposed of, i.e., transferred to another ship or establishment, landed on deposit, etc., since the date of the previous return.

2. The abovementioned regulations will be amended accordingly in due course.

3. Navy Order 170 of 1947 is cancelled.

(635/201/1809)

165.

DENTAL BRANCH - BADGES.

With reference to Navy Order 172 of 1948, it has been decided that the badges to be worn by all ratings of the Dental Branch of the Royal Australian Navy shall, in future, be the letter D in a circle (pattern 240 series).

2. An initial gratuitous issue of two red badges (pattern 240A) and two blue badges (pattern 240B) is to be made, upon issue of which the existing badges, viz., patterns 178 and 179 series, are no longer to be worn.

3. Requirements of the new badges are available by demand on Royal Edward Victualling Yard.

(416/201/1230)

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th June, 1949.

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. Fleet, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.

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166.

RADIO TELEPHONE SERVICE IN H.M.A. SHIPS.

Navy Order 61 of 1949 extends the ship radio telephone service between telephone subscribers in Australia and merchant ships to include H.M.A. ships.

2. Until W/T equipment in H.M.A. ships has been modernised, existing receivers and transmitters are to be utilised for this service. In the meantime, ships without modern equipments must expect some proportion of "non-commercial" attempt at establishing communication. It is anticipated, however, that these ships will have reasonable success at short ranges.

3. It must be left to individual ships to select a suitable remote position, according to their different requirements, so as to ensure privacy and proximity to the main wireless office.

4. The following additional equipment will be required by all H.M.A. ships in commission, and demands should be raised accordingly quoting this order as authority. The necessary wiring is to be carried out by ship's staff assisted by base staff when necessary :-

One in number Box Patt. W7546.
One in number Plug Patt. W6980.
One in number Telephone Handset.
Screened and Un-screened cable, length according to site selected in individual ships.

5. The cable to the remote position should be terminated by Patt. W7546 Box. The Patt. W6980 Plug should be connected to the handset and inserted in the Patt. W7546 Box when the remote position is used.

6. Whip serials, where fitted, should be used for reception in order to improve signal/noise ratio.

7. Ships are to report through their administrative authorities when this work has been carried out.

(622/202/4263)

167.

INCOME TAX - ROYAL NAVY PERSONNEL ON LOAN TO ROYAL AUSTRALIAN NAVY.

The following texts of a letter to the Deputy Federal Commissioner of Taxation, Melbourne, regarding various questions in connection with the Income Tax of Royal Navy loan personnel, and the reply from the Deputy Commissioner of Taxation, Canberra, to whom the matter was referred, are promulgated for the information and guidance of members concerned :-

Department of the Navy,
MELBOURNE. S.C.1.

1st August, 1947.

The Deputy Federal Commissioner
of Taxation,
152 Elizabeth Street,
MELBOURNE. C.1.

Income Tax - Royal Naval Personnel on loan to the Royal Australian Navy.

I refer to Section 160 of the Income Tax Assessment Act 1936-1947, concerning rebates allowed in respect of residents in Australia.

In this regard, some of Royal Navy personnel are being loaned to the Royal Australian Navy for short periods of service, normally a period of two years, and during that time will be liable for payment of Australian Income Tax.

In many cases, however, they will not be able to bring their wives and families to Australia, for various reasons, such as interference with the education of their children, non-eligibility for free passage for family, etc., and are thus not eligible under the abovementioned Act to claim the concessional rebates allowed for wives and families resident in Australia.

In view of the special circumstances stated, the following questions have been raised by personnel concerned :-

(a) Whether such married personnel, who have not brought their wives and families to Australia, may be granted the rebates in the same manner as if they were resident in Australia;

(b) Whether Royal Navy personnel on loan are entitled to any reduction in, or exemption from, Social Services Tax. All R.N. Officers are entitled to medical and hospital benefits, etc., under their conditions of service, and, if their families remain in the United Kingdom, no Social Service benefits could accrue in Australia;

(c) The deduction that may be claimed by R.N. Officers on loan in respect of upkeep of uniform. The annual deduction from taxable income made in respect of U.K. Income Tax is -

Flag Officers £A.50; Other Commissioned Officers £A.44; Commissioned Officers from Warrant Rank and Warrant Officers £A.31.

(d) Whether, in view of the temporary nature of their residence in Australia such officers as own property in the United Kingdom, and who pay U.K. income tax thereon, and whose U.K. income is not remitted to Australia, need render details of such property to the Australian Taxation Authorities.

In the circumstances, an early ruling of your Department on these matters would be appreciated, having regard to the requirements for rendering Income Tax Returns for the year ended 30th June, 1947.

(Sgd.) A.R. NANKERVIS
Secretary.

J.49/164 Pt. B.

Federal Taxation Office,
CANBERRA. A.C.T.

7th January, 1948.

Secretary,
Department of the Navy,
Navy Office,
MELBOURNE. S.C.1.

Income Tax : Royal Navy Personnel on loan to the Royal Australian Navy.
Your Reference Number 621/201/10258.

With reference to your letter number 69654 of the 7th October, 1947, you are advised that the answers to the questions raised in the fourth paragraph of your memorandum of 1st August, 1947, are as follows :-

(a) Yes.

(b) No.

(c) It is presumed that the rates of pay include amounts specifically intended to cover the cost of upkeep of uniforms, and that such amounts are not less than the deductions allowable for United Kingdom Income Tax purposes in respect of expenditure on uniforms. If this is the case, the deductions will be allowable; and

(d) No.

(Sgd.) D.L. CANAVAN

Deputy Commissioner of Taxation.

(621/201/10258)

168.

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 UNDER THE COMMONWEALTH IMMIGRATION SCHEME.

With reference to Navy Order 51 of 1949, paragraph 2(b), relating to free passages, information has been received from Migration Authorities, London, that applications under the free passage scheme for ex-servicemen and women and their dependants can only be considered if they are made within two years from 31st March 1947 (date on which the scheme came into operation) or within two years from the date of release from the Forces, whichever is the later, provided that in all cases the date of release is on or before 31st December 1948.

2. A.F.O. 1308/1948 refers. The above requirements were stipulated by the United Kingdom Government which meets the cost of these passages, and it is unlikely that any exceptions will be considered.

3. In the cases of Naval personnel already in Australia and who may not yet have lodged applications pending the procuring of nominators who can satisfy the State Immigration Authorities that they are in a position to provide suitable accommodation

for their nominees on arrival in Australia, it is pointed out that, although their dependants may be ineligible for free passages, these personnel may at small cost to themselves bring their wives and children to Australia under the assisted passage scheme provided they comply with the conditions prescribed for that scheme. These conditions are set out in Navy Order 51 of 1949, paragraph 2(a).

4. When forwarding applications, Commanding Officers should furnish the following details in respect of each applicant :-

(a) date of discharge from the Armed Forces;
(b) rating and official number (R.N.), and
(c) ship in which served prior to discharge.

(632/211/2516)

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

169.

GUNNERY AND UNDERWATER WEAPONS EQUIPMENT - SUPPLY AND MAINTENANCE - ORGANISATION.

In the R.A.N., supply and maintenance of Gunnery and Underwater Weapons Equipment, as defined in A.F.O. 799/1947, are administered by the Directorate of Ordnance, Torpedoes and Mines, which is responsible also for Naval Armament Stores.

2. R.A.N. stocks of Gunnery and Underwater Weapons Equipment are maintained in the Gunnery Equipment Depot, Garden Island, formerly known as the Gunmounting Depot. Small quantities of gunmountings and associated gear are located also, chiefly for storage space reasons, at Brisbane (H.M.A.S. MORETON), Fremantle (R.A.N. Armament Depot, Byford), and Melbourne (R.A.N. Armament Depot, Maribyrnong).

3. The Fire Control equipment referred to in A.F.Os. 4881/1946, 7259/1946, et seq., has been transferred from the Naval Stores Directorate to the Gunnery Equipment Depot (vide Navy Orders 31 of 1948 and 113 of 1949).

4. Depot store accounting procedure and the forms in use for gunnery equipment stores are the same as those for naval armament stores.

5. Standard procedure by ships for obtaining gunnery equipment stores is by Defect List, but when stores are demanded, vide A.F.O. 799/1947, Section B, paragraph 2, Armament Supply Form S.1403(O.15) should be used.

6. The title of the Officer-in-Charge is "Gunnery Equipment Stores Officer". The G.E.S.O. is authorised to correspond direct with H.M.A. ships and establishments on matters concerning Gunnery and Underwater Weapons Equipment. Correspondence is to be addressed to -

Officer-in-Charge,
H.M.A. Gunnery Equipment Depot,
Garden Island,
SYDNEY.

(404/201/965)

170.

O.Q.F. 40 M.M. BOFORS - GAUGES PLUG BORE L.L. FOR P.C.

A number of Gauges Plug Bore L.L. for P.C. of O.Q.F. 40 M.M. Bofors Guns, to Land Service design, is in use in the R.A.N. These gauges are obsolete, and can be identified by the stamp marking "C.I.A.(G) 18" or by comparing the measurements of the gauges with Table 'T' of B.R. 291. The Land Service design is from .002" to .004" below the dimension of the Naval Service gauge.

2. Any Land Service gauges held by ships are to be returned to the nearest R.A.N. Armament Depot at first opportunity, and gauges to Naval Service design are to be drawn in lieu.

3. R.A.N. Armament Depots are to forward to N.A.S.O. Maribyrnong any Land Service gauges held in stock or returned by ships.

(490/215/344)

171.

SAFETY FUZE NO.11 - RESTRICTION.

The following Military Board Instruction No.24/1949, is promulgated for information :-

"24. SAFETY PRECAUTIONS : SAFETY FUSE NO.11 AND IGNITER SET, GRENADE NO.36M : PRECAUTIONS AGAINST ACCIDENTS.

1. Several recent accidents involving death or injury to troops have been caused by careless handling of safety fuse during preparation for use.

2. Safety fuse No.11 will burn at the correct rate only if the solid gunpowder train is allowed to keep its original consistency; if, however, the fuse is roughly handled, either by accident or design, the flash will travel faster than it should according to the number of points of breakage of the train. In extreme cases, where the train has been completely broken up, an instantaneous "flash-through" will take place.

3. These facts will be borne in mind by all concerned and the following precautions will be taken :-

(a) The contents of every reel of safety fuse will be tested for time of burning before use (one foot of safety fuse No.11 should normally burn in about 30 seconds with a margin of 6 seconds either way, i.e. 24 or 36 seconds). Fuse giving times of burning outside these limits will be rejected.

(b) Every care will be taken to protect safety fuse from the effects of rain or damp.

(c) Safety fuse will be cut from the reel immediately before use. Odd lengths will not be allowed to accumulate, and in no circumstances will any odd length (except the remainder of a reel) be put to use.

4. Finally, the same measures apply to the Igniter Set, Grenade No.36M (of which safety fuse is a constituent part), regarding rough handling before use. If, for any reason, the igniter set cannot be inserted in the grenade without a minimum of gentle persuasion, it should be rejected."

2. Safety fuze No.11 supplied to H.M.A. ships and Naval establishments is normally obtained from the Admiralty and can be distinguished by the presence of I.N.O. Inspection Labels on the containers. This fuze is safe for use, but attention is drawn to the fact that the rate of burning of safety fuze can be affected by rough handling of the fuze.

3. Any safety fuze No.11 not bearing I.N.O. Inspection labels, which is held in H.M.A. ships or Naval establishments, is to be returned to store and replaced by unrestricted safety fuze. R.M.S. officers and others concerned are not to use any safety fuze No.11 that does not bear I.N.O. Inspection labels.

4. Naval Armament Depots Only.- Stocks of safety fuze No.11 not bearing I.N.O. Inspection labels, and any returns of this fuze from ships and establishments, are to be reported to Navy Office for disposal.

5. Pending further investigation, there is no restriction on Grenades No.36M received from Army sources. (471/208/2225)

172.

NAVAL STOREKEEPING - DEMANDS FOR NAVAL STORES.

Examination of Naval Store Accounts of H.M.A. ships and shore establishments indicates that in some instances, periodical replenishment demands for Naval Stores are not being correctly prepared.

2. In future, demands are to be rendered periodically, in accordance with the Naval Storekeeping Manual, B.R.4, Articles 5 and 14, to replenish stocks of Naval Stores for the full authorised storing period of the ship or establishment concerned. The demands are to show in the appropriate columns, particulars of (a) total expenditure for the past 12 months, (b) stocks on hand, and (c) quantities necessary, on this basis, to complete to requirements for the period to which the vessel is to store.

3. Heads of Departments should be consulted as necessary to ensure inclusion in the demands of any special requirements of Naval Stores for work to be undertaken before the next storing date.

4. All demands for consumable Naval Stores are to be prepared on forms A.S. 134d, a separate demand being raised for each class and group, and in all cases particulars of expenditure for the past 12 months and stock on hand are to be shown. On occasions of the periodical replenishment, the first demand of the series only need be signed by the Demanding Officer, but particulars of the period covered in the demand and the serial numbers of the first and last forms A.S.134d comprising the replenishment demand should be clearly indicated on the signed copy. The demands should be despatched to the (S) N.S.O. at the appropriate storing yard as early as practicable before the date the stores are actually required.

5. On completion of the periodical replenishment, it should not be necessary to lodge further demands for Naval Stores except in cases of unforeseen or emergent requirements or for permanent items to replace others surveyed.

6. In the case of demands for Naval Stores to make good defects, or in excess of authorised allowances etc. the reason for demand is to be clearly stated in the space provided, and the appropriate certificate on the back of the original copy of the form is invariably to be completed.

7. Demands for Naval Stores are to be signed only by the Supply Officer, or in ships in which no Supply Officer is borne, by the Store Accounting Officer. When stores are drawn from a Naval Store Depot, receipts are to be endorsed with the date and rank or rating of the person receiving the stores. In cases where the signature on the receipt is not readily legible, the Issuing Officer is to ensure that the name is also inserted in block letters by the recipient.

8. When it is discovered, during the preparation of periodical replenishment demands, that excess stocks are carried, the surplus quantities should be returned to the (Suptg) Naval Store Officer of the appropriate storing yard at the first convenient opportunity.

9. Navy Orders 99 of 1943 and 153 of 1947 are cancelled.

(612/245/1005)

173.

MESS GEAR - COOKS' TUBS.

With reference to A.F.O. 5567/1945, 21 gallon Cooks' Tubs, referred to therein, of the following internal dimensions, have been adopted in the R.A.N. for use where the 40 gallon tub is too large :-

Top diameter	Bottom diameter	Vertical depth
22 ins.	19 ins.	19 ins.

2. Demands for this new item, where allowed under the current scales, should be lodged with the nearest Victualling Establishment, whence issue will be effected immediately supplies are available.

3. The tubs and the covers for the tubs are to be demanded and accounted for as separate items as in the case of the 40 gallon tubs and covers.

(607/201/992)

174.

PAINT BRUSHES - LOSSES.

Investigation of a recent loss of paint brushes from the Paint Store of one of H.M.A. ships has disclosed that it had been the practice of the section concerned to draw anticipated quarterly requirements in bulk from the Naval Store.

2. This practice is contrary to the Naval Storekeeping procedure, a fundamental principle of which is that bulk stocks of consumable stores are held in the Naval store, and are drawn upon by Departments concerned only as and when they are actually required for use.

3. Ships and establishments are therefore to ensure that the correct procedure in this regard is observed in future.

(612/245/1004)

175.

SHIPS' LIBRARY BOOKS.

Library books of a fictional nature for the general use of ships' companies will be supplied to the following scale in future :-

Complement	Class of ship's library allowed	No. of books in the library
Over 1000	1st	900
651 - 1000	2nd	600
401 - 650	3rd	450
251 - 400	4th	300
101 - 250	5th	150.

2. In order to provide a continuous flow of fresh reading matter, a maximum replacement, as under, may be effected at quarterly intervals according to the class of library held, viz. :-

Class of library	Number of books allowed quarterly in replacement
1st	72
2nd	48
3rd	36
4th	24
5th	12.

Such quarterly replacement is intended to cover only those books which -

(a) have been rendered unserviceable by fair wear and tear;

(b) are in serviceable condition but for which there is no longer any demand; and

(c) have been lost or damaged by neglect and recovery of their value effected from individuals or messes concerned,

and is not to be exceeded except with the specific approval of the Director of Victualling in special cases. Return of the books referred to at (a) and (b) is to be effected, whenever practicable, when lodging the quarterly replacement demands.

3. Books will be supplied by Royal Edward Victualling Yard, Sydney, and demands are to be accompanied by a list of the books desired, the titles and authors being shown. The list should provide for at least 25% more books than demanded and should indicate the order of preference in the event of the volumes not being available from Yard stocks or from booksellers. The average purchase price of books necessary to be purchased by the Yard is not to exceed 8s.9d. per volume pending further instructions.

4. Commanding Officers are required to ensure that reasonable care is exercised in the selection of books demanded, that the instructions contained in K.R. & A.I., Articles 1477, 1483(9), 1859(2), (3), (5) and 1884 are observed, and that a satisfactory system of recording the issue and return of books is instituted

by the officer appointed as librarian in order that the recovery of the value of books lost or damaged by neglect may be facilitated.

5. H.M.A. ships on detached service overseas may, except where operating in the dollar area, effect direct local purchase of their quarterly quota of books. The average price is not to exceed 7s. sterling and details of such direct purchases are to be furnished to the Director of Victualling.

6. Navy Orders 76 and 87 of 1936, 45 of 1939, 196 of 1940, 80 of 1941, 207 of 1943 and 145 of 1945 are cancelled.

(664/201/733)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th June, 1949.

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. Fleet, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.

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176.

H.M.A.-G.P.V.965 - COMMISSIONING.

H.M.A. General Purpose Vessel 965 commissioned on 12th May, 1949. (603/246/7334)

177.

H.M.A. S.A.R.925 - COMMISSIONING.

H.M.A. Search and Rescue Launch 925 commissioned on 29th April, 1949. (603/246/7325)

178.

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 registered tonnage	Owner
1949 May 16	VLBD	H.E.STREET	(Un-registered)	240	Department of Public Works, Bridge and Phillip Sts., Sydney, N.S.W.

(663/201/708)

179.

FLYING SAFETY ORGANISATION IN THE R.A.N.

A Flying Safety Section has been set up in Navy Office, Melbourne, under the Director of Air Organisation and Training, with the following terms of reference :-

(a) Prevention of accidents to aircraft: To advise on the methods of preventing accidents to R.A.N. aircraft.

(b) Investigation of accidents to aircraft: To provide specialist accident investigation officers when required (vide Instructions for Naval Aviation, Article 177(3)).

(c) Analysis of aircraft accidents: To analyse the accidents to R.A.N. aircraft, with particular reference to those in whole or in part due to local conditions, and to propose methods to prevent their recurrence.

(d) Summaries of, and reports on, aircraft accidents: To produce summaries of accidents to R.A.N. aircraft and reports on accidents of special interest.

(e) Liaison with other Departments: To maintain a close liaison with the Directors of Flying Safety, R.A.A.F. and Department of Civil Aviation and the Admiralty adviser on aircraft accidents.

2. The specialist accident investigation officers referred to in paragraph 1(b) are not at present available and R.A.A.F. specialist accident investigation officers will carry out this duty on behalf of the Royal Australian Navy.

3. Reports on accidents to R.A.N. aircraft will also be forwarded to the Admiralty adviser on aircraft accidents, who will analyse them in conjunction with reports on accidents to similar types of aircraft, or of aircraft carrying out similar types of training in the Royal Navy and advise on methods to prevent their recurrence.

4. The Director of Air Organisation and Training, in his capacity as Director of Flying Safety, is authorised to correspond direct with the Director of Flying Safety, R.A.A.F. and the Admiralty adviser on aircraft accidents on routine matters in connection with flying safety, matters of policy being referred to the Naval Board. (415/201/2101)

180.

AIRCRAFT SERVICING AND MAINTENANCE BRANCHES AND OTHER RATINGS CONCERNED WITH AIRCRAFT - TRAINING AND ADVANCEMENT REGULATIONS.

Navy Order 240 of 1948 is to be amended as follows :-

Appendix III (B) -

Procedure

Paragraph 2 - Delete "Form A.S.441Z" and insert "Form A.S.431Z" in lieu. (348/201/42)

181.

COURSES - BOOM DEFENCE - REVISED SYLLABUSES FOR SPECIALIST QUALIFICATIONS.

The provisions of A.F.O. 735/1949 are to be adopted in the Royal Australian Navy.

2. Navy Order 78 of 1948 is cancelled. (614/205/31)

182.

TRANSPORT OF NAVAL PERSONNEL BY AIR TO AND FROM DARWIN.

With reference to Navy Order 14 of 1941, kits of Naval personnel required to travel by air to Darwin, in excess of the 35-lbs. weight allowed as personal luggage, are to be consigned by rail to Darwin, addressed care of Costello & McArthur Transport Service, Alice Springs, the quadruplicate copy of the consignment note being forwarded to that company by air mail.

2. The Commanding Officer, H.M.A.S. MELVILLE, should also be informed immediately by letter that the effects in question have been so despatched.

3. Personnel concerned are to be instructed that their kit bags, tool boxes, etc., are to be securely locked and bound, and, if possible, sealed, thus reducing the risk of pillage on such a long unaccompanied journey. Each container is to be fully labelled as set out in the following example :-

J.A. SMITH, Able Seaman.
O.N. 52831.
H.M.A.S. MELVILLE. DARWIN,
c/o Costello & McArthur Transport Service, Alice Springs.

(631/201/1259)

183.

GUNS, MACHINE, 20 M.M. OERLIKON - REPORTS.

Following is text of A.F.O. 1570/1949 :-

"H.M. Ships and Vessels and Naval Shore Establishments are to report to the Director of Armament Supply (Branch A.74a) Ensleigh, Bath, by 30th June, 1949, quantities and marks of 20 m.m. Oerlikon machine guns held.

2. Register numbers of guns need not be reported.
(A.F.O.7391/46)"

2. H.M.A. Ships and shore establishments are to report to Navy Office, as soon as possible, quantities and marks of 20 m.m. Oerlikon machine guns held as at 31st May, 1949. Commonwealth and Imperial stocks where held should be shown separately.

3. Nil returns are not required.

(490/212/1716)

184.

W/T HARBOUR COMMUNICATION - IMPROVEMENT.

The provisions of A.F.O. 3956/1948 have been adopted in the Royal Australian Navy.

2. All ships and establishments fitted with VH/F R/T Set Type T.B.S. are to carry out modifications by ships' staff in accordance with the above A.F.O., quoting this Order as authority.

3. Stores required to complete these modifications are to be drawn from the Superintending Naval Store Officer, Sydney.

4. Reports of completed arrangements are to be forwarded to the Naval Board through administrative authorities.

(622/202/4300)

185.

KEROSENE REFRIGERATORS - INEFFICIENT OPERATION.

Several instances have been reported of the condemnation of fresh provisions which have deteriorated due to the inefficient working of kerosene operated refrigerators.

2. The principal cause of inefficient operation of kerosene refrigerators is the uneven burning of the flame due to -

(a) the absence of non-surging baffles and surge arresting tube in the kerosene tank;

(b) bad trimming of the wick;

(c) dirty kerosene.

3. The kerosene tanks of the refrigerators are to be examined. If non-surging baffles and surge arresting tube are not fitted to the tank, or if the tank is badly corroded, an item is to be included in the next Defect List so that the tanks may be modified or replaced as soon as practicable.

4. Refrigerators will operate efficiently if proper care is given to keeping wick trimmed, so that the flame is clear and even.

(524/208/734)

186.

DELAYS IN CONDUCTING MEDICAL RE-SURVEYS OF PERSONNEL.

Many cases have been noted recently where no action has been taken to hold a medical re-survey of a member at the date due in accordance with Naval Board instructions.

2. This occurs chiefly in those cases where the member has been appointed or drafted away from the ship or establishment in which he was serving when first surveyed.

3. When a medical survey is held on a member an appropriate endorsement is to be made in the "Remarks" column of the medical history sheet leaving space for the decision of the Naval Board to be recorded. Upon receipt of this decision, it is to be noted in that space.

4. It would appear that adequate steps are not taken to ensure that the medical history documents of a member joining a ship or establishment are examined to ascertain whether any notation appears thereon indicating that medical re-survey has been ordered and the date on which this should take place.

5. The Commanding Officer of a ship or depot from which a member who is due for re-survey is appointed or drafted is to forward to the Commanding Officer of the ship to which the member is proceeding a copy of the Navy Office letter directing re-survey.

6. Medical Officers, and Commanding Officers where no medical officer is borne, are to ensure that the proper notations have been made on the Medical History Sheet of members drafted away, and that scrutiny is made of the Medical History Sheets of all members joining the ship, in order that appropriate action may be taken.

7. In those cases where it is temporarily impracticable to arrange for the re-survey of a member when due, Navy Office is to be advised of the circumstances and the anticipated date when re-survey can be arranged. (527/203/1040)

187.

MEDICAL AND DENTAL STORES - CARE AND TRANSPORT.

It has come to notice that instances have occurred recently of valuable stores having been returned into Medical Store, Sydney, without adequate packing or protection, thus permitting severe damage during transit and jeopardising their further serviceable life.

2. It has also been noted that the condition and appearance of surgical instruments returned into store indicate that proper care of the items has not been exercised whilst the instruments were held in vessels and establishments. These items are thus frequently rendered unfit for re-issue owing to damage and corrosion. In this regard, attention is drawn to Form M.172 "Instructions for Care of Surgical Instruments" which is obtainable from the Medical and Dental Store Officer, Sydney.

3. Attention is drawn to the fact that vessels in Sydney returning stores, may, by request, obtain sufficient cases and packing from the Medical Store to ensure safe transit of the items. Elsewhere, the cases and packing, if not already available on board, should be obtained by request to a Naval storing establishment where practicable.

4. Officers responsible for the care and accounting of medical or dental stores are to take steps immediately to ensure that storage and maintenance is being carried out correctly with all such stores and that sufficient supervision is exercised in packing stores for return to store.

5. As officers in charge of stores are held responsible for their proper care and custody, action will be taken where it is apparent that undue depreciation or damage has resulted from negligence, to recover the monetary value of the loss or damage involved.

(612/213/3626)

188.

INSTRUCTIONS FOR NAVAL AVIATION.

The abovementioned instructions have been promulgated and distributed to H.M.A. ships and authorities of the Royal Australian Navy.

2. Short title for these instructions is "I.N.A." when being referred to by signal. (584/201/854)

189.

COMMONWEALTH NAVY LIST.

The Commonwealth Navy List will, in future, be distributed by the Superintending Naval Store Officer, Sydney - bulk supplies being forwarded to Naval Officers-in-Charge and Resident Naval Officers, for distribution to authorities under their commands.

2. Distribution to other senior authorities, as well as to seagoing ships, will be effected direct by the Naval Store Depot, Garden Island, Sydney.

3. Requests for variation in allowance, including new commitments, should continue to be forwarded to the Secretary, Naval Board. (478/202/582)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st June, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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190.

A.F.O. 2105/47 - DESTROYERS, FRIGATES, SLOOPS, CORVETTES - CLASSIFICATION - ADOPTION.

The provisions of A.F.O. 2105/47 have been adopted in the R.A.N.

2. The revised classification of H.M.A. Destroyers, Frigates and Sloops is as follows :-

Destroyers

Destroyer (Tribal Class)	ARUNTA, WARRAMUNGA, BATAAN.
Destroyer ('Q' Class)	QUIBERON, QUICKMATCH, QUALITY, QUEENBOROUGH, QUADRANT.
Destroyer (Battle Class)	TOBRUK, ANZAC.
Destroyer (Daring Class)	

Frigates

A/S Frigates (modified 'RIVER')	GASCOYNE, HAWKESBURY, BARCOO, BURDEKIN, DIAMANTINA, LACHLAN, BARWON, MACQUARIE.
A/A Frigates (modified 'RIVER')	CULGOA, CONDAMINE, SHOALHAVEN, MURCHISON.
A/A Frigates (Sloop)	SWAN, WARREGO.

3. A.M.S. Vessels will be classified as Fleet Minesweepers.

(603/247/2342)

191.

AUTHORITY TO SIGN NAVAL BOARD COMMUNICATIONS.

With reference to C.O.R., Article 335, clause 2, Mr. C.J. Finlayson, LL.B., is authorized to sign communications on behalf of the Secretary, Naval Board.

(443/201/1794)

192.

TRAINING, EXAMINATION AND ADVANCEMENT OF PETTY OFFICERS AND MEN.

Navy Order 104 of 1948 is to be amended as follows :-

The "Note" to paragraph 129, together with the words "(see note)" in clause (c), are cancelled.

(614/208/67)

193.

INTERSTATE RAIL TRAVEL.

With reference to Navy Order 232 of 1948, it has been reported that a large number of requests for rail travel from Melbourne is being made with four days warning only. At this late stage, it is pointed out that, as interstate bookings open 28 days in advance, all Service and civilian seats are already allocated and, unless cancellations become available, personnel, both naval and civil, are obliged to delay their departure or seek recourse to air travel.

2. It is essential, therefore, that the longest possible notice be given to the Naval R.T.O., Victoria, in regard to intended travel from Melbourne, and it is to be borne in mind that all railway warrants should be in his hands at the earliest moment if delay in securing the desired reservations is to be avoided, as the Victorian Railways authorities will not grant the accommodation required without presentation of the requisite warrant.

(632/202/1280)

194.

AVIATION - SAFETY EQUIPMENT AND SURVIVAL - SIX-MONTHLY REPORTS.

Commanding Officers of Carriers and Naval Air Stations holding aircraft on charge are to render, twice yearly, a report covering the six-months period up to 31st December and 30th June under the headings shown in paragraph 9 below.

2. The whole of Part I and each section of Part II are to be prepared on separate sheets and forwarded to the administrative authority under cover of a single letter. Each section is to bear the reference number of the covering letter. Blank reports of sections are required.

3. The Supply officer is to be associated with all sections of the report dealing with the supply of safety and survival equipment. The Air Engineer officer is to be associated with items of the report dealing with technical aspects of design, defects, and maintenance of safety equipment.

4. Five copies of the report are to be forwarded to the administrative authority (four copies only if the administrative authority is Commodore (Air)).

The administrative authority is to collate all reports, divide them into sections as in paragraph 2 above, remark on each section separately, and forward 3 copies (2 copies only if the administrative authority is Commodore (Air)) of the report, complete with covering letter and forwarding minute, to the Commanding Officer, Royal Australian Naval Air Station, Nowra (for Safety Equipment, Survival and Air Medical School), and one copy to Commodore (Air).

5. When the Officers-in-Charge of the Safety Equipment and Survival School and Air Medical School have completed their remarks and recommendations, the Commanding Officer, Royal Australian Naval Air Station. Nowra, is to forward one copy of the report to Commodore (Air), and a second copy for information to the administrative authority.

6. The Commodore (Air) is to forward all reports, together with his remarks and recommendations, to the Secretary, Naval Board; a copy of his remarks and recommendations is to be forwarded to the administrative authority concerned, and, if Commodore (Air) thinks fit, to the Commanding Officer, Royal Australian Naval Air Station, Nowra.

7. Should the administrative authority wish to comment on the forwarding remarks of Commodore (Air), such comments should be forwarded direct to the Secretary, Naval Board, copy to Commodore (Air), or direct to Commodore (Air), as convenient to the administrative authority.

8. The Naval Board will decide which reports shall be forwarded to the Admiralty.

PART I - ORGANIZATION.

9. (a) Aircrew Safety Equipment and Survival Training.-

This is to state whether all aircrews have complied with current regulations, and the name or names of any aircrew not considered fully trained or who have not complied with the periodical drills, giving the reasons.

(b) Search and Rescue Organization.-

This is to consist of a brief report of any use of local, air, sea, land search and rescue facilities, or of the official Search and Rescue Organization.

(c) Recommendations for Improved Methods, Training and Training Equipment.-

Where any existing training equipment is considered unsatisfactory, full details are to be included. Where safety equipment is involved, details are to be included in the appropriate section of Part II.

(d) Safety Equipment Maintenance.-

This is to state the work carried out by the Safety Equipment and Survival Section during the period, and any difficulties in maintaining efficiency not covered by Part II of the report.

PART II - MATERIAL.

(a) Safety Equipment Supply (General).-

This is to state the position concerning replacement of unserviceable items and supply of up-to-date equipment. It should make clear any difficulties or shortages experienced, and make recommendations for improvements in supply.

(b) Safety Equipment Stowage and Layout of Sections.-

This should include remarks on the existing stowage arrangements and practicability of section arrangements.

Recommendations.-

Proposals should be made for improvements in maintenance and materials, such as new designs or modifications to existing equipment, under the following headings :-

(c) Parachutes and Harnesses.
(d) Dinghies.
(e) Flying Clothing.
(f) Search and Rescue and Survival Equipment.

(613/300/8)

195.

TRANSACTIONS IN RIFLES NO.1.

H.M.A. ships and establishments which have had transactions in the following rifles during the periods shown are to report full details to Navy Office :-

Rifles No.1 -

Register No.	Period
55466) B23451)	Since 15th July 1947.
E8143	Between 14th March and 7th August 1947.

(612/204/2777)

196.

MODIFICATION STORES FOR RADIO SETS (SHIPS' STAFF MODIFICATIONS).

With reference to Navy Order 216 of 1947, the orders listed hereunder have been adopted in the R.A.N. Ships concerned, except H.M.A.S. "Shropshire", are to demand from the Superintending Naval Store Officer, Sydney, stores as necessary to complete the modifications. Sets and outfits held in store are to be modified prior to issue, if practicable, except as indicated.

2. Radar, Type No. :-

(a) 243	A.F.O. 269/48	(except equipment held in store)
(b) 253 Series	A.F.O. 1479/48	(except Modification E)
(c) 262(i)	A.F.O. 3457/47	
(d) 274	A.F.O. 2511/48	
	" 2988/48	
	" 2265/48	
(e) 275	A.F.O. 4295/47	
	" 2511/48	
	" 2988/48	
	" 2265/48	
(f) 276/293 Series	A.F.O. 3694/48	(except Modification DD)
	" 2265/48	
(g) 277 Series	A.F.O. 2265/48	
(h) 282/3/4/5 Series	A.F.O. 2127/48	(as applicable for execution by ships' staff)
(i) 941	A.F.O. 4455/47	
(j) 960 Series	A.F.O. 168/48	
	C.A.F.O. 294/47	
	" 373/47.	

3. Power Supply Outfit :-

(a) DUF	A.F.O. 2245/47
(b) DVE	A.F.O. 2011/48.

4. Ranging Outfit :-

R.T.C.) R.T.J.)	C.A.F.O. 5/48.

5. Completion of the modifications is to be reported in due course.

6. Paragraph 1(d) of Navy Order 25 of 1948 and paragraph 1(c) of Navy Order 154 of 1948 are cancelled.

(612/236/9178)

197.

ACCOUNTING OF NAVAL ARMAMENT STORES IN SHIPS IN RESERVE.

C.O.R., 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 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 ship's accounts. A separate list should be kept with the account showing details of stores kept in individual ships for signalling, etc. 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 Headquarters' ships at the various ports.

4. Navy Order 311 of 1948 is cancelled.

(612/204/2880)

198.

PATTERN 8160 SELF SOLDERING PASTE GRADE T.C.C.

With reference to A.F.O. 4123/47, it has been decided to adopt Pattern 8160 Self Soldering Paste Grade T.C.C.. for use in the R.A.N.

2. This paste has been found suitable for special or difficult work on copper, sheet galvanised iron and cast iron, but should not be used for electrical purposes or general work in lieu of ordinary solders.

3. An initial stock of Pattern 8160 Paste has been ordered from the United Kingdom and requirements should be demanded from the Superintending Naval Store Officer, Sydney.

(612/236/9216)

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J.J.GOURLEY. Government Printer. Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th June, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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199.

H.M.A. S.A.R.919 - COMMISSIONING.

H.M.A. Search and Rescue Launch 919 commissioned on 20th May, 1949.

(603/246/7344)

200.

H.M.A.S. TARANGAU II - USE OF NAME.

With effect from 1st July, 1949, the name "TARANGAU II" will be used for the detached party at Manus.

~~(612/212/4046)~~ 404/201/1022

201.

TRAINING, EXAMINATION AND ADVANCEMENT OF PETTY OFFICERS AND MEN.

Navy Order 104 of 1948, paragraph 95, is to be amended as follows :-

Add -

"Electricians, Electricians (Air), Radio Electricians and Radio Electricians (Air) will, however, be placed on the advancement roster according to their seniority as Electricians, Electricians (Air), Radio Electricians or Radio Electricians (Air)."

(340/211/15)

202.

INSTRUCTIONAL TECHNIQUE COURSES, R.A.N.

As a first step in developing Instructional Technique Courses in the R.A.N., Instructional Technique Centres have been established at Flinders Naval Depot, Westernport, and Balmoral Naval Depot, Sydney.

2. Courses are generally of one week's duration, normally starting each Monday. The object is to give instruction in the art of teaching to Chief Petty Officers and Petty Officers recommended as Instructors, and to officers appointed to training establishments, as requisite. The course is also included as part of the Petty Officers' Course at Flinders Naval Depot. Selected Leading Rates may also be given an I.T. Course.

3. The courses emphasise the basic principles of sound training, the qualities and standard of performance of good instructors, and the essential principles of visual training. They give practice in the art of instructing and every attempt is made to develop in the instructor the capacity for critical self-analysis.

4. In view of the proved value of these short I.T. Courses, it is considered desirable that officers in charge of schools and officers appointed for instructional duties should undergo an Instructional Technique Course as convenient. It is

considered that these courses serve as a general guide to modern training methods, and to the problem of instructor assessment.

In certain cases, or by arrangement, special courses for officers only can be arranged.

5. Applications for courses are to be made direct to the Commanding Officers of the establishments concerned.

6. With reference to K.R. and A.I., Article 609, a notation is to be made on the appropriate History Sheet of every rating who undergoes an Instructional Technique Course. Results are to be reported on Form AS 161.

Notation should be in the form "I.T. Course" and the date, followed by a graded report of suitability for instructor, using the following terms :-

"V.G."
"Good"
"Fair"
"Failed".

These terms have the following definitions :-

"V.G." - Obtained very good results in the I.T. Course and should make a first class instructor.

"Good" - Obtained good results in the I.T. Course and should make a good instructor.

"Fair" - Undergone the I.T. Course and should make a fair instructor.

"Failed" - Failed at the I.T. Course and should not normally be employed as an instructor.

7. To facilitate compliance with this Order, a report on the suitability for instructional duties of all ratings undergoing I.T. Courses is to be made out by the officer in charge of the I.T. Course (I.T.O.), and forwarded through his Commanding Officer to the ship or establishment concerned. This report is to include a notation in the form indicated in paragraph 6. After the notation on the History Sheet, the report should be placed with the Service Certificate.

8. Notations regarding ratings who have undergone an I.T. Course should be taken into consideration when completing column (14) on conduct sheets. (Form A.S.239a, revised June, 1945.)

9. Ratings who are marked "fair" or "failed" at a first course of training may be given a further opportunity to improve their assessment in a second course after an interval of at least six months.

10. I.T. Officers should be given the opportunity by the Training Officers of commands or establishments to visit schools in order to follow up the instructional work of personnel who have undergone an I.T. Course.

(614/213/7)

203.

EMPLOYMENT OF CIVIL PILOTS.

When a civil pilot is employed, Commanding Officers are to ensure that particulars of such employment are entered on the Pilotage Certificates (Form A.S.454) granted by the Captain to the Navigating Officer or made out by the Officer-in-Command in his own favour. (407/218/541)

204.

COX SUBMERGED BOLT DRIVING AND PUNCHING UNITS, AND AIR BOLT UNITS.

The provisions of A.F.O. 2422/1948 are to apply in the R.A.N. and the Cox submerged bolt driving and punching equipment, and air bolt equipment, will, in future, be dealt with as Naval Armament stores.

2. The following allowances are to apply :-

Cox, Submerged Bolt Driving and Punching Units, No.2 Size (Sets):

Cruisers	1	
Light Fleet Carriers	1	
H.M.A.S. TARANGAU	1	
" RUSHCUTTER	2	(for Diving School)
" PENGUIN	1	(for Damage Control School)
Flinders Naval Depot	1	
Store (Sydney)	2	(reserve units)

Air Bolt Units for use with Cox Gun (Sets):

H.M.A.S. TARANGAU	1	
" RUSHCUTTER	2	(for Diving School)
" PENGUIN	1	(for Damage Control School)
Store (Sydney)	2	(reserve units).

3. Requirements should be demanded from the Superintending Armament Supply Officer, Sydney. (612/236/9130)

205.

SIDE SCUTTLES - EMERGENCY BLANKING ARRANGEMENTS.

The provisions of A.F.O. 265/1949 are applicable to all H.M.A. ships.

2. Commanding Officers are to raise an Alteration and Addition item for the work involved. (603/247/2357)

206.

REFRACTORY CEMENTS.

It has been decided to adopt the following as standard Refractory Cements for use in the R.A.N. :-

(a) Material for jointing:

"MULLOX" refractory cement; or
"KYANITE" refractory cement.

(b) Material for patching brickwork and for building-up large areas:

"MULLOX" plastic ramming cement.

2. Existing stocks of certain other cements at present in use will be issued until exhausted when replenishment will be made in the standard items only. (612/233/1444)

207.

MEDICAL TREATMENT FOR DISABILITIES ARISING OUT OF WAR SERVICE.

Advice has been received from Repatriation Commission that the Commission will revert to the procedure which was in operation prior to 11th April, 1940, and will provide all necessary treatment for disabilities accepted under the Australian Soldiers' Repatriation Act 1920-1948.

2. The provisions of Naval Financial Regulations and Instructions, Article 188, suspended during the period of hostilities, are therefore again applicable.

3. Navy Order 101 of 1940 is hereby cancelled. (527/211/2351)

208.

FIRE RISK.

Evidence at a recent Board of Inquiry into the cause of a fire in the Low Power room of one of H.M.A. ships suggested that the use of petrol for cleaning purposes in confined spaces in ships might be a customary practice in the Electrical Branch.

2. The attention of Commanding Officers is drawn to A.F.O. 2594/1948, and the instructions contained therein are to be rigidly enforced. (603/272/393)

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th July, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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209.

NAVAL BOARD - APPOINTMENT.

Mr.F.H.Smith assumed the appointment of Finance Member of the Naval Board on 3rd June, 1949, in place of Mr.R.Anthony (deceased).

(404/202/1022)

210.

WRITER AND STORES BRANCHES - ENTRY AND TRAINING OF RECRUITS.

It has been decided that, in future, recruits for the Writer and Stores Branch will be entered in one group as Re-Cruits (Clerical).

2. Recruits (Clerical) will be selected for their particular branches towards the end of the Recruit Disciplinary Course, and transferred to the rating of Recruit (Writer) or Recruit (Stores Assistant) before commencing the Recruit Technical Course.

3. Selection for branches will be made by a board as arranged by the Commodore Superintendent of Training and will be based on branch requirements, aptitude shown and, wherever possible, the recruit's own wishes.

4. The following amendment is to be made to Navy Order 104 of 1948 :-

Add new paragraph as follows -

37a. Clerical Branches.- Towards the end of the Disciplinary Course, Recruits (Clerical) will be selected for either the Writer or Stores Branch and transferred to the rating of Recruit (Writer) or Recruit (Stores Assistant).

(582/201/1954)

211.

PERSONNEL SENTENCED TO DETENTION.

Paragraph 4 of Navy Order 57 of 1949 is hereby cancelled.

2. Existing paragraphs 5, 6, 7 and 8 are to be renumbered to read 4, 5, 6 and 9, respectively.

3. New paragraph is to be inserted as follows :-

'8. Commanding Officers who commit offenders to this establishment are to insert at the foot of the committal warrant the following note :-

'The abovementioned rating has previously been sentenced to twenty-eight or more days' detention or imprisonment on ..... occasions.'"

(452/201/2973)

FOREIGN ENSIGNS - ALLOWANCES.

Approval has been given for the following revised allowances of Foreign Ensigns for H.M.A. ships in commission, H.M.A.S. KUTTABUL and H.M.A.S. CERBERUS. Demands to complete ships and H.M.A.S. KUTTABUL to full establishment should be forwarded to Superintending Naval Store Officer, Sydney, and those for H.M.A.S. CERBERUS to the Naval Store Depot, Port Melbourne :-

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

2. H.M.A.S. CERBERUS and H.M.A.S. KUTTABUL are to maintain a complete set of Foreign Ensigns (size 8 breadths) which consists of ensigns referred to in paragraph 1 above, plus ensigns of the following countries :-

Bolivia	Honduras	Peru
Costa Rica	Liberia	Salvador
Czechoslovakia	Nicaragua	Switzerland
Dominican Republic	Panama	Yugoslavia
Ecuador	Iceland	Roumania
Hungary	Turkey	Mexico
Poland	Bulgaria	Austria
Finland	Cuba	Egypt
Columbia	Venezuela	Guatemala
Uruguay	Paraguay	

3. H.M.A.S. CERBERUS and H.M.A.S. KUTTABUL are also to maintain ensigns of the following countries of the British Commonwealth for instructional purposes :-

Ensign of Canada
Ensign of New Zealand
Ensign of India
Ensign of Pakistan
Ensign of Ceylon.

4. Stocks of Foreign Ensigns held at shore establishments, other than H.M.A.S. CERBERUS and H.M.A.S. KUTTABUL, may be retained until the ensigns are no longer serviceable, when they are to be returned to store without replacement.

5. Navy Orders 347 of 1947 and 137 of 1948 are hereby cancelled.

(476/201/899)

213.

MESS GEAR - CHANGES IN DESCRIPTION OF CERTAIN ITEMS.

The provisions of A.F.O. 2195/1948, detailing changes in the description of certain items of mess gear, are to be adopted in the R.A.N.

(530/204/673)

214.

BLACK SCARVES.

Black Scarves, included in the Compulsory Kit of Class II ratings, are to conform to the approved pattern as supplied from Victualling establishments and under no circumstances are they to be cut in halves for wear with Naval uniform.

(434/201/4128)

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

215.

BOOKS AND FORMS.

The undermentioned 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 the Supply Officer, R.A.N. Air Station, Nowra :-

S.130 Application for Permanent Naval Air Stores and Air Publications in Excess of Establishment.
(A.F.O.7214/45)
(480/202/5221)

2. The undermentioned Admiralty forms have been adopted for use in the R.A.N.. First supply will be issued, without demand by the Superintending Naval Store Officer, Sydney :-

S.207 Report on Rating Pilot.
S.208 Rating Pilot - Summary of Flying.
S.431 Confidential History Sheet - Rating Pilots.
(A.F.O.3107/48)
(480/202/5205)

3. The undermentioned 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, on receipt of supply on order from the Admiralty :-

S.304A Electrical Log and Progress Book - Guard Book, Preface and Instructions and Sheets (i) to (ix).
(A.F.O.367/49)
(480/202/5255)

4. The undermentioned 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.346 Report of Trials of Main Machinery.
(480/202/5236)

5. The undermentioned forms have been introduced for use in the R.A.N. in lieu of the corresponding Admiralty form. First supply will be issued on demand by the Superintending Naval Store Officer, Sydney :-

History Sheet for -

A.S.434	Electrical Artificer.	(480/202/5166)
A.S.435	Electrical Ratings.	(480/202/5031)
A.S.436	Radio Electrical Ratings.	(480/202/5260)
A.S.437	Electrical (Air) Ratings.	(480/202/5034)
A.S.438	Radio Electrical (Air) Ratings.	(480/202/5033)
A.S.438A	Radio Electrical Artificers	(A.F.Os.3038/47 and 701/49) (480/202/5077)

6. The undermentioned forms have been revised. First supply will be issued without demand by the Superintending Naval Store Officer, Sydney, when the existing form will be rendered obsolete :-

A.S.1246	Signal History Sheet.	(480/202/4472)
A.S.1246H	Wireless History Sheet.	(480/202/5009)
A.S.1303A	List of Men Recommended to Qualify for V/S or W/T Non-Substantive Ratings.	(480/202/5103)

7. The undermentioned form has been introduced for use in the R.A.N. in lieu of Form A.S.1245L Trade Certificate, which has been abolished. Supply will be effected on demand by the Superintending Naval Store Officer, Sydney :-

A.S.1245I Regulating Branch History Sheets. (A.F.O.2994/47)
(480/202/5195)

8. The undermentioned Admiralty Forms have been adopted for use in the R.A.N.. First supply will be issued without demand by the Superintending Naval Store Officer, Sydney :-

H.A.C. Form 91 Final Test Flight Report.
H.A.C. Form 101 Request for Trial.
H.A.C. Form 104 Report of Radio Failures.
(480/206/75)
(480/202/5285)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

12th July, 1949.

The following Order is promulgated for information, guidance and necessary action.

By direction of the Naval Board,

Secretary.

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

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

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

2. The information is correct up to 24th June 1949.

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

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

System of Identification.

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

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

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

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

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

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

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

6. The following initials have been adopted :-

A.B. - Australian Army Constructional prefix retained for craft.

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

C.A.L. - Concrete Ammunition Lighter.

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

D.L. - Distillate Lighter.

D.R. - Dory (26-ft. Motor Boat).

D.T. - Diesel Tug.

F.T.L. - Flat Top Lighter.

G.P.V. - 75-ft. General Purpose Vessel.

H.S.L. - Harbour Sullage Lighter.

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

L.U.L. - Lock-up Lighter.

M.R.L. - Motor Refrigerator Lighter.

M.S.L. - Motor Stores Lighter.

M.W.L. - Motor Water Lighter.

O.F.L. - Oil Fuel Lighter.

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

S.A.L. - Steel Ammunition Lighter.

S.B. - Steel Barge (Ship-shaped).

S.P.L. - Steel Philippine Type Lighter.

S.S.L. - Sectional Steel Lighter.

T.B. - 45-ft. Tow Boat.

T.R.V. - Torpedo Recovery Vessel.

W.A.L. - Wooden Ammunition Lighter.

C.A.L. - Concrete Ammunition Lighter.

D.B. - Diving Boat.

Allocations.

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

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

9. Navy Order 60 of 1947 is hereby cancelled. (603/201/3213)

Command (1)	Number of Craft (2)	Description (3)	Identification Numbers (4)	Establishment or Department to which Allocated, and Remarks (5)
		SELF-PROPELLED CRAFT -		
F.O.I.C., Sydney	12	75-ft. General Purpose Vessels	LARUS (GPV.949)	
			TRINGA (GPV.951)	C.O.R.S. In "E" Class Reserve.
			STERNA (GPV.952)	
			PANDION	Rushcutter (in harbour reserve)
			G.P.V.953	C.O.R.S. for use by Fleet.
			956	In "E" Class Reserve.
			960	Allocated 20th M.S.F. In "E" Class Reserve.
			963	Rushcutter for instruction in minesweeping.
			964	Penguin
			965	C.O.R.S. for use by Fleet.
			966(BROLGA)	
			968(TALLARCOK)	C.O.R.S. in "E" Class Reserve.
	1	66-ft. Diesel Trawler	D.B.1	PENGUIN
	2	45-ft. Tow Boats	T.B.7	C.D.
			T.B.9	S.A.S.O.
	1	93-ft. Diesel Tug	D.T.932	C.D.
	8	26-ft. Motor Dories	D.R.1	
			2	S.N.S.O. Held as stock.
			5	
			6	C.D.
			10	C.O.R.S.
			12	C.D.
			13	N.O.I. Officer.
			14	S.N.S.O.
	2	26-ft. Motor Dories	D.68	S.N.S.O. - Held as stock.
			D.138	For refit.
	1	250-ton Motor Stores Lighter	M.S.L.252	Reserve.
	2	250-ton Motor Water Lighters	M.W.L.254	C.D. (for distilled water).
			257	C.D.
	1	80-ft. Steam Vessel	WATTLE (336)	C.D.
	1	84-ft. Steam Vessel	WARATAH (522)	S.N.S.O. (Derrick to lift five tons.)
	1	60-ft. Torpedo Recovery Speed Boat	T.R.V.1	R.A.N. Torpedo Factory.
	5	70-ton Motor Stores Lighters	M.S.L.701	C.O. Reserve Ships for use by Fleet.
			703	S.N.S.O.
			706	Allocated Brisbane but held in "E" Class reserve at Sydney.
			702	Allocated Darwin but to be held in "E" Class Reserve at Sydney.
			708	
	24	40-ft. Workboats	A.W.B.404	S.A.S.O.
			405	C.O.R.S.
			407	S.N.S.O. Held as stock.
			416	C.O.R.S.
			417	Rushcutter.
			418	S.N.S.O. Held as stock.
			419	S.V.S.O.
			420	S.A.S.O.
			421	S.N.S.O. Held as stock.
			422	S.V.S.O.
			423	S.N.S.O. Held as stock.
			424	
			425	Penguin.
			427	S.N.S.O. Held as stock.
			430	
			433	PENGUIN.
			436	S.N.S.O. Held as stock.
			438	A.S. for use by Fleet when required.
			439	
			440	
			441	
			442	
			443	S.N.S.O. To be retained as stock.
			444	
		MISCELLANEOUS MOTOR BOATS -		
		40-ft. Motor Boat	"SAPPHIRE" (464)	C.D.
		30-ft. Motor Boat	"ACTIVE" (745)	C.D.
		30-ft. Motor Boat	"ALERT" (746)	C.D.
		55-ft. Motor Boat fitted for diving	"OTTER"	Penguin Diving Boat.
		40-ft. Diesel Motor Pinnace	"HARMAN" (296)	Penguin.

Command (1)	Number of Craft (2)	Description (3)	Identification Numbers (4)	Establishment or Department to which Allocated, and Remarks (5)
F.O.I.C., Sydney - continued.		MISCELLANEOUS MOTOR BOATS - contd.		
		43-ft. Motor Boat fitted with derrick	KATOOMBA (267)	S.N.S.O.
		35-ft. Motor Boat (Barge)	250	F.O.I.C's. Barge.
		25-ft. Motor Boat (Barge)	206	F.O.I.C's. Spare Barge.
		25-ft. Motor Boat	37237	C.D. Galley.
		25-ft. Motor Boat	313	Engineer Manager.
		25-ft. Motor Boat	WHITEY (264)	Engineer Manager.
		30-ft. Motor Boat	251	Engineer Manager's Motor Boat.
		25-ft. Motor Boat	316	Fleet Engineer Officer.
		45-ft. Motor Boat	HERAKLES (171)	C.D.
		45-ft. Motor Boat	ULYSSES (203)	C.D.
		21-ft. Motor Boat	BROWNIE (266)	Master Attendant.
		46-ft. Motor Boat	BERYL (373)	S.A.S.O.
		46-ft. Motor Boat	RUBY (191)	S.A.S.O.
		37-ft. Motor Boat	TELOPIA (195)	S.V.S.O.
		38-ft. Motor Boat	LOCH LONG (585)	R.A.N. Torpedo Factory.
		38-ft. Motor Boat	BINCLEAVES (586)	R.A.N. Torpedo Factory.
		25-ft. Motor Boat	GREENOCH (587)	R.A.N. Torpedo Factory.
		25-ft. Motor Boat	ALDWICH (588)	R.A.N. Torpedo Factory.
		Self-propelled Punt 36-ft.x 20-ft.	615	R.A.N. Torpedo Factory.
		38-ft. Barge	168	Rushcutter - Name Ship of H.M.A.S.Rushcutter.
		36-ft. Motor Boat fitted for working small nets	MARBLEHEAD (300)	Boom Depot.
		16-ft. Motor Skiff	DITTY BOX (295)	S.A.S.O.
		16-ft. Motor Skiff	TWEENIE (884)	S.A.S.O.
		14-ft. Motor Dinghy	386	C.D.
		17-ft. Motor Boat	KURAMIA (342)	Boom Depot for Boom Gate Vessel.
		25-ft. Motor Boat	318	C.O.R.S.
		35-ft. Motor Boat	GARNET (368)	S.A.S.O.
		25-ft. Motor Boat	JASPER (317)	S.A.S.O.
		21-ft. Launch, Half Cabin Open Hull	KESTREL (334)	Boom Depot.
		16-ft. 6-in. Motor Boat	-	PENGUIN.
		13-ft. Skiff Dinghy	198	Boom Depot.
	24	L.C.V.P.	C.17738 23690 31298 32192 33834 42413 43316 44452 54798 54840 54937 70078 70185 70497 70529 71061 71067 71071 71072 71076 71077 71113 71119 79636	Refit and store in a state of preservation pending allocation to ASSAULT.
		DUMB CRAFT -		
	3	300-ton Philippine Lighters	A.B.1283 2262 2263	S.A.S.O. S.A.S.O. S.A.S.O.
	2	100-ton Philippine Lighters	A.B.1302 1303	S.A.S.O. S.A.S.O.
	2	55-ft. Section Steel Lighters	S.S.L.560 562	S.A.S.O. S.A.S.O. Note.- S.S.Ls. 552, 553, 561, and 60-ft.S.S.L.618 in C.& M. at Sydney.
	2	50-ton Lock Up Lighters	L.U.L.501 507	S.V.S.O. S.A.S.O.

Command (1)	Number of Craft (2)	Description (3)	Identification Numbers (4)	Establishment or Department to which Allocated, and Remarks. (5)
F.O.I.C., Sydney - continued.		DUMB CRAFT - continued.		
		Steel Ammunition Lighters -		
	1	100-ton	1	S.A.S.O.
	1	75-ton	7	S.A.S.O.
	2	50-ton	2	S.A.S.O.
			6	S.A.S.O.
	1	30-ton	3	S.A.S.O.
	9	200-ton Concrete Ammunition Lighters	C.A.L.201	S.A.S.O.
			202	S.A.S.O.
			203	S.A.S.O.
			204	S.A.S.O.
			205	S.A.S.O.
			206	S.A.S.O.
			207	S.A.S.O.
			208	S.A.S.O.
			209	S.A.S.O.
	2	100-ton Concrete Ammunition Lighters	C.A.L.101	S.A.S.O.
			102	S.A.S.O.
	4	50-ton Concrete Ammunition Lighters	C.A.L.501	S.A.S.O.
			503	S.A.S.O.
			504	S.A.S.O.
			508	S.A.S.O.
	1	10-ton Wooden Ammunition Lighter	4	S.N.S.O. On sales charge.
	4	30-ft. Wooden Ammunition Lighters	W.A.L.301	S.A.S.O.
			302	S.A.S.O.
			303	S.A.S.O.
			304	S.A.S.O.
	8	50-ton Wooden Ammunition Lighters	W.A.L.9	S.A.S.O.
			10	S.A.S.O.
			11	S.A.S.O.
			12	S.A.S.O.
			13	S.A.S.O.
			14	S.A.S.O.
			15	S.A.S.O.
			16	S.A.S.O.
	2	50-ton Steel Lighters on loan from M.W.T.	B.1	S.A.S.O. (On loan from M.W.T.)
			2	S.A.S.O.
	4	29-ton ship-shaped Steel Lighters (with hatches widened to make them suitable for embarking and disembarking ammunition)	S.B.375	S.A.S.O.
			592	S.A.S.O.
			602	S.A.S.O.
			693	S.A.S.O.
	2	Ship-shaped Barges	170	S.A.S.O.
			768	S.A.S.O.
	3	560-ton Oil Fuel Lighters	O.F.L.2	Allocated Brisbane.
			O.F.L.(S) 3	C.D. Leased to Shell Company.
			O.F.L. 4	Allocated Tarangau. Leased to C.O.R. Ltd.
	3	1200-ton Oil Fuel Lighters	O.F.L.1201	C.D.
			1202	C.D.
			1207	C.D.
	1	Distillate Lighter	D.L.1	S.N.S.O.
	1	Petrol Lighter	5	S.N.S.O. Awaiting disposal.
	2	45-ft. Well Lighters	277	S.V.S.O.
			279	S.V.S.O. Awaiting disposal.
	11	75-ton Flat Top Lighters	F.T.L.601	C.D.
			602	C.D.
			603	C.D.
			604	C.D.
			605	C.D.
			606	C.D.
			607	C.D.
			608	C.D.
			610	C.D.
			615	C.D.
			616	C.D.
	1	59-ft. Flat Top Lighter	270	C.D.
	1	36-ft. Flat Top Lighter	260	C.D.
	1	70-ft. Flat Top Lighter	262	C.D. (N.E. Wharf Pontoon)
	1	60-ft. Steel Botany Lighter	764	C.D.
	1	60-ft. Steel Lighter	765	C.D.

Command (1)	Number of Craft (2)	Description (3)	Identification Numbers (4)	Establishment or Department to which Allocated, and Remarks. (5)
F.O.I.C., Sydney - continued.		DUMB CRAFT - continued.		
	6	54-ft. Harbour Sullage Lighters	H.S.L.541	C.D.
			542	C.D.
			543	C.D.
			544	C.D.
			545	C.D.
			546	C.D.
	4	40-ton Wooden Sullage Lighters	H.S.L.273	C.D.
			274	C.D.
			276	C.D.
			584	C.D.
	1	53-ft. Wooden Sullage Lighter	H.S.L.771	C.D.
	8	35-ton Tobruk Lighters	A.B.331	C.D.
			335	C.D.
			341	C.D.
			1306	C.D.
			1309	C.D.
			1313	C.D.
			1332	C.D.
			1343	C.D.
	1	Scow		Boom Defence
	1	1,000-ton Floating Dock	A.D.1002	C.D.
R.N.O., Brisbane		SELF PROPELLED CRAFT -		
	2	General Purpose Vessels	G.P.V.957	For R.M.S. Duties.
			961	Leased to C.S.I.R.
	2	40-ft. Workboats	A.W.B.431	Stored ashore. For Reserve Training.
			432	
	3	26-ft. Motor Dories	D.R.9	Stored in Sydney.
			11	
			15	MORETON for Boom Depot.
	1	40-ft Motor Boat	J.180	MORETON for R.N.O.

		DUMB LIGHTERS -		
	1	1200-ton Oil Fuel Lighter	O.F.L.1208(KARPOINT)	Temporarily allocated N.O.I.C. New Guinea.
	1	560-ton Oil Fuel Lighter	O.F.L.2	At Sydney.
	1	60-ft. Sectional Steel Lighter	S.S.L.615	Reduced to Sections and stored ashore at Boom Depot.
	5	35-ton Tobruk Lighters	A.B.1312	To be disposed of when no longer required.
			1325	
			1331	
			1335	
			1338	
	1	29-ton Ship-shaped Lighter (35-ft. long)	S.B.766	Stored ashore at Boom Depot.
R.N.O., Port Melbourne		SELF-PROPELLED CRAFT -		
	1	250-ton Motor Refrigerator Lighter	M.R.L.252	Allocated Fremantle. Held in reserve at Geelong.
	1	75-ft. General Purpose Vessel	G.P.V.958	LONSDALE.
	2	40-ft. Work Boats	A.W.B.428	LONSDALE.
			437	LONSDALE.
	2	40-ft. Work Boats	426	Swan Island.
			445	
	2	Miscellaneous Motor Boats -		
		55-ft. Motor Boat	139	Swan Island.
		39-ft. Motor Boat	172	R.N.O., Port Melbourne, barge.
		DUMB LIGHTERS		
	1	1200-ton Oil Fuel Lighter	O.F.L.1203	Allocated Darwin. Temporarily allocated R.N.O., Port Melbourne.
	2	100-ton Philippine Lighters	S.P.L.101	Swan Island.
			102	Swan Island.
	2	50-ton Lock Up Lighters	L.U.L.509	LONSDALE.
			508	Care and maintenance.
	1	25-ton Steel Lighter	280	Swan Island.

Command (1)	Number of Craft (2)	Description (3)	Identification Numbers (4)	Establishment or Department to which Allocated, and Remarks (5)
N.O.I.C., Fremantle		SELF-PROPELLED CRAFT -		
	1	250-ton Motor Refrigerator Lighter	M.R.L.252	In "E" Class Reserve at Melbourne.
	1	250-ton Motor Stores Lighter	M.S.L.251	On loan to Department of External Affairs.
	1	250-ton Motor Water Lighter	M.W.L.251	In "E" Class Reserve.
	2	75-ft. General Purpose Vessels	G.P.V.959	In "E" Class Reserve.
			LIMICOLA	In "E" Class Reserve.
	2	45-ft. Tow Boats	T.B.11	
			12	
	3	40-ft. Workboats	A.W.B.406	LEEUWIN.
			411	B.D.O.
			413	
		DUMB LIGHTERS -		
	1	1,200-ton Oil Fuel Lighter	O.F.L.1206	To be paid off into "E" Class Reserve.
	1	560-ton Oil Fuel Lighter	O.F.L.1	To be paid off into "E" Class Reserve.
	1	75-ton Flat Top Lighter	F.T.L.611	LEEUWIN.
	3	55-ft. Sectional Steel Lighters	S.S.L.563	
			564	
			566	
	1	50-ton Lock Up Stores Lighter	L.U.L.508	In C. and M. at Melbourne.
	1	50-ton Harbour Sullage Lighter	H.S.L.547	LEEUWIN.
N.O.I.C., Darwin		SELF PROPELLED CRAFT -		
	1	93-ft. Diesel Tug	D.T.931	
	1	250-ton Motor Refrigerator Lighter	M.R.L.253	Temporarily allocated N.O.I.C., New Guinea.
	1	250-ton Motor Water Lighter	M.W.L.256	Temporarily allocated C.O.R.S., Geelong.
	2	70-ton Motor Stores Lighters	M.S.L.702	"E" Class reserve at Sydney.
			708	"E" Class reserve at Sydney.
	3	26-ft. Motor Dories	D.R.7	
			8	
			16	
	1	Miscellaneous Motor Boat (39 ft.)	MELVILLE	

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		DUMB LIGHTERS -		
	1	1,200-ton Oil Fuel Lighter	O.F.L.1203	Temporarily allocated R.N.O., Port Melbourne.
	1	300-ton Philippine Lighter	A.B.1282	
	2	100-ton Philippine Lighters	A.B.1287	
			1288	
	4	60-ft. Sectional Steel Lighters	S.S.L.603	
			604	
			606	On loan to B.H.P. at Yampi Sound.
			617	
	1	55-ft. Sectional Steel Lighter	S.S.L.554	
	1	100-ton Steel Ammunition Lighter	S.A.L.31	
	1	50-ton Steel Ammunition Lighter	S.A.L.30	
	2	29-ton ship-shaped barges	S.B.622	
			678	
	1	1,000-ton Floating Dock	A.D.1001	
N.O.I.C., New Guinea		SELF PROPELLED CRAFT -		
	2	250-ton Motor Refrigerator Lighters	M.R.L.251	
			253	
	2	250-ton Motor Water Lighters	M.W.L.253	Harbour Craft Status.
			255	Harbour Craft Status.
	1	93-ft. Steel Tug	D.T.933	
	2	70-ton Motor Stores Lighters	M.S.L.705	Harbour Craft Status.
			707	Harbour Craft Status.
	2	75-ft. General Purpose Vessels	G.P.V.954	Harbour Craft Status.
			955	Harbour Craft Status.
	2	45-ft. Tow Boats	T.B.5	TARANGAU.
			6	TARANGAU.
	2	40-ft. Workboats	A.W.B.421	TARANGAU.
			409	TARANGAU.
	1	45-ft. Motor Boat	MARINGO	TARANGAU.
		LANDING CRAFT -		
	1	50-ft. L.C.M. Type Landing Craft	A.L.C. (not known)	
	5	Landing Craft Vehicles Personnel	C.41675	TARANGAU.
			C.70076 C.71069	
			C.71064 C.79612	

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Command (1)	Number of Craft (2)	Description (3)	Identification Numbers (4)	Establishment or Department to which Allocated, and Remarks (5)
N.O.I.C., New Guinea - continued.		DUMB LIGHTERS -		
	3	1,200-ton Oil Fuel Lighters	O.F.L.1204	TARANGAU.
			1205	TARANGAU.
			1208	TARANGAU.
	1	560-ton Oil Fuel Lighter	O.F.L.4	At Sydney for conversion to Separator Lighter.
	2	50-ton Concrete Ammunition Lighters	C.A.L.502	
			506	TARANGAU.
	1	29-ton ship-shaped barge	S.B.494	TARANGAU.
	1	300-ton Floating Dock	A.D.301	
	1	Refrigerator Barge (300 ton Philippine Lighter)	A.B.2042	TARANGAU.
	2	80 ft. Dumb Pontoon Lighters	D.P.L.1 } D.P.L.2 }	TARANGAU
R.N.O., Port Adelaide	1	40-ft. Workboat	A.W.B.403	
	1	26-ft. Motor Dory		Not yet allocated.
R.N.O., Hobart	1	40-ft. Workboat		Not yet allocated.
F.O.C.A.F.	1	70-ton Motor Stores Lighter	M.S.L.701	Held by C.O.R.S. Sydney for use of Fleet.
	3	75-ft. General Purpose Vessels	G.P.V.953	Held by C.O.R.S. Sydney for use of Fleet.
			965	Held by C.O.R.S. Sydney for use of Fleet.
	5	40-ft. Workboats	966 (BROLGA)	Held by C.O.R.S. Sydney for use of Fleet.
			A.W.B.438	Held by A.S. Sydney for Fleet.
			439	Held by A.S. Sydney for Fleet.
			440	Held by A.S. Sydney for Fleet.
			441	Held by A.S. Sydney for Fleet.
			442	Held by A.S. Sydney for Fleet.
C.S.T., F.N.D.	1	25-ft. Motor Boat	ANT (451)	
	1	27-ft. Motor Boat	TRITON (Motor Boat)	
	1	42-ft. Motor Launch	ELEPHANT (616)	
	1	45-ft. Tow Boat	T.B.10 CERBERUS	
	3	40-ft. Workboats	A.W.B.412	
			434	
			435	
S.O., 20th M.S.F.	1	75-ft. General Purpose Vessel	G.P.V.960	In "E" Class Reserve at Sydney.
C.O.R.S., Melbourne	1	250-ton Motor Water Lighter	M.W.L.256 }	Tenders to BURDEKIN.
	1	75-ft. General Purpose Vessel	G.P.V.962 }	
	1	40-ft. Workboat	A.W.B.429 }	
C.O.R.S., Fremantle	1	70-ton Motor Stores Lighter	M.S.L.704 }	Tenders to PARKES.
	2	40-ft. Workboats	A.W.B.410 }	
			415 }	

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
12th July, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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217.

ASSUMPTION OF UNDERWATER WEAPONS RESPONSIBILITIES BY DIRECTOR OF ORDNANCE, TORPEDOES AND MINES - ALTERATION OF TITLE.

The title of the Director of Ordnance, Torpedoes and Mines (short title D.O.T.M.), has been changed to Director of Ordnance and Underwater Weapons (short title D.O.U.W.).

(404/202/1019)

218.

PORT T.A.S. OFFICER, SYDNEY - INSTITUTION AND REPORTS.

A Torpedo Anti-Submarine Officer has been appointed to the Staff of Flag Officer in Charge, New South Wales, as Port T.A.S. Officer, Sydney.

2. This officer will carry out the following duties :-

(a) Advise the Flag Officer in Charge, SYDNEY, on T.A.S. matters.

(b) Be available in an advisory capacity and to assist when called upon in the T.A.S. maintenance of ships in the Port, co-ordinating the facilities available in co-operation with dockyard officers.

(c) Keep records of material defects, alterations, additions and modifications to T.A.S. equipment fitted in all ships in commission.

(d) Be available for Reserve Fleet inspections and to keep the T.A.S. maintenance records of ships in reserve.

(e) Act in an advisory capacity to yard officers regarding the installation or modification of new T.A.S. equipment in ships under construction or ships completing As and As. This is to include ships in other dockyard ports as well as Sydney. The Naval Officer in Charge or Resident Naval Officer of the port concerned is to inform Flag Officer in Charge, New South Wales, when his services are required.

(f) Represent the T.A.S. School at Inspection and Acceptance trials of T.A.S. equipment in new ships, and in ships in commission after major alterations.

3. Reports.- The Asdic Material - Periodical Reports (reference C.A.F.O. 149/1948 and Confidential Commonwealth Navy Order 19 of 1943) and the Naval Echo Sounding Equipment Annual Material Report (reference A.F.O. 1078/1948) are to be rendered to Flag Officer in Charge, New South Wales, and no longer to Commanding Officer, H.M.A.S. "RUSHCUTTER".

(463/205/6729)

219.

ADDRESSES OF MEMBERS OF THE NAVAL FORCES - DISCLOSURE OF.

The address - service or private - of a member of the Naval Forces may be furnished to Government or semi-Government departments but should not normally be supplied to the public (except in special cases which are to be dealt with on their merits). The enquirer should, however, be informed that a letter will be forwarded to the addressee, if sent to the Department of the Navy.

2. The service address of a member may be supplied to a solicitor where personal service of a legal document is required. Disclosure of a private address is to be made only in exceptional cases as a last resort, e.g., to solicitors acting on behalf of a wife or to the Clerk of Courts in cases where it is known that legal proceedings are to be taken.

3. Private addresses of ex-Naval personnel are not to be supplied, except to Government or semi-Government departments.

(443/201/1807)

220.

TRAVEL ON OFFICIAL BUSINESS.

Navy Order 314 of 1948, paragraph 4, is to be amended as follows :-

In line 3 between the words "and" and "the", insert the words ", in the case of Civil personnel,".

(632/214/1819)

221.

R.A.N. ESTABLISHMENTS OF NAVAL STORES.

Particulars of Establishment lists of Naval Stores for Australian Radio equipments, and the identification numbers allocated thereto, are promulgated hereunder for information of all concerned :-

Establishment List	Identification No.
Base Spares for Radar Equipments, Types A.272 and A.286Q	R.L.E. 1
Radar Set, Type A.286 P/Q	" 2
" " " A.79	" 3
" " " A.272	" 4
" " " A.276 (includes Aerial Outfit ST/M - "R.L.E.10" previously allocated to this Outfit has now been cancelled)	" 5
Aerial Outfit, Type BAP	" 6
" " " BAM	" 7

Establishment List	Identification No.
Aerial Outfit, Type CPT	R.L.E. 8
" " " YFP	" 9
Power Supplies, A.3, A.4 and A.5	" 11
" " A.6 and A.7	" 12
Test Equipment for Radar Bases	" 13
Radar Type 253	" 14
A.W.A. Portable Electro Megaphone Outfit	" 15
R.C.8 R/T Set	" 16
S.C.R. 522 W/T Set	" 17
A.W.A. Marine Installation, Type 18J5198	" 18
AT5/AR8 R/T Set	" 19
D/F Set, Type C.143A	" 20
A.W.A. Teleradio Sets, Types 3B, 3BZ	" 21
W/T Installation, Type F.S.6 (2J.5870)	" 22
A.W.A. Transmitters, Types AT.13/B/C	" 23
A.W.A. Transmitter, Type AT.14A	" 24

2. Navy Order 33 of 1948 is hereby cancelled.

(612/226/1395)

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th July, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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222.

REGISTRAR, R.A.F.R. AND ADMINISTRATION OF R.F.R. RATINGS DOMICILED IN AUSTRALIA.

The functions of Registrar, R.A.F.R., and the administration of R.F.R. ratings domiciled in Australia, are now being carried out by the Director of Naval Reserves, Navy Office, Melbourne.

2. The office of the Registrar is situated in Block 'F', Albert Park Barracks, but all correspondence should be addressed to -

The Registrar,
R.A.F.R.,
Navy Office,
MELBOURNE, SC.1.

(549/201/331)

223.

EXAMINATIONS OF ENGINE ROOM RATINGS - MARCH, 1949.

The following list of successful candidates, in the above examinations, is promulgated for information :-

Official Number	Name	Present Rating	Application received from	Result
E.R.A. for CHIEF E.R.A. and MECHANICIAN 1 for CHIEF MECHANICIAN.-				
19565	BLATCHFORD, F.W.	Mech. 1st.Class	SYDNEY	Satisfactory
27517	GIBBS, T.H.	E.R.A. 3	SYDNEY	"
28813	GRUBNAU, R.	E.R.A. 3	BATAAN	"
25915	MARSHALL, J.	E.R.A. 3	CERBERUS	"
28914	PORTER, C.F.	E.R.A. 3	AUSTRALIA	"
25191	SEARLES, V.C.	E.R.A. 3	ALBATROSS	"
28985	WALTER, G.F.	E.R.A. 3	BATAAN	"
20447	WARD, G.S.	Mech. 1st.Class	TARANGAU	"
20675	WHITE, H.M.	Mech. 1st.Class	SYDNEY	"
E.R.A. a/4th CLASS for CONFIRMATION, and MECHANICIAN 2nd CLASS for MECHANICIAN 1st CLASS.-				
27437	CUNNINGHAM, R.	E.R.A.a/4th.Class	AUSTRALIA	Satisfactory
22038	DRAYSON, H.J.W.	E.R.A.a/4th.Class	AUSTRALIA	"
32533	ELLIOTT, L.G.	E.R.A.a/4th.Class	LAE	"
35644	EASTWOOD, A.R.J.	E.R.A.a/4th.Class	SHOALHAVEN	"
21476	KING, N.C.	Mech. 2nd.Class	SHOALHAVEN	"
28857	LEE, R.C.G.	E.R.A.a/4th.Class	SYDNEY	"
35810	NEWHAM, L.G.	E.R.A.a/4th.Class	KUTTABUL	"
21132	REID, J.E.	Mech. 2nd.Class	AUSTRALIA	Superior
32718	RICHARDSON, G.T.S.	E.R.A.a/4th.Class	WARREGO	Satisfactory
28068	SANDS, R.D.	E.R.A.a/4th.Class	MURCHISON	"
21334	TRAIN, H.	Mech. 2nd.Class	AUSTRALIA	Superior
34778	WEBSTER, C.W.	E.R.A.a/4th.Class	AUSTRALIA	Satisfactory
29409	WILLMORE, D.F.	E.R.A.a/4th.Class	WARREGO	Superior
23188	ZEIGLER, B.M.	Mech. 2nd.Class	AUSTRALIA	"

Official Number	Name	Present Rating	Application received from	Result
PETTY OFFICER STOKER MECHANIC for CHIEF PETTY OFFICER STOKER MECHANIC.-				
23184	BLATCH, J.S.	P.O.S.M.	SHROPSHIRE	Superior
24255	GRACO, J.W.	P.O.S.M.	LABUAN	Satisfactory
36666	ORFORD, J.J.	P.O.S.M.	ALBATROSS	"
22955	SIBBS, T.W.	P.O.S.M.	LAE	Superior
25524	NOBLE, R.J.	P.O.S.M.	BATAAN	Satisfactory
23235	WEST, C.V.	P.O.S.M.	WARREGO	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.

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

(614/208/69)

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

224.

PROFESSIONAL EXAMINATION FOR COMMISSIONED WRITER OFFICER AND COMMISSIONED STORES OFFICER, R.A.N.

The next professional examinations for the ranks of Commissioned Writer Officer and Commissioned Stores Officer will be held about December, 1949.

2. Commanding Officers of H.M.A. ships and establishments are requested to forward to Navy Office not later than 1st September, 1949, the list of names of candidates desirous of sitting for these examinations. Blank returns are required.

(465/207/1356)

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

225.

PROMOTION TO COMMISSIONED RANK FROM THE LOWER DECK.
(UPPER YARDMAN SCHEME.)

The Naval Board desire that the fullest use be made in the R.A.N. of the Upper Yardman scheme of promotion.

2. Attention is directed to A.F.O.564/1949, particularly paragraphs 3(i) and 4. In view of the higher educational standard now required of Upper Yardmen candidates, new entries should be encouraged to take the Higher Educational Test as early as practicable after entry.

(568/202/1159)

226.

INCOME TAX - MEMBERS OF R.A.N. (SEAGOING) - SERVICE IN JAPANESE AREA - ZONE ALLOWANCE.

Taxpayer members of the Commonwealth Defence Forces stationed for service ashore in Japan are eligible by virtue of such service, to qualify for a Zone Allowance deduction, for income tax purposes, of an amount not exceeding £120 for a year of income.

2. Representations were made to the Taxation Department that this concession be also applied to taxpayer members of the Royal Australian Navy (Seagoing), to enable them to claim as qualifying service for this allowance any period served in H.M.A. ships operating in Japanese waters during a year of income.

3. The Taxation Department ruling in this matter is that it is not considered that service as a member of the complement of a seagoing Naval Ship during a period when the ship is operating in Japanese waters constitutes service at an overseas locality as contemplated by Section 79B of the Income Tax Assessment Act.

4. A comparable view is held in regard to shore-based personnel appointed to and serving at an Establishment situated in a declared overseas locality. In such cases, the period of service at the overseas locality is regarded as including periods during which the member in the course of duty whilst so serving, is obliged to proceed beyond the territorial boundaries of that locality.

5. In view of the foregoing ruling, the only service in the Japanese area which may be claimed by members of the Royal Australian Navy (Seagoing) as qualifying Service for the Zone Allowance, is that served by them as members (shore-based) of the complement of H.M.A.S. COMMONWEALTH.

(621/201/10723)

227.

UNITED KINGDOM NATIONAL HEALTH INSURANCE.

The provisions of paragraph 8 of A.F.O. 2065/1948, regarding medical, dental and hospital treatment of persons eligible for such treatment under the United Kingdom National Health Insurance Scheme, are applicable in Australia, and all Royal Naval personnel in Australia are to ensure that arrangements made by them or their dependants are in accordance with this A.F.O.

2. Navy Order 150 of 1949, paragraph 3, is modified in that claims for refund of medical, dental and hospital expenses are to be rendered direct to the Director of Naval Medical Services marked "confidential", and in addition to receipts, etc., are to include the following information in a separate statement :-

(a) Doctor's and Hospital Accounts.-

Diagnosis;
Nature of any operation;
Number of visits by doctor; and
Dates of treatment in hospital.

(b) Dentist's Accounts.-

Itemised statement of work done.

(c) Chemist's Accounts.-

Itemised statement of account.

(401/216/2394)

228.

R.Y.P.A. WITH TYPE H GYRO SIGHT FOR TRAINING OF LAYER RATINGS.

R.Y.P.A. device with Type H Gyro Sight is now fitted in the Gunnery Instructional Centre, Woolloomooloo.

2. Arrangements can be made by signal for the use of the R.Y.P.A. by H.M.A. ships at any time, or by communicating direct with the Officer in Charge of the Gunnery Instructional Centre, telephone Dockyard F.A.0444, extension 480.

(490/217/85)

229.

AIGUILLETTES - LOAN ISSUE TO OFFICERS REQUIRED TO WEAR THEM.

It has been decided that, with effect from 1st July, 1947, aiguillettes complete with plaited shoulder cord or blue cloth shoulder strap, and Royal Cypher (where applicable), will be issued on loan from service stocks to officers required to wear them by virtue of their appointment to positions set out hereunder, viz :-

Naval Aide-de-Camp to His Majesty the King
Honorary Physician to His Majesty the King
Honorary Surgeon to His Majesty the King
Naval Aide-de-Camp to His Excellency the Governor-General
Honorary Physician to His Excellency the Governor-General
Honorary Surgeon to His Excellency the Governor-General
Australian Naval Attache
Naval Aide-de-Camp to a State Governor
Flag Lieutenant-Commander or Flag Lieutenant on the staff of a Flag Officer or Commodore
Secretary to a Flag Officer or Commodore.

2. Applications for such loan issue of aiguillettes, etc., should be forwarded to Secretary, Naval Board, through the usual channels, immediately on receipt of notification of appointment.

3. An officer who was appointed to one of the abovementioned positions on or after 1st July, 1947, and who has already purchased aiguillettes, etc., at his own expense in respect of such appointment, may, if he so desires, make application to Naval Board for transfer of the items to loan charge and for refund of the sum paid in respect of the purchase of the items. Purchase receipts should be forwarded, if possible, in support of the claim for refund, or, if these be not now available, detailed particulars of the items in question, date and place of purchase, and amount paid, should be furnished.

(434/203/218)

230.

BOOKS AND FORMS.

With reference to Navy Order 141 of 1949, the title of Form A.A.37/9 should read "Return of Stocks and Expenditure of Naval Aircraft Armament Stores, etc.".

(480/206/21)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
26th July, 1949.

The following Order is promulgated for information, guidance and necessary action.

By direction of the Naval Board,

Secretary.

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

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231.

ARMAMENT STORES - ACCOUNTING FOR, DEMAND AND DISPOSAL OF AT R.A.N. AIR STATIONS.

The following directions are promulgated for information and guidance in demanding, and accounting for, armament stores at R.A.N. Air Stations.

2. List of publications required

A.P.1086 - Books 5 and 6. Vocabulary of R.A.F. Equipment.
B.R.862 - Naval Magazine and Explosives Regulations.
B.R.862A - Naval Cordite Regulations.
B.R.863 - Royal Naval Air Station Magazine and Explosive Regulations.
Warrant of approved outfit allowances (to be supplied by Navy Office).

List of forms required

No. of form	Title	Quantity required
0.1	Annual Demand for Pri -d Forms	2 copies
0.14	Packing Note for Naval Armament Stores	2 pads
0.16	Vouchers for Stores on Repayment	2 pads
A.0.47Z	Report of Stocktaking	50 sheets
A.0.47	Return of Stocktaking Discrepancies	50 sheets
0.61	Register of Issue Vouchers	50 sheets
0.62	Register of Receipt Vouchers	50 sheets
0.106	Temporary Receipt	2 books
0.114	Record of Continuous Stocktaking	2 books
0.371	Ledger Sheets	1,000 sheets with binder
A.S.559Z	Consignment Note	2 books
D.397	Supplementary Demand for Forms and Books	2 books
S.126	Return of Stores Damaged or Lost by Neglect	2 books
S.128	Guard Book for Supplies	4
S.129	Guard Book for Returns	4
S.314	Demand for Torpedo Stores (Book of 45 sets of 3)	2 (if required)
S.1096	Naval Stores Lost by Accident	50 sheets
S.1099	List of Stores on Permanent Loan	5 pads
S.1401	Naval Armament Store Voucher -	
	Inside Sheets	10 pads
	Outside Sheets	10 pads
S.1403	Demand for Naval Armament Stores	10 books
S.1418A	Expense Book for Torpedo Explosives, Mine, Depth Charge and Paravane Stores	1 (if required)
S.1423(a) S.1423(f)	Torpedo Ledger Account	1 (if required)
S.285G	Explosive Log (Royal Naval Air Stations)	2
S.285D	Cover for Explosive Log	1
S.1148(L)	Report on Failure of Rocket Motors and Rocket Shell	50 sheets
S.1148(N)	Report on Failure of Machine Gun Armament 20-mm. and below, Small Arms and their Ammunition	50 sheets
A.A.37/9	Return of Stocks and Expenditure of Naval Aircraft Armament Stores etc	50 sheets

Demands for forms and publications.-

3. C.Bs. are to be demanded from C.B. Officer.

4. A.Ps. and B.Rs. from Supply Officer.

5. Printed forms to be demanded as required from Superintending Naval Store Officer.

Orders affecting armament and explosive stores.-

6. The officer or officers appointed for or detailed to carry out armament store duties are to be included early in the distribution of all orders affecting armament stores and explosives.

7. The responsibility for demanding, returning, storing, maintaining and accounting for armament stores at Naval Air Stations is vested in the officer or officers appointed for or detailed to carry out armament store duties in accordance with the appropriate instructions. Such officer/s will maintain the necessary Naval Armament Store Account Ledger (Form 0.371).

Demands for stores.-

8. Demands for stores other than torpedo and associated stores (non-explosive) are to be made out on Form S.1403. On all demands, vouchers, etc., the full official description of the items is to be shown together with the relevant R.A.F. vocabulary number where applicable. All demands are to show established proportion and number held on station.

Note.- (i) Attention is drawn to the importance of legibility in the preparation, signing and receipting of demand and return vouchers for naval armament stores since documents of doubtful legibility may lead to errors in supply or despatch.

(ii) Officers signing forms as authority for supply or return of stores, should write their names in block letters underneath their signature in all cases. This is important and facilitates the early investigation of any irregularities subsequently discovered.

9. When stores are demanded to complete to established proportion, vide Warrant, or to comply with an order received, Form S.1403 is to be sent direct to the Superintending Armament Supply Officer, Sydney, quoting the authority for demand.

10. If demand is in excess of authorized allowance (or is for an item for which no allowance is shown in Warrant) then the Form S.1403 is to be forwarded to the administrative authority for approval. The reason for demand to be shown on the form with the Commanding Officer's signature.

11. Demands for stores by telephone or signal should be made only in cases of extreme urgency and should be confirmed by Form S.1403.

12. Demands for torpedo and associated stores (non-explosive) are to be forwarded to Superintendent, R.A.N. Torpedo Factory, Sydney, on Form S.314.

Receipt of stores.-

13. Stores received will be accompanied by voucher, Form S.1401, in duplicate.

14. The description and quantities are to be carefully checked with those on the voucher.

15. If the quantities received are correct, the original copy of the voucher is to be signed and returned to the depot as a receipt.

16. If the quantities do not agree with the voucher, the depot from which they have been received is to be informed immediately by letter, giving details, date and condition of packages received.

17. Particulars of the voucher are to be entered in the register (Form O.62) and the requisite serial number assigned.

18. The duplicate copy of the voucher is to be posted in the ledger, the left-hand column of the voucher completed, and the form filed in guard book S.128.

Issues to H.M.A. Ships, R.A.N. Armament Depots, R.A.N. Torpedo Depots and other R.A.N. Air Stations.

19. Voucher, Form S.1401, is to be prepared in triplicate.

20. Particulars of the voucher are to be entered in register (Form O.61) and the requisite serial number assigned.

21. This serial number is to be entered in the space provided at the top left-hand corner of all three copies of the voucher.

22. The original and duplicate copies of the voucher are to be forwarded to the consignee.

23. The triplicate copy of the voucher is to be posted in the ledger immediately: the left-hand columns of the voucher completed, and the form then filed in guard book (S.129). Pending return of receipted voucher, a copy of A.S.559Z or other consigning document should be attached to the triplicate copy of the voucher. Hastening action should be taken if the receipted voucher is not returned within a reasonable time.

Naval Air Sections.-

24. At Naval Air Sections where a separate Naval armament store is established, accounting for Naval armament stores is to follow the procedure detailed herein for R.A.N. Air Stations.

25. At R.A.A.F. stations with Naval lodger facilities, demands for armament stores should be made on the parent R.A.N. Air Station. In cases of emergency, demands should be made direct to the Superintending Armament Supply Officer, Sydney, by signal, repeated to the parent R.A.N. Air Station. Parent stations are responsible for making appropriate entries in the articles-in-use ledger.

26. Issues to and returns from other Services and Departments of the Government, Imperial, Dominion or Foreign Governments.- Where under due authority R.A.N. Air Stations issue Naval armament, torpedo, or mining stores to, or receive them from ships or services other than R.A.N., three unpriced copies of the issue or receipt vouchers (Form O.16) quoting the authority for supply are to be forwarded to the Director of Ordnance and Underwater Weapons, Navy Office, Melbourne, where any necessary repayment action will be taken.

(ii) The original copies of issue vouchers should bear the receipt of the service supplied.

(iii) The copy of the voucher retained should be endorsed as follows :-

"Three copies of this voucher were forwarded to D.O.U.W. on .....".

(iv) Responsibility for the above action rests on the station writing off the stores to, or bringing them on charge from, the ship or station concerned.

(v) In order to avoid omission or duplication of claims, stores transferred from one ship or station to another for subsequent issue to a service other than R.A.N., are to be vouchered to the receiving station and the latter is to take the necessary action.

Airframe Equipment.-

27. The selected Naval Air Station is responsible for completing Naval aircraft, prior to embarkation, with initial equipment to full operational scale as prescribed in the appropriate schedule of Airframe Equipment (Appendix A).

28. On allotment after repair of the aircraft from contractor or from the custodian of the despatch unit, Director of Ordnance and Underwater Weapons will arrange for the necessary armament equipment to be available on demand at the appropriate Armament Depot, and will inform (by signal) the Naval Air Station responsible.

29. Armament stores to complete airframe equipment are to be demanded on Form S.1043. Full details of type and number of aircraft for which stores are required and reason for demand (e.g. deficiencies on receipt, exchange, etc), are to be shown.

30. Stores received for aircraft are first to be dealt with as shown in paragraphs 13 to 18. After being checked in they are to be issued to the aircraft and vouchered for on Form S.1401.

31. The vouchers are to be registered (Form O.61) and stamped for "A.A.23 action", and marked with the number of the aircraft.

32. A receipt on the original and triplicate copies is to be obtained from an officer of the squadron or section receiving.

33. The vouchers are then to be sent to the custodian of the aircraft, who is to take the necessary action on A.A.23 and is to certify on the vouchers that this action has been taken.

34. The vouchers are then to be disposed of as follows :-

Original retained by the custodian of the aircraft.
Duplicate retained by squadron or section equipping the aircraft.
Triplicate posted in Naval armament ledger and filed in Guard Book S.129.

35. A similar procedure is to be adopted to remove stores from an airframe inventory or Form A.A.23 and bring them on Naval armament ledger charge, Form S.1401 being used.

36. When aircraft are sent to contractors for repair, overhaul or modification, all Vote 9 armament stores classified as "K" items in the appropriate Standard Airframe Transfer List and "M" Items List are to be removed before aircraft is sent away.

Stores removed are to be taken on charge as shown in paragraph 34, and vouchered and returned to nearest R.A.N. Armament Depot.

37. Crashed aircraft.- When an airframe is ordered to be "written off", all recoverable Naval armament stores are to be removed and brought on charge in Naval armament ledger.

Defective Components, Tools and Accessories.-

38. Defective components, tools and accessories returned from squadrons and sections are to be replaced on a "one for one" basis from station outfit. No paper transaction is necessary.

39. A full report is to be rendered for all defective components received on Form S.1148(n) (Report on failure of Machine Gun Armament 20-mm. and below, small arms and their ammunition). Similar action is to be taken on Form S.1148(L) in respect of failure of rocket motors and rocket shell.

40. Components, etc., are to be returned to the nearest R.A.N. Armament Depot and vouchered on Form S.1401 as shown in paragraphs 19 to 23, and new parts demanded in lieu. Items returned on Form S.1148(n) or S.1148(L) are to be labelled accordingly.

41. The reports are to be rendered in accordance with the instructions in B.R.863, Chapter XI.

42. Produce recovered from defective items of not more than scrap value is to be stored in bins, and when sufficient quantity has been accumulated the metal is to be brought on charge by certificate voucher and returned to a Naval armament depot on Form S.1401.

Armament Allowances for Squadron Mobile Equipment.-

43. Director of Ordnance and Underwater Weapons will arrange for supply of Naval armament stores for squadron mobile equipment to be forwarded without demand to the Naval Air Station where the squadron is being formed. These consist mainly of tools, etc., for armament maintenance.

44. After stores have been checked they will be issued to the squadron and held on charge by the Squadron Commander in the articles-in-use ledger and squadron inventory. Squadron inventory is the name given to the squadron's copy of the articles-in-use ledger. Stores should be retained by the squadron until such time as the squadron disbands or the stores are no longer appropriate to the aircraft held.

45. A Form S.1401 covering the items supplied is to be prepared in triplicate and registered in Form O.61. The vouchers are to be marked "Issued to Squadron No. .....".

46. A receipt by a responsible representative of the squadron is to be obtained on the original and triplicate copies of the Form S.1401; the original is to be posted in the Naval armament ledger and then guarded.

47. The duplicate copy of the Form S.1401 is to be handed to the representative of the squadron for recording in the squadron inventory.

48. The triplicate copy is to be marked "for articles-in-use ledger" and handed to the Supply Officer for entry in the articles-in-use ledger.

49. When stores are returned by a squadron a return note S.1401 marked "Returned by Squadron No. ....." is to be rendered in triplicate and on receipt registered in Form O.62. Stations receiving these stores are to return them to the appropriate Naval Armament Depot. Any item required to complete the station's established allowance may be retained.

50. The original copy is to be posted in the Naval armament ledger and then guarded. The duplicate copy of the Form S.1401 is to be receipted and handed to the squadron representative for recording in the duplicate copy of the articles-in-use ledger. The triplicate, marked "For articles-in-use ledger", is to be handed to the Supply Officer for recording in the original copy of the articles-in-use ledger.

51. The squadron inventories held by squadrons are to be maintained (under the direction of the Squadron Commander) as semi-permanent auditable records. Supporting vouchers are to be guarded. Entries are to be made according to paragraphs 47 and 50.

52. After comparison with the articles-in-use ledger, stores held on the squadron inventory are to be mustered (under the direction of the Squadron Commander) half-yearly or on supersession of Squadron Commanding Officer (see also paragraphs 69-73 - Losses of Stores).

Loan Accounts.-

53. Stores issued to personnel of squadrons or sections for semi-permanent use on the station are to be recorded in book form or card index, signature of the loanee being furnished therein. A supplementary record of all small arms. e.g. rifles, carbines, shot guns and pistols (with their registered numbers) issued on loan is to be kept, and the signature of the loanee furnished therein.

54. Stores issued on temporary loan are to be recorded in temporary loan book, signature of the loanee being furnished therein.

55. Stores issued on temporary loan are not to be held for a period longer than seven days. At the end of this period they are either to be returned, signature renewed, or dealt with as shown in paragraph 53.

56. Personnel leaving a station are to obtain a clearance form from the officer responsible for the stores before leaving. On transfer of a squadron a clearance form is to be obtained for the squadron complete.

57. - 63.

Anti-Gas Respirators.-

64. Anti-gas respirators and repair outfits are to be issued to the Passive Defence Officer on Form S.1401.

65. The Passive Defence Officer is to record individual issues in a special register in which the signature of the recipient is to be furnished. The issue is to be noted on the recipient's service certificate.

66. The Passive Defence Officer is to render a monthly certificate on Form S.1401 of these issues (except those made to

replace losses) to the officer appointed for armament store duties in the following form :-

"Certified that the undermentioned respirators have been issued to personnel during period ..... to ..... Receipts are held and the issues have been recorded on service certificate."

No details of individual issues are required on this certificate. The issues will be written off by means of this voucher.

67. Anti-gas respirators issued to replace losses are to be dealt with as in paragraphs 69 to 73 - Losses of Stores.

Steel Helmets.-

68. Personal receipts for steel helmets are to be obtained in a special register and issues recorded on the recipient's service certificate. The helmets are to be written off periodically by certificate voucher in the following form :-

"Certified that the undermentioned steel helmets have been issued to personnel during the period ..... to ..... Receipts are held and the issues have been recorded on the recipient's service certificate."

Losses of Stores - See K.R. and A.I., Articles 1936, 1938 and 1130.-

69. When important Naval armament stores are lost under any circumstances a special report is to be forwarded to the Naval Board through the administrative authority. For this purpose important stores are regarded as stores the original value of which exceeds £5.

70. In the event of the loss being known or believed to be due to theft, the matter is to be reported to the Commanding Officer in order that necessary action may be taken to comply with Naval Account Regulations and Instructions, Article 361.

71. The value of stores lost or damaged by neglect or misconduct is to be charged against the person responsible for the loss or damage in accordance with Naval Financial Regulations and Instructions, Article 9.

72. When Naval Board authority has been received to write off the items lost, the ledger is to be adjusted by certificate voucher (Form S.1401) quoting the Naval Board letter and date as authority.

73. Reports of losses where the original value of the stores involved exceeds £100 are to be referred to the Local Auditor (representative of the Commonwealth Auditor-General) for remarks before being forwarded to the Naval Board (Naval Financial Regulations and Instructions, Article 218, Clause 8).

74. and 75.-

Issues for Expenditure in Practice, etc.

76. As transactions take place, a record of issues, returns and expenditure of explosives and their non-explosive components is to be kept in the magazine loan book, specimen page as under :-

Full Nomenclature - Cart. S.A., 0.303, Mark 7 (All Services). Section 12C. Ref. No. 72.

Date	Receipts from	Quantity	Drawn from stock	Returned to stock	Squadron or section	Signature	Balance stock	Armament Stores Officer's initials	Lot No.	I.V. No.
10.5.49	Sydney	50,000					50,000			
14.5.49			2,000		768	A.M.	48,000	C.D.		
15.5.49				500	768	M.O.	48,500			

77. At the end of each week the book is to be signed by the officer appointed for armament store duties and the net issues from stock posted direct into the ledger. Forms S.1401 need not be made out for these transactions but an issue voucher number should be assigned (Register Form 0.61) for each week's transactions and recorded in the magazine loan book "Net issues for expenditure - week ending .....".

Ledger.-

78. The ledger (Form 0.371) is to be a permanent record of all Naval armament stores received and issued. The ledger sheets are to be arranged numerically by sections under the official reference numbers shown in the relevant vocabulary and schedules. The standard nomenclature is to be shown at the head of each sheet. Where the nomenclature in C.B.4485(A), (B) and (C) or Admiralty Fleet Order differs from the R.A.F. nomenclature, the Naval description should be used. Established proportion should be shown on top left-hand corner of ledger page, Form 0.371.

79. N.I.V. (not in vocabulary) items are to be arranged numerically under the unit N.I.V. reference numbers at the end of the sections to which, by their nature, the articles normally belong.

80. Every transaction recorded in the ledger is to be supported by the appropriate voucher duly completed.

81. Stores are to be brought on charge as soon as they are received, and ledger entries in respect of receipts are to bear the date on which the stores are actually received and passed into stock.

82. Stores are to be written off charge as soon as they are issued, and the entry is to bear the date on which the responsibility for the stores issued passes from the issuing officer.

83. Ledger posting is not to be allowed to fall into arrear.

84. All entries are to be made in ink.

85. Erasures or overwritings are never to be made in any ledger. If any alteration is made it is to be done by striking through the original entry without making it illegible, inserting the correct entry above, and initialling the correction. In all cases, however, where postings have been made subsequent to an erroneous entry, the ledger is to be adjusted by certificate voucher.

86. Errors in ledger posting are to be adjusted as soon as they are discovered.

87. Ledger entries are not to be ticked or altered with coloured ink or pencil; black pencil may, however, be used for ticking.

88. The accounting period is to be the financial year. i.e., from 1st July to 30th June, following, but the ledger is to remain open indefinitely.

89. On the 1st July completely filled sheets are to be removed to a separate binder, so that the current ledger may contain only one sheet for each description of article. A fresh sheet inserted to take the place of a completed sheet is to be given the same number as the sheet replaced.

90. The ledger is not to be taken out of the office without special approval and then only in the charge of a responsible member of the staff. Ledger sheets are not to be removed or inserted except under the authority and supervision of a responsible officer.

91. Steps are to be taken to prevent access to the ledger when the office is closed.

Vouchers.-

92. Vouchers in each series are to be numbered consecutively throughout the accounting period and are to be filed in numerical order.

93. No erasure is to be made in any accounting document or in any voucher or register in support thereof. Necessary alterations are to be made in such a manner that the original entries are legible. Alterations are to be initialled by a responsible officer.

94. Should it be found necessary to cancel a voucher on which action has been taken, the word "Cancelled" together with the reason for cancellation is to be written across it in red ink, and the initials of the cancelling officer inserted.

95. Cancelled vouchers are to be filed in sequence with other vouchers of the same series.

96. (i) If stores are received without vouchers or advice notes, a certificate receipt voucher on Form S.1401 is, if necessary, to be raised to bring them on charge. A copy of the voucher or advice note ultimately received is to be attached to the certificate voucher. Special hastening action is to be taken to ensure that the voucher or advice note is received within a reasonable time, and verification made that it agrees with the certificate voucher.

(ii) Certificate Receipt Vouchers should show :-

(a) Date of receipt.
(b) Mode of conveyance.
(c) Locality from which received (if known).
(d) Service from which received (if any information on this point is available.)

97. Certificate receipt and issue vouchers are to be numbered in the same series as other receipt and issue vouchers.

98. Vouchers affecting loan account are to be marked "on loan" or "from loan" as appropriate.

99. Care is to be taken to ensure that issue vouchers are despatched to consignee so as to arrive in advance of or as soon as the stores.

100. The register of issue vouchers is to be watched to ensure that a copy of each voucher is returned within a reasonable time properly receipted.

101. (i) When a R.A.N. Air Station closes down, the Naval Armament Ledgers together with supporting documents (Registers, Vouchers, etc.), are to be forwarded to :-

The Director of Ordnance and Underwater Weapons,
Navy Office,
Melbourne.

(ii) Before this action is taken the officer appointed for Armament store duties is to satisfy himself that each issue voucher remaining unreceipted is supported by a receipted Conveyance Note (Form A.S.559Z, etc.), covering packages and loose articles. This receipt should be attached to the relevant voucher.

(iii) A report on Form 0.47 is to be forwarded separately to the Director of Ordnance and Underwater Weapons showing any deficiencies and surpluses revealed on closing the accounts.

Local Stocktaking.-

102. Continuous stocktaking: The stock of all stores held is to be verified within each calendar year by continuous stocktaking. The quantities actually found by the Stocktaking Officer are to be inserted in ink or indelible pencil in the Stocktaking Book (Form 0.114). The remains per ledger are to be verified and initialled and the date of stocktaking inserted.

103. Should there at any time be a doubt as to the accuracy of the ledger record of an individual item, stock is to be taken by the officer in charge of the stores

104. A certificate that stocktaking of all stores has been completed during the previous 12 months is to be rendered to the Director of Ordnance and Underwater Weapons on 1st July each year.

Stocktaking on change of Armament Stores Officers.-

105. An officer on appointment is to satisfy himself by inspection of the records that continuous stocktaking has been duly carried out in the past and is to take stock of such items as he may select. He is to forward to the Director of Ordnance and Underwater Weapons a certificate that he has done so, and (if it is the case) that he has no reason to doubt the general agreement of the stock with the ledger charge. This test stocktaking on the part of the incoming officer is not to be merely a perfunctory check.

106. Discrepancies.- Discrepancies discovered at local stocktaking are to be entered on Form 0.47, which is to be given both a receipt and issue voucher number if necessary, and used to provisionally adjust the ledgers. At the end of each quarter, these Forms 0.47 are to be rendered in duplicate to the Director of Ordnance and Underwater Weapons for approval of adjustments made. Nil returns are required. Where theft, fraud or gross carelessness is suspected, action should be taken in accordance with paragraph 70. Any return of stock-

taking discrepancies (Form O.47) where the original value of the deficiencies exceeds £100 is to be referred to the Local Auditor (representative of the Commonwealth Auditor-General) for remarks before being forwarded to Navy Office (Naval Financial Regulations and Instructions, Article 218, clause 8).

Independent Test Stocktaking.-

107. Independent test stocktaking will be carried out periodically by a representative of the Director of Ordnance and Underwater Weapons, Navy Office. Independent test stocktaking is to be recorded by the station in Form O.114. Differences discovered at these stocktakings are not to be adjusted pending receipt of authority from the Director of Ordnance and Underwater Weapons.

Navy Office Check and Audit.-

108. Ledgers and supporting vouchers will be test checked locally by representatives of the Director of Ordnance and Underwater Weapons, and when required are to be surrendered to the local representative of the Commonwealth Auditor-General's Department. Queries raised by that Department are to be entered in a book kept for that purpose and are to be dealt with locally, except when important issues are raised. In these cases, a copy of the query, with a draft of the proposed reply, is to be forwarded to the Director of Ordnance and Underwater Weapons for approval.

Conveyance of Stores by Rail.-

109. Consignment notes, Forms A.S.559Z, are to be used for consignment by rail. Correct particulars of description, quantity and weight and the vote to which the cost of carriage is chargeable are to be shown in the spaces provided on the form. The general nature of the stores is to be indicated in order that correct charges may be assessed.

110. The safe custody of Forms A.S.559Z is very important and the greatest care is to be taken to ensure their use only by authorized officials. Every precaution is to be taken against any possible misuse of the forms for traffic which is not a liability of the R.A.N.

111. The detailed instructions contained in Rail Transport Instructions, B.R.1010, and the Regulations for the Conveyance of Naval Explosives by Railway Companies, B.R.318 (or the equivalent Commonwealth Regulations), are to be carefully observed.

Transporting of Packages, etc.-

112. When Naval armament stores have to be returned or despatched elsewhere, timely application is to be made to the appropriate Naval Armament Depot for such suitable transport packages as may be required to ensure safe and secure packing.

113. Small Arms (viz., rifles, carbines, shot guns and pistols) in transit.- Experience indicates that small arms in transit are particularly liable to be stolen and the utmost care is to be taken to ensure the safe custody of such weapons in transit as well as in store.

114. All packages are to be securely packed and banded in strong well-made cases. No indication should appear on the case that it contains small arms.

115. The packing is to be witnessed by a responsible officer, and a packing note setting out full details of the contents, including the registered numbers of the small arms enclosed, is to be prepared in triplicate and signed by the packer and the witnessing officer. One copy is to be enclosed in the package, one copy for despatch to the consignee, and one for retention.

116. Whenever possible, complete weapons should not be packed in one package, but the component bolts of rifles and cylinders of pistols should be forwarded in separate packages. The attention of consignees is drawn to the necessity for care to ensure that bolts and cylinders are assembled to the correct rifle or pistol.

117. Cases containing small arms should, whenever possible, be shipped by service transport and the cases should be placed in the charge of the Commanding Officer, or an officer deputed by him, who is to assume responsibility for their safe custody and is to see that the cases are intact and in good order when handed over to the consignee.

118. If service transport is not available, consignments should be despatched by registered parcels post, passenger train, or cabin freight. Delivery should be by hand wherever possible.

119. On receipt by the consignee, all packages are to be examined for external signs of tampering and immediately unpacked and mustered. Investigation of any losses is to be pursued without delay.

Armament Equipment removed from aircraft being serviced on the Stations.-

120. All gun armament equipment removed from an aircraft that is to be serviced on the station is to be handed in to the station armoury for servicing. Any Vote 9 stores requiring considerable repair should be returned to the Naval Armament Depot for exchange.

121. Details of gun armament equipment received are to be entered in a special register kept in the armoury receiving room. A receipt on Form S.1401 is to be handed to the squadron or section from whom the equipment is received.

122. After servicing, the gun armament equipment is to be placed in special racks or bins provided for the purpose, and retained until the aircraft is ready to be re-equipped.

123. On re-issue to squadron or section, the gun armament equipment is to be checked out with the Form S.1401, which is to be signed by the officer or rating receiving and returned to station armoury.

Torpedo Stores.-

124. Where torpedo facilities exist at R.A.N. Air Stations, the torpedo and associated store account is to be administered by the Torpedo Officer on the station. The account is to be kept in torpedo ledgers, Forms S.1423A and S.1423F.

(612/202/4204)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

26th July, 1949.

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. Fleet,
and Commanding Officers of H.M.A. Ships,
Officers in Charge of H.M.A. Naval
Establishments, and others concerned.

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232.

IMPORTATION OF GOODS TO AUSTRALIA BY SERVICE PERSONNEL SERVING OVERSEAS.

With reference to Navy Order 271 of 1947, the Trade and Customs Department has advised that it has been decided to adopt the calendar year as the basis for the concession whereby Australian Service personnel in Japan may send or bring to Australia, free of duty, certain goods to the value of £10 Stg. in any one year instead of the one year period as from date of arrival in Japan.

2. In consequence thereof, Navy Orders quoted below are to be amended, as indicated :-

Navy Order 312 of 1946, paragraph 2 - Amend "in any period of twelve months" to read "in any calendar year".

Navy Order 271 of 1947, paragraph 1 - Amend "in any twelve months period" to read "in any calendar year".
Paragraph 2 - Amend "in any one year" to read "in any calendar year".

3. Appendices A and B of Navy Order 271 of 1947 are hereby cancelled and the following Declarations substituted :-

"APPENDIX A

Declaration to be made by a member of the Defence Forces serving overseas when despatching goods to Australia

I, ..., hereby declare that the contents of this parcel, namely - .....
.....
.....
are valued at £..... and that Customs Declarations for all goods previously exported or taken with me to Australia from Japan have been duly furnished. I further declare that during the current calendar year I have exported or taken with me to Australia from Japan goods to the total value of £..... including the value of the goods in this parcel.

Signature .....

Rank .....

Date ..... Unit and Reg. No. .....

APPENDIX B

Declaration to be made by a member of the Defence Forces serving overseas, on return to Australia on duty, on recreation or sick leave or for discharge.

I, ..., hereby declare that the goods in my possession (other than my personal effects) consisting of ..... are valued at £..... and that Customs Declarations for all goods previously exported or taken with me to Australia from Japan have been duly furnished. I further declare that during the current calendar year I have exported or brought with me to Australia goods to the total value of £..... including the value of the goods now in my possession.

Signature .....

Rank .....

Date ..... Unit and Reg. No. ....."

4. Supplies of form as in Appendix B of Navy Order 271 of 1947 previously provided should be amended as necessary pending availability of revised forms. (612/250/273)

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

233.

POST WAR DIVING EQUIPMENT.

Navy Order 359 of 1947 is to be amended by the incorporation of a new paragraph to read as follows :-

"3A. In addition to the items included in the standard set of Siebe Gorman Diving Apparatus, 1 No. Pattern 141 Headset is allowed to Dockyards as a spare." (612/240/159)

234.

AIR STORES - TRANSMITTER RECEIVERS AN/APS-4 - STRONGBACKS FOR.

Transmitter Receivers AN/APS-4 Ref. 110DB/162 (ASH.Bombs) are invariably to be issued to user Services complete with their own special strongbacks. These strongbacks, which are used to secure the transmitter-receiver to certain types of aircraft, may be of two kinds - tubular or pressed metal.

2. Firefly 5 Aircraft have their own special fittings, and do not require either the tubular or pressed metal strongbacks. Any transmitter-receiver AN/APS-4 supplied for these aircraft will, however, be despatched from U.K. complete with a strongback to secure the transmitter-receiver in the cradle in its special transit case.

3. Whenever a transmitter-receiver, from which the strongback has been removed, needs to be transported (e.g. on return for repair etc.), it should be refitted with a strongback of one of the types originally fitted and referred to in paragraph 1 of this Order, to prevent damage in transit.

4. Strongbacks in excess of requirements are to be returned to the R.A.N. Air Store Depot, Randwick, on Form A.S.331, this Order being quoted as the authority for return.

5. The provisions of A.F.O. 1579/1949 are accordingly superseded in H.M.A. Naval Service by this Order.

(613/232/55)

235.

MODIFICATION STORES FOR RADIO SETS. (A's and A's).

With reference to Navy Order 216 of 1947, Admiralty Fleet Orders, vide paragraph 2 hereof, have been adopted in the R.A.N. Forms A.S.1182 are to be forwarded, except for H.M.A.S. "Shropshire", quoting this Navy Order as authority.

2. Radar, Type No :-

(a) 253 Series.	A.F.O.	1479/48 (Modification E)
	"	2352/48.
(b) 276/293 Series.	"	3694/48 (Modification DD)
(c) 277 Series.	"	3609/48 (Modification BB)
(d) 282/3/4/5 Series.	"	2127/48 (as applicable for A's and A's).

(612/246/3688)

236.

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, 1949, and a supply of the "Official Memorandum - Prices of Clothing etc., Maintained for Issue on Repayment to Ships' Companies", together with copies of the poster showing the revised prices, has been forwarded to all H.M.A. ships and Naval establishments. Further supplies 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 are applicable as from 1st July, 1949 :-

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	- £20.13. 3
To other persons on transfer to ratings for which a change of uniform to Class III is required	- £18.18. 9
To other persons on transfer to ratings for which a change of uniform to Class II is required	- £12. 4. 3.

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 210 of 1948 is hereby cancelled.

(434/201/4141)

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

237.

MADE-TO-MEASURE UNIFORMS FOR RATINGS - COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES.

Operative from 1st July 1949, the prices for ratings' made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory are as follows :-

	£	s.	d.
Ratings - other than Musicians:			
Aircrew working dress - blouse	2	12	6
Aircrew working dress - trousers	2	0	6
Jackets, diagonal serge, double breasted, C.P.O...	6	11	0
Jackets, diagonal serge, double breasted, P.O. ..	6	9	6
Jackets, diagonal serge, double breasted, other ratings	6	4	0
Jackets, seamen's serge, single breasted, C.P.O...	5	1	0
Jackets, seamen's serge, single breasted, P.O. ..	4	19	0
Jackets, seamen's serge, single breasted, other ratings	4	15	0
Jumpers, drill	1	2	0
Jumpers, serge	1	5	0
Overcoats with gilt buttons	7	14	6
Overcoats with horn buttons	7	8	6
Trousers, diagonal serge	2	17	6
Trousers, seamen's serge, fall front	1	13	0
Trousers, seamen's serge, fly front	2	0	6
Trousers, serge, gymnastic	1	10	0
Trousers, white drill, fall front	1	6	0
Trousers, white drill, fly front	1	5	6
Tunics, white drill, with blue facings, with buttons	1	13	6
Tunics, white drill, with blue facings, without buttons	1	13	0
Tunics, white drill, without buttons	1	10	0
Tunics, white drill, with white horn buttons ..	1	10	6
Tunics, white drill, with gilt buttons, C.P.O. ..	1	17	0
Tunics, white drill. with gilt buttons, P.O. ..	1	13	0
Musicians only:			
Greatcoats, khaki cloth	7	16	6
Trousers, khaki drill	1	8	6
Trousers, No.1 dress	2	12	0
Trousers, seamen's serge	2	2	0
Tunics, khaki drill, with buttons	2	5	0
Tunics, khaki drill, without buttons	2	0	0
Tunics, No.1 dress, for Bandmaster	8	0	0
Tunics, No.1 dress, for Musicians	7	5	0
Tunics, seamen's serge, unlined	4	4	0.

2. Navy Order 186 of 1948 is hereby cancelled.

(434/201/4141)

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

238.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH.

The following are the prices, operative from 1st July 1949, at which ratings' made-to-measure uniforms may be obtained from the Sydney and Perth contractors, viz., Messrs. Esquire Pty. Ltd., 230 Elizabeth Street, Sydney, and the National Clothing Company (1939) Ltd., 40 King Street, Perth:-

Item	Esquire Pty.Ltd., Sydney. (A)	National Clothing Co.(1939) Ltd., Perth (B)
	£ s. d.	£ s. d.
Jackets, diagonal serge, double breasted, for - (a) C.P.Os. with gilt buttons ..	6 17 9	7 2 3
(b) P.Os. with gilt buttons ..	6 16 4	6 15 0
(c) Other Ratings with black horn buttons	6 6 0	6 8 6
Trousers, diagonal serge, with fly ..	2 12 6	2 16 6
Jackets, seamen's serge, single breasted, for - (a) C.P.Os. with gilt buttons ..	4 2 4	6 10 3
(b) P.Os. with gilt buttons ..	4 1 0	6 3 0
(c) Other Ratings with black horn buttons	3 16 5	5 16 6
Trousers, seamen's serge, with fly ..	1 14 7	2 1 6
Jumpers, seamen's serge	1 18 4	2 7 6
Trousers, seamen's serge, with fall ..	1 17 6	2 1 6
Overcoats, cloth, for C.P.Os. and P.Os. with gilt buttons	7 15 6	8 9 0
Overcoats, cloth, for other ratings, with black horn buttons	7 7 8	7 18 6
<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, each ..	9	1 0
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, each ..	9	1 0
Attaching zip fasteners supplied by personnel	2 0	-
Taping of bottoms of trousers with dark material to tone with serge	1 1	1 4

(A) Prices operative until 30th June, 1950.
(B) " " " 31st December, 1949, only.

2. The conditions of the contracts are :-

(a) When ordering garments, the ratings must present to the contractor a written authority, on Form A.S.87x, signed by the Supply Officer of his ship if one is borne, otherwise by the Commanding Officer or an officer delegated by him. Such authority is to state the rating's name, official number, rating, ship or establishment in which serving, and must specify in detail the articles and quantities thereof authorized to be purchased. Unless Form A.S.87x containing the full details required is lodged with the contractor at the time of ordering, the order will not be accepted.

(b) The rating must sign the order book of the contractor when placing order, and must make an initial payment of at least five shillings. All orders are to be paid for in full on delivery.

(c) The garments ordered must be made by the contractor to the measurements of the rating, and are to be tried on at the contractor's premises at least once in the basted or unfinished condition and again in the finished state.

(d) The garments are to be made to the complete satisfaction of the rating, but must conform to Service requirements and specifications held by the contractor. Certain extras are, however, permissible, if desired, and these are as set forth above.

(e) Completion of garments is to be effected within at least fourteen days from date of measurement of the rating, or as otherwise arranged by mutual consent between the rating and the contractor, the delivery period to be subject to the rating attending for a try-on on the date specified by the contractor.

(f) Delivery of garments is to be taken at the contractor's premises, otherwise at the rating's expense.

3. Ratings are warned that they themselves are responsible for ensuring that uniforms obtained under the contracts or from private outfitters are made strictly to the approved patterns, and that they are liable to disciplinary action if incorrect uniform is worn.

4. In addition to the supply of personal requirements of made-to-measure garments, the contracts provide for the supply of garments against official orders in circumstances where this may be necessary. In these circumstances, the following conditions shall apply :-

(a) Orders shall be placed by Supply Officers on Treasury Form 21, accompanied by properly completed self-measurement form (if ratings are unable to attend for measurement) and Form N.A.4.

(b) Garments shall be completed within fourteen days of receipt by the contractor of the official order and delivered by parcels post to the address shown thereon, postal charges being to the account of the ship or establishment concerned.

(c) Unsatisfactory garments supplied against official orders shall be returned to the contractor to be altered to the complete satisfaction of the ordering officer and at the contractor's expense, including forwarding charges each way.

5. Navy Order 224 of 1948 is hereby cancelled.

(434/216/134)

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

239.

SHIPS PROVISIONING FOR CRUISES.

When any ship is provisioning for a cruise and it is known beforehand there will be no facilities for replenishing stocks during such cruise, the Commanding Officer is to ensure sufficient sea stocks are procured to cover, at least, the probable duration of the ship's absence until return to a port where replenishment can be effected. Sufficient canned goods should also be demanded for use as substitutes for fresh vegetables and fruit when stocks of the latter become exhausted.

2. In this connection, the provisions of C.O.R., Article 421, clauses 8, 9 and 10, are brought to notice, especially the minimum stocks prescribed in clause 10.

3. In those vessels in which a Supply Officer is not borne, the Commanding Officer should make application to the Base Supply Officer for assistance in the compilation and/or checking of demands for provisions required for sea stocks and the Base Supply Officer is to render such assistance accordingly.

(612/211/6588)

240.

B.R.224(45) - THE GUNNERY POCKET BOOK - ISSUE.

The provisions of A.F.O. 36/1947 in regard to the established allowances and personal issues of B.R. 224(45) - The Gunnery Pocket Book - have been adopted in the Royal Australian Navy.

2. The personal issue of this Pocket Book to any rating is restricted to one copy during his Service career and the notation is to be made on the man's Gunnery History Sheet and the issue reported on Form A.S.161.

3. The cost of replacement and issues on repayment in the Royal Australian Navy is 15s. per copy.

4. In addition to the personal issues laid down in paragraph 3 of the above-quoted A.F.O., approval has been given for the gratuitous issue of this publication to the two recruit Seamen who gain first and second places in their examinations on completion of their Gunnery course during Recruit Technical Training.

5. Additional copies of B.R.224(45) are being obtained and will be issued on demand to H.M.A. ships and Naval establishments in accordance with the scales laid down.

(571/202/2657)

241.

A.B.R.416 - R.A.N. HYMN CARDS - ACCOUNTING.

R.A.N. Hymn Cards (A.B.R.416), which have previously been accounted for in the B.R. and O.U. Accounts of H.M.A. ships and Naval establishments, are in future to be treated as non-accountable, in the same manner as errata, addenda, pamphlets etc.

(571/202/3151)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
2nd August, 1949.

The following Order is promulgated for information, guidance and necessary action.

By direction of the Naval Board,

Secretary.

The Flag Officer Commanding H.M.A. Fleet,
and Commanding Officers of H.M.A. Naval
Establishments, and others concerned.

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242.

AIRCRAFT SAFETY EQUIPMENT - FLYING CLOTHING AND ANCILLARY EQUIPMENT.

PART II - SPECIAL INSTRUCTIONS FOR PARTICULAR ITEMS.

With reference to Navy Order 142 of 1949, the following further instructions are promulgated :-

I - Chronograph wrist watches, Patt. H.S.9.
II - Aircraft navigational instruments.
III - Aircraft life saving waistcoat.
IV - Aircraft immersion suit.
V - Aircraft oxygen masks and microphone assemblies.
VI - Aircraft oxygen system - test rig for oxygen mask.
VII - Flasks vacuum (21C/1772) - Supply to aircrew personnel.
VIII - Flying helmets.
IX - Sea rescue apparatus.
X - Safety harness "Q" type - fitting and adjustment.
XI - Supply and use of coloured helmets, sleeves and jackets - aircraft handling parties.
XII - Aircraft dinghy - radio transmitter - T.3180 ("Walter" Mk. I) operation, search and maintenance.
XIII - Aircraft dinghy systems and safety harness - responsibilities of ratings.
XIV - Single seater dinghy Type "K" - Personal dinghy.
XV - Parachutes.
XVI - Type "B" flying ration.

1. CHRONOGRAPH WRIST WATCHES. PATT. H.S.9.-

Chronograph wrist watches, Patt. H.S.9, are available for personal issue to Naval pilots, observers and telegraphist air gunners of the permanent Service. Issue is to be recorded on the Flying Clothing Card, and, on issue, watches are to be removed from Supply Officers Store Charge.

2. Supplies of H.S.9 watches will be made by Officer-in-Charge, Hydrographic Branch, Sydney, and replacements for unserviceable or lost watches should be demanded direct from Officer-in-Charge, Hydrographic Branch, quoting the serial number of the watch for which a replacement is required, and a reference to the pertinent survey or loss voucher.

3. In the case of watches lost or damaged on account of negligence, the standard value for recovery purposes for H.S.9 watches has been fixed at £11.5.-d., and the amount to be charged against the persons responsible should be determined by the Commanding Officer in accordance with standing instructions.

4. No attempt whatever is to be made to repair these watches or even to open them for effecting replacement of broken glass, hands, etc. Watches in need of repair or adjustment should be returned to Officer-in-Charge, Hydrographic Branch, through the Supply Officer.

5. Periodical returns on Form AH.394 in respect of H.S.9 watches are to be rendered by the Supply Officer in accordance with C.O.R., Article 342.

(613/300/5)

II. AIRCRAFT NAVIGATIONAL INSTRUMENTS.-

The revised allowances of aircraft navigational instruments authorised by A.F.O.1824/47 (and subsequent amendments) are being incorporated in the Aircraft Stores establishments by amendment list. The new allowances are shown in the appendix to this order.

2. No personal issues of sets of instruments are to be made to aircrews but sets should be supplied as squadron mobile equipment.

3. The plotting board Mk.I introduced vide A.F.O.1331/48 is a matted surface, 10½" in diameter, on which a dead reckoning plot may be maintained. To facilitate the laying down of courses and distances, the surface of the board is transparent, and a disc, rotating against a compass rose and engraved with a rectangular grid, is visible beneath.

4. Whenever possible this board (or a similar plotting board) will be installed in the pilot's cockpit of Naval aircraft. For working out the vector problem, the Dalton computator may be used in conjunction with the board if desired.

APPENDIX

Naval Patt. or R.A.F. Disc. No.	Description	S.M.E.	Carriers	N.A.S.
E.12/484	Dividers, mathematical 8"	B	36	72
E.1C/12464	Binoculars 5 x 40	A	4	6(C)
6B/47	Protractor, Douglas 5"	B	6	6
6B/125	Calculator, course and speed complete with case Ref.120	A	8	6
6B/180	Chartboard Type D, complete with case Ref.164	A	8	6
6B/180	Computator, Mk. IID	B	6	10
6B/276	Calculator, wind and navigation, Mk. II	A	8	6
6B/287	Holdall, navigational instruments	A	6	6
6B/319	Board, plotting, Mk. I. 10½" dia. and case (D)	-	8	12
6B/339	Indicator, course, homing, for use with Type YE beacon	B	8	12

A = Allowed to multi-seater aircraft only : 1 per aircraft.
B = 1 per aircraft.
C = 1 pair additional for Air Traffic Control officers.
D = Sea Fury and Firefly aircraft.

(613/227/52)

III. AIRCRAFT LIFE SAVING WAISTCOAT.-

The provisions of the following A.F.Os. are adopted for use in the R.A.N. :-

2182/45 - Instructions for the construction and attachment of fluorescine pack.

2472/45 - Modification to actuating lever of C.O.2 inflation bottle.

1916/47 - Introduction of medical pack Mk.V.

(613/300/4)

IV. AIRCRAFT IMMERSION SUIT.-

The aircraft immersion suit Mk.IV will be issued in the R.A.N. Pending the issue of revised instructions the provisions of A.F.O. 2006/47 (as amended by A.F.Os. 2760/48 and 193/49) are adopted for use in the R.A.N.

2. Items of warm clothing suitable for wear under the immersion suit, and the arrangements for supply, are as follows :-

(i) Stockings, sea boot	- to be issued on loan from the Victualling Store, as found necessary.
(ii) Drawers, winter	- 2 prs. may be issued on personal loan to aircrews required to wear immersion suits. Actual requirements to be transferred from Victualling Stores to Vote 2 stores on Form A.S.549, the individual issues being recorded on Form S.1055 - Flying Clothing Card.
(iii) Pullovers, blue, sleeveless, or jerseys, blue	- as included in compulsory kits.
(iv) Suits, flying, inner	- as supplied to all aircrews as part of their flying kit.

(434/201/4116)

V. AIRCRAFT OXYGEN MASKS AND MICROPHONE ASSEMBLIES.-

The provisions of A.F.O.6142/46 (as amended by A.F.O.2512/47) and A.F.O.6473/46 have been adopted in the R.A.N.

(613/227/53)

VI. AIRCRAFT OXYGEN SYSTEM - TEST RIG FOR OXYGEN MASK.-

The provisions of A.F.O.7576/45 (as amended by A.F.O.1046/46) and A.F.O. Diagram 445/45 have been adopted in the R.A.N.

(613/227/53)

VII. FLASKS VACUUM (21C/1772) - SUPPLY TO AIRCREW PERSONNEL.-

Aircrew personnel flying from carriers or Naval Air Stations may draw vacuum flasks (Stores reference 21C/1772) on temporary loan to provide refreshment in flight. On completion of the flight the flasks should be cleaned out and returned to the Supply officer. When it is known that the personnel to whom flasks have been issued on temporary loan will not be returning to the ship or station from which issue has been made, the flasks are to be transferred to the store account of the ship or station to which the aircraft is proceeding, by Form A.S.549, which is to be clearly marked "Issued on temporary loan to ....." in order that their return at the new destination may be effected.

2. New allowances of flasks, vacuum (Stores reference 21C/1772) which will be incorporated in B.R.378 are as follows :-

Air Stations ..	36
Aircraft Carriers ..	30.

(613/236/2)

VIII. FLYING HELMETS.-

Pending amendment or incorporation in B.R.378, the provisions of A.F.Os. 1412/48 and 5112/46 (as amended by A.F.O. 3803/47) are adopted for use in the R.A.N.

(494/202/248)

IX. SEA RESCUE APPARATUS.-

The following equipment for Sea Rescue is supplied to Naval Air Stations and carriers :-

(i) Sea Rescue Apparatus Type "F", Mk. II.
(ii) Sea Rescue Apparatus Type "G".

2. The Type "F" Mk. II apparatus is a small supply dropper, the contents of which do not exceed 14 lbs. in weight. Full details of the apparatus and scale of supply are given in A.F.O.1737/47, which is hereby adopted in the R.A.N.

3. The Type "G" apparatus, which weighs approximately 165 lbs., is carried in a Mk. V bomb container and consists of an "S" type (5-seat) dinghy, emergency pack, length of buoyant rope and parachute. Details of the apparatus and method of dropping will be promulgated when available.

(613/235/4)

X. SAFETY HARNESS "Q" TYPE - FITTING AND ADJUSTMENT.-

It is necessary to draw attention to the method of fitting and adjusting the "Q" type harness, since, unlike the Sutton harness and American types, it consists in principle of a lap strap with shoulder straps added to prevent the body being thrown forward.

2. When fitting the "Q" type harness the lap strap should first be tightened down fully and afterwards the shoulder straps attached and adjusted. The quick-release box will then be positioned low down in the lap and not up against the chest as in the Sutton harness.

3. With the quick-release box low on the body the parachute release box should be worn higher to clear the shoulder straps when tightened down.

4. There is no necessity for a harness-release, since there is ample freedom of movement when the shoulder straps are loosened in flight. The lap strap when tightened is sufficient to hold the body under any conditions of manoeuvre.

5. When loosened the shoulder straps are inclined to fall off the shoulders, and to overcome this it may be found desirable to join them together by thin elastic such as parachute elastic. This should be sewn to the shoulder straps as close as possible behind the pilot's neck when the straps are tight and a Mae West is worn. Shoulder straps are designed to be worn loose in the air and tightened only for take-off, landing and in emergency.

(613/235/5)

XI. SUPPLY AND USE OF COLOURED HELMETS, SLEEVES AND JACKETS - AIRCRAFT HANDLING PARTIES.-

The provisions of A.F.O.2092/48 have been adopted in the R.A.N.

(434/201/4088)

XII. AIRCRAFT DINGHY RADIO TRANSMITTER - T.3180 ("WALTER", MARK I) - OPERATION, SEARCH AND MAINTENANCE.-

General.- It is imperative that operators of ASV equipment in Naval aircraft should be able instantly to recognise the visual indication produced by "Walter". Commanding Officers are to ensure by practical demonstration and by the circulation of this order that personnel concerned are fully conversant with the operation and maintenance of "Walter". The handbook for "Walter" is A.P.2554A. Elementary information is given in Air Diagram 3985.

2. Transmitter, Type T.3180 (Ref. No.10 DB/975), known as "Walter" Mark I, is a radar transmitter for use in dinghies. It transmits horizontally polarized radiation omnidirectionally on a frequency of 177 Mc/s., and enables aircraft fitted with suitable radar equipment to home on to the dinghy concerned.

3. Operation.- An airman on taking to a dinghy, should erect the "Walter" aerial as follows (these instructions are printed on the linen wrapper, but it is of the utmost importance that they should be memorized so that the operation can be effected by night) :-

Single-seater dinghy

(1) Fix forward apron straps (2 each side).
(2) Tear open wrapper.
(3) Fix one guy forward.
(4) Fix side guys to outer 'D' ring at occupant's hips (avoiding crossing at the top).
(5) Stand "Walter" in slot in the apron.
(6) Erect mast, starting with top section. Ensure that each section clicks home.
(7) Tighten side guys.
(8) SWITCH ON.
(9) Fix apron.

Multi-seater dinghy

(1) Fit weather apron.
(2) Tear open wrapper.
(3) Pull out guy lines one at a time to fix to 'D' ring extensions.
(4) Erect mast, starting with top section. Ensure that each section clicks home.
(5) Tighten guy lines.
(6) SWITCH ON.

4. The only control on the transmitter is an ON/OFF switch. The telescopic mast has two spring-loaded unipole arms which spring out horizontally when the mast is extended. The fully extended mast has a height of 7 ft. 4 in. "Walter" should be operated in accordance with the instructions on the front of the label attached to the transmitter, viz :-

FOR LONGEST BATTERY LIFE :-

SWITCH ON for 2 min.
SWITCH OFF for 4 min.
SWITCH ON for 2 mins., etc.

This is essential to preserve the battery, which under these conditions should have a life of about 60 hours. Continuous operation will result in a much shorter battery life. When, however, an aircraft or surface vessel is sighted, "Walter" should be left switched on, in accordance with the instructions on the back of the label (Form A.59).

5. When an aircraft has sighted a dinghy, it will turn away to contact a surface vessel. The dinghy occupant should then switch "Walter" on and off for 20-second periods to give the rescuing operator full scope for searching for other signals and also keeping the location of "Walter".

6. Search.- The following pick-up ranges of "Walter" may be expected with ASV Mark IIN equipment :-

Height of A/C in feet	Range in nautical miles
500	8
1,000	12
3,000	16
5,000	20.

In the majority of cases the ranges of "Walter" with Lucero Marks I and II will be half the above.

7. Search procedure should, therefore, begin at 3,000-5,000 ft., with gain control adjusted to show receiver noise. The receiver tuning control should be rocked over a narrow range, since all "Walters" and all receivers cannot be pre-set to exactly the same frequency.

8. Signals from "Walter" will appear as narrow spikes on both sides of the trace, but not necessarily locked to the time base; they may be irregular at first, but as signals grow stronger, the smaller spikes will grow to a common level with the larger, so that the difference in amplitude of the port and starboard signals gives a bearing on "Walter". The indicator should be switched to the 90-mile range to bring a maximum number of spikes on the screen.

9. Vectorial correction can be made in the normal manner, to home on to the dinghy but, since "Walter" is a separate transmitter, range can only be assessed from the table in paragraph 6 above, with reference to the altimeter. As the aircraft approaches the dinghy, the signals will increase in amplitude and gain control must be reduced.

10. When the growth of amplitude becomes very rapid, the pilot should be given a vector slightly off the dinghy bearing so that he may keep watch on his near side, a marker float should be prepared and a sharp look-out maintained. As the aircraft passes over the dinghy, the signals will increase sharply in amplitude and decay rapidly. If the dinghy is not sighted and the signals cannot be discovered at low altitude, the aircraft must regain height and recommence the search procedure.

11. Should the dinghy be riding a sea, the amplitude of signals on both sides of the trace will vary evenly so that reading of a bearing is not impaired, and the movement of the signals will enable an observer to see whether signals are also being received from another "Walter" in the vicinity.

12. Maintenance - Inspection and Test Procedure.- "Walter" is a device for saving life and must be maintained as carefully as all equipment of such nature. Transmitters and batteries must be inspected and tested at every normal dinghy inspection, and, in any case, at intervals not exceeding 4 weeks in temperate climates or 2 weeks in tropical areas.

13. Test Set, Type 347 (Ref. 10SB/268).- This is a battery tester and should be used whenever possible to test the batteries for "Walter" since it has been designed to impose the

correct loads and the meter has been adjusted to give an indication more accurate than that of one not specially calibrated. It comprises -

(a) A socket into which the "Walter" battery (Ref. No. 5J/3097) can be plugged.

(b) A milliammeter.

(c) A selector switch which enables the L.T. and H.T. portions of the battery to be connected in turn, via appropriate loads, to the meter.

14. The meter is adjusted by the manufacturer to read 4.9 milliamperes with 1.46 volts L.T. applied, and 4.5 milliamperes with 89 volts H.T. applied. This adjustment is made by shunts across the meter movement and on no account are these shunts or any other components in the test set to be changed or interfered with in any way. The only adjustment permitted is the zero set for the meter, and this should be set up, if necessary, before testing any batteries.

15. The test set will read approximately 200 volts full scale deflection when switched to H.T. and approximately 3 volts full scale deflection when switched to L.T.

16. On early models of the test set the minimum meter readings differ from those mentioned in paragraph 13 hereof; these meter readings are indicated on the test set and should be used accordingly. On such models, the H.T. and L.T. switching is performed by two push buttons and on no account are these to be pressed simultaneously.

17. To test battery, using test set, Type 347 :-

(a) Take the battery out of the container in the transmitter (being careful not to tear the linen wrapper) by unscrewing the knurled bakelite cap, inverting the transmitter, and striking the open end of the container with the palm of the hand.

(b) Plug the battery into the socket on the front panel of the test set, Type 347, aligning the white index mark on the battery and the mark on the socket.

(c) Move the key of test set, Type 347 to "L.T. test". The instrument reading should be not less than 4.9 milliamperes.

(d) Move the key of test set, Type 347, to "H.T. test". The instrument reading should be not less than 4.5 milliamperes.

(e) If either of these readings is low, the battery must be replaced by a new one, which is to be checked before insertion.

18. To test battery when test set, Type 347, is not available -

(a) Remove the battery from the container in the transmitter in the way described above.

(b) Connect a high resistance voltmeter and a 10-ohm resistance in parallel across the sockets marked (at the side of the battery) " - " and "1.5v.+". The reading should be at least 1.5 volts.

(c) Connect the high resistance voltmeter without load across the sockets marked (at the side of the battery) " - " and "90v. +". The reading should be at least 90 volts.

(d) If either of these readings is low, the battery must be replaced by a new one, which is to be checked before insertion.

19. To test transmitter -

(a) Carefully examine the transmitter assembly for damage, particularly for -

(i) Broken flex connections at the aerial hinges.
(ii) Loose switch lever.
(iii) Cracks in the moulded bakelite containers, in the battery container, or in its screwed cap.
(iv) Uncoiled guy lines, external to the linen wrapper.
(v) Illegible instructions on the wrapper.
(vi) Seriously dented or distorted mast sections. It is not necessary to extend the mast section; if the outer sections are undamaged the inner sections will also be undamaged.

(b) Insert a tested battery, sockets foremost in the container. Keep the white index marks on the battery and the bakelite transmitter container aligned and lower the battery gently (do not drop it on to the contact pins). The battery is correctly home when about ¼-in. below the mouth of the container. Screw on the bakelite cap, taking care that it is watertight by checking that -

(i) The cap contains a spring.
(ii) The rubber gasket in the battery cap is in good condition.
(iii) The screw threads on the cap are not crossed.
(iv) The screw threads have been covered with a generous smear of yellow grease (Ref. No.34A/169).
(v) The cap is screwed hard down.

(c) Stand transmitter upright, but not extended, and either -

(i) Tune receiver in IFF test set, Type 74, to the "Walter" frequency, checking the frequency with wave-meters, Types B.G.3 or W.1649. The frequency of "Walter" with the mast telescoped and the dipole folded is approximately 179 Mc/s. With the recurrence switch set to position "D" unlocked pulses, breaking the base line, should appear on the screen; or
(ii) Using ASV, Mark II, equipment check that "Walter" presents triangularly shaped spikes of even amplitude.

20. Re-assembly of "Walter" should be carried out carefully. A note should have been ma of the manner in which the guy lines and battery wires are coiled up if they are to be disturbed; it is essential that they release freely without risk of tangling, the centre of the battery wires being looped on the spool, and the wires coiled up so that each half is wound parallel to the other without cross-over.

21. Stowage in dinghy.- The following items for use with "Walter" are hereby introduced :-

Ref. 10DB/1985 Cover, waterproof.
Ref. 10DB/1689 Cover, protective.

22. The waterproof cover, made of rubberised fabric, gives an added protection when "Walter" is initially immersed, and will in future be issued with "Walter". Holders of "Walters" without waterproof covers should demand an equal number of the latter from the nearest R.A.N. air store depot, for retrospective fitting.

23. The protective cover made of white felt is for use when stowing "Walter" (enclosed in its waterproof cover) in all types of dinghy packs except the "K" type, and should be demanded as a separate item when "Walter" is demanded for use in such packs. Holders of "Walters" (for use in multi-seater dinghy packs) without the protective cover should demand an equal number of the latter from the nearest R.A.N. air store depot for retrospective fitting.

24. "Walter" must be inserted in its waterproof cover and the end of the cover sealed with 50-mm. tape (Ref. 27C/2010) and KB.62 solution, the solution being applied as for dinghy repairs. The waterproof cover (with "Walter") must then, when stowed in multi-seater dinghy packs, be inserted in the protective cover.

25. Great care must be taken to stow "Walter" in the dinghy pack in the correct manner -

(a) For "K" type dinghy packs as set out in A.P.1182, Vol.I, Part 3, Section 4, Chapter 5, Appendix II.

(b) For multi-seater dinghy packs as illustrated in leaflets to be issued in due course amending the handbook of the aircraft concerned to show the stowage of "Walter" in multi-seater aircraft dinghies.

26. The items detailed in paragraph 27 have been introduced so that modification may be made to dinghy packs in order that "Walter" may be stowed therein. The modification consists of enlarging the elastic retaining loops to 4-in. circumference, and is to be carried out by unstitching the existing piece of elastic and replacing it by a piece 6-in. long, thus giving a 4-in. circumstance loop in place of one of 2-in.

27. The undermentioned items are required per pack :-

Reference	Description	Quantity
27C/2030	Elastic, black, 1-in. wide	1 ft.
32B/657	Thread, No.25, white	As required.

Supplies are available at R.A.N. store depots and storing yards.

28. Modification.- The following modification introduces three additional lengths of cordage to provide means of attachment for the flag distress (Ref. 27C/1925) to the "Walter" mast when erected.

29. The sequence of operation is as follows :-

(i) Cut three 18-in. lengths of cord, 8-oz. (Stores Ref. 32A/107).

(ii) Dip the ends of the cords in cellulose dope to a depth of 1-in. and allow to dry in order to prevent fraying.

(iii) Thread one length of cord through each elastic loop of the flag distress, and tie off by means of a reef knot at the central point, leaving two equal lengths for attachment to "Walter" mast.

30. The undermentioned item is required and should be demanded from R.A.N. store depots :-

Stores Ref.	Nomenclature	Quantity
32A/107	Cord, 8-oz.	4 ft. 6-in.

31. Supply of "Walter" is made generally on the basis of one "Walter" per "K" type dinghy and one per aircraft dinghy pack. Spares allowances have been laid down in B.R.378.

32. Batteries are supplied in airtight cases, each containing ten batteries. Cases should not be opened until a battery is actually required. (613/262/8)

XIII. AIRCRAFT DINGHY SYSTEMS AND SAFETY HARNESS - RESPONSIBILITIES OF RATINGS.-

The following is to be the allocation of duties of the safety equipment and other maintenance ratings, regarding safety equipment peculiar to aircraft.

Aircraft Dinghy Systems.-

2. The overall responsibility for both installation and serviceability of aircraft dinghies and associated equipment lies with the S.E. rating. He is to ensure that all ancillary equipment peculiar to the dinghy stowage is complete, and correctly fitted for use. This includes stowage of all equipment, fitting of operating head cartridge, and connection of operating head to manual release cable, and ensuring that the three-pin plug is in its sockets.

3. In connection with the above, the Airframe, Ordnance and Electrical Branch (Air) ratings have associated responsibilities only as follows :-

(i) The Airframe rating -

(a) ultimately for the security of the dinghy stowage cover;

(b) serviceability and attachment to fuselage of manual release cable.

(ii) The Ordnance rating -

Serviceability of pyrotechnics, in accordance with current instructions.

(iii) The Electrical rating -

Serviceability of immersion switch and continuity of electrical circuit. He should also test and inspect the circuit and operating head after an accidental "blow out".

(iv) The Radio rating -

Serviceability of dinghy radio equipment, i.e., T.3180 ("Walter") and/or Corner Reflector.

Safety Harness.-

4. Maintenance and repair of this item is solely the responsibility of the Airframe rating. (613/262/8)

XIV. SINGLE SEATER DINGHY, TYPE 'K' - PERSONAL DINGHY.-

'K' type, single seater dinghies are for use by flying personnel alighting on or baling out over the sea, and are to form part of the equipment of all air crews liable to fly over, or in the vicinity of, the sea. They are to be worn in compliance with current Flying Regulations.

2. The type 'A' Mark II seat pack, with the 'K' type dinghy, is for use by pilots, and by observers and air gunners in aircraft where bucket seats are provided (see appendix).

3. The type 'C' detachable pack with the 'K' type dinghy, is for use by pilots, observers and air gunners where bucket seats are not provided (see appendix).

4. 'K' Dinghy Packs - 'A', Mark II and 'C' - Instruction for fitting.-

(i) 'A' Pack: Remove the sorbo parachute-seat cushion, and button on the seat pack. The leg loop in the parachute harness comes through the hole in the dinghy pack in the normal way. The lanyard on the cover comes to the front right-hand corner of the pack. This lanyard is led through the left handling loop and attached to the quick-release attachment on the right handling loop, on the life saving waistcoat.

(ii) 'C' Pack: The pack is secured to the wearer by means of the snap hooks which fasten to the 'D' rings provided on the Observer Type harness. Tuck the lanyard under the harness strap and secure to quick-release unit on right handling loop of life saving waistcoat.

5. Drill after entering the water.- (Note.- Even if the aircraft is ditched, it is necessary to leave with the parachute harness on if it is desired to retain the dinghy.)

(a) Release the parachute harness (get a grip of the lanyard first if the parachute is pulling hard.)

(b) Pull in on the lead till the dinghy comes to hand.

(c) If the dinghy has not left the pack, rip the cover off (handles are provided).

(d) Take hold of the handwheel on the CO2 cylinder and pull out the valve locking pin.

(e) Inflate the dinghy by unscrewing the valve slowly, using it to control the speed of inflation (one turn anti-clockwise will fully open the valve).

(f) Enter dinghy by narrow end (if the other end tends to rise, give a slight push away from you to make the water-pocket fill). Grasp the handling loops on top of the dinghy and pull the body forward.

(g) Stream the drogue, which is stowed in the water-pocket.

6. In the Dinghy.- Generally it is advisable to stay in the neighbourhood of one's point of ditching, so leave the water-pocket open and the drogue out. If you wish to move, it is best to paddle the dinghy whilst leaning backwards over the stern, but first pull in the drogue and haul in on the water-pocket line and secure it.

7. Stopping a leak.- Pull a leak stopper out of its stowage

in the pack lid, push it into the hole and screw home. The stopper will not seal the leak absolutely, but it will enable you to remain afloat by intermittent use of the topping-up bellows.

8. Topping-up Bellows.- The topping-up bellows screws on to the valve alongside - a line from the upper strap of the bellows attaches it to the bellows housing. If the hand is placed under this line before screwing the bellows on, the line will not twist around the bellows.

9. Maintenance.- 'K' dinghy packs are not to be exposed to sunlight nor direct heat, as this may result in a premature discharge of the Mark IX CO2 cylinder. A premature discharge is caused by the excess pressure of gas fracturing the copper alloy safety disc, passing through the centre drilled plug incorporated in the boss on the side of the operating head and blowing off the red sealing cap. The absence of this red cap is to be taken as an indication that a premature discharge may have occurred. The operating head should be inspected daily before flight.

10. Difficulty is sometimes experienced in opening 'K' dinghy packs in emergency. The cause of this is the jamming of locking rings in the top portion of the press-button fasteners, caused by particles of grit. To avoid this, all press-buttons must be clean and free from grit, etc.

11. Sponges, viscose (Ref. 32B/726).- These sponges are provided for drying out the dinghy after baling out water. They are to be threaded on to the baler cord, which attaches the baler to the bellows housing, and stowed in the bottom of the baler, before placing the baler in the stowage position over the topping-up bellows.

Cylinders CO2 Mark IX - Stores Ref. No. 6D/535.-

12. All air crews are to ensure that their 'K' dinghy is in order by inspecting the red sighting seal daily. If the seal is not in place the bottle is to be regarded as defective.

13. Squadron-Commanders, on arrival in the tropics, are to ensure that -

(a) All CO2 bottles in their squadrons are recharged to tropical pressure.

(b) Orders are issued to prevent air crews exposing their 'K' dinghies unnecessarily to the direct rays of a tropical sun.

14. Supply and Safety Equipment and Survival Officers holding stocks of Mark IX CO2 bottles are to inspect stocks of spares before issue and at least once a week for defects. They are also to comply with paragraph 13(a) hereof.

Hand Paddles (Ref. 27C/1906).-

15. To prevent their loss overboard when in use the small hand paddles (Stores Ref. No.27C/1906), where carried in 'K' type dinghy packs, are to be attached as follows.

16. Each paddle is to be secured to the equipment tray of the pack cover by a separate 4-ft. length of 2-oz. kite cord (Stores Ref. No.32A/104) tied with a bowline to the eyelet in the paddle and to the eyelet adjacent to the paddle stowage in the equipment tray. In cases where no eyelet is fitted in the

equipment tray the cord is to be attached to the paddle elastic stowage loop.

17. To prevent interference with the inflation of the dinghy, it is essential that the slack of the kite cord should be neatly flaked and, before tucking between the paddles, tied with two turns of scarlet locking thread in two places.

18. Radar Aids.- Personal dinghies in the R.A.N. are equipped to carry both "Walter" Mk. I (T.3180) and Corner Reflectors (Ref. 110DB/397).

19. "Walter" can be received by metric radar and Corner Reflector by centimetric radar carried in aircraft.

20. The pick-up radius of "Walter" varies from 8 to 20 miles. The effective range of the Corner Reflector in calm weather conditions is approximately half that; in moderate and rough seas this would be reduced to practically nil.

21. Reports on the performance of both "Walter" and the Corner Reflector are required, particularly in rough sea conditions where the latter is concerned.

(613/262/8)

APPENDIX - "K" TYPE DINGHY PACK CONTENTS

Type of "K" dinghy pack for single seat dinghy	Detail and size of pack	"K" type dinghy with equipment on pack complete	"K" type dinghy without weather aprons	"K" type dinghy complete with weather aprons	CO_2 cylinder, Mark IX	CO_2 cylinder, Mark IX, protective sleeve	Dinghy pack, empty	Single seater dinghy inflater, Mark I or Mark II	Bailer, collapsible	Leak stoppers, neat of one large and one small	Drogue, sea, small	Signals, distress, two star	Fouches for signal, distress, to hold three signals	Magnetic compass marching Mk.I, in waterproof wrapper	Wooden thwart	Rations, flying, Mark II	Heliograph mirror	"K" type dinghy paddle	T.3180 ("Walter")	Corner reflectors	Sponge
Stores Ref.	-	-	27C/1898	27C/1927	6D/535	27C/2044	-	27C/1894	27C/1902	27C/1903	27C/1860	12D/551	27C/2502	6E/374	27C/2057	27F/7	27A/2072 N.2107	27C/1906	10DB/975	110DB/397	32B/726
Weight	-	-	4 lb 8 oz	5 lb 8 oz	3 lb 12 oz	3 oz	-	Mk.I 10 oz Mk.II 6 oz	3 oz	1½ oz	3 oz	-	2 oz	5 oz	5 oz	10 oz	7 oz	-	2 lb 9 oz	-	-
"A" Mark II seat pack	Pilot's seat pack used with C.2 parachute harness, 13¾-in. x 15¼-in. x 4-in. No aircraft stowage required	-	-	1	1	1	27C/1899 1 lb 14 oz	1	1	2 sets	1	6	2	1	-	1	1	1	1	1	1
"C" type detachable seat type (large)	Used with Observer type parachute harness 13¾-in. x 4-in. 15¼-in. Aircraft stowage	-	-	1	1	1	27C/1920 2 lb 12 oz	1	1	2 sets	1	6	2	1	-	1	1	1	1	1	1

XV. PARACHUTES.-

Parachute Rip Cords.- Spare parachute rip cords held in store are to be treated with rust preventative D.T.D. 121C Ref. 33C/527 by immersing the cord in the solution and then leaving it to dry. Before fitting a treated rip cord to the parachute the rip cord wire should be wiped with rags soaked in paraffin.

2. Rip Cord Housings.- During routine inspections special attention should be paid to rip cord housings and any found with an undue amount of play in the outer covering of plaited steel braid are to be regarded as defective and should be changed.

When a new rip cord housing is fitted to a parachute the entry on the Parachute Log Card (Form 1507A) should include a note "Checked in accordance with A.F.O.6449/44".

3. Pack Elastics.- With reference to B.R.1297, Naval Air Supply Instructions, Article 42, the colour of the cotton threads for parachute pack elastics manufactured in 1949 is Heliotrope.

4. Modification to Harness.- The instructions in A.F.O. 3539/48 regarding modification to the Quick-Fit Type adjustable harness (Ref. No. 15A/555) for seat type parachutes (Ref. No. 15A/379) are adopted for use in the R.A.N.

5. Log Cards.- Every parachute should be complete with its Parachute Log Card or Log Book, and in the event of this not being available, details should be reported to Director of Naval Stores, Navy Office, if the parachute has been obtained from overseas sources. The log card or book is always to accompany the parachute on transfer, or return to Store Depot.

When a parachute is finally written off charge the log book or log card, corrected to include details of the disposal of the parachute, is to be forwarded to N.S.O. (Air) for custody. (613/235/6)

XVI. TYPE "B" FLYING RATION.-

The ration consists of 1¾ oz. fruit flavoured barley sugar tablets, 1¼ oz. fruit flavoured pastilles and 2 packets of chewing gum, packed in an air-tight metal container and is for the use of Naval aircrews engaged on operational flying training at Naval operational training units and during other flights which are expected to last over two hours in daylight or over one hour at night.

2. The ration is of value in the prevention of fatigue and is intended for use during actual flight. In emergency, it provides a valuable addition to the Emergency Flying Ration (B.R. 93, Manual of Victualling, Vol. I, Chap. IV, Section G).

3. The ration is to be known as "Flying Ration, Type B" and is to be issued to each member of an air-crew when undertaking flights under the conditions set out in paragraph 1 hereof. This ration is to be taken on charge in the Provision Account and the quantities expended are to be accounted for as extra issues.

4. Initial supplies and subsequent replenishments are to be demanded from the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney. (668/201/3649)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
2nd August, 1949.

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. Fleet,
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.

GOWRIE SCHOLARSHIPS.

The Gowrie Trustees - Sir John Latham, Sir Robert Garran, Mr.H.B.Piper and Sir Leslie Morshead - have announced the Awards of Gowrie Scholarships for 1949. The total awards since the inception of the Fund are eighty-four scholarships, comprising nine Research Travelling Scholarships, twenty-four University Scholarships and fifty-one Secondary School Scholarships. Fifty scholarships are now current.

2. The period of tenure of scholarships varies in different cases. The successful candidates will be advised by the Trustees of the terms and conditions of the grant in each case.

1949 AWARDS

3. The Awards are as follows :-

Research Travelling Scholarships of £500 sterling per annum:

"Major Patrick Hore-Ruthven Memorial" -

Robert Kerford Morton, B.Sc.Agr. (Hons.University Medal) Sydney.
W.W.Forrest, B.Sc.(Hons.), Adelaide.

University Scholarships of £75 per annum:

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Ernest A.Lyall, 11 Mellifont Street, West Hobart, Tasmania.
High Schools, Launceston and Hobart.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Winston H.Lamb, 28 McLachlan Street, Horsham, Victoria.
Scotch College, Hawthorn.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Gregory B.Markey. 33 Salisbury Crescent, Colonel Light Gardens, South Australia.
Prince Alfred College, Kent Town.

Gowrie Scholarship "(Torchbearer Foundation)" -

Richard M.McCredie, 18 Findley Avenue, Roseville.
Sydney Church of England Grammar School, North Sydney.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Miss Marceline D.Pickup, Kedron Street, Kedron, Queensland.
Girls' Grammar School, Brisbane.

Secondary School Scholarships of £40 per annum.

Gowrie Scholarship "(Lines of Communication S.A. Foundation)" -

Miss Margaret L.Altman, Newtown, Kadina, South Australia.
Kadina Memorial High School.

Gowrie Scholarship "(H.M.A.S. Leeuwin W.A. Foundation)" -

John G.Collins, 19 Salvado Street, Cottesloe, Western Australia.
Perth Modern School.

Gowrie Scholarship "(William Wallace Anderson Memorial)" -

Donald J. Douglas, The Manse, Brown Street, Newcastle.
High School, Newcastle.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Leslie R.-Drew, 13 Cooma Street, Preston, Victoria.
High School, Northcote.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Miss Shirley A. Jackson, 14 Upper Rooke Street, Devonport, Tasmania.
State High School, Devonport.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Roy W. Paine, 310 Unley Road, Unley, South Australia.
High School, Unley.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Basil F. Rachiner, Rokewood Junction, Victoria.
High School, Ballarat.

Gowrie Scholarship "(Major Patrick Hore-Ruthven Memorial)"-

Miss Lois C. Shiner, 16 Hampden Street, South Perth, Western Australia.
Perth Modern School.

Gowrie Scholarship "(N.S.W. Country Women's Association)" -

Miss Barbara A. Thompson, 19 Silsoe Street, Hamilton, New South Wales.
Newcastle Girls' High School.

1950 AWARDS

4. Applications for Research Travelling Scholarships should reach the Registrar of an Australian University not later than 30th November 1949.

5. Applications for Secondary School Scholarships and University Scholarships should reach the Trustees, The Gowrie Scholarship Trust Fund, G.P.O. Box 2069, Sydney, not later than 31st December 1949.

6. Scholarships are available only to members of the Forces who have served on active service in a combat area during the war of 1939/45, or their descendants.

7. Forms of application and instructions are obtainable from the Trustees and requests therefor should state the type of scholarship desired - i.e., Research Travelling Scholarship, University or Secondary School Scholarship.

(474/203/612)

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

244.

NEW ENTRY SCHOOL - CHANGE OF TITLE.

The New Entry School at Flinders Naval Depot will, in future, be known as the Recruit School. (549/201/343)

245.

GUNNERY CONTROL - GENERAL - MOVING COILS FOR USE IN OIL SERVO UNITS MARKS 2, 3 AND 4 - TRANSFER FROM NAVAL STORES TO NAVAL ORDNANCE CHARGE.

With reference to A.F.O.1505/49, stocks held at Naval Store Depots of Pattern 11041 Coils, moving, for oil servo units Marks 2, 3 and 4, are now being transferred to the charge of the Officer-in-Charge, Gunnery Equipment Depot, Garden Island, Sydney, to whom all future demands for this item should be forwarded.

2. In ships in commission, any of these moving coils 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 Officer-in-Charge, Gunnery Equipment Depot, Garden Island, Sydney. Forms D.526 (S.197) for correction of the List of Portable Fittings should be prepared in the normal manner.

3. Navy Orders 31 of 1948 and 113 and 169 of 1949, refer.

(490/214/540)

246.

MACHINERY - ENGINES - DIESEL - LISTER EPVMG4 - LUBRICATION OF EXHAUST VALVE STEMS.

The provisions of A.F.O.254/49 are to apply to ships of the Royal Australian Navy.

2. Modifications to the engines are to be carried out in accordance with A.F.O.254/49 and A.F.O. Diagram 12/49 and an item is to be included in next Defect List of ships concerned when the work required is beyond the capacity of the ship's staff. Spare engines held at the Central Machinery Spares Depot are also to be modified.

3. Arrangements for the manufacture of the necessary parts will be made by the Admiral Superintendent, Sydney.

4. Administrative authorities concerned should arrange for the installation to be carried out, the necessary parts being demanded from Central Machinery Spares Depot, Sydney.

5. As each engine is modified, a report is to be forwarded to Navy Office giving the serial number and location of the engine concerned.

(524/202/3509)

247.

PAINTING OF HANGARS OF LIGHT FLEET CARRIERS.

The colour scheme for hangars, referred to in A.F.O.959/47, is to be adopted in the Royal Australian Navy, using the synthetic paints described in Navy Order 75 of 1947.

(540/201/8)

248.

BOOKS AND FORMS.

B.R.97(48), Naval Catering Handbook and Steward's Manual, has been adopted for use in the Royal Australian Navy. A first issue, as follows, will be made by the Superintending Naval Store Officer, Sydney, when available, without demand :-

Aircraft Carriers and Cruisers	3* No. each
Destroyers and Shore Depots	3 " "
Repair Ships and Minelayers	3* " "
Flotilla Leaders, Destroyers, Frigates, Surveying Ships and Minesweepers ..	1 " "
R.E.V. Yard, Sydney	1 "
H.M.A. Naval Victualling Depots, Port Melbourne and Fremantle	1 " "

*One additional to Flagships and to ships carrying Wardroom attendants.

2. This book renders B.R.97, Manual for Officers' Stewards, and B.R.97A, Handbook for Junior Officers' Stewards, obsolete.

3. Personal copies are to be issued gratuitously to all Steward ratings, and supplies for this purpose are to be demanded from the Superintending Naval Store Officer, Sydney.

(571/202/2913)

249.

BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed. Additional copies of B.Rs. 573, 615E, 626, 1608, 1616(1) and (2), 1720A, 1720B and 1784 are being obtained to complete distribution :-

B.R.88(2) 1948	- Drill Signal Table (Short Title D.S.T.).	(A.F.O.4209/48) (571/202/3122)
B.R.141/1948	- R.M. Clothing and Appointments etc. Issuing Prices etc.	(A.F.O.3011/48) (571/202/3065)
B.R.573	- A New English Course, Stage III. (Moon and McKay).	(A.F.O. 280/49) (571/202/3123)
B.R.615E(48) 1948	- Lecture Notes for the Instruction of R.C.3s Qualifying at Sea.	(A.F.O. 363/49) (571/202/2965)
B.R.625B (Part III)	- The Secondary Ballistic Functions and Associated Tables.	(A.F.O.2289/48) (571/202/3040)
B.R.626(48) 1948	- Drill for 4" Mark 16* Q.F. Semi-Automatic Guns on A.A. Twin Mark XIX Mountings, including Mountings fitted with R.P. 50, 51 and 52 Series (Metadyne).	(A.F.O.2776/48) (571/202/3053)

B.R.861(48) - Drill for the Fuzekeeping Clock, Marks II**, II**S or II* and Admiralty Fire Control Clock, Marks III* or III. (A.F.O.1791/48) (571/202/3038)

B.R.945/48 - Turret Gun Drill for 6-inch Triple Mark XXIII Mounting. (A.F.O.4047/48) (571/202/3099)

B.R.1094 - Instructions for the Design and Installation of Ventilation arrangements in H.M. Ships. (A.F.O. 916/48) (571/202/2996)

B.R.1257/48 - Ship Firefighting Manual. (A.F.O.3627/48) (571/202/3098)

B.R.1608 - Servicing Manual for Radar Type 242. (A.F.O. 513/49) (571/202/3136)

B.R.1616(1) - Handbook for Type 612 Series Vol.1. Technical and Mechanical Description.

B.R.1616(2) - Handbook for Type 612 Series Vol. 2. Diagrams. (A.F.O. 781/49) (571/202/3137)

B.R.1625 - Handbook for Whip Aerial Outfits AWA, AWC, AWF and AWG. (A.F.O.1952/48) (571/202/3034)

B.R.1694(9) 1948 - Pamphlet on ARK(X) Gyroscopes. (A.F.O.4209/48) (571/202/3113)

B.R.1720A - Teaching Pamphlets for Gunnery Films and Film Strips, Pamphlets 1-13.

B.R.1720B - Teaching Pamphlets for Gunnery Films and Film Strips, Pamphlets 1-15. (A.F.O. 608/49) (571/202/3115)

B.R.1784 - Establishment of Naval Stores for L.S.T. (3), L.S.T.(C) and L.S.T.(Q). (A.F.O.2259/47) (571/202/2910)

B.R.1787(47) - Technical Information and Maintenance Instructions for Acoustic Minesweeping Equipment 1947. (A.F.O.2376/48) (571/202/3039)

B.R.1814(1) - Handbook for W/T and Voice Control Outfits K.H.C/D/E. Volume I. Technical Description.

B.R.1814(2) - Handbook for W/T and Voice Control Outfits K.H.C/D/E. Volume II. Diagrams. (A.F.O.2780/48) (571/202/3007)

B.R.1815 - Action Information Signal Book. (571/202/3058)

B.R.1817 - Shock Effects in Repeat Job 9 from Underwater Explosions. (571/202/3120)

B.R.1818(1) - Handbook for W/T and Voice Control Outfits KHA/KHB with Fighter Direction Control Outfits KFF/KFG. Vol. 1. Technical Description.

B.R.1818(2) - Handbook for W/T and Voice Control Outfits KHA/KHB with Fighter Direction Control Outfits KFF/KFG. Vol. II. Diagrams. (A.F.O. 437/49) (571/202/3006)

B.R.1824 - Handbook for Test Outfit T.O.U. (A.F.O.1349/48) (571/202/3004)

B.R.1826/48 - Wireless Set No.88 Types A and B. Working Instructions.

B.R.1827/48 - Handbook for Type 615. (Army Wireless Set No.88). (A.F.O. 514/49) (571/202/3129)

B.R.1830/47 - Handbook for Teacher Outfit H.R.F. (A.F.O.1954/48) (571/202/3033)

B.R.1833/48 - Fire Control Drill for Destroyers fitted with the Mark IV Director A.F.C.C. Mark I** FKC Mark II**S and Associated Equipment. (A.F.O.3463/48) (571/202/3067)

B.R.1846(1) 1948 - Handbook for Type 267 P.W. Vol. I. Technical Description.

B.R.1846(2) 1948 - Handbook for Type 267 P.W. Vol. II. Diagrams. (A.F.O.3793/48) (571/202/3061)

- Hose and Scrubber - Being Notes on Cable Work in the R.N. (A.S.Cobham). (571/201/5492)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

9th August, 1949.

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. Fleet,
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.

LEAVE AND SERVICE IN H.M.A.S. COMMONWEALTH.

The Government has decided not to re-introduce the scheme, which was withdrawn on 31st March, 1948, whereby wives and families of personnel serving in Japan were permitted to proceed to and reside in Japan.

2. Subject to manning requirements, service in H.M.A.S. COMMONWEALTH will be limited to twelve months, and leave will accrue upon the basic scale of 28 days per annum, plus additional leave at the rate of 14 days per annum, or one day for each completed month plus one day for each completed six months.

(1869/2/46)

251.

ISSUE OF RETURN WARRANTS.

Naval personnel detailed to undergo R.A.A.F. courses of short duration are not always issued with return warrants, rendering necessary issues by the Department of Air as a charge to this Department.

2. Naval Account Regulations and Instructions, Article 320(8), is applicable.

(480/205/1754)

252.

RESERVE FLEET - PAINTING AND PRESERVATION OF SHIPS AND CRAFT.

Ships and craft of the Reserve Fleet are to be painted as indicated hereunder -

(a) Ships' sides, decks, external surfaces and superstructures - every twelve months.

(b) Internal spaces - every three years, except in dehumidified ships when prior approval is to be sought.

(c) Colour and type of paint to be used on various surfaces are to be as laid down in Supplement No.1 to the Reserve Fleet Order book.

(d) External surfaces, where defective paint-work or corrosion exists, should be sandblasted and cleaned down to bare metal, where applicable, before painting.

(e) All surfaces treated by sandblasting are to be treated with not less than one priming and one intermediate coat of zinc chromate red before application of final coat of paint.

2. (a) The area between wind and water, under-water surfaces, including propellers and shafting, are to be sandblasted and cleaned down to bare metal and coated with cold plastic.

(b) As plastic composition is expected to have a longer life than ordinary anti-fouling compounds, approval is to be sought before renewing coating of cold plastic.

3. (a) Approval will be given for the painting of ships and craft in reserve, if beyond the capacity of ships' staffs, to be carried out by dockyard labour, subject to labour being available.

(b) An item to cover the painting, sandblasting and application of cold plastic, as necessary, is to be included in the paying off defect list in accordance with R.F.O.B., Article 128.

Where a ship or craft is not refitted within twelve months, an item is to be included in a supplementary defect list, in accordance with R.F.O.B., Article 129, to cover necessary work.

4. The foregoing instructions are also to apply to ships and craft preparing for reserve. Items to cover necessary work, by dockyard labour, are to be included in the prepaying off defect list in accordance with I.P.R., Article 1011(a).

(603/247/2367)

253.

AIRCRAFT STORES - A.O.G. AND U.R.R. PRIORITY II REQUIREMENTS - DEFINITION AND PROCEDURE.

1. Definition of Categories.- The following are the definitions of the terms "A.O.G." and "U.R.R." :-

"A.O.G." - Aircraft-on-Ground.- (Used by Aircraft Carriers and Air Stations only). A.O.G. requirements for individual aircraft and engines in categories F.A.E. (Front Line Aircraft Establishment), T.A.E. (Training Aircraft Establishment), F.I.R. (Front Line Immediate Replacement), P.F.S. (Preparation for Service) on which all work in all trades has stopped.

"U.R.R." - Urgent Repair Requirements.- (Used by Air Stations and Civilian Repair Organizations only). Urgent repair requirements for work actually in hand. This priority to be given not more than 21 days previous to the latest date by which the item is required.

2. Action to notify requirements.-

(a) Priority II Demands (or signals if the urgency is such as to justify this course of action) are to be rendered by Carriers and Air Stations on the Naval Store Officer (Air), R.A.N. Air Store Depot, Randwick, and should quote the (a) Type, (b) Mark and (c) Serial number of the Aircraft, Engine or Airframe concerned, and indicate invariably the latest date by which delivery is required to be effected.

(b) Where the requirement is being notified by signal the preamble to the message should quote "A.O.G." of "U.R.R." as appropriate.

(c) In the event of demands having already been lodged on Naval Store Officer (Air) for items of which the full quantity

or a portion thereof subsequently fall into the A.O.G. or U.R.R. category before the demand has been satisfied, a request is to be forwarded to this officer for the upgrading of the demand to the extent necessary to meet specific requirements.

3. Action to meet requirements.- On receipt of demands referred to, Naval Store Officer (Air) is to take immediate steps to meet requirements, consideration being given to the use of the most expeditious method to effect delivery.

Separate instructions are being issued to Naval Store Officer (Air) as to the action to be taken in the event of supplies not being immediately available from stock.

4. General.- As all Priority II demands for items which are not immediately available from Air Store Depot stock will necessitate special procurement action, it is important that this Priority shall only be used when fully justified.

Procurement action on Priority II demands will be progressed until the requirement has been satisfied.

5. Periodical reports of outstanding Priority II Demands.- The procedure to be adopted is under consideration.

(613/201/83)

254.

OIL FUEL - FUELLING AT SEA - EQUIPMENT FOR RECEIVING OIL FUEL BY THE ABEAM AND ASTERN METHODS - FLOTILLA LEADERS AND DESTROYERS.

The provisions of A.F.O. 2020/1948 are applicable in the Royal Australian Navy, and arrangements are being made for supply to Flotilla Leaders and Destroyers in commission of items required to complete to the revised allowances, as set out in the Appendix to the A.F.O. abovementioned.

2. Supply will be effected without demand by the Superintending Naval Store Officer, Sydney.

3. Arrangements should be made for items held in excess of the revised allowances in the vessels concerned to be returned to the Superintending Naval Store Officer, Sydney, in due course.

(612/201/6449)

255.

CAMERAS AND ANCILLARY EQUIPMENT - CARE, MAINTENANCE AND REPAIR.

There is now a large number of intricate cameras in use in H.M.A. ships and establishments. If damage to these cameras is to be avoided, it is essential that inexperienced personnel do not attempt to carry out adjustments and minor repairs. It

has therefore been decided to establish the responsibility for the various degrees of maintenance and repairs.

2. Division of Responsibility of Service Personnel.- The responsibility of Service personnel in regard to care and maintenance of cameras and ancillary equipment, including cine camera guns, is defined as follows :-

Photographers: Custody, installation, loading, care and maintenance, routine functional checks, oiling and cleaning.

E.As. and Electricians: Workshop overhaul, minor repairs.

Air Ordnance Personnel: Harmonisation of camera guns (in conjunction with Photographers).

3. Minor Repairs.- It is to be noted that the responsibility for minor repairs rests with an E.A. or Electrician; other ratings are not to be employed on this work. Should any doubt exist whether repairs can be effected in the ship or establishment, cameras are to be returned to store where they will be dealt with as detailed in paragraph 4 hereof. If no trained personnel are available, ALL cameras, even those needing only small repairs, are to be returned to Store.

4. Major Repairs.- All cameras and ancillary equipment (including Types F.24, G.45B, G.G.S. Recorder, Hand-Held, Dial Recording, Half Plate, Gunnery Recording, Low Angle Marking, 35 mm. and 16 mm. Still and Cinematograph, Press, Contax and Leica) requiring major repairs, are to be returned to the Superintending Naval Store Officer, Sydney, accompanied by Forms A.S.331. Demands for replacements when necessary should be forwarded on Forms A.S.134(d) to Superintending Naval Store Officer, Sydney.

(613/234/4)

256.

MESS UTENSILS FOR CHIEF PETTY OFFICERS, PETTY OFFICERS, AND SEAMENS' MESSES - REPLACEMENT ALLOWANCES FOR 1949-1950.

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. 4406/1947 will be allowed for Chief Petty Officers, Petty Officers, and Seamens' Messes in H.M.A. ships and establishments for the year ending 30th June, 1950, are as follow :-

(a) Chief Petty Officers and Petty Officers - 17/6 per head.
(b) All other ratings -
  (i) Where plates are in use - 13/- " "
  (ii) Where recessed cafeteria trays are in use - 7/4 " "

2. The articles drawn against these allowances are to be valued at the local fixed prices.

(530/202/518)

257.

COMMONWEALTH CLOTHING FACTORY PRICES FOR OFFICERS' UNIFORMS.

As from 1st July, 1949, the prices for the supply of Naval Officers' uniforms by the Commonwealth Government Clothing Factory are as set out in the schedules to this Order.

2. Navy Order 191 of 1948 is hereby 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
	†Undress Coat	†Mess Jacket	Undress Coat	Mess Jacket	Undress Coat	Undress Coat	£ s d	£ s d
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d		
Midshipman	11 13 0	9 6 0	7 7 6	6 2 0	7 4 6	8 0 0	10 9 0	11 0
Commissioned Officer ..	13 10 0	11 3 0	9 4 6	7 19 0	9 1 6	9 17 0	11 1 6	1 3 6
Senior Commissioned Officer	14 1 0	11 14 0	9 15 6	8 10 0	9 12 6	10 8 0	11 6 6	1 8 6
Sub-Lieutenant	14 1 0	11 14 0	9 15 6	8 10 0	9 12 6	10 8 0	11 6 6	1 8 6
Lieutenant	15 4 0	12 17 0	10 18 6	9 13 0	10 15 6	11 11 0	11 16 0	1 18 0
Lieutenant-Commander ..	16 0 0	13 13 0	11 14 6	10 9 0	11 11 6	12 7 0	12 6 0	2 8 0
Commander	16 7 0	14 0 0	12 1 6	10 16 0	11 18 6	12 14 0	12 7 6	2 9 6
Captain	17 10 0	15 3 0	13 4 6	11 19 0	13 1 6	13 17 0	12 17 0	2 19 0
Commodore 2nd Class ..	18 11 0	13 4 0	11 5 6	10 0 0	11 2 6	11 18 0	11 19 6	2 1 6
Rear-Admiral	16 14 0	14 7 0	12 8 6	11 3 0	12 5 6	13 1 0	12 8 6	2 10 6
Midshipman (E) and Midshipman (S)	12 12 6	10 5 6	8 7 0	7 1 6	8 4 0	8 19 6	10 18 6	1 0 6
*Commissioned Officer (E) ..	13 16 6	11 9 6	9 11 0	8 5 6	9 8 0	10 3 6	11 8 6	1 10 6
*Senior Commissioned Officer (E)	14 7 6	12 0 6	10 2 0	8 16 6	9 19 0	10 14 6	11 9 0	1 11 0
*Sub-Lieutenant (E) ..	14 7 6	12 0 6	10 2 0	8 16 6	9 19 0	10 14 6	11 9 0	1 11 0
*Lieutenant (E)	15 11 0	13 4 0	11 5 6	10 0 0	11 2 6	11 18 0	11 18 6	2 0 6
*Lieutenant-Commander (E) ..	16 8 6	14 1 6	12 3 0	10 17 6	12 0 0	12 15 6	12 9 0	2 11 0
*Commander (E)	16 15 6	14 8 6	12 10 0	11 4 6	12 7 0	13 2 6	12 10 6	2 12 6
*Captain (E)	17 19 6	15 12 6	13 14 0	12 8 6	13 11 0	14 6 6	13 0 0	3 2 0
*Rear-Admiral (E)	17 3 6	14 16 6	12 18 0	11 12 6	12 15 0	13 10 6	12 12 0	2 14 0

All Officers:	Superfine Cloth	Cloth for Officers' Uniforms	Lightweight Serge	Diagonal Serge	White Drill	Marcella	Seamen's Serge
Mess jacket, white, with buttons	-	-	-	-	1 18 6	-	-
Mess jacket, white, without buttons	-	-	-	-	1 15 0	-	-
Waistcoat, mess, blue	3 15 0	2 13 6	-	-	-	-	-
Trousers, plain	5 14 0	2 10 0	2 7 6	2 17 6	1 8 6	-	-
Tunic, with buttons	-	-	-	-	1 16 0	-	-
Tunic, without buttons	-	-	-	-	1 12 6	-	-
Waistcoat, mess, white	-	-	-	-	-	2 8 6	-
Aircrew working dress - Blouse (for Lieutenant) ..	-	-	-	-	-	-	2 17 6
" " - Trousers ..	-	-	-	-	-	-	2 0 6

†Full lacing. *And all other Officers of equivalent rank with distinctive cloth between lace.

(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		Greatcoat, No.3 Cloth, with Shoulder Straps		Shoulder straps, Cloth, Blue No.3 (per pair)	
	Undress Coat		Undress Coat		Undress Coat					
	RANR(S)	RANR & RANVR	RANR(S)	RANR & RANVR	RANR(S)	RANR & RANVR	RANR(S)	RANR & RANVR	RANR(S)	RANR & RANVR
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
Midshipman	7 7 6	7 7 6	7 4 6	7 4 6	8 0 0	8 0 0	10 9 0	10 9 0	11 0	11 0
Commissioned Officer ..	10 6 6	9 2 6	10 3 6	8 19 6	10 19 0	9 15 0	11 6 6	11 2 0	1 8 6	1 4 0
Senior Commissioned Officer ..	10 15 6	9 8 0	10 12 6	9 5 0	11 8 0	10 0 6	11 11 6	11 4 0	1 13 6	1 6 0
Sub-Lieutenant	10 15 6	9 8 0	10 12 6	9 5 0	11 8 0	10 0 6	11 9 0	11 4 0	1 11 0	1 6 0
Lieutenant	12 11 6	10 6 0	12 8 6	10 3 0	13 4 0	10 18 6	12 0 6	11 16 6	2 2 6	1 18 6
Lieutenant-Commander ..	13 7 0	11 2 0	13 4 0	10 19 0	13 19 6	11 14 6	12 6 0	12 1 6	2 8 0	2 3 6
Commander	14 9 6	11 6 0	14 6 6	11 3 0	15 2 0	11 18 6	12 11 6	12 2 0	2 13 6	2 4 0
Captain	16 12 0	12 1 6	16 9 0	11 18 6	17 4 6	12 14 0	13 5 0	12 8 0	3 7 0	2 10 0
*Commissioned Officer (E) ..	10 12 6	9 9 0	10 9 6	9 6 0	11 5 0	10 1 6	11 9 0	11 9 0	1 11 0	1 11 0
*Senior Commissioned Officer (E)	11 2 0	9 14 6	10 19 0	9 11 6	11 14 6	10 7 0	11 14 0	11 9 0	1 16 0	1 11 0
*Sub-Lieutenant (E) ..	11 2 0	9 14 6	10 19 0	9 11 6	11 14 6	10 7 0	11 12 0	11 7 0	1 14 0	1 9 0
*Lieutenant (E)	12 18 0	10 13 0	12 15 0	10 10 0	13 10 6	11 5 6	12 3 6	11 19 6	2 5 6	2 1 6
*Lieutenant-Commander (E) ..	13 15 0	11 10 6	13 12 0	11 7 6	14 7 6	12 3 0	12 9 0	12 5 0	2 11 0	2 7 0
*Commander (E)	14 18 0	11 14 6	14 15 0	11 11 6	15 10 6	12 7 0	12 15 0	12 5 6	2 17 0	2 7 6
*Captain (E)	17 1 6	12 11 0	16 18 6	12 8 0	17 14 0	13 3 6	13 11 0	12 11 6	3 13 0	2 13 6

All Officers:	Cloth for Officers' Uniforms	Lightweight Blue Serge	Diagonal Serge	White Drill
Trousers, plain	2 10 0	2 7 6	2 17 6	1 8 6
Tunic, with buttons ..	-	-	-	1 16 0
Tunic, without buttons ..	-	-	-	1 12 6

*And all other Officers of equivalent rank with distinctive cloth between lace.

(C) UNIFORM FOR NAVAL CHAPLAINS

	Superfine Cloth	Cloth for Officers' Uniforms	Lightweight Blue Serge	Diagonal Serge	White Drill
	£ s d	£ s d	£ s d	£ s d	£ s d
Undress Coat	11 13 0	7 7 6	7 4 6	8 0 0	-
Trousers	5 14 0	2 10 0	2 7 6	2 17 6	1 8 6
Tunic or coat (including plain detachable shoulder straps)	-	-	-	-	2 7 0
Tunic, with buttons ..	-	-	-	-	1 16 0
Tunic, without buttons ..	-	-	-	-	1 12 6

Greatcoat, beaver cloth (with plain shoulder straps) .. £10 9 0
Shoulder straps, plain, per pair .. .. .. 11 0.

258.

WORKING DRESS FOR COOK RATINGS.

The provisions of A.F.O.2739/1948, regarding working dress for cook ratings, have been adopted in the R.A.N., and the issuing and recording procedure prescribed therein is to be closely followed in H.M.A. ships and establishments.

2. The initial gratuitous issue of the 3 suits of action working dress is provided for in Navy Order 66 of 1948.

3. Schedules "A" and "C" of Navy Order 66 of 1948 are to be amended by the deletion of the references to - Aprons, Cooks', and Caps, Cooks, Working.

(516/201/856)

259.

BLUE WORKING SHORTS.

The provisions of paragraph 1 of A.F.O.1809/1949, regarding the wearing of blue working shorts, have been adopted in the R.A.N.

2. This will involve the following amendments of the kits laid down in Navy Order 66 of 1948 and copies held are to be noted accordingly :-

(i) SCHEDULE "A".-

Uniform Kit - Class I -
Chief Petty Officers

Compulsory Kit -

After "*2 pairs Socks, black or navy blue" add "2 pairs stockings, blue.

(ii) SCHEDULE "C".-

Uniform Kit - Class III -
Petty Officers and Men not dressed as Seamen

Compulsory Kit -

Delete "2 pairs Stockings, navy blue or white (white for confirmed P.Os., navy blue for other ratings)"

Add "2 pairs stockings, blue
2 pairs stockings, white (for confirmed P.Os. only)".

3. A gratuitous issue of 2 pairs of blue stockings is to be made to Chief Petty Officers and confirmed Petty Officers at present serving.

(434/201/4139)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
16th August, 1949.

The following Order is promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Burnns

Secretary.

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

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260.

AVIATION - INSTRUMENT FLYING CARD SYSTEM - INTRODUCTION.

This Order lays down the conditions of issue of Pilots' Instrument Gradings within the Royal Australian Navy, the weather limits under which graded and ungraded pilots may fly, in conformity with Instrument Flight Rules or Visual Flight Rules, and the way in which the Grading Scheme is to be supervised. Until dual aircraft equipped for Instrument Flying and the necessary Radio Aids are provided, it is realised that the majority of pilots cannot get enough Instrument Flying Practice to enable them to pass the Instrument Grading Tests. This Order is, however, promulgated now to inform all concerned in detail of the Instrument Grading Scheme and what it entails, and in order to offer opportunity to any pilot who is of sufficiently high standard in Instrument Flying to qualify for an Instrument Grading as soon as possible.

2. The importance of all pilots maintaining a high standard of Instrument Flying cannot be over-emphasised.

3. It is intended to provide air groups and/or operation Squadrons with a number of operational aircraft fitted with two stage amber in due course and subsequently a Dual aircraft.

4. Until this is possible Group and Squadron Commanders are to take every opportunity of improving the standards of the pilots under their command and this can only be achieved by constant Instrument flying practice, both actual and simulated, and regular exercises in the Link Trainer.

PART I - EXPLANATION OF THE GRADING SCHEME.

5. White Card and Green Card Gradings.- For the purpose of this Order qualified service pilots will be divided into two classes -

(a) Pilots who have not qualified for an Instrument Grading and who may only file flight plans under the conditions quoted in paragraph 7(a).

(b) Pilots who have qualified for an Instrument Grading and who may file flight plans under the conditions quoted in paragraph 7(b) and (c).

6. Pilot Instrument Gradings are divided into two grades -

(a) "Green Card" gradings, holders of which are permitted to exercise their own discretion as to the suitability or otherwise of prevailing or forecast weather conditions, when undertaking duly authorised flights.

(b) "White Card" gradings, holders of which are permitted to operate subject to the over-riding weather minima outlined in paragraph 7(b).

Note.- Pilots of the rank of Commander and above, who have not qualified for an Instrument Grading, may file flight plans at any time under Visual and Instrument Flight Rules, but will be subject to the same weather minima as though they had qualified for a White Card grading.

7. Flight Plans.- Flight Plans for duly authorised flights may be filed in conformance with Air Traffic Regulations, subject to the following limitations :-

(a) Pilots who do not hold an Instrument Grading may file flight plans for authorised flights at all times under V.F.R., or they may file flight plans in conformance with Instrument Flight Rules when the ceiling is not less than 1,000 feet above the ground and the visibility not less than three miles, provided that the authorising authority is satisfied that the pilot is competent to fly in conformance with Instrument Flight Rules.

Note.- Conditions of ceiling and visibility will apply for the airfield of departure, the airfield of destination and any alternatives named in the flight plan.

(b) Pilots who hold a White Card grading may file flight plans for duly authorised flights, under V.F.R. or I.F.R., in accordance with current Air Traffic Regulations, subject to -

(i) Weather minima as laid down in Appendix A to R.A.A.F. Headquarters Operational Instruction (Aircraft Control) 9/1949.

(ii) An alternative airfield being specified which has visibility of at least 3 miles and a ceiling at least twice that laid down in Appendix A to R.A.A.F. Headquarters Operational Instruction (Aircraft Control) 9/1949.

(c) Pilots who hold a Green Card instrument grading may file flight plans for duly authorised flights, under V.F.R. or I.F.R. in accordance with current Air Traffic Regulations, and may use their discretion as to weather minima, provided that an alternative airfield is named in the flight plan, which fulfils the conditions as laid down in paragraph 7(b)(ii).

Note.- The foregoing limitations to flight may be relaxed at the discretion of Commanding Officers for flights over the sea between carriers and air stations on the coast. Normally such relaxation should only be made for the purpose of embarking or disembarking aircraft.

PART II - HOW TO OBTAIN AN INSTRUMENT GRADING.

8. Application for Instrument Grading.- Pilots wishing to qualify for an Instrument Grading are to apply on the form shown in Appendix "A" to this Order. Forms should be prepared locally. The form will be raised in duplicate and forwarded to the Commanding Officer of the Naval Air Station to whom authority has been delegated for the issue of cards. On completion of a test, one copy will be kept by the examining unit for record purposes, and the other copy forwarded to Secretary, Naval Board, in the case of officers, and R.A.N. Air Station, Nowra, in the case of ratings.

9. Requirements for an Instrument Grading.- The award of an Instrument Grading to a pilot will depend upon -

(a) For a White Card -

(i) The successful completion of the instrument flight tests described in paragraph 10(a).

(ii) The successful completion of the ground tests described in paragraph 10(b).

(b) For a Green Card -

(i) The successful completion of the instrument flight tests described in paragraph 10(a).

(ii) The successful completion of the ground tests described in paragraph 10(b).

(iii) Satisfactory proof of at least 750 hours as first pilot of aircraft, of which at least 50 hours must have been flown under actual instrument weather conditions. Satisfactory proof of at least 5 hours as first pilot of aircraft under actual instrument weather conditions in the preceding six months. In computing actual instrument weather flying time for this purpose, flying time in the clear above the overcast, and clear weather night flying are not to be included. A complete record of all instrument flying, differentiating between actual and simulated conditions, must be shown in the pilot's Flying Log Book.

10. Details of the Examinations for Gradings.- Candidates for Instrument Gradings must pass examinations, both on the ground and in the air, to the satisfaction of an authorised examiner. These examinations will consist of -

(a) Air Tests: Candidates must demonstrate their ability in the exercises and manoeuvres described below. The test for a Green Card will start from the moment of lining up with the runway before take-off, for a White Card from a height of 500 feet after take-off. Both tests will be on instruments without the use of external visual aids. To ensure uniformity and equality of testing, all air tests for Instrument Gradings are to be carried out in good weather, making use of two-stage amber/blue or other suitable instrument conditions simulation.

(i) Instrument Take-off: (Green Card only) - The examiner is to align the aircraft with the runway. Proficiency is to be based on the accuracy with which the candidate maintains the take-off heading, the smoothness of the take-off and the safe attainment of the climbing speed.

(ii) Test Pattern No.1: The object of this test, shown in Appendix "B" to this Order, is to assess the ability of the pilot, using primary instruments only and at airspeeds applicable to the aircraft being used, to fly four steady courses, and to change direction four times, at the same time making adjustments for errors within a reasonable time of their detection. The pattern should be started on a heading selected by the candidate, and provided he executes the manoeuvres within the limits of time, height and direction allowed, he will be deemed satisfactory and qualify for a pass. The tolerances for this test will be -

Direction	..	± 15 degrees of heading
Time	..	± 5 seconds for each leg
Height	..	± 150 feet of altitude
Speed	..	± 15 knots.

Although the overall time for this test should be 12 minutes, a pass will be granted for a test which is finished within ± 15 seconds of that time, providing all other requirements have been met.

(iii) Test Pattern No.2: This test, shown in Appendix "B" to this Order, will be carried out, using all available instruments and at air-speeds applicable to the aircraft being used. The pattern should be started on a cardinal heading and proficiency judged by the accuracy of the headings and the speed with which corrections are made. Provided that the pilot carries out the details of the test within the limits shown below and within the time permissible, he will be deemed satisfactory and qualify for a pass. The tolerances will be -

For a Green Card:

Direction	..	± 5 degrees of heading
Time	..	± 5 seconds for each leg
Height	..	± 100 feet of altitude
Speed	..	± 10 knots.

For a White Card:

Direction	..	± 10 degrees of heading
Time	..	± 5 seconds for each leg
Height	..	± 150 feet of altitude
Speed	..	± 15 knots.

Note.- These tolerances relate to level flight at a constant airspeed, but during initial recovery from the turns, tolerances of ± 10 degrees of the heading and 200 ft. of the height will be permitted. The total time for the complete test will be 16 minutes, with an overall allowance of ± 15 seconds.

(iv) Recovery from Unusual Attitudes of Flight: The candidate will be required to recover from such unusual attitudes as a stall, or approach to the stall, descending spirals and steep turns; the examiner must suit the unusual attitudes adopted to the limitations of the type of aircraft being used. Where these tests are being done in multi-engined aircraft they will include flight with asymmetric power.

(v) Instrument Approach Procedure: This test will start from a position unknown to the candidate, all available instruments being used. Where possible the test is to be done with pilot-interpreted aids, such as Centrimetric Homing Beacon and YG Homing Beacon, and will consist of :-

Tuning the radio to the transmitting station.
Orientation.
Homing to the station.
Let-down approach to a low altitude and missed-approach procedure (see sub-paragraph (a)(vi)).

If it is impracticable to use a pilot-interpreted aid then G.C.A. or R/T D/F is to be used, the test consisting of :-

Knowledge of the procedure for obtaining approach assistance.
Knowledge of the correct R/T procedure.
Accurate and rapid response to directions given.
Let-down approach to a low altitude and missed-approach procedure (see sub-paragraph (a)(vi)).

Note.- When the candidate is being tested for a Green Card grading, the approach must be of such accuracy that a landing can be made straight ahead from the approach. When the test is for a White Card grading the candidate must show safe control on the approach down to a height of 500 ft. above ground level, and if from this height a landing is possible without undue manoeuvring or making a circuit, the approach will be considered to have been satisfactory.

(vi) Missed-approach procedure: At the completion of the approach procedure detailed in sub-paragraph (v), the candidate will be required to demonstrate his ability to take the appropriate missed-approach action and attain conditions of normal climb on the heading specified. The missed-approach procedure will commence immediately on satisfactorily reaching minimum permissible altitude, which, in the case of a test for a White Card will be 500 ft. + 0 ft. and for a Green Card will be the minimum height appropriate to the particular aid being used ± 0 ft.

Note.- The limits of height to which this test is to be continued will be at the discretion of the examiner, who must inform the candidate at the start of the test the predetermined level at which he must take the appropriate missed-approach procedure.

(b) Ground Tests: The test on the ground will consist of an oral examination covering -

(i) instrument and visual flight procedure and rules;
(ii) meteorology;
(iii) flight instruments:
(iv) pilot navigation;
(v) R/T procedure;
(vi) airmanship.

11. How to Renew an Instrument Grading Card.- Pilots who hold instrument grading cards will, on or before the expiry date, apply for a test for the renewal of their card as laid down in paragraph 8, the method of application and the test for renewal of cards being the same as for the original issue of a card.

12. Pilots may apply for renewal within a period not exceeding one month prior to the expiry date, but such early application will not affect the date of the re-issue.

PART III - SUPERVISION OF THE GRADING SCHEME.

13. Instrument Grading Examiners.- All tests for instrument gradings for both Green and White Cards will be carried out by Instrument Grading Examiners who must themselves be holders of Green Cards.

14. Authority for the Issue of Grading Cards.- Testing and recommendation for both Green and White Cards will be done by the I.F. which will be established at the R.A.N. Air Station, Nowra. The authority to issue these cards will be delegated to the Commanding Officer R.A.N. Air Station, Nowra.

15. Period of Validity.- The period of validity for all instrument gradings will be one year from the date of issue, unless they are withdrawn. Where re-tests are given subsequent to a withdrawal, the period of validity of one year will count from the date when the re-test was taken.

16. Flying Log Books.- The headings to columns 12 to 13 of the Pilot's Log Books are to be amended to read "simulated and actual" in lieu of "Dual and Pilot respectively".

(614/207/147)

APPENDIX "A"

INSTRUMENT FLYING GRADING - APPLICATION AND TEST REPORT FORM

Initial / Renewal Application is hereby made for Green / White Card Instrument Flying Grading.

Section I - Personal Details

1. Surname ..... Christian Names .....
2. Official Number .....
3. Rate / Rank .....
4. Date of award of "Wings".....
5. Total Flying Time .....
6. Total Instrument Flying Time - (1) Simulated.....
   (2) Actual.....
7. Total Instrument Flying Time - (1) Simulated.....
   (2) Actual.....during last 6 months.

Approved.

.....
Signature of Commanding Officer

.....
Signature of Applicant

Date.....

Section II - Report of Flight Test

1. Type of Aircraft on which tested .....
2. Approach Aids used .....

	Satisfactory White	Satisfactory Green	Unsatisfactory
3. Instrument Take-off	☐	☐	☐
4. Pattern No.1	☐		☐
5. Pattern No.2	☐		☐
6. Recovery from unusual attitudes	☐		☐
7. Missed Approach Procedure	☐		☐
8. Instrument Approach Procedure	☐	☐	☐

(Applicable squares to be marked with a cross.)

Section III - Report of Oral Test

	Satisfactory	Unsatisfactory
1. Instrument and Visual Flight Procedure and Rules	☐	☐
2. R/T Procedure	☐	☐
3. Meteorology	☐	☐
4. Flight Instruments	☐	☐
5. Pilot Navigation	☐	☐
6. Airmanship	☐	☐

(Applicable squares to be marked with a cross.)

Note.- Satisfactory must be obtained under each heading to qualify for award of a grading.

Section IV - General Report

The Candidate is considered suitable / unsuitable for the issue / renewal of a Green / White Instrument Grading Card.

.....
Examining Officer

Date.....

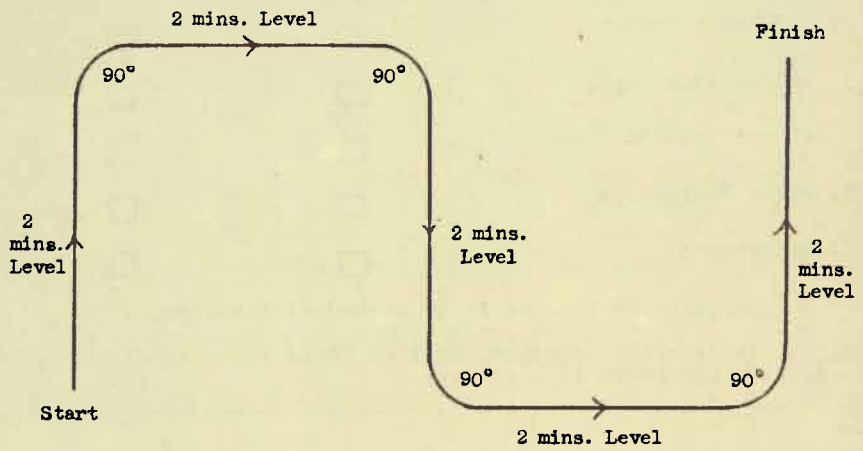
Green / White Card No..... issued on .....

.....
Commanding Officer

Date.....

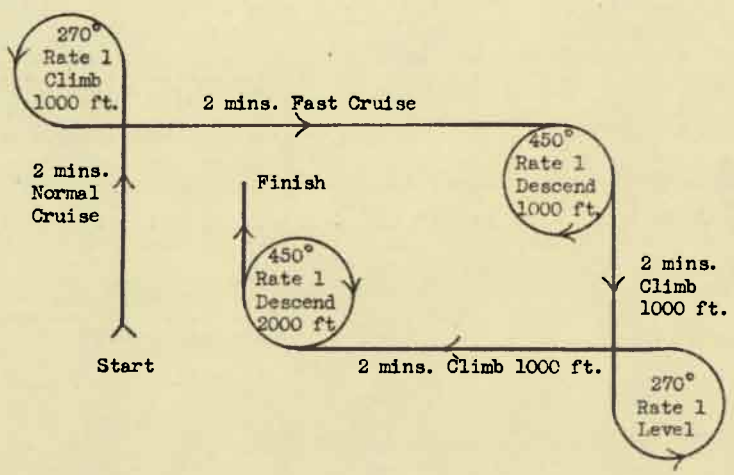
APPENDIX "B"

TEST PATTERN No.1.



NOT TO SCALE.

TEST PATTERN No.2.



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261-273/49

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

16th August, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummins

Secretary.

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

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261.

SECRETARY, NAVAL BOARD.

Mr. Frank G. Cummins has been appointed Secretary, Naval Board, vice Mr. Thomas J. Hawkins, B.A., LL.B.

(404/202/1025)

262.

OFFICIAL BADGE OF THE ROYAL AUSTRALIAN NAVY.

The official badge of the Royal Australian Navy is as depicted below :-

2. The badge may be used untinctured, but when required for memorial purposes and the like, it should be coloured as follows :-

Roundel	-	Azure (blue)
Anchor, Chain, Rope, Star, Lettering	-	Or (gold)
Crown	-	Or, with jewels Azure, and inner cap of Estate Gules (red).

(528/201/182)

263.

X-RAY UNITS - REPAIRS BY SHIPS' STAFFS.

Ships' staffs have endeavoured to correct X-ray units that were thought not to be functioning properly.

2. The adjustment of X-ray units is a specialised task, which should be carried out only by the makers or their accredited representative; otherwise grave damage can be effected to a set. Interference may result in rendering void a guarantee given by the makers.

3. Ships' staffs are not to repair, or make mechanical or electrical adjustments to X-ray units apart from connections to a ship's supply of current. Defective units are to be returned to Medical Store for attention by the appropriate authority.

(612/213/3669)

264.

PASSPORTS.

With reference to Navy Order 346 of 1948, the Department of Immigration has advised that personnel proceeding abroad on duty are not now required to produce the consent of their wives when applying for passports. However, in the event of special representations being made by a wife who wishes to prevent her husband from obtaining a passport, the matter will have to be considered by that Department.

2. Whilst the lodgment of a birth certificate or other evidence of national status is necessary, this requirement will be waived by the Immigration Authorities in those cases in respect of which a Naval Authority advises that the applicant's birth certificate has been sighted, and that his date and place of birth are as stated on the passport application. In cases where the applicant's national status cannot readily be established, a restricted passport, valid only for the period necessary for the immediate purpose, will be issued, and the applicant must furnish the necessary evidence before his passport may be extended to normal validity.

(553/201/528)

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

265.

AVIATION - PERSONNEL - OBSERVER SPECIALISATION FOR EXECUTIVE OFFICERS.

It has been decided to open specialisation as Observer, under the same conditions as for Pilot, to Executive Officers.

2. The numbers required are expected to be two per annum.

3. The course, which will be of about 15 months' duration, will be carried out, for the present, at R.N. Schools in the United Kingdom.

4. Officers may be accepted if they are -

(a) medically fit (A3B);
(b) under 24 years of age;
(c) in possession of Watchkeeping Certificates.

5. After qualifying, Observers will be employed on flying duties in multi-seater aircraft. These duties include :-

(a) air navigation;
(b) A/S operations;
(c) reconnaissance and shadowing:
(d) W/T and radar operation;
(e) night fighter operations.

6. Observers will be eligible for command of A/S Squadrons, and will also be appointed as Lieutenant-Commander Operations and to Staff and Instructional posts.

7. If an officer ceases to fly for any reason, he will normally revert to general service.

8. Flying pay will be in accordance with Pay Code Signal No.32.

9. Names of volunteers should be forwarded through administrative authorities to the Naval Board. (561/204/29)

266.

EXAMINATION FOR PETTY OFFICER STEWARD.

The provisions of A.F.O. 3738/1948 have been adopted in the R.A.N. The examination will be held bi-annually in conjunction with the examination for Petty Officer Writer and Stores Petty Officer, commencing in September 1949.

2. Paragraphs 222 and 223 of Navy Order 104 of 1948 are to be cancelled and the following paragraphs inserted in lieu :-

"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 will be held on the second Monday in March and the second Monday in September each year. The 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 papers, except Arithmetic, will be set and marked by the Commodore Superintendent of Training, Flinders Naval Depot. The Arithmetic paper will be the same as that taken by candidates for Petty Officer Writer and Stores Petty Officer and will be set and marked by the Director of Education and Vocational Training.

The papers will be distributed from Navy Office, and immediately on conclusion of the examination the worked papers are to be enclosed in sealed envelopes and forwarded to the Commodore Superintendent of Training, Flinders Naval Depot, or Director of Education and Vocational Training, Navy Office, Melbourne, as appropriate.

223. The subjects of the examination are :-

Paper	Subject	No. of questions to be attempted	Time allowed	Maximum marks
A	Valeting and Mess Duties	12 out of 15	3 hours	250
B	Arithmetic	-	2 hours	100
C	Catering	12 out of 15	3 hours	250

A minimum of 50% in each subject and 60% (360 marks) of the aggregate will be required to pass.

Papers A and C will include questions on the following:-

Paper A - Valeting and Mess Duties:

(i) Cleanliness and care of storerooms, pantries and domestic refrigerators.
(ii) Cleanliness and care of mess traps and utensils.
(iii) Table attendance.
(iv) Valeting and care of cabins.
(v) Duties of wine steward.
(vi) Keeping of mess, wine and tobacco accounts.
(vii) Mess routine and Service customs.
(viii) Customs regulations.

Paper C - Catering:

(ix) Elements of Cookery (see B.R.97, Article 19).
(x) Preservation of food.
(xi) Systems of catering and knowledge of books affecting officers' messes.
(xii) Stocks and stocktaking.
(xiii) Marketing.
(xiv) Official and private entertaining.
(xv) Carving (see Note).

Note.- Candidates are to be given a practical and/or oral examination in carving locally by two Supply Officers (one to be Commander (S) and the other a Commissioned Catering Officer or Commissioned Cookery Officer or above) who are to award marks out of a possible 20. The results of this examination are to be forwarded with the worked papers."

(465/207/1357)

HIGHER EDUCATIONAL TEST - APRIL 1949 - RESULTS.

The total number of candidates who sat for the Higher Educational Test held from 4th to 8th April 1949, inclusive, was 106. A summary of the results obtained in the various subjects is as follows :-

Subjects	No. of papers taken	1st Class passes	2nd Class passes	Failed	Percentage passed
General Knowledge ..	40	3	21	16	60
English History	8	1	4	3	62.5
Geography	23	3	12	8	65.2
Navigation	8	-	5	3	62.5
Practical Mathematics ..	45	18	8	19	57.7
Special Mathematics ..	7	3	2	2	71.4
Mechanics	8	-	1	7	12.5
Magnetism & Electricity ..	16	4	6	6	62.5
English Expression ..	71	7	35	29	59.1
Total	226	39	94	93	58.8

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 1949 examination :-

Name	Rating	Official Number	Where serving at time of examination	Papers I General Knowledge	II English History	III Geography	IV Navigation	V Practical Maths.	VA Special Maths	VI Mechanics	VII Magnetism & Electricity	VIII English Expression	Remarks
BALL, Edward E.	Ldg. Writer	33135	AUSTRALIA	81(d)								71(f)	
BERRY, George G.	Chief P.O.	20466	CERBERUS		55(f)	56(f)	77(f)						
BERRY, Ralph	C.P.O. Writer	22990	LONSDALE	58(d)		60(d)		58(f)				58	Q.Ed.C.R.,H.E. Cert. 2nd Cl.
BROWN, Kenneth J.	Master-at-Arms	21913	CERBERUS			56	56(f)						
BROWN, Stanley J.	L.E.M. (Air)	A15761	ALBATROSS	61								58	
CARTER, Cyril K.	Ldg. Writer	33920	PENGUIN	65(d)	73	56(d)							
CLIFF, Arthur	S.P.O. (Air)	40051	SYDNEY	66	58	67			82			81	Q.Ed.C.R.,H.E. Cert. 2nd Cl.
COCKBURN, Bruce	Recruit (E.A.)	37019	CERBERUS					62				66	
COFFEY, Ronald G.	E.A. 4th Cl.	NZ12113	"	70									
COLES, Stanley L.	Ldg.Electr.Mate	15988	HOBART	64								71	
CORLASS, Francis T.	Writer	33651	CERBERUS	62(e)	67(e)	65(f)						70	H.E.Cert. 2nd Cl.
COSTER, Richard F.	Stores Asst.	30023	WARRAMUNGA	60				88					
COUSINS, James W.	E.A. 4th Cl.	35374	BARCOO	56(e)				81(e)			75(f)	65(f)	Q.Ed.C.R.,H.E. Cert. 2nd Cl.
CROSS, George F.	E.A. 5th Cl.	36424	CERBERUS					60					
CRYNES, Allan R.	Ldg. Writer	23309	LEEUWIN	70								80	
CTERCTEKO, William D.	C.E.R.A.	20815	QUICKMATCH	68		55							
CUMMINS, John G.	Wtr. 2nd Cl.	36548	CERBERUS									75	
DEVINE, William R.	Petty Officer	20725	"	64(f)		84	62					75	Q.Ed.C.R.,H.E. Cert. 2nd Cl.
EVANS, Esca C.	P.O.S.M.	22625	"					66(e)					
FARGHER, Charles F.	Stores Asst.	29145	"	59(f)			57		64			57(f)	Q.Ed.C.R.,H.E. Cert. 2nd Cl.
FINDLAY, Clair J.	P.O. Wtr.	35924	MORETON	59									
FLEMING, G.I.	E.M. (Air)	SFX/ 803140	SYDNEY					69			76		
FORSYTH, Roy McC.	E.R.A.4th Cl.	34420	G.P.V.960					98				63	
GEORGE, John	A/E.R.A. 4th Cl.	31446	H.D.M.L. 1328	79(b)				60(b)				66(e)	
GIBBS, William H.	P.O. Tel.	21801	TARANGAU			60		59(f)			61(f)		
GREER, William S.	Stores C.P.O.	20195	CERBERUS	66(ff)		56(ff)			94				
GROVES, Leslie J.	Petty Officer	33384	"									58	
HARE, John M.	C.P.O. Wtr.	23082	LONSDALE	80(vv)	81(ww)	79(ww)		*90				68	Q.Ed.C.R.,H.E. Cert. 1st Cl.
HATWELL, John D.A.	P.O. Steward	22501	ALBATROSS	75	68								
HILL, Alan W.	Stoker	35017	WARRAMUNGA	58(e)				70				58(e)	
HORROCKS, Lancelot	Able Seaman	27522	"	64									
HOULT, George	A/Ldg. Tel.	27526	HARMAN					60(a)					
HOWLEY, Martin L.	P.O.Cook (S)	22674	TARANGAU		55(f)	59							
JONES, Colin	A/O.A.4th Cl.	36794	CERBERUS					76					
JOSEPHS, Henry A.	Signalman	27910	"									67	

Name	Rating	Official Number	Where serving at time of examination	Papers I General Knowledge	II English History	III Geography	IV Navigation	V Practical Maths.	VA Special Maths	VI Mechanics	VII Magnetism & Electricity	VIII English Expression	Remarks
JOYCE, William W.	Telegraphist	34722	MELVILLE					82			62		
KELAHER, Leonard J.	Able Seaman	36217	AUSTRALIA				57					70	
LECK, James E.	Radio Elect (A)	A40049	SYDNEY					58			60	67	
LE MESURIER, Rodney H.	P.O. Wtr.	30866	SHROPSHIRE	63		64						59	
LEMON, Raymond L.	Ldg. Patrolman	35247	CERBERUS					75(e)				70	
LEWIS, Hyman	C.E.R.A.	30861	LAE	55(d)								63	
MADDALENA, Robert C.	Ldg. Tel.	23638	ALBATROSS					91				68	
MADGE, Mervyn J.	P.O.S.M.	23181	CULGOA	76(d)				68(e)		86(e)		71(f)	Q.Ed.C.R., H.E. Cert. 2nd Cl.
MEDARIS, Jack	Wtr. 2nd Cl.	36592	CERBERUS									65	
MILL, John S.	Ldg. Wtr.	28891	HUON	67(e)		70		83(b)				59(e)	Q.Ed.C.R., H.E. Cert. 2nd Cl.
MILLER, Arthur J.	C.P.O. Tel.	20834	HARMAN	60				86					
MOORE, Victor L.	L.R.E.M.	34173	WATSON	59							63	64	
MORIARTY, Leonard F.	Ord. Tel.	36163	CERBERUS									63	
MACRAE, Norman B.D.	Ldg. Sig.	27602	"	67		79						65	
McALLERY, John C.	O.A. 4th Cl.	35208	AUSTRALIA	65(f)									
McLEAN, James	P.O. Wtr.	28875	PENGUIN	75									
NEWLAND, Albert W.	Petty Officer	22450	CERBERUS	66(f)		69(f)	64(f)					68	Q.Ed.C.R., H.E. Cert. 2nd Cl.
NEWMAN, Ernest	C.S.W.O.	15218	HARMAN	55(RN)		64		88(w)			77(w)	60	H.E.Cert. 2nd Cl.
PACKER, Maxwell G.	C.E.R.A.	23201	BURDEKIN	57(e)		55(d)							
PEARSALL, William J.	L.R.E.M.	33791	LONSDALE II					60(c)					
PETERSON, Kevin J.	Radio El.Mate	35765	AUSTRALIA					88			65		
PHILP, James H.	Recruit (L.B.)	36814	CERBERUS			66							
POPE, Victor G.	Chief P.O.	20314	RUSHCUTTER	56(pp)		69	56(e)	68(zz)					Q.Ed.C.R., H.E. Cert. 2nd Cl.
POTTER, Thomas G.	Radio El.Mate	35768	AUSTRALIA					92			84	76	

Name	Rating	Official Number	Where serving at time of examination	I General Knowledge	II English History	III Geography	IV Navigation	V Practical Maths.	VA Special Maths	VI Mechanics	VII Magnetism & Electricity	VIII English Expression	Remarks
POWELL, Andrew G.	Ord. Tel.	36167	CERBERUS					92					
PREST, Norvin E.	P.O. Wtr.	23767	WATSON	78	60	71						65	H.E.Cert. 2nd Cl.
REES, Raymond J.	Chief Airman	A36670	ALBATROSS	59									
REID, James E.	Mech. 2nd Cl.	21132	AUSTRALIA	78(d)	76	56(e)		78(f)		77(e)			Q.Ed.C.R., H.E. Cert. 1st Cl.
RILEY, John F.	A/ERA 4th Cl.	36623	CERBERUS					78				58	
ROSSER, Ronald G.W.	Ord. Seaman	28383	H.D.M.L. 1329	60(b)									
RUSH, Ronald J.	Signalman	33547	HARMAN	58									
SCAIFE, Roy E.W.	El.Mate 1st Cl.	28392	CULGOA				56	82			58		
SCOTT, Robert N.	E.A. 4th Cl.	32225	LAE								59(f)	68(f)	
SEARLES, Victor C.	E.R.A. 4th Cl.	25191	ALBATROSS	76 (RNa)				100		56	76		Q.Ed.C.R., H.E. Cert. 2nd Cl.
SHEPPARD, Edward A.	Stores P.O.	22656	HOBART	66		81			80			78	Q.Ed.C.R., H.E. Cert. 2nd Cl.
SHERMAN, William F.	A/ERA 4th Cl.	36038	CULGOA	61(f)				64(f)				60	
SOMERVILLE, James G.	P.O. Rad. El.	30250	HOBART	66								75	
STEWARD, Eric G.	Telegraphist	29363	AUSTRALIA									67	
SWEENEY, Brian W.	R.E.M. 2nd Cl.	35087	"					96			76	66	
THOMPSON, Carle	Able Seaman	24593	BURDEKIN	64		70						60	
THOMPSON, Donald W.	A/E.A. 4th Cl.	34866	MELVILLE	56							65	61	
TILLEARD, Joseph F.	Ch. Rad. El.	22081	AUSTRALIA	76(f)		56(f)		94			75(f)	67(f)	Q.Ed.C.R., H.E. Cert. 2nd Cl.
TRENDALL, George F.	P.O.S.M.	21478	CERBERUS					66					
TURNBULL, Donald K.	L.R.E.M.	33076	AUSTRALIA					96					
VANDER LELIE, Colin F.	Writer	34250	MORETON						62			59	
WEBBER, Arthur R.	Shipt.4th Cl.	32797	SWAN	75(e)	57(e)	57(e)		62					H.E.Cert. 2nd Cl.
WEEKS, Thomas H.	A/ERA 4th Cl.	36650	CERBERUS					84				63	
WELCH, Robert F.B.	Chief P.O.	19952	RUSHCUTTER	57(e)	58(e)		76(f)						
WELLS, Albert A.	Ldg. Seaman	28446	WATSON	66(b)		59(b)	70					69	Q.Ed.C.R., H.E. Cert. 2nd Cl.
WHELAN, James P.	E.A. 3rd Cl.	25984	CERBERUS	78(f)		55(f)		84			75(f)		Q.Ed.C.R., H.E. Cert. 2nd Cl.
WRIGGLES, Brian J.	Recruit (Wtr.)	36655	"									73	
YOUNG, Clement B.	Petty Officer	30364	LEEUWIN	63(e)									

(w) Marks obtained at April 1931 examination.
(ff) Marks obtained at October 1935 examination.
(pp) Marks obtained at October 1940 examination.
(mm) Marks obtained at April 1943 examination.
(vv) Marks obtained at October 1943 examination.
(ww) Marks obtained at April 1944 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.
(d) Marks obtained at October 1947 examination.
(e) Marks obtained at April 1948 examination.
(f) Marks obtained at October 1948 examination.
(RN) Marks obtained at R.N. examination held October 1921.
(RNa) Marks obtained at R.N. examination held November 1945.

*Marks obtained in paper for Mathematics for Acting Sub-Lieutenant (S), April 1943.

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 in the foregoing schedule. 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 Educational for Commissioned Rank (Q. Ed. C.R.) should be made in the Service Certificates of the ratings concerned.

(465/204/693)

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

268.

AIRCRAFT - WIRRAWAY MK.2 - CLEARANCE FOR SERVICE USE.

The Wirraway Mk.2 aircraft with Wasp S.3 H.I.G. engine is cleared for Service Training from land aerodromes in temperate climates only.

2. The Wirraway Mk.2 is a general purpose training aircraft which embodies a rear cockpit with duplicate instruments and flying controls.

3. The following points should be noted :-

(i) Weight limitations: The maximum permissible all up weight for all forms of flying and landing is 6,000 lbs.

(ii) Handling limitations: The approved C.G. limits are -

Forward limit - 27.1 inches aft of the datum
Aft limit - 35.1 inches aft of the datum.

Note: The datum line is situated at the leading edge of the wing centre section.

(iii) Aerobatics: The following aerobatics are prohibited :-

(a) Flick rolls or flick half rolls at any speed.
(b) Sustained inverted flying.

Note: No aerobatics are to be carried out with less than 10 gallons of fuel in the fuel tanks.

(iv) Performance:

	M.P.H.	Knots
Maximum permissible speed	360	310
Maximum permissible speed under-carriage down	160	134
Maximum permissible speed flaps down ..	125	108

(v) Stalling:

Undercarriage and flaps up engine off..	65	56
" " " down " " ..	60	52
Undercarriage and flaps down engine on 15" H.G. boost	52	45

(vi) Range:

	Absolute range allowing 15 gallons for Take Off and Climb	Safe Range
(a) At 104 knots (I.A.S.) ..	640	510
(b) At 113 knots (I.A.S.) ..	605	485.

4. Armament installation.- All gun and armament equipment has been removed.

5. Dive brakes.- Dive brakes are not fitted.

6. For further details regarding the handling and performance of Wirraway Mk.2 aircraft, reference should be made to the following R.A.A.F. Publications :-

A.P. 79 Wirraway Operating Instructions
A.P.109 Wirraway Pilot's Notes.
A.P. 71 Wasp Operating Instructions.

(415/201/2266)

269.

AIR STORES - CENTRALISED ORGANISATION UNDER THE SUPPLY OFFICER.

The Naval Board have had under consideration the implication of A.F.O. 1262/1947, and whilst the principle of centralisation of control of Air stores under the Supply Officer is accepted, it has been decided that the situation at R.A.N. Air Station, Nowra, and the location of the Main Stores viz-a-viz the Workshop and other working areas does not, at present, justify the establishment of Issue Centres as such. All Air stores on the charge of the Supply Officer should, therefore, be held in the Main Stores, issues being made over the counter as may be necessary.

2. In the case of H.M.A.S. SYDNEY, existing Issue Centres should remain in being so long as the need exists.

3. A.F.O. 1262/1947 should be read as applying in the Royal Australian Navy, having regard to the foregoing decision.

(613/201/80)

270.

DETONATORS - NO.36 GRENADE, 4 SECOND DELAY, MARKS 5 AND 6.

The following Military Board Instruction 94/1949, is promulgated for information :-

"94. DETONATORS NO.36M GRENADE 4 SEC DELAY MKS.5 AND 6.-

1. Proof of Detonators No.36M Grenade 4 sec delay Mks. 5 and 6 has shown that the burning time of the safety fuze may, in certain instances, exceed the "high" limit of five seconds specified in RAOS, Part 7, Pam 12.

2. Action is being taken to withdraw from the Service, all Detonators No.36M Grenade Mks. 5 and 6 whose time of burning exceeds 5.5 seconds, but, until such time as war produced detonators are used up, burning times up to and including 5.5 seconds may be experienced.

3. Attention is, therefore, directed to the necessity for strict adherence to the "Procedure for Training with Live Grenades", as detailed in SAT, Vol 1 Pam 13, Appendix III.

(MGO; 11/27/251)"

2. An advance copy of A.F.O. 1894/1949 is also appended :-

"A.F.O. 1894/49. - Ammunition - Grenades No.36M H.E. - Withdrawal of Detonators 4-second Mark 5 and Replacement by Marks 6 or 7. (A.S.2165/49. - 3 June 1949)

The safety fuze embodied in the 4-second detonator Mark 5 is liable to bituminous exudation and in consequence it has been decided that they are to be withdrawn from Naval service.

2. Any Mark 5 detonators held afloat or in shore establishments are to be returned to the nearest R.N. Armament Depot and 4-second detonators Marks 6 or 7 drawn in lieu.

3. R.N. Armament Depots are to dispose of all Mark 5 detonators in stock and any subsequent receipts in accordance with existing instructions."

3. H.M.A. ships are to land all Detonators 4-second of British manufacture.

4. Action is being taken in conjunction with the Department of Army to confirm the serviceability of all Marks 5 and 6 detonators of Australian manufacture.

(471/208/2239)

271.

SUPPLIES OF MEAT - H.M.A. SHIPS OPERATING IN CHINESE WATERS.

H.M.A. ships operating in Chinese waters are not to replenish stocks of meat and offals from contractors at ports in China because of the inability to place any reliance on the quality of supplies under existing circumstances.

2. In this regard, a case recently came to notice where ox liver so purchased and apparently in a wholesome condition and hygienically packed was found, on thawing out, to be heavily tubercular infected.

3. Wherever practicable, requirements of meat, meat offals and other sundries, should be drawn from British Commonwealth Occupation Forces or Admiralty Victualling Yard, Kowloon.

(612/243/3425)

272.

CORRESPONDENCE OF URGENCY - MARKING OF.

Official correspondence of such urgency as to require priority handling on receipt, should be clearly marked (e.g., IMPORTANT or IMMEDIATE) both on the envelope and on the label of the outer cover. The importance of priority markings, where these are justified, is obviously even greater at week-ends and public holidays than at other times.

2. Since the use of air transport only implies that delay involved in surface transport cannot be accepted, it must be understood that air mail transmission in itself is not an indication of any particular priority.

(443/201/1838)

273.

FORM A.25 - REPORT ON AIRCRAFT ACCIDENT - AMENDMENT TO SECTION 14.

The heading to Section 14 of Form A.25 (revised August 1948) is to be amended by inserting after the words "Flying Experience of Pilot" the words "Hours last 3 months (a) Total ..... (b) On type .....".

2. This additional information is to be given in all Forms A.25 rendered in future.

(480/206/77)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

23rd August, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

J. R. Cummins

Secretary.

The Flag Officer Commanding H.M.A. Fleet, 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.

H.M.A.S. BROLGA - COMMISSIONING.

H.M.A.S. BROLGA commissioned on 28th July 1949, as tender to H.M.A.S. WARREGO. (603/246/7397)

275.

SHIPS AND CRAFT PREPARING FOR RESERVE - MONTHLY REPORT OF PROGRESS.

Navy Order 303 of 1948 is to be amended as follows :-

Under "Communications" in paragraph 2, insert the words "Supply and Secretariat". (603/298/639)

276.

ADJUSTMENT OF A DEBT DUE TO THE COMMONWEALTH BY RECOVERY FROM MONEYS PAYABLE UNDER THE DEFENCE FORCES RETIREMENT BENEFITS ACT, 1948.

Requests have been received from H.M.A. ships for active pay debts on final discharge of a member who is a contributor to the Retirement Benefits Fund to be adjusted in whole or in part by recovery from moneys due to the contributor from the Fund.

2. Payment of a benefit (pension, refund of contributions, or gratuity) under the Retirement Benefits Act is not authorised from Navy Office, except that in the case of a contributor for limited benefits (whose Deferred Pay is not transferred to the Retirement Benefits Fund), Navy Office effects payment of the Deferred Pay when due.

3. Under the Retirement Benefits Act the contributor to whom a benefit has accrued completes the necessary application forms. Navy Office arranges this. Completed forms are then forwarded from Navy Office to the Retirement Benefits Fund Board, who authorise the payment to be made through the Department of Social Services, which makes payment direct to the payee.

4. In order to arrange for recovery from moneys payable under the abovementioned Act to be made, when necessary, of overpayments of active pay or other debts due to the Department by members of the Naval Forces, authority is required to be obtained in the following form from the members concerned :-

PRO FORMA AUTHORITY

To the Defence Forces Retirement Benefits Board

and

The Commonwealth of Australia.

I hereby authorise the deduction from the amount of benefit payable to me under the provisions of the Defence Forces Retirement Benefits Act 1948 of the sum of ..... pounds ..... shillings and ..... pence (£) and to the payment of that sum to the Receiver of Public Moneys, Department ..... in full / part } satisfaction of a debt due by me to the Commonwealth.

In consideration of which payment being made I hereby release and indemnify and agree to continue to hold indemnified the Defence Forces Retirement Benefits Board from and against all claims in respect of the above amount.

As witness my hand this ..... day of ..... 19.....

.....

Signed by ..... } Signature of Witness.
in my presence ..... }

Occupation .....

5. In the event of the account of a member being in debt on his discharge, and it being desired to adjust the debt in whole or in part in the manner above indicated, a form of authority in duplicate, duly signed by the member and witnessed, is to be attached to Form 1031Z when forwarded to Navy Office.

6. Where the benefit payable is in the form of a pension, and it is desired that recovery be made by instalments, the following additional paragraph is to be inserted in the form of authority :-

"I desire that the amount owing be recovered by instalments, at the rate of ..... per fortnight."

(558/202/724)

277.

COMPASSIONATE LEAVE - R.N. PERSONNEL IN AUSTRALIA.

With reference to the fourth sub-paragraph of paragraph 6 of A.F.O. 3987/1948, compassionate requests of R.N. personnel serving on the Australia Station are not to be communicated direct to the Naval Liaison Officer, London, and/or R.N. Authorities abroad, but through the Naval Board. If the information required is not held in Navy Office, action will be taken to signal the Authority concerned. (622/205/2267)

278.

H.E.T. CORRESPONDENCE COURSES.

With reference to Navy Order 42 of 1949, Correspondence Courses are now ready for the R.A.N. Higher Educational Test in History and Navigation. The History Course includes a section on Australian History.

2. Not more than two courses will be conducted simultaneously with any one candidate.

(465/204/697)

279.

AMMUNITION - CARTRIDGES Q.F. 40-M.M. - PRACTICE FIRINGS.

In recent proof firings of Cartridges Q.F. 40-m.m. there has been, in certain cases, a high percentage of failures to "Self Destroy". These cartridges have been sentenced "for practice only and early expenditure".

2. Ships are to land the equivalent to 6 months practice allowance from outfits and embark a similar quantity of cartridges sentenced as in paragraph 1.

3. Ships carrying out Gunnery School firings will be supplied with the cartridges so sentenced.

(408/206/1954)

280.

RADAR TEACHER OUTFIT H.R.F.

With reference to A.F.O. 1817/1949, Radar Teacher Outfits H.R.F. are being provided for the following H.M.A. ships and establishments :-

	Service	Quantity
H.M.A.S.	ARUNTA	1
"	WARRAMUNGA	1
"	BATAAN	1
"	WARREGO	1
"	CONDAMINE	1
"	CULGOA	1
"	MURCHISON	1
"	SHOALHAVEN	1
"	WATSON	1
"	CERBERUS Gunnery School	1
	CERBERUS "L" School	1

2. Supply to ships and establishments concerned is being effected by the Superintending Naval Store Officer, Sydney, except in the case of H.M.A.S. CERBERUS, to which establishment direct supply from the United Kingdom has been arranged.

(612/258/429)

281.

NAVAL STORES EXPENDED ON NAVIGATIONAL AIDS - ACCOUNTING.

The procedure set out hereunder is promulgated for information and guidance of all concerned in connection with accounting for Naval stores expended by H.M.A. ships in the laying of buoys etc., for navigational purposes :-

(a) Naval stores required for the construction of buoys etc., should be drawn off charge by the officer responsible, a reference to the authority under which the work is undertaken being quoted on the pertinent issue vouchers, viz: Forms A.S.156 in H.M.A. ships in which the Central Storekeeping System is operative, and A.S.549 in other instances.

(b) Lists of items so expended (both permanent and consumable) should be prepared by the ship concerned in triplicate, showing particulars of -

(i) class and group;
(ii) description;
(iii) quantity.

(c) The lists should be receipted by the Service for which the buoys etc. have been constructed, and distributed as follows :-

Original - To the Authority for which the buoys etc. have been laid.
Duplicate - To the Director of Naval Stores, Navy Office.
Triplicate - To remain on board the ship.

(d) Forms A.S.156 or A.S.549, as appropriate, referred to at (a) above, should be attached to the triplicate copies of the lists to which they refer and retained on board as supporting vouchers to entries in the Naval Store Account.

2. The above procedure is not applicable in cases of losses of Naval stores whilst engaged on surveying, minesweeping, etc., operations. Such losses should be accounted for on Forms A.S. 1096 or A.S.126, as appropriate.

(612/238/1429)

282.

MODIFICATION STORES FOR RADIO SETS.

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

A.F.O. 1902/1949 - Shore Stations - Transmitter Type 617S - Modification No.1.

2. The stores required to carry out this modification are to be demanded from the Superintending Naval Store Officer, Sydney.

(612/246/3705)

283.

OFFICERS' MESS TRAPS - REPLACEMENT ALLOWANCES APPLICABLE FOR 1949-1950.

With reference to C.O.R., Article 488, the amounts to which free replacements may be made during the year ending 30th June 1950, of Officers' Mess Traps included in the consumable sections of the scales shown in A.F.O. 4406/1947, and items of the permanent sections of those scales which are marked with an asterisk, are :-

	In Stationary Ships and Shore Establishments			In Seagoing Ships		
	£	s	d	£	s	d
Mess:						
Flag Officer		-		48	13	6
Commodore or Captain ..	26	15	0	32	1	6
Flag Captain, Commander or Lieutenant-Commander..	16	13	0	20	0	0
Ward Room:						
Mess of one Officer ..	5	14	6	6	17	0
Mess of two Officers ..	9	18	0	11	17	6
For every Officer borne in excess of two ..	2	0	0	2	16	0
Gun Room:						
Mess of one Officer ..	4	19	0	5	19	0
For every Officer borne in excess of one ..	1	12	6	2	7	0.

2. All consumable stores drawn against these allowances are to be valued at local fixed prices. In addition, the items marked with an asterisk in the permanent scales of A.F.O. 4406/1947, which are also to be charged against this allowance at the local fixed prices, are to be returned to Victualling Establishments in accordance with C.O.R., Article 507.

3. When calculating replacement allowances, only officers actually borne for victuals are to be included, but 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.

(407/201/1941)

284.

SUPPLY OF VICTUALLING STORES TO H.M.A. SHIPS PROCEEDING TO JAPAN.

Action is to be taken to ensure that H.M.A. ships about to proceed to Japanese waters are fully stocked with victualling stores, including warm clothing and loan blankets, prior to departure from Australia. Demands should be placed accordingly with the appropriate Victualling Yard or Depot in ample time to permit of supplies being effected.

2. Further quantities of dry and fresh provisions, required whilst ships are operating in Japanese waters, may be drawn from B.C.O.F. sources through the Naval Officer-in-Charge, Kure.

Demands for dry provisions should, however, be kept to the minimum compatible with ships' programmes of movements.

3. When special items indicated hereunder are drawn from B.C.O.F. sources, the appropriate R.A.N. fixed issuing prices shown are to apply, irrespective of the invoiced costs :-

Quick freeze vegetables	8d. per lb.
Quick freeze fish	1/9d. per lb.
Canned boiled beef and carrots ..	1/1d. per 16-oz. tin
Canned steak and kidney	11½d. " " "
Canned potatoes	1/-d. " 30-oz. " .

(668/201/3860)

285.

MEDICAL BOOK - "NOMENCLATURE OF DISEASES - 1948".

A supply of the new edition of the abovenamed book dated 1948, referred to in A.F.O. 1375/1949, is being obtained.

2. Issue without demand will be made by the Medical and Dental Store Officer upon receipt of the supply. The obsolete editions held are then to be destroyed, quoting this Order as authority for destruction.

3. Manuscript amendment is to be made to scales of medicines etc. for ships and establishments to indicate the addition of one copy of this publication to the Medical Library allowed by scale where a medical officer is allowed.

(571/201/5848)

286.

CONSUMABLE NAVAL STORES "SUNDRY" ITEMS - FORM A.S.151Z - INTRODUCTION.

Consumable Ledger pages are often required to be raised to record the receipt and issue of items, which are not normally stocked in the ship's naval storerooms, but are received from Naval Store Depots for particular purposes (e.g. minor refits, to replace portable fittings, components etc.). Such pages frequently receive no further use and are eventually transferred to the "Dead" Ledger.

2. A new Ledger Sheet - Form A.S.151Z - Consumable Stores Sundries - has, therefore, been introduced to record such transactions, and supplies of the new form should be obtained in the same manner as other Ledger Sheets, from the authorities referred to in Navy Order 254 of 1945.

3. The form is only to be used to record transactions in items which are not stocked on board and which are issued to the department of the ship requiring supply immediately on receipt from the Dockyard. In all cases, a Demand, Form A.S.156, is to be furnished by the departmental officer requiring supply before a Demand, Form A.S.134d, is lodged on the Dockyard for items accounted for on Form A.S.151Z.

4. Separate "Sundry" sheets are to be prepared for each class and group of Naval stores, the sheets being, in all instances, placed at the back of the appropriate ledgers, irrespective of whether the ledger contains one or more classes.

(480/202/4961)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

30th August, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

J.R. Cummins

Secretary.

The Flag Officer Commanding H.M.A. Fleet,
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.

SHIPS' BADGES, NOMENCLATURE AND HONOURS.

Navy Order 307 of 1947 is to be amended as follows :-

Paragraph 1, after "The Director of Personal Services, Navy Office", insert :-

"Acting Commander F.R. James, R.A.N.".

(416/201/1152)

288.

OFFICE OF PRINCIPAL OVERSEER - MORTS DOCKS AND ENGINEERING COY. LTD.

The office occupied by the Principal Overseer at Morts Docks and Engineering Coy. Ltd. is now closed.

2. In future all correspondence for that officer is to be forwarded to the Engineer Manager, Garden Island, Sydney.

(549/201/349)

289.

EXAMINATION OF SICK BERTH RATINGS - MAY, 1949.

The results obtained by candidates who passed in the examination for advancement in the Sick Berth Branch on 31st May, 1949, are as given hereunder :-

Exam. No.	Name	Present rating	O.N.	Percentage of marks obtained at examination			Approximate average for (a) Written (b) Oral and Practical	Result	Where serving at time of examination
				Paper No. 1	Paper No. 2	Oral and practical			
46	GILMORE, H.T.	S.B.P.O.	24190	70	80	77	76	Passed	LONSDALE
27	SEAMAN, J.H.P.	L.S.B.A. (Provisional)	40128	62	60	62	61	Passed	SYDNEY
7	JARVIS, H.	S.B.A.	34583	62	60	77	66	Passed	TARANGAU
25	OXLEY, R.	"	40097	60	58	62	60	Passed	SYDNEY
29	JOHNSTONE, E.E.	"	29705	68	48	65	60	Passed	PENGUIN
32	JOSEY, R.K.	"	29230	70	54	60	61	Passed	RUSHCUTTER
45	WEST, D.M.	"	27749	54	64	62	60	Passed	LONSDALE

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 31st May 1949, 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.

(465/207/1347)

290.

CARE AND MAINTENANCE OF MESS GEAR.

Recent Reports of Survey on articles of mess, galley and bakery gear returned by H.M.A. ships to various Victualling Establishments, reveal that deterioration has resulted in many cases from lack of reasonable care in handling and preservation of the items. In some cases, the extent of the deterioration has rendered the articles irreparable and a total loss to the Crown, whilst in other instances, articles, particularly bacon and bread slicing machines, also steelyards, have been returned in dirty condition.

2. Even when such articles are repairable, expenditure has to be incurred in effecting repairs and, where replacement of parts is also involved, procurement is rendered difficult by the acute shortage of supplies. This position is not likely to improve in the near future.

3. Adequate steps are to be taken by Commanding Officers to ensure that proper care and attention are given at all times to the preservation of mess, galley and bakery gear supplied to ships under their command and to guard, as far as practicable, against damage and deterioration whilst such articles remain on board. Articles to be returned to a Victualling Establishment for survey are to be in a clean condition immediately prior to their return.

4. <u>Bacon slicing machines.</u>- Full particulars, as under, of each of these machines at present held in H.M.A. ships and shore establishments are to be furnished to reach the Director of Victualling by 30th September 1949 :-

(a) the brand or make:
(b) the manufacturer's number thereon; and
(c) the condition of the machine at the date of the return, and, if defective in any respect, particulars of such defects.

(524/201/4147)

291.

MEASUREMENTS OF ARTICLES OF UNIFORM AND CLOTHING STOCKED FOR ISSUE IN THE R.A.N.

The measurements of articles of uniform and clothing stocked for repayment issue in the R.A.N. are as shown in the attached schedule. These measurements differ in many instances from the measurements shown in the Manual of Victualling (B.R. 93A, Volume II, Appendix H).

2. The measurements of articles of clothing stocked for loan issue in the R.A.N. are as shown in the Manual of Victualling.

(434/201/4173)

SCHEDULE OF MEASUREMENTS

(Measurements shown are measurements of garments when buttoned.)

Braces	Sizes 34", 36", 38", 40".							
Coats, waterproof, gabardine, officers'..	Size No.	1	2	3	4	5	5A	6
	Chest	44"	46"	48"	50"	52"	47"	54"
	Length of back	44"	46"	46"	48"	48"	49"	50"
	Sleeve from centre of back..	30½"	31"	31½"	32"	32½"	33"	33"
Coats, waterproof, gabardine, ratings' ..	Size No.	0	1	2	3	4	5	
	Chest	42"	44"	46"	48"	50"	52"	
	Length of back	43"	44"	46"	48"	50"	52"	
	Sleeve from centre of back..	30½"	31"	32"	33"	33½"	34"	
Collars, white	Sizes 13½ to 18½ (in ½ sizes).							
Drawers	Sizes (waist measurement) 24" to 48" (rising by 2").							
Flannels	Size No.	1	2	3	4			
	Chest	38"	41"	44"	47"			
Footwear	Sizes 4, 5, 6, 7, 8, 9, 10, 11, 12.							
Gaiters, patent leather	Sizes 13 to 17½ (in ½ sizes).							
Gloves, brown leather	Sizes 5 to 10 (in ½ sizes).							
Gloves, white cotton	Sizes 8 to 10½ (in ½ sizes).							
Headgear	Sizes 6¼ to 7½ (rising in ⅛ sizes).							
Hosiery	Size No.	0	1	2	3	4	5	
	Length of foot	9½"	10"	10½"	11"	11½"	12"	
Jackets, cardigan	Size No.	1	2	3	4	5		
	Chest	34"	36"	38"	40"	42"		

Jackets, diagonal serge, D.B.
" seamen's serge, S.B. -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	7
Height of man	5'3"	5'3"	5'7"	5'5"	5'5"	5'9"	5'7"	5'7"	5'11"	5'9"	5'9"	6'1"	5'11"
	5'4"	5'4"	5'8"	5'6"	5'6"	5'10"	5'8"	5'8"	6'0"	5'10"	5'10"	6'2"	6'0"
Chest	34"	35"	34"	36"	37"	36"	38"	39"	38"	40"	41"	40"	42"
Waist	33"	35"	33"	34"	37"	34"	36"	39"	36"	38"	41"	38"	40"
Full length of sleeve	30"	30"	32"	31"	31"	33"	32"	32"	34"	33"	33"	35"	34"
Length of back	27½"	27½"	29½"	28½"	28½"	30½"	29½"	29½"	31½"	30½"	30½"	32"	31½"

Jackets, diagonal serge, police -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	7
Height of man	5'3"	5'3"	5'7"	5'5"	5'5"	5'9"	5'7"	5'7"	5'11"	5'9"	5'9"	6'1"	5'11"
	5'4"	5'4"	5'8"	5'6"	5'6"	5'10"	5'8"	5'8"	6'0"	5'10"	5'10"	6'2"	6'0"
Chest	34"	35"	34"	36"	37"	36"	38"	39"	38"	40"	41"	40"	42"
Waist	33"	35"	33"	34"	37"	34"	36"	39"	36"	38"	41"	38"	40"
Full length of sleeve	30"	30"	32"	31"	31"	33"	32"	32"	34"	33"	33"	35"	34"
Length of back	27½"	27½"	29½"	28½"	28½"	30½"	29½"	29½"	31½"	30½"	30½"	32"	31½"

Jerseys, blue -

Size No.	1	2	3	4
Chest	34"	36"	38"	40"

Jerseys, football, white .. Sizes 30" to 42" (rising by 2").

Jumpers, seamen's serge -

Height of man	5' 4"					5' 6"					5' 8"					5'10"					6'0"				
Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Length of body	26"	26"	26"	26"	26"	27"	27"	27"	27"	27"	28"	28"	28"	28"	28"	29"	29"	29"	29"	29"	30"	30"	30"	30"	30"
Width across top	16"	17"	18"	19"	20"	16"	17"	18"	19"	20"	16"	17"	18"	19"	20"	17"	18"	19"	20"	21"	17"	18"	19"	20"	21"
Length of sleeve	21"	21"	21"	21"	21"	22"	22"	22"	22"	22"	23"	23"	23"	23"	23"	24"	24"	24"	24"	24"	25"	25"	25"	25"	25"
Width at bottom	18"	19"	20"	21"	22"	18"	19"	20"	21"	22"	18"	19"	20"	21"	22"	19"	20"	21"	22"	23"	19"	20"	21"	22"	23"
Size of cuff buttoned	8"	8"	8"	8½"	8½"	8"	8"	8"	8½"	8½"	8"	8"	8½"	8½"	9"	8½"	8½"	9"	9"	9"	9"	9"	9"	9"	9"

Jumpers, white drill -

Height of man	5'4"					5'6"					5'8"					5'10"					6'0"				
Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Width across top	16½"	17½"	18½"	19½"	20½"	16½"	17½"	18½"	19½"	20½"	16½"	17½"	18½"	19½"	20½"	17½"	18½"	19½"	20½"	21½"	17½"	18½"	19½"	20½"	21½"
Length of sleeve	20½"	20½"	20½"	20½"	20½"	21½"	21½"	21½"	21½"	21½"	22½"	22½"	22½"	22½"	22½"	23½"	23½"	23½"	23½"	23½"	24½"	24½"	24½"	24½"	24½"
Length of body	26½"	26½"	26½"	26½"	26½"	27½"	27½"	27½"	27½"	27½"	28½"	28½"	28½"	28½"	28½"	29½"	29½"	29½"	29½"	29½"	30½"	30½"	30½"	30½"	30½"

Leggings, police .. Sizes 12 to 18 (in ½ sizes).

Macintoshes, police -

Size No.	1	2	3	4	5	6
Chest	34"	36"	38"	40"	42"	44"
Length	46"	48"	50"	51"	52"	53"

Overcoats -

Size No.	1	2	3	4	5	6
Height of man	5'6"	5'8"	5'8"	5'10"	5'10"	6'0"
Length of back	43"	45"	45"	47"	47"	49"
Chest	44"	44"	46"	46"	48"	50"
Waist	42"	42"	44"	44"	46"	48"

Overcoats, police -

Size No.	1	2	3	4	5	6
Height of man	5'6"	5'8"	5'8"	5'10"	5'10"	6'0"
Length of back	43"	45"	45"	47"	47"	49"
Chest	44"	44"	46"	46"	48"	50"
Waist	42"	42"	44"	44"	46"	48"

Pullovers, sleeveless, blue -

Size No.	1	2	3	4
Chest	34"	36"	38"	40"
Length from top at side of neck	22½"	23"	23½"	24"

Shirts, action working -

Size No.	1	2	3	4	5	6	7	8
Collar	14½"	15"	15½"	16"	16½"	17"	17½"	18"
Width across armpit level	20"	21"	22"	23"	24"	25"	26"	27"
Length of sleeve	22"	22½"	23"	23½"	24"	24½"	25"	26"

Shirts, khaki, police .. .. Sizes 13½ to 18 (in ½ sizes).

Shirts, white .. .. .. Sizes 13 to 18½ (in ½ sizes).

Shirts, tropical white, officers' .. Sizes 13 to 18½ (in ½ sizes).

Shirts, tropical, white, ratings' -

Size No.	1	2	3	4	5
Collar	14"	14½"	15½"	16½"	17½"
Chest	46"	48"	50"	52"	54"

Shirts, white dress, officers' }
" " tunic, " } .. Sizes 13 to 18½ (in ½ sizes).

Shorts, blue, working }
" white, tropical } -

Size No.	1	2	3	3½	4	4½	5	5½	5½	6	6½	6½	7	7½	8	8½	9	10	11	12
Waist	30"	31"	32"	34"	33"	36"	34"	38"	30"	35"	40"	32"	36"	34"	38"	36"	40"	42"	45"	47"
Seat	36"	37"	38"	40"	39"	42"	40"	44"	36"	41"	46"	38"	42"	40"	44"	42"	46"	47"	49"	51"
Side seam	20½"	21"	21½"	21"	21¾"	21¾"	22½"	22½"	23½"	22½"	23¾"	23¾"	23¾"	25"	24"	26¼"	24½"	25"	26"	26½"
Leg seam	7½"	8"	8"	8"	8½"	8½"	9"	9"	10"	9"	9½"	10"	10"	11"	10"	12"	10½"	10½"	11"	11"
Leg bottom	22½"	22½"	23"	24"	23"	25"	24"	26"	22½"	24"	26"	23"	25"	24"	25½"	25"	26½"	27"	27½"	28"

Shorts, tropical, white, officers' -

Size No.	1	2	3	3½	4	4½	5	5½	5½	6	6½	6½	7	7½	8	8½	9	10	11	12
Waist	30"	31"	32"	34"	33"	36"	34"	38"	30"	35"	40"	32"	36"	34"	38"	36"	40"	42"	45"	47"
Seat	36"	37"	38"	40"	39"	42"	40"	44"	36"	41"	46"	38"	42"	40"	44"	42"	46"	47"	49"	51"
Side seam	20½"	21"	21½"	21"	21¾"	21¾"	22½"	22½"	23½"	22½"	23¾"	23¾"	23¾"	25	24"	26¼"	24½"	25"	26"	26½"
Leg seam	7½"	8"	8"	8"	8½"	8½"	9"	9"	10"	9"	9½"	10"	10"	11"	10"	12"	10½"	10½"	11"	11"
Bottom	22½"	22½"	23"	24"	23"	25"	24"	26"	22½"	24"	26"	23"	25"	24"	25½"	25"	26½"	27"	27½"	28"

Singlets, sleeveless, cotton .. Sizes 30", 32", 34", 36", 38", 40", 42", 44", 46".

Suits, overall, one piece -

Size No.	1	2	3	4	5	6
Height of man	5'3" to 5'5"	5'6" to 5'8"	5'9" to 5'11"	6'0" to 6'1"	6'0" to 6'3"	6'0" to 6'3"
Chest	44"	46"	48"	50"	52"	54"
Waist	44"	46"	48"	50"	52"	54"

Suits, overall, two piece -

Jackets -

Size No.	1	2	3	4
Chest	41"	43"	45"	47"
Length of back	28"	29"	30"	31"

Trousers -

Waist	36"	38"	40"	42"
Side seam	43"	44½"	46"	47"
Leg seam	30"	31"	32"	33"

Suits, pyjama -

Size No.	1	2	3	4	5	6
Height of man	5'4" to 5'6"	5'7" to 5'9"	5'10" to 6'0"	6'1" to 6'2"	6'1" to 6'2"	6'1" to 6'2"
Jacket -						
Chest	42"	44"	46"	49"	51"	55"
Collar	17"	17½"	18"	19"	19"	20"
Trousers -						
Waist	40"	42"	44"	47"	49"	52"
Length	43"	45"	47"	48"	49"	48"

Ties, black evening.. Sizes 14½ to 17½ (in ½ sizes).

Trousers, action working -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	6A	7	7A	8	8A
Side seam	40"	40"	42"	42"	41"	43"	44"	42"	45"	45"	43"	47"	46"	46"	47"	47"	47"
Leg seam	29"	28"	30"	30"	29"	31"	31"	30"	32"	32"	31"	33½"	31"	33"	32"	33½"	32"
Waist	31"	33"	31"	32"	35"	32"	34"	37"	34"	36"	39"	36"	42"	38"	45"	40"	47"
Seat	36"	37"	36"	38"	39"	38"	40"	41"	40"	42"	43"	42"	47"	44"	49"	46"	51"
Knee	21"	21"	21"	22"	22"	22"	22½"	22½"	22½"	23"	23"	23"	24"	23½"	25"	24"	25½"
Bottom	20"	20"	20"	21"	21"	21"	21½"	21½"	21½"	22"	22"	22"	23"	22½"	23½"	23½"	24"

Trousers, diagonal serge, fly)
" seamen's " ") -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	7
Side seam	40"	40"	42"	42"	40½"	43"	43"	42"	44"	44½"	42½"	45"	45"
Leg seam	29"	28"	30½"	30"	28½"	31½"	31"	30"	32"	32"	31"	33"	33"
Waist	31"	33"	31"	32"	35"	32"	34"	37"	34"	36"	39"	36"	38"
Seat	36"	36"	36"	38"	38"	38"	40"	40"	40"	42"	42"	42"	44"
Knee	22"	22"	22"	22½"	22½"	22½"	23"	23"	23"	23½"	23½"	23½"	24"
Bottom	18½"	18½"	18½"	19"	19"	19"	19"	19"	19"	19½"	19½"	19½"	20

Trousers, diagonal serge, police -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	7
Side seam	40"	40"	42"	42"	40½"	43"	43"	42"	44"	44½"	42½"	45"	45"
Leg seam	29"	28"	30½"	30"	28½"	31½"	31"	30"	32"	32"	31"	33"	33"
Waist	31"	33"	31"	32"	35"	32"	34"	37"	34"	36"	39"	36"	38"
Seat	36"	36"	36"	38"	38"	38"	40"	40"	40"	42"	42"	42"	44"
Knee	22"	22"	22"	22½"	22½"	22½"	23"	23"	23"	23½"	23½"	23½"	24"
Bottom	18½"	18½"	18½"	19"	19"	19"	19"	19"	19"	19½"	19½"	19½"	20"

Trousers, khaki, drill, musicians' -

Size No.	3	3½	4	4½	5	5½	6	6½	7
Height of man	5'3"-5'4"	5'7"-5'8"	5'5"-5'6"	5'9"-5'10"	5'7"-5'8"	5'11"-6'0"	5'9"-5'10"	6'1"-6'2"	5'11"-6'0"
Side seam	42"	44½"	43½"	45½"	44½"	47"	45½"	48½"	47"
Leg	30"	32"	31"	33"	32"	34"	33"	35"	34"
Waist	30"	30"	32"	32"	34"	33"	36"	35"	38"
Seat	36"	36"	38"	38"	40"	40"	42"	42"	44"
Knee	22½"	22½"	23"	23"	23½"	23½"	24"	24½"	24½"
Bottom	19"	19"	19½"	19½"	20"	20"	20½"	21"	21"

Trousers, khaki drill, police -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	7	7A
Outside leg	40"	40"	42½"	42"	42"	44"	44"	42½"	44½"	44½"	43½"	46"	45½"	46½"
Inside leg	29"	28"	30½"	30"	29"	31½"	31"	30"	32"	32"	31"	33"	33"	33½"
Knee	22"	22"	22"	22½"	22½"	22½"	23"	23"	23"	23½"	23½"	23½"	24"	24"
Bottom	18½"	18½"	18½"	19"	19"	19"	19"	19"	19"	19½"	19½"	19½"	20"	22"
Waist	30"	34"	30"	32"	36"	32"	34"	38"	34"	36"	40"	36"	38"	40"
Seat	36"	39"	36"	38"	41"	38"	40"	43"	40"	42"	45"	42"	44"	46"

Trousers, serge, musicians' -

Size No.	3	3½	4	4½	5	5½	6	6½	7
Height of man	5'3"-5'4"	5'7"-5'8"	5'5"-5'6"	5'9"-5'10"	5'7"-5'8"	5'11"-6'0"	5'9"-5'10"	6'1"-6'2"	5'11"-6'0"
Side seam	41"	43½"	42½"	44½"	43½"	46"	44½"	47½"	46"
Leg	29"	31"	30"	32"	31"	33"	32"	34"	33"
Waist	30"	30"	32"	32"	33"	33"	35"	35"	37"
Seat	36"	36"	38"	38"	40"	40"	42"	42"	44"
Knee	22½"	22½"	23"	23"	23½"	23½"	24"	24½"	24½"
Bottom	19"	19"	19½"	19½"	20"	20"	20½"	21"	21"

Trousers, seamen's serge, fall -

Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Inside leg	28"	28"	28"	30"	30"	30"	30"	30"	30"	30"	32"	32"	32"	32"	32"	32"	32"	34"	34"	34"
Waist	30"	31"	32"	30"	31"	32"	33"	34"	35"	36"	30"	31"	32"	33"	34"	35"	36"	34"	36"	38"
Outside seam	42"	42"	42"	43"	43"	43"	44"	44"	44"	44"	45"	45"	45"	46"	46"	46"	46"	48"	48"	49"
Thigh 2" below fork	24"	25"	25½"	24"	25"	25½"	26"	26½"	27½"	28½"	24"	25"	25½"	26"	26½"	27½"	28½"	26½"	27½"	29"
Knee	24"	24"	24"	24"	24"	24"	24"	24"	26"	26"	24"	24"	24"	24"	24"	26"	26"	26"	26"	26"
Bottom	24"	24"	24"	24"	24"	26"	26"	26"	28"	28"	26"	26"	26"	26"	26"	28"	28"	28"	28"	28"

Trousers, drill, fly -

Size No.	3	3¼	3½	4	4¼	4½	5	5¼	5½	6	6¼	6½	7	7A
Outside leg	40"	40"	42½"	42"	42"	44"	44"	42½"	44½"	44½"	43½"	46"	45½"	46½"
Inside leg	29"	28"	30½"	30"	29"	31½"	31"	30"	32"	32"	31"	33"	33"	33½"
Knee	22"	22"	22"	22½"	22½"	22½"	23"	23"	23"	23½"	23½"	23½"	24"	24"
Bottom	18½"	18½"	18½"	19"	19"	19"	19"	19"	19"	19½"	19½"	19½"	20"	22"
Waist	30"	34"	30"	32"	36"	32"	34"	38"	34"	36"	40"	36"	38"	40"
Seat	36"	39"	36"	38"	41"	38"	40"	43"	40"	42"	45"	42"	44"	46"

Trousers, drill, fall -

Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Leg seam	29½"	28½"	28½"	30½"	30½"	30½"	30½"	30½"	30½"	30½"	32½"	32½"	32½"	32½"	32½"	32½"	32½"	34½"	34½"	34½"
Waist	30½"	31½"	32½"	30½"	31½"	32½"	33½"	34½"	35½"	36½"	30½"	31½"	32½"	33½"	34½"	35½"	36½"	34½"	36½"	38½"
Outside seam	43"	43"	43"	44"	44"	44"	45"	45"	45"	45"	46"	46"	46"	47"	47"	47"	47"	49"	49"	50"
Thigh 2" below fork	24½"	25½"	26"	24½"	25½"	26"	26½"	27"	28"	29"	24½"	25½"	26"	26½"	27"	28"	29"	27"	28"	29½"
Knee	24½"	24½"	24½"	24½"	24½"	24½"	24½"	24½"	26½"	26½"	24½"	24½"	24½"	24½"	24½"	26½"	26½"	26½"	26½"	26½"
Bottom	24½"	24½"	24½"	24½"	24½"	26½"	26½"	26½"	28½"	28½"	26½"	26½"	26½"	26½"	26½"	26½"	26½"	28½"	28½"	28½"

Tunics, drill, with blue facings
Tunics, drill

Size No.	3	3A	3½	3½	4	4A	4¼	4½	5	5A	5¼	5½	6	6A	6¼	6½	7	7A
Chest	34"	35"	35"	34"	36"	37"	37"	36"	38"	39"	39"	38"	40"	41"	41"	40"	42"	43"
Waist	31"	32"	35"	31"	33"	34"	37"	33"	35"	36"	39"	35"	37"	38"	41"	37"	39"	41½"
Length of sleeve	30½"	31"	30"	32"	31½"	32"	31"	33"	32½"	33"	32"	34"	33½"	33¾"	33"	35"	34"	34¼"
Length of tunic	27"	27½"	27"	28"	28"	28½"	28"	29"	29"	29½"	29"	30"	30"	31"	30"	31"	31½"	32"
Collar	15½"	14¾"	15¾"	15½"	16"	16¼"	16¼"	16"	16½"	16¾"	16¾"	16½"	17"	17¼"	17¼"	17"	17½"	17¾"

Tunics, khaki drill, musicians' -

Size No.	3	3½	4	4½	5	5½	6	6½	7
Height of man	5'3"-5'4"	5'7"-5'8"	5'5"-5'6"	5'9"-5'10"	5'7"-5'8"	5'11-6'0"	5'9"-5'10"	6'1"-6'2"	5'11"-6'0"
Chest	34"	34"	36"	36"	38"	38"	40"	40"	42"
Waist	31"	31"	33"	33"	34"	34"	36"	36"	38"
Sleeve	30½"	32½"	31½"	33½"	32½"	34½"	33½"	35½"	34½"
Length	27"	28"	27½"	29"	28"	30"	29"	31"	30"
Collar worn	14½"	14½"	15"	15"	15½"	15½"	16"	16"	16½"
Collar	15½"	15½"	16"	16"	16½"	16½"	17"	17"	17½"

Tunics, khaki, police -

Size No.	4	4¼	4½	5	5¼	5½	6	6¼	6½	7
Height of man	5'7"	5'6'	5'9" 5'10"	5'8" 5'9"	5'7" 5'8"	5'11" 6'0"	5'10" 5'11"	5'9" 5'10"	6'1" 6'2"	5'11" 6'0"
Chest	36"	37"	36"	38"	39"	38"	40"	41"	40"	42"
Waist	33"	37"	33"	35"	39"	35"	37"	41"	37"	39"
Length of jacket	29"	29"	30"	30"	30"	32"	31"	31"	33"	32"
Length of sleeve from centre back	31"	31"	32"	32"	32"	33"	33"	33"	34"	34"

Tunics, serge, musicians' -

Size No.	3	3½	4	4½	5	5½	6	6½	7
Height of man	5'3"-5'4"	5'7"-5'8"	5'5"-5'6"	5'9"-5'10"	5'7"-5'8"	5'11"-6'0"	5'9"-5'10"	6'1"-6'2"	5'11-6'0"
Chest	34"	34"	36"	36"	38"	38"	40"	40"	42"
Waist	31"	31"	33"	33"	34"	34"	36"	36"	38"
Sleeve	30"	32"	31"	33"	32"	34"	33"	35"	34"
Length	26"	27"	26½"	28"	27"	29"	28"	30"	29"
Collar worn	14½"	14½"	15"	15"	15½"	15½"	16"	16"	16½"
Collar	15½"	15½"	16"	16"	16½"	16½"	17	17"	17½"

Vests .. .. Sizes 30", 32", 34", 36", 38", 40", 42", 44".

Waistbelts .. ..

Sizes	34"	40"	46"
Overall length	38"	44"	50"

292.

MEDICAL STORES.

The following additional items are to be added in manuscript to the scale of medical stores of all H.M.A. ships and establishments :-

Item	Description	Unit	Scale						
			Service afloat				Air Stations	Hospitals	R.A.N.R. Depots
			100-300	301-500	501-700	Over 700			
106/3	Benadryl, Kapseals, 50 m g m	No.	100	200	400	600	200	1000	As for service afloat
597/9	Procaine Hchl. 2% 2 c.c. amps (WITHOUT ADRENALIN)	No.	12	12	24	36	12	24	"

(612/213/3692)

293.

SURGICAL EMERGENCY DRESSING CHESTS.

It has been noted during examination of medical store accounts, particularly from frigates, that the surgical emergency dressing chests have been opened and the contents removed. These chests are supplied solely for the purposes of meeting emergencies and are therefore NOT to be regarded as a reserve for normal replenishment of decreasing stocks of dressings, in Sick Bays.

2. Unless required to meet an emergency, the chests are to be retained unopened and stowed in a safe location away from the main supply of medical stores.

3. Attention is drawn to the instructions contained on page 7 of the volume "Scale of Medicines, Appliances, Instruments, etc., Scale "C" 1945", a copy of which is supplied with each such set of stores issued to the vessels concerned.

4. Commanding Officers are forthwith to inspect the chests held on their charge and take immediate steps to rectify the position by replacement if chests have been broached.

5. A report is to be forwarded to Navy Office outlining the circumstances in cases where the chests are found not to be intact, giving details of deficiencies below scale.

(612/213/3687)

294.

BOOKS AND FORMS.

The undermentioned forms have been adopted for use in the R.A.N. First supply will be issued, without demand, by the Superintending Naval Store Officer, Sydney, on receipt of supply on order from the Admiralty :-

S.149B Counter Book for issues of - Consumable starred and Consumable Air Stores. (480/202/5231)

S.149C Naval Air Stores - Authorization Voucher. (480/202/5210)

S.1091A Return Note for Surveyed Air Stores returned to Supply Officer. (A.F.Os. 1262/1947; 117, 2863 and 3710/1948) (480/202/5209)

S.217 Replenishment at Sea - Quarterly Report. (A.F.O. 2438/1948) (480/202/5234)

S.440A Passing Certificate of Qualification in Air Administration for Rank of Warrant Airman. (480/202/5230)

S.1205C List of all accidents and details of disciplinary action taken. etc. (A.F.Os. 2799 and 3662/1947) (480/206/67)

O.39A Workshop Torpedo Adjustment Record. (480/201/4093)

2. The undermentioned Admiralty form has been adopted for use in the R.A.N. First supply will be issued, without demand, by the Superintending Naval Store Officer, Sydney, when the existing form will be rendered obsolete and should be destroyed :-

S.1542 (Revised October 1948) Convoy Form M. (480/202/5253)

3. The undermentioned Admiralty form has been adopted for use in the R.A.N. as a temporary measure pending the standardisation of History Sheets. First supply will be made, without demand, by the Superintending Naval Store Officer, Sydney :-

S.1245F (Revised November 1947) Torpedo Anti-Submarine. History Sheet - Record of Examination. (480/202/5160)

4. The undermentioned form has been abolished :-

S.348 (D.550) Application for propelling machinery trial of H.M. Ship. (A.F.O. 365/1948) (480/202/5155)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th September, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

J. R. Cummins

Secretary.

The Flag Officer Commanding H.M.A. Fleet, 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.

ORGANISATION FOR SHIPS OR CRAFT COMMISSIONING FROM RESERVE.

1. GENERAL.-

A. (i) 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 the Commanding Officer, Reserve Ships.

(ii) 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.

(iii) Form A.R.F.1 is to be produced for this inspection. See instructions inside cover of this form.

(iv) 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.

(v) 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.

B. Personnel appropriated for ships to be brought forward into active commission from Reserve will be drafted to the parent ship of the Reserve Fleet at the port, "For H.M.A.S. ..... and on commissioning".

2. PREPARATIONS.-

(i) A detailed list of work required is to be prepared for the bringing forward of each ship or craft in reserve, other than those in "E" Class Commission in Reserve. This list should include the Paying-off Defect List, and should cover all departments and be designed to afford the greatest assistance possible to the officers and men on whom this task will eventually fall. Where possible, it should be prepared by the officers responsible for the ship's preparation for Reserve. (I.P.R. Chapter I. Article 100(a).)

(ii) The following is intended as a guide to the work required to bring forward a ship of the Reserve Fleet for service. When preparing the lists mentioned above, the following items should be elaborated as necessary to include any details of stowages etc., peculiar to the ships, or classes of ships concerned.

(iii) This aide-memoire is given in three sections as follows :-

Section "A" - Action to be taken as Commanding Officer, Reserve Ships, or the Port Division concerned. (On receipt of orders that ship is to be brought forward for service.)

Section "B" - Action to be taken as the new Commanding Officer's responsibility.

Section "C" - Action involving other establishments and organisations and requiring co-ordination.

(iv) (a) The responsibility of bringing a ship or vessel forward from Reserve into active commission is entirely that of the Commanding Officer, Reserve Ships, while the ship or vessel is still part of the Reserve Fleet.

(b) The Commanding Officer designate assumes full responsibility from the date the ship or vessel commissions.

(c) Items in Section "C" require the co-operation of the majority of the establishments and departments of the port. In the case of a small number of ships being brought forward at one time, the Commanding Officer, Reserve Ships, should be able to make the necessary arrangements; for a large number, the Local Naval Authority will be responsible for making out a co-ordinated programme.

(v) Commanding Officer, Reserve Ships, should elaborate the aide-memoire as necessary in his own orders, in particular showing, where applicable, the names, addresses and telephone numbers of the authorities or departments concerned with each item.

Commanding Officer, Reserve Ships, should prepare a specimen programme, similar to that attached as an appendix to this order, to cover the bringing forward of up to four ships at the one time.

(vi) The completed form A.R.F.1 is to be kept on board for future reference on the ship being brought forward for service.

3. ORGANISATION.-

A. Action by Commanding Officer, Reserve Ships.-

(i) Arrange with Manning Department of Navy Office for key ratings to join in advance if possible.

(ii) Check contents of ship's box.

(iii) Check Paying-off Defect List and List of Alterations and Additions and arrange for completion of outstanding defects affecting sea-going efficiency.

(iv) Make out Commissioning Cards and Routine, and post latter on notice boards.

(v) (a) Arrange the general scheme of stowage for provisions, clothing etc.

(b) Arrange with Victualling Yard to supply stores shown on dormant demands at a suitable time before commissioning, ensuring that they are on board before required but not before adequate measures are taken for their safety on board as required by Navy Order 21 of 1947, paragraph (7). See also Section C (v) below.

(c) Arrange the time at which cold room is to be ready for the stowage of meat.

(d) Arrange with fresh provision contractors times fresh provisions are to be supplied. Section C (xix) below refers.

(e) Arrange that galley gear, officers' mess traps and mess utensils are grouped in convenient order so that they may be turned over to responsible persons, from whom receipts are to be obtained, with as little delay as possible.

(f) Arrange that necessary forms and stationery are available.

(vi) Arrange with Armament Supply Officer, Naval Store Officer and Victualling Store Officer for supply of relevant stores.

(vii) Arrange with Gunnery Equipment Storekeeping Officer for supply of gunnery and underwater weapons equipment not dealt with under Defect List procedure. (Where there is no Gunnery Equipment Depot, the Armament Supply Officer will make the necessary arrangements.)

(viii) Test galley fire. Check that drinking water is available and arrange hot meal for men joining.

(ix) Canteen: Action to be taken in accordance with C.O.R., Article 455.

(x) Inform Local Naval Authority of the date the ship should go on Duty Free List.

(xi) Arrange with Navy Office for supply of S.Ps. and C.Bs, and Superintending Naval Store Officer, Sydney, for O.Us. and B.Rs.

(xii) Issue warnings to all authorities concerned in items in Section C below, of pending requirements. Where such work can be progressed in advance of the arrival of the ship's company (e.g. taking in water or unplugging guns), this should be arranged.

(xiii) Inform Officer in Charge, Hydrographic Branch, of probable date of ship's commissioning.

B. Action by new Commanding Officer.-

(i) Check that all items in section A have been completed. In the case of victualling stores, ensure that stocks held are in accordance with C.O.R., Articles 421, Clause 10, 479 and 487.

(ii) Check that organisation for section C below is satisfactory.

(iii) Read Station Bill, and exercise "ACTION", "NIGHT ACTION", "FIRE", etc.

(iv) Replace gear not in war stowage.

(v) Test all electrical equipment.

(vi) Bring forward and test A/S and E/S equipment.

(vii) Charge and prepare torpedoes.

(viii) Test and tune radio equipment, including remote control etc.

(ix) Re-ship V/S equipment in appropriate positions.

(x) Test all radar equipment.

(xi) Test D.G. equipment.

(xii) Test depth charge firing gear.

(xiii) Fuse shell if necessary.

(xiv) Carry out sight and director tests.

(xv) Carry out performance test of gyro compass.

(xvi) Carry out darken ship trial.

(xvii) Raise steam for auxiliary purposes. (See (vii) above.)

(xviii) Complete forms for dutiable mess and canteen stores.

C. Action involving other establishments and requiring co-ordination.-

(i) Initial draft of new commission join.

(ii) Balance of complement join.

(iii) Dry dock if necessary.

(iv) Take in fresh water for drinking and washing.

(v) Embark victualling stores.

(vi) Take in boiler water.

(vii) Draw S.Ps C.Bs, B.Rs and O.U. books and documents.

(viii) Draw charts and chronometers etc.

(ix) Embark ammunition and explosives.

(x) Draw gun wharf stores.

(xi) Complete with naval stores.

(xii) Guns to be inspected.

(xiii) Draw torpedoes - if applicable.

(xiv) Draw medical stores.

(xv) Draw cash.

(xvi) Embark canteen stores.

(xvii) Tune radio equipment.

(xviii) Draw secondary batteries.

(xix) Embark fresh meat and refrigerated stores.

(xx) Basin trial.

(xxi) Move into stream.

(xxii) Tune and test A/S and E/S equipment.

(xxiii) Embark fuel.

(xxiv) Calibrate D/F.

(xxv) D.G. ranging.

(xxvi) Swing ship for adjustment of compasses.

(xxvii) Tune and calibrate radar equipment.

(xxviii) Carry out sight and director test.

(xxix) Steaming trials.

(xxx) Gunnery test firings.

(xxxi) Open store accounts and draw fixture lists.

4. Navy Order 215 of 1948 is hereby cancelled.

(603/247/2332)

APPENDIX

SPECIMEN ORGANISATION FOR COMMISSIONING

Name of Ship	Day 1	2	3	4	5	6	7	8	9	10	11	12	13	14	Remarks
"NONSUCH"	1 & 3	4 & 5	2, 4 & 13	11	10	9 & 14	10 & 6	12	15 & 16	17,8 & 22	18 & 19	20 & 21	-	-	
"HAS BEEN"	1 & 3	7	7	7 & 2, 4	4, 5 & 15	11	9 & 14	10	6 & 10	15	8 & 12	16	17&18 20&22	21 & 19	Requires new propellor.
"NEVER WAS"	1 & 3	5	4	4 & 14	2 & 9,11	10 & 13	10 & 6	-	15	16 & 17	8 & 12, 22	18 & 19	20 & 21	-	

1. = Initial draft joins.
2. = Balance of complement joins.
3. = Take in domestic water.
4. = Embark victualling stores.
5. = Take in boiler water.
6. = Draw C.Bs, S.Ps, etc.
7. = Dry dock if necessary.
8. = Embark ammunition and explosives.
9. = Embark gun wharf stores.
10. = Complete with naval stores.
11. = Draw torpedoes.
12. = Tune W/T.
13. = Embark canteen stores.
14. = Draw secondary batteries.
15. = Draw fresh meat and refrigerated stores.
16. = Basin trial.
17. = Move into stream.
18. = Embark fuel.
19. = Calibrate D/F.
20. = D/G ranging.
21. = Swing ship for compass adjustment.
22. = Tune and test A/S and E/S equipment.

NOTES.-

296.

PHYSICAL AND RECREATIONAL TRAINING BRANCH - CHANGE OF TITLES.

The provisions of A.F.O. 3258/1947 were adopted in the R.A.N. on 14th May 1948, and since that date, certain ratings have been qualified as Physical Trainers, 2nd Class. In order to clarify the position in regard to the existing titles in use in the Physical Training Branch of the Royal Australian Navy, the following table is given :-

Old title		New title
Physical and Recreational Training Branch	-	Physical Training Branch.
Senior Staff Physical and Recreational Training Instructor Staff Physical and Recreational Training Instructor Physical and Recreational Training Instructor 1st Class	-	Staff Physical Training Instructor. (Staff P.T.I.)
Physical and Recreational Training Instructor 2nd Class	-	Physical Trainer 1st Class. (P.T.1.)
No equivalent	-	Physical Trainer 2nd Class. (P.T.2.)

Officers of the branch will be designated Physical Training and Welfare Officers.

2. Ratings already qualified as Physical Trainers, 1st and 2nd Class, will continue to hold these titles.

3. The advancement of P.T. ratings will be governed by the following conditions :-

(a) A candidate for the P.T. Branch must be a Leading Seaman or an Able Seaman passed for Leading Seaman. Transfer to the P.T. Branch is dependent on the rating qualifying as a P.T.2.

(b) To be eligible for advancement to Petty Officer, a rating must be a P.T.2, and, in addition, he must be recommended for P.T.1.

(c) To be eligible for advancement to Chief Petty Officer, a rating must be a P.T.1.

(d) Staff P.T.I. will be a "Higher Qualification" and, as such, will carry the allowance of 1s. per day in accordance with Pay Code Signal Number 54. Advancement to this rating will be dependent upon vacancies in Fleet numbers.

(348/269/2)

297.

IAN MACDONALD MEMORIAL PRIZE.

The Ian Macdonald Memorial Prize for 1947 has been awarded to Sub-Lieutenant A.G. Cordell, R.A.N.

2. The following officers, who gained first class certificates in Communications, were also considered for this award :-

Sub-Lieutenant D.W. Leach, R.A.N.
Sub-Lieutenant J.N. Crosthwaite, R.A.N.
Sub-Lieutenant F.G. Morrell, R.A.N.
Sub-Lieutenant J. St.B. More, R.A.N.

(635/201/1895)

298.

EXAMINATION FOR COMMAND OF DESTROYERS.

The revised syllabus for the Examination for Command of Destroyers is contained in A.F.O. 1550/1949, which has been adopted in the Royal Australian Navy.

2. The examination should be arranged by the following authorities when convenient and as desired :-

Flag Officer Commanding, H.M. Australian Fleet.
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.

4. It will be noted that, under Section II, Astronomical Navigation and Chronometer, Part (c) of A.F.O. mentioned, candidates are required to know how to fix the position of the ship by sights of all heavenly bodies. There is some confusion as to whether the use of A.N. Tables should be understood by candidates in order to solve this problem.

5. In view of the limitations of the present A.N. Tables, and of the existing Admiralty policy for their use, Destroyer Command candidates are not required to know how to use them, and the astronomical problems should be solved by the Marc St. Hilaire or the Longitude Method.

6. Destroyer Command candidates should be informed of this fact and no questions involving A.N. Tables should be set in examinations.

7. Navy Order 216 of 1948 is hereby cancelled.

(465/206/278)

299.

OVERSEAS FAMILY ALLOWANCE (U.K.) AND COMMONWEALTH CHILD ENDOWMENT - ELIGIBILITY OF ROYAL NAVY LOAN PERSONNEL.

With reference to paragraph 4 of Navy Order 143 of 1949, decision on the question of the eligibility of Royal Navy loan personnel for payment under the Commonwealth Child Endowment Scheme has now been received.

2. The decision is that, under the provisions of Commonwealth Social Services legislation, the twelve months' residential requirement for the grant of Commonwealth Child Endowment in

the case of a claimant and children not born in Australia cannot be waived unless the Director-General of Social Services is satisfied that they are likely to remain permanently in Australia. In every case where the residence in Australia is for a limited term and there is no intention to remain permanently in Australia, entitlement to Child Endowment does not arise until the claimant and the children have completed twelve months residence in Australia.

3. The wives of R.N. loan personnel are therefore ineligible under the Act to receive Child Endowment until they and the children have resided in Australia for twelve months. This position obtains notwithstanding the fact that payment of the United Kingdom family allowance ceases on departure of the family for Australia and the husband becomes liable for payment of Commonwealth Income Tax and Social Services contributions from the time he takes up his appointment with the Royal Australian Navy.

4. Consideration was given also to the question of making an ex-gratia payment, equivalent to the Commonwealth Child Endowment, in respect of the first twelve months residence in Australia. The decision in this regard, however, is that act of grace payments cannot be approved.

5. The Department of Social Services advises further, however, that negotiations are now proceeding with a view to securing a reciprocal agreement, between the Governments of the United Kingdom and Australia, covering Social Service benefits in Australia and similar benefits in the United Kingdom. The details of any such agreement which may be concluded will be notified in due course.

(407/201/2005)

300.

RADIO TELEPHONE SERVICE FOR H.M.A. SHIPS.

With reference to Navy Order 61 of 1949, the area from which radio telephone calls may be made at the cheaper rate (4/5d. per minute) has now been extended to the boundaries shown below :-

(i) From the Antarctic Circle, northward along 18° E. meridian to the equator.

(ii) Thence west along the equator to 130° E. meridian, thence in a south-westerly direction to the position 10° S. 100° E.

(iii) Thence west along the parallel 10° S. to 80° E. meridian, and thence south to the Antarctic Circle.

2. This area is to be substituted for that defined in paragraph 4(i) of the abovequoted Navy Order.

3. The cheap rate is to apply from the date of receipt of this Order.

(622/202/4263)

301.

WIRELESS, TYPE 86M - MODIFICATION TO RECTIFIER UNIT S.E.8 A.P. W.7456/A - MODIFICATION NO.2.

A.F.O. 2340/1949 has been adopted in the R.A.N.

2. Stores required to complete this modification are to be drawn from the Superintending Naval Store Officer, Sydney.

(622/202/4313)

302.

CINEMA PROJECTORS - REGULATIONS AND FIRE PRECAUTIONS.

The provisions of A.F.Os. 5482/1945 and 3285/1946 have been adopted in the Royal Australian Navy.

2. H.M.A. ships and establishments are to report whether their equipments and auditoriums conform to necessary safety requirements, and to enclose a list of deficiencies, if any.

3. Until such time as authority has been given to raise alterations and additions to make good deficiencies, Commanding Officers are to satisfy themselves that safety precautions laid down in the abovequoted A.F.Os. are met as far as practicable.

(560/204/209)

303.

OVERALLS FOR OFFICERS.

Future policy as regards the supply and design of overalls for officers is now receiving consideration and the decision reached will be promulgated by Navy Order in due course. In the meantime, entitlement to the gratuitous issue of brown dungaree or white drill is confined to those officers authorised under Naval Financial Regulations and Instructions, Article 60, and to the following additional officers :-

(a) Officers carrying out the duties of Gunners on board ships - 12 yards annually; and

(b) Senior Commissioned and Commissioned Officers of the Telegraphist Branch - 6 yards annually.

2. In the interpretation of the foregoing, it is to be noted that, with the exception of Engineer Officers, officers above the rank of Senior Commissioned Officer are not entitled to such free issues.

(434/214/721)

304.

ARM BRASSARDS FOR NAVAL RECRUITS.

The instructions laid down in Navy Order 252 of 1941, as amended by Navy Order 360 of 1941, are no longer applicable. The Navy Orders mentioned are therefore hereby cancelled.

2. The reference to Navy Order 252 of 1941 is to be deleted from Navy Order 255 of 1948.

(434/201/4126)

305.

INSTRUCTIONS FOR COMPLETING FORMS S.206.

Ample stocks of "General Instructions for completing Form S.206" are now held, and requirements should be demanded from Superintending Naval Store Officer, Sydney.

(480/202/5149)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

13th September, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

F. R. Cummins

Secretary.

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

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308.

SEARCH AND RESCUE CRAFT - NOMENCLATURE.

Search and Rescue Craft are in future to be referred to, in signals and correspondence, by name and not by number, except in the case of H.M.A.S. ALBATROSS, which is to be referred to as - H.M.A.S. ALBATROSS, S.A.R. No.916.

2. The names and numbers of other Search and Rescue Craft at present in commission are :-

AIR MASTER .. S.A.R. No.919
AIR MERCY .. S.A.R. No.925.

(603/246/7344)

309.

TRAINING, EXAMINATION AND ADVANCEMENT OF PETTY OFFICERS AND MEN.

Navy Order 104 of 1948 is to be amended by deleting the last sentence of paragraph 5 and inserting the following in lieu :-

"The attention of those who do not possess the necessary educational qualification, and to whom the waiving of E.T.1 has not been granted, vide Navy Order 310 of 1949, should be directed to the fact that they must obtain this qualification before their present rating can be made permanent, and that failure to do so will necessitate their reversion to a lower rating as soon as the number of vacancies in fleet numbers for higher ratings has been filled by permanent advancements."

(465/205/692)

310.

"TEMPORARY" HIGHER RATINGS - EDUCATIONAL QUALIFICATIONS.

The Naval Board have had under consideration the position of those higher ratings who were advanced under wartime regulations on a temporary basis and have not yet acquired the necessary qualifications for advancement to the equivalent permanent rating.

2. The qualification still lacking in the majority of these cases is the possession of E.T.1, and the attention of Commanding Officers was drawn to this in Navy Orders 132 of 1947, paragraph 2, and 104 of 1948, paragraph 5.

3. It has now been decided to waive the E.T.1 qualification in certain of these cases, and the following action is to be taken :-

A nominal list is to be forwarded of all temporary higher ratings borne on 1st October 1949, in all ships and establishments, giving, in respect of each man, the following information -

(a) Whether rating has attempted to pass E.T.1 and approximate dates of attempts.

(b) If no attempt has been made, reasons for no attempt.

(c) Present assessed efficiency in rating.

(d) Any other qualification (Navy Order 104 of 1948) for permanent advancement not held.

(e) Whether waiving of E.T.1 for permanent advancement is recommended.

(465/205/692)

311.

EDUCATIONAL TEST I.

Commencing in November, 1949, the Educational Test I will be held three times annually, viz., March, July and November. Returns, showing number of candidates, should reach Navy Office by 1st February, 1st June and 1st October in each year.

2. Recruit and "ordinary" ratings should be encouraged to take the Educational Test I within two years of entry and so benefit by time gained for advancement, vide Navy Order 104 of 1948, paragraph 57.

3. The attention of Royal Navy ratings serving in the R.A.N. should be drawn to C.O.R., Article 210, under which the rating may take the R.A.N. examination to gain his E.T.1 certificate.

4. C.O.R., Article 210, will be amended in due course.

5. Navy Order 132 of 1947 is hereby cancelled.

(465/205/692)

312.

TRAVEL ON OFFICIAL BUSINESS.

Navy Order 314 of 1948 is to be amended by deleting from paragraph 9 that portion thereof commencing with the words "T.A.A. are authorised booking agents for ....." and ending with the words "for booking purposes", and inserting in lieu the following :-

"Trans-Australia Airlines are authorised booking agents for -

Qantas Empire Airways:
From Sydney, Darwin to London
" Sydney, Brisbane, Rockhampton, Townsville, Cairns, Cooktown to New Guinea
" Sydney to Norfolk Island
" Sydney to Noumea and Suva.

British Commonwealth Pacific Airlines Ltd.:
From Sydney to San Francisco and Vancouver

Ansett Airways Ltd.:
From Sydney and Brisbane to Coffs Harbour
" Sydney and Melbourne to Wagga
" Melbourne and Adelaide to Mt. Gambier
" Melbourne to Hamilton.

Connellan Airways:
From Alice Springs to various N.T. Centres.

East-West Airlines:
From Sydney and Brisbane to Tamworth, Glen Innes and Armidale.

McRobertson-Miller Aviation Co.:
From Perth to Wyndham and Darwin via North-West ports.

Airlines (W.A.) Ltd.:
From Perth to Narrogin, Albany, Busselton, Marble Bar, Port Hedland, Norseman, Kalgoorlie, Wiluna, Meekatharra, Rottnest Island.

Curtis Madsen Aircraft Pty. Ltd.:
From Sydney to Cootamundra and Temora.

New Zealand National Airways Corporation:
From Auckland to Norfolk Island, Fiji, Tonga, Samoa and Cook Island and all domestic air services within New Zealand.

Canadian Pacific Airlines:
From Sydney to Fiji and Vancouver.

Tasman Empire Airways:
From Sydney to Auckland

Where direct bookings cannot conveniently be made with the two first-named airlines and where any bookings are necessary on the remaining nine airlines, the services of the nearest office of Trans-Australia Airlines shall be used for booking purposes. Trans-Australia Airlines will arrange itineraries for connection rail, sea and air travel if so requested."

(632/214/1819)

313.

ENGINEERING BRANCH RATINGS - COURSES OF TECHNICAL INSTRUCTION AT FLINDERS NAVAL DEPOT.

Navy Order 333 of 1948, paragraph 4, 'D' - Engineer's Writers Course, is amended as follows :-

Clause 2 - Amend "12 weeks" to read "14 weeks".

Clause 3 - Delete the word "and" (first occurring). Add at end of clause the following :-

"and will include two weeks' general instruction at H.M.A. Naval Establishments at Sydney in fleet routines concerning the Engine Room Department; administration, demand and supply of machinery spares; routine for demand and supply of naval stores; dockyard procedure; with a visit to the Naval Store Garage and Workshops at Bunnerong and Cockatoo Dockyard."

(614/208/70)

314.

RADIO MECHANICS - TRAINING - CONDITIONS OF SERVICE - PAY AND ADVANCEMENT - REPORTS.

Navy Order 246 of 1947 is amended by deleting the last two sentences of paragraph 5(g), viz. :- "In any case ..... to his misconduct."

(348/204/53)

315.

H.M.A. SHIPS - FLUORESCENT LIGHTING.

Navy Order 103 of 1949 is to be amended as follows :-

Paragraphs 2 and 4 - Amend "Superintending Naval Store Officer" to read "(Superintending) Naval Store Officer".

(603/247/2339)

316.

FLYING CLOTHING AND ANCILLARY EQUIPMENT.

Navy Order 142 of 1949 is to be amended as follows :-

Paragraph 4(c) - Amend to read :-

"For hydrographic store items:- Demands on form A.S.134d are to be forwarded direct to the Officer-in-Charge, Hydrographic Branch, Sydney."

Paragraph 5(c) - Amend to read :-

"For hydrographic store items:- On form A.S.331 in quadruplicate to the Officer-in-Charge, Hydrographic Branch, Sydney."

Paragraph 10(ii) - Delete the words - "are noted on Form H.465".

Appendix I -

Receipts - Delete "H.465" from column (iii) and insert in lieu "A.S.134d".

Returns to Victualling, Naval Store or Hydrographic Depot - Delete "H.394" from column (iii) and insert in lieu "A.S.331".

Receipts for returns as above - Delete "H.465" from column (iii) and insert in lieu "A.S.331".

(613/300/7)

317.

AIRCRAFT SURVIVAL KITS.

The following types of survival kits for use on flights over jungle or desert country are at present in use in the R.A.N. :-

(a) R.A.F. Pattern Kits, Survival, tropical (Ref. 22P/2).
(b) R.A.A.F. MIS-X Survival Kit.

2. Information has been received from the Admiralty that the question of survival packs and items of survival equipment is at present under review in the R.N. and it is hoped to have a standardised R.N. tropical survival pack in production in about 12 months' time. Provided this pack meets R.A.N. requirements it is intended to adopt the R.N. pack.

3. In the meantime, as stocks of the R.A.F. Pattern Kit are used up, they are to be replaced by the MIS-X Kit.

4. Survival kits, which are to be accounted for as Victualling Store items of Safety Equipment in accordance with paragraph 2 of Navy Order 142 of 1949, are to be issued as items of Personal Flying Clothing and the issue is to be noted on the Flying Clothing Card.

5. A reference to this Navy Order is to be made on the contents list of Navy Order 242 of 1949 as Item No. XVII - Aircraft Survival Kits.

(516/201/849)

318.

LOSSES OF SERVICE BICYCLES.

Several instances have recently been reported of the loss, owing to theft, of departmental bicycles at H.M.A. Naval Establishments. In most instances investigation has disclosed that, contrary to the provisions of Section D of Navy Order 21 of 1947, the bicycles have either not been fitted with a locking device, or the device has not been used when the bicycles are unattended.

2. The failure to comply with regulations for safe custody of bicycles, and all other stores similarly liable to peculation, is viewed seriously, and responsible authorities are therefore to take active steps to ensure that the regulations are complied with in future.

3. Navy Order 29 of 1949 also refers. (612/201/6441)

319.

BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed. Additional copies of B.R.1829 are being obtained to complete distribution :-

B.R.10	Admiralty Standard Moorings. (A.F.O. 3553/1948)
B.R.128	Post Office Guide Part 1, October and Supplements Nos. 3 and 4. Post Office Guide Part 2. (A.F.Os. 4209/1948, 608 and 1519/1949)
B.R.332a	Establishment of Naval Stores for Flotilla Leaders and Destroyers - List of Errata No.17.
Form D.117B	List of Particulars - Errata No.18. (A.F.O. 2851/1948)
B.R.347	Establishment of Naval Stores for Trawlers, etc. - List of Errata No.6.
Form D.116	List of Particulars - List of Errata No.8. (A.F.O. 201/1949)
B.R.371	Establishment of Naval Stores for Boom Working Vessels - Lists of Errata No.7. (A.F.O. 3382/1948)
B.R.384	Establishment of Naval Stores for A/S Frigates ("Castle" Class) - Errata No.3. (A.F.O. 512/1949)

B.R.385	Establishment of Naval Stores for A/S Frigates ("Lock" Class) - Errata No.3. (A.F.O. 948/1949)
B.R.619(3)	Visual Call Sign Book. (A.F.O. 3463/1948)
B.R.664	King's Regulations and Orders for the Army - Amendments Nos. 61, 62, 63 and 64.
B.R.695	International List of Telegraph Offices - Annexe Nos. 14, 15, 16, 17 and 18, Parts 1 and 2.
B.R.763	List of Frequencies - Annexe No.1 and Supplements Nos. 5, 6 and 7.
B.R.912(14)	Director Handbook:- 'P' Sights. (A.F.O. 3313/1948)
B.R.912(22)	Director Handbook:- The Director Control Tower "K" Mark 1 and associated equipment. (A.F.O. 37/1947)
B.R.1037(4)	Manual of Firemanship Part 4. (A.F.O. 608/1949)
B.R.1736(8)	Battle Summaries: Loss of H.M. Ships. (A.F.O. 1519/1949)
B.R.1736(31)	Operation "Torch" Invasion of North Africa. (A.F.O. 2780/1948)
B.R.1743	Notes on Compass Adjustment of Aircraft Compasses. (A.F.O. 6884/1946)
B.R.1795	Handbook of the Admiralty Transmitting Magnetic Compass, Types I, I* and II. (A.F.O. 3792/1948)
B.R.1796	Seaman's Manual of Ceremonial. (A.F.O. 596/1948)
B.R.1821	Handbook for Teacher Outfit, H.R.G. (A.F.O. 1953/1948)
B.R.1829	Chronology of Principal Naval Events 1939-41, 1942, 1943 and 1944-45. (A.F.O. 1350/1948)

Sports Handbook. (571/202/1156)

Final Acts of the International Telecommunication and Radio Conferences held at Atlantic City 1947 and Alphabetical Index. (457/201/1095)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
13th September, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummins

Secretary.

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

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306.

THE REGISTRATION, TITLING, CLASSIFICATION, DISPOSAL AND STORAGE OF PHOTOGRAPHIC NEGATIVES AND PRINTS.

The following procedure for the registration, titling, classification, disposal and storage of ground and air negatives and prints is to be adopted. The system conforms, as far as possible, to that in use in the R.A.A.F. whither all negatives are sent for storage in their central library - (paragraph 12(iv)).

2. TITLING OF NEGATIVES - GENERAL.- The undermentioned negatives are to be titled :-

(a) Operational negatives.

(b) Negatives issued or despatched for storage to other ships or establishments.

(c) Negatives from which prints are to be sent to other ships or establishments.

(d) All ground negatives except training negatives.

3. TITLING OF GROUND NEGATIVES.- All ground negatives are to be titled on the rebate of the emulsion side as follows :-

(i) Negative serial number (taken consecutively from the register), preceded by the letter 'G'.

(ii) Name of ship or establishment.

(iii) Date when taken.

(iv) Subject.

Note.- (ii), (iii) and (iv) will normally only be required on negatives which are to be despatched away from the parent ship or establishment.

4. TITLING OF AIR NEGATIVES.-

A. Film Registration: Every roll of aerial film exposed, save only those from repetitive training, is to bear a registration number consisting of the following items :-

(a) A three letter abbreviation indicating the parent ship, establishment or unit.

(b) An oblique stroke.

(c) A serial number starting with 1 and continuing indefinitely for each air negative exposed by each unit. This number is to be written on the leader and tail of the film using titling ink as well as on the top of the tin containing the film.

B. Titling - General: Air negatives are to bear a standard title and an additional non-standard title to suit the requirements peculiar to different units -

(i) Standard Titling consists of the following :-

(a) A negative number.

(b) The film registration number as in paragraph 4A.

Immediately after this, two parallel oblique strokes are to be drawn to define the end of the standard title.

(ii) Non-Standard Titling consists of either.-

(a) For reconnaissance:

(i) Sortie number (if allocated).

(ii) Date.

(iii) Focal length of lens.

(iv) Type of film and filter (if non-standard).

(v) Direction of Flight arrow.

(vi) Degree of security (if other than Restricted).

(b) For other photography:

(i) Sortie number (if allocated).

(ii) Date and time (Greenwich).

(iii) Position.

(iv) Focal length of lens.

(v) Height in feet above M.S.L.

(vi) Type of film and filter (if non-standard).

(vii) North point of vertical photographs of direction of view of obliques.

(viii) Degree of security (if other than Restricted).

C. Standard Titling:

(a) Negative number: A negative number is to be given to each printable frame which contains land or other detail. In vertical and split vertical photography the serial numbers are to continue consecutively on every frame from the first to the last printable frame.

This number is to be stamped using Pattern 8473 machine, negative numbering, on the extreme left hand side of the title space as soon as possible after the film has been dried.

In order to give an indication of the position of the camera in the aircraft, numbers as under have been allotted to each camera position :-

Oblique (hand held)	0001 to 0999
Port view split vertical	1001 to 1999
Starboard view split vertical	2001 to 2999
Forward or rear view fixed oblique ..	3001 to 3999
Fixed side oblique	4001 to 4999
Vertical	5001 to 5999.

(b) Film Registration number: As on the leader and tail of the film (see paragraph 4A(c)).

D. Non-Standard Titling:

(a) Sortie number (if allocated).

(b) Date and time. Greenwich date and time is to be used, expressed 14 MAY 49, 1615Z.

(c) Position. Name of locality, map sheet number and reference or latitude and longitude.

(d) Focal length of lens, expressed F/-".

(e) Height to be shown thus : 10,000'.

(f) Type of film and filter, if non-standard. The following abbreviations are to be used for non-standard types of films and filters :-

Film	Filter
Duplicate Neg. (DUP)	Red (R)
Topographic Base (T)	Green (G)
Infra-Red (R)	
Colour (C)	

When both films and filters are non-standard the above abbreviations are both to be used.

(g) Direction of flight to be shown by an arrow thus ⟶

(h) North point. A conventional sign should be used.

(i) Direction of view (for oblique photographs) to be shown by the compass abbreviation (e.g., N, NW or SE).

(j) Degree of security (if above Restricted) is to be shown thus - SEC, TOP SEC, CONFD.

E. Example of full title for Reconnaissance Photography:

2472 NOW/154// 14 MAY 49 1615Z F/14" 12,000'.

Meaning.- Negative serial number 2472 of N.A.S.Nowra's air negative number 154, taken on 14th May, 1949, 1615 Greenwich Time with 14 inch focal length lens from a height of 12,000 feet. The direction of flight is deduced from the mounting of the camera in aircraft.

F. That part of the title other than the negative serial number may be written on a strip of adhesive cellulose tape to be affixed to the edge of the printing box register glass so that it records on each print alongside the stamped serial number. The pilot's report should be checked to ensure that the constants on the strip are not printed incorrectly, e.g., when the height of the aircraft is altered between runs. The cellulose strip or strips should be affixed to the end of the film before storage.

5. PHOTOGRAPHIC REPORT FORM.- Ships and establishments are responsible that the Photographic Report Form shown in Appendix 'A' is rendered with all air negatives sent for storage to the R.A.A.F. Library. Where two or more films are exposed on one sortie the registration numbers of the first and last films are to be indicated on the top right hand corner of the film.

6. AIR SURVEY NEGATIVES.-

(i) Titling: This is to be in the following form :-

(a) Map sheet name.

(b) Run number.

(c) First and last serial numbers in run (to be expressed thus - 010-060).

(d) Date of photography.

(e) Calibrated focal length of lens, in millimetres.

(f) Height of aircraft.

(g) Type of film and filter (if non-standard).

(h) Direction of flight arrow.

(i) Degree of security (if other than Restricted).

Code letters for item (g) are thus :

Film	Filter
Topo (T)	Red (R)
Infra-Red (IR)	Green (G)
Colour (C)	

(ii) Air Survey negatives should be accompanied by a plot showing the centre point of a selected number of photographs in each run, these points being joined by a line having the sortie number written thereon. Should the scale justify it, a plot showing the total extent of each photograph is to be prepared. In either case, individual negative numbers should be appended to the plotted centre point or within the frame, the last two figures of the number only, being required for intermediate frames plotted.

7. MOSAICS.- The preparation and laying down of mosaics is a lengthy task which does not permit of their issue under active service conditions. The Type 2 mosaic is now the only one produced.

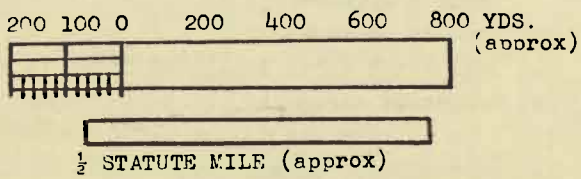
(i) Titling of Type 2 Mosaics:

(a) The title is to be placed on the northerly side of the mosaic and is to include the following information :-

Locality.
Map Sheet.
Latitude and longitude, or grid co-ordinates of corners in the following order :-
NW NE
SW SE (see example)
Unit taking the mosaic.
Date.
Scale line.
North point.
Copy negative number
Registration numbers of Air Negatives used.

(b) An example of the title of a Type 2 mosaic is given below -

AREA	Bankstown
TAKEN BY	H.M.A.S. "Nonsuch"
DATE	14.5.'49
NEG. NO.	G.123
MAP SHEET NO. ..	G.55/742
LOCATION	109943-177938 109915-177903
NORTH POINT ..	↗
AIR NEG. REG. NO.	SYD/73 1001-1073



(ii) Scale line for Type 2 Mosaics.- The details of the method of constructing the scale line are as follows :-

The scale line is to be from 4 to 6-in. in length and of the open-divided type. It is to be a yard scale divided decimally, i.e., into tens, hundreds or thousands of yards. The fully divided division will be equal to one of the divisions on the open scale. For the convenience of persons using the scale, a convenient distance in miles ($\frac{1}{4}$: $\frac{1}{2}$ or 1) is to be indicated under the scale line. It should be clearly indicated whether the statute or sea mile is being used.

8. REGISTRATION OF NEGATIVES.-

Negative registers: Separate registers are to be kept for air negatives and ground negatives.

(a) Air negative register: This register is to be divided into seven columns in which the following information is to be entered :-

First Column - Registration No., Negative Nos.
Second Column - Date exposed.
Third Column - Latitude and longitude or grid reference and name of place photographed.
Fourth Column - Security Classification.
Fifth Column - Serial number of tin in which negative is filed.
Sixth Column - Remarks (Non-standard film, filter, etc.)
Seventh Column - Eventual disposal, date of disposal.

Example.- Air Negative Register

Registration No. Neg. No.	Date exposed	Map or Chart Reference	Security Classification	Tin No.	Remarks	Eventual Disposal Date
NOW/316 2345-2440	6.11.45	53° 24' N 1° 4' E to 53° 15' N 1° 2' E	CONFD	NOW/ 316	-	R.A.A.F. East Sale 2.12.45

(b) Ground negative register: This register is to be divided into seven columns in which the following information is to be entered :-

First Column - Ship or establishment. Series letter 'G'. Number of negative.
Second Column - Date exposed.
Third Column - Subject.
Fourth Column - Size of negative.
Fifth Column - Serial number of storage box.
Sixth Column - Remarks.
Seventh Column - Eventual disposal in accordance with paragraph 13

Confidential and higher security graded negatives are to be entered in red ink.

Example.- Ground negative register

Ship or Est. Series letter Negative No.	Date exposed	Subject	Size Neg.	Box No.	Remarks	Eventual Disposal
NONSUCH G.345	6.12.44	Superstructure	8½ x 6½	4	To illustrate accident report	Destroyed 1.2.45

9. STORAGE OF NEGATIVES.- Plate and cut film negatives are to be stored in serial order, in envelopes, in appropriate storage boxes. Plate negatives are to be stored in separate boxes from the cut film negatives. Boxes are to be given serial numbers and marked to show what negatives they contain. Boxes containing cut film negatives are to be marked "CUT FILM". Separate boxes which are to be kept under lock and key are to be used for confidential negatives of higher security grading.

10. ROLL FILM NEGATIVES.- Roll films are to be stored in rolls, uncut, in the tins in which they are supplied. Tins are to be given their appropriate registration number, and this is to be marked on each tin. Each roll of film is to have affixed to both ends a leader of clear film at least 2 ft. long. To this leader the titling strip is to be securely fastened by means of adhesive cellulose tape. Air negatives of a security grading are to be kept under lock and key.

11. SECURITY.- The following instructions on the security treatment of photographs are to be carefully followed. The term "photograph", as used in this paragraph, includes any air or ground negative and any print therefrom. All undeveloped film is to be regarded as "Secret" until processed and reclassified in accordance with clause (i).

(i) All negatives, whether taken from the air or from the ground, and whether with service or private cameras, should be accorded a security grading in one of the following categories, viz., "TOP SECRET", "SECRET", "CONFIDENTIAL" or "RESTRICTED", or should be marked "UNCLASSIFIED". In cases of doubt, negatives and any prints should be forwarded to the Director of Naval Intelligence, Navy Office, for assessment to be made.

(ii) Security grading must be obtained from the service or authority initiating the order for the photographs to be taken.

(iii) Private Photographs: The regulations governing the taking and disposal of private photographs are contained in K.R. & A.I., Article 1253(d). When photographs are taken privately by Naval Officers or ratings, and are deemed to be of a classified nature, they are henceforth to be dealt with in all respects as officially taken classified photographs.

(iv) Removal of photographs from any categories of security so that they become "Unclassified" is to be carried out on the authority of the Service or Department directly concerned.

(v) It is the responsibility of all concerned to ensure that classified photographs do not fall into the hands of unauthorised persons.

(vi) Photographs of "protected subjects" are only to be taken with the permission of the Commanding Officer. A "protected subject" is any place, installation, establishment, equipment, material or like matter, photography of which is prohibited or controlled by the Department most closely concerned, and in respect of which the Department has made an order or regulation or issued an instruction.

(vii) The following is a list of protected subjects. This list is subject to amendment. It is the duty of the Commanding Officer to ensure that any amendments are promulgated to those concerned and also to add to this list as local conditions may require.

Navy:	Warships. Dockyards. Naval Armament Depots. Experimental establishments and any subject regarding which special security instructions are issued, e.g., Service radio and radar installations and anti-aircraft defences.
Army:	Arsenals. Military Depots and Dumps. Major defence works. Barracks. Petrol bulk stowage depots. Research and development establishments.
Royal Australian Air Force:	R.A.A.F. Stations. R.A.A.F. maintenance and storage units. Experimental establishments. Petrol bulk stowage.
Service - General:	Units or establishments which are not shown in the Navy, Army or Air Force List.

12. DISPOSAL OF PRINTS AND NEGATIVES.-

(i) Ground prints and negatives are to be disposed of in accordance with the instructions issued by the authority initialling the order for photographs to be taken.

(ii) Prints and lantern slides of an unclassified security grade may be considered as consumable, and may be destroyed when no longer required.

(iii) At the discretion of the Commanding Officer two prints of each ground negative likely to be of interest are to be sent to the Secretary, Naval Board, for the information of the appropriate Department :-

(a) Security classified, operational and hydrographic - as soon as possible.

(b) Unclassified - every three months.

(iv) All negatives other than those repeatedly duplicated during training, those of purely domestic interest, or of publicity value to the R.A.N., are to be forwarded to the R.A.A.F. Central Photographic Establishment, Albert Park Barracks, Melbourne, as soon as they have served their purpose

in the parent ship or establishment. Unclassified negatives which might be useful for press purposes, are to be forwarded to the Director of Naval Intelligence, Navy Office, Melbourne, as soon as practicable.

13. GROUND NEGATIVES - EVENTUAL DISPOSAL.- The following procedure is to be adopted by ships when paying off and by squadrons having photographic staff, on being disbanded :-

Negatives considered to be of general service interest, together with appropriate negative register, are to be sent to the R.A.N. School of Photography, Nowra, N.S.W. Remaining negatives are to be destroyed at the discretion of the Commanding Officer of ship or establishment.

14. DISPOSAL OF 35-MM. AND 16-MM. TRAINING FILMS.- The security grading and disposal of still photographs, as laid down in paragraph 11, are applicable to 35-mm. and 16-mm. cine film. The undermentioned cine films need not be classified, and may be destroyed after assessment or analysis :-

(a) H.A. marking films.
(b) Cine camera gun films.
(c) Radar scan films.

15. STAMPING OF PHOTOGRAPHIC PRINTS.- All prints, other than those required for operational purposes, are to be stamped on the back with the special stamp shown below. Prints having a security grading are to be stamped, above the official stamp, with the appropriate security grading, viz., "TOP SECRET", "SECRET", "CONFIDENTIAL" or "RESTRICTED", in red.

ROYAL AUSTRALIAN NAVY OFFICIAL PHOTOGRAPH Not to be communicated to the Press without Naval Board approval
Ship or Establishment*..... Negative No. ..... Date taken ..... Subject .....

*To be inscribed on stamp before issue.

(560/202/146)

A.A.161Z

APPENDIX 'A'

PHOTOGRAPHIC REPORT FORM.

Form:
Film Registration No(s).....

SECTION 'A'	SECTION 'B'
To be completed prior to Take-off.	To be completed by Camera Operator and/or Pilot during operation. To be accompanied by a flight trace indicating course of photography. Bombing targets (if bomb orientation) should be pinpointed, and place names added where possible.

Squadron No.:
Ship or Station:
Command Group or Area:
Operation and Sortie No.:
Type of Operation:
Aircraft Type:
Aircraft No.:
Date:

Registration No.:
Camera Type:
Camera Position:
Focal Length:
Filter:
Magazine No.:
Film Base and Type:
Expiry Date:
Batch No.:
Lens Aperture:
Speed Settings:
Forecast Weather: Bright; Dull; Very Dull
(Strike out not applicable)

Area of Operation or Subject	Run No.	Direction of Flight	G.M.T.	True height above M.S.L.	Weather State	Negative Nos.

Signature.....
Photographic Officer.

Signature.....
Pilot.

Signature.....
Camera Operator.

SECTION 'C'	SECTION 'D'
To be completed by Photographic Processing Section	To be completed by Air Intelligence Officer

First and Last Negative Nos.:

Distribution of Prints:

Paper Grade (Glossy):

Remarks:

Corrected Area of Operation	Negative Nos.	Corrected Height above M.S.L.	Remarks

Signature.....
Photographic Officer

Signature.....
Air Intelligence Officer

307.

EDUCATIONAL TEST I - JUNE, 1949.

The following ratings passed the Educational Test I held on 15th June, 1949 :-

Name	Rating	Official Number
H.M.A.S. ALBATROSS:		
ANDERSON, Hugh R.	Painter, 3rd Class	31962
BARTH, Thomas W.	Steward	15960
BROWN, John F.	Naval Airman, 1st Class	L/FX.742991
BROWN, William D.G.	Recruit (N.A.)	A.36891
CAREY, Cyril E.	Electrician's Mate (Air) 1st Class	A.40005
CHISHOLM, Colin B.P.	Acting Plumber, 4th Class	36512
GIDDENS, David W.	Naval Airman, 1st Class	L/SFX.803210
GRIFFITHS, Arthur	Naval Airman, 1st Class	A.40430
HAWKINS, James E.	Recruit (N.A.)	A.36922
LEROY, Raymond E.	Recruit (N.A.)	A.36939
NEWMAN, George D.R.	Acting Painter, 4th Class	36315
PERCIVAL, Leon N.	Naval Airman, 2nd Class	A.36717
SILSBY, Edgar B.	Recruit (N.A.)	A.37067
WATERMAN, Barry	Naval Airman, 2nd Class	A.36649
H.M.A.S. ARUNTA:		
CASTLEDINE, Clarence E.	Electrician's Mate, 1st Class	32440
HALLIDAY, David S.	Stores Assistant	29219
JOHNSON, D'Arcy C.	Stores Assistant	28588
H.M.A.S. AUSTRALIA:		
BOWIE, Kenneth W.	Acting Leading Electrician's Mate	23915
ELLIOTT, John K.	Stoker Mechanic	30461
FERRIS, Peter D.	Acting Leading Patrolman	34281
HART, Clive E.	Stoker	35401
HARTNETT, Edward L.	Able Seaman	30352
H.M.A.S. BATAAN:		
BUCHAN, Thomas J.	Ordinary Seaman	36697
DUN, John G.	Electrician's Mate, 2nd Class	35967
FIRTH, Frederick A.	Ordinary Seaman	36284
HUNT, Donald	Ordinary Seaman	36301
MADDISON, Ross T.	Ordinary Seaman	36314
MAJOR, Colin F.	Steward	28616
PETTY, George W.	Ordinary Seaman	36320
PRICE, Allan S.	Ordinary Seaman	36323
ROSS, Wallace L.	Ordinary Seaman	35316
SIMMONS, Kevin C.	Ordinary Seaman	36339
SMITH, John C.	Stoker	36179
VINEY, Donald L.	Ordinary Seaman	36365
WHITE, Bruce	Ordinary Seaman	36368
H.M.A.S. CERBERUS:		
ALTMANN, Ronald T.	Recruit (C.B.)	36886
ANDERSON, John S.	Acting Leading Stores Assistant	29465
ANDREWS, George A.	Recruit (L.B.)	36992
BACKWELL, Peter G.	Joiner, 4th Class	27776

Name	Rating	Official Number
BAILEY, Errol N.	Recruit (S.A.)	37108
BALL, Allan J.	Recruit (Stoker)	37097
BARRINGER, Joseph P.	Recruit (S.A.)	37109
BELL, Harry J.T.	Recruit (N.A.)	A.37353
BENFIELD, Barry J.	Recruit (Writer)	37112
BIRD, Howard G.	Recruit (Stoker)	37099
BISHOP, Cornelius D.	Recruit (Writer)	37113
BOULD, Bryan K.	Dental Assistant	15751
BREDEMEYER, William A.P.	Recruit (Seaman)	37249
BRIEN, Lindsay A.	Leading Seaman (Ty.)	22665
BRISCOE, George T.	Writer	40130
BRODIE, John C.	Recruit (Stoker)	37356
BRYAN, Arthur R.	Able Seaman	29502
BUCKLEY, John C.	Recruit (L.B.)	37000
BUTLER, Raymond C.	Recruit (L.B.)	36759
BUZZACOTT, Basil P.	Leading Sick Berth Attendant	40112
CARROLL, Brian J.	Electrician's Mate, 2nd Class	36267
CHARLES, Vallence C.	Recruit (Writer)	37118
COLE, Ronald C.	Recruit (N.A.)	A.37018
COLLINS, William F.	Recruit (L.B.)	37016
COOLEE, Brendan M.	Recruit (Seaman)	37012
COOPER, Raymond K.	Recruit (Stoker)	37365
CORKERY, Leslie D.	Recruit (Writer)	37115
CRIDLAND, Reginald T.	Recruit (Seaman)	37259
CRITCHLEY, Edwin J.	Recruit (Stoker)	37366
CULNANE, Sydney J.	Stoker Mechanic	40143
DAVIDSON, William B.	Recruit (L.B.)	37124
DENNESS, William J.	Recruit (Stoker)	37022
DORE, Richard W.	Recruit (S.A.)	37125
DRISCOLL, Maurice F.	Recruit (S.A.)	37129
DUGAN, Jack L.	Leading Electrician's Mate	23974
EASTGATE, Mervyn	Recruit (L.B.)	37264
ENGLISH, Robert D.	Recruit (S.A.)	36913
FIDDES, William G.A.	Electrician's Mate, 1st Class	27486
FORREST, Robert J.	Recruit (N.A.)	A.36916
FORRESTER, Keith	Recruit (S.A.)	37134
FRASER, Robert H.	Recruit (L.B.)	37268
GALLAGHER, Raymond F.	Recruit (L.B.)	37029
GENT, Gordon A.	Recruit (Writer)	37139
GLYNN, John	Recruit (Writer)	37138
GRAHAM, Donald R.	Recruit (L.B.)	37027
GRANT, Graeme E.M.	Recruit (L.B.)	37274
GREGG, Milton B.	Recruit (L.B.)	37276
HANSFORD, Frederick J.	Recruit (L.B.)	37381
HARCLA, Eugene K.	Recruit (Seaman)	37282
HARRIS, Terrence J.	Recruit (C.B.)	37146
HEERY, Murray J.	Recruit (Seaman)	37143
HINE, Cecil R.	Recruit (S.B.A.)	37040
HOUNSLOW, Rex J.	Recruit (N.A.)	A.37151
HUGHES, Philip N.	Recruit (S.A.)	37144
JENKINS, Alexander	Recruit (N.A.)	A.37288
JOHNSON, Arthur W.	Recruit (L.B.)	36791
JOHNSON, Laurence W.	Able Seaman	30776
JONES, Alan C.	Recruit (S.A.)	37157
KEMP, Leslie	Recruit (S.A.)	37162
KING, Roger J.	Recruit (Writer)	37160
KNEALE, Kevin R.	Recruit (Seaman)	37289

Name	Rating	Official Number
LAWLER, Leonard M.	Recruit (L.B.)	37393
LEE, William T.	Recruit (L.B.)	37291
LEHMAN, Alexander I.	Recruit (L.B.)	37292
MANSFIELD, Spencer R.	Recruit (Writer)	37167
MARSH, Victor T.	Recruit (Seaman)	37400
MAYNARD, Lovell J.	Recruit (Seaman)	37174
MENESDORFFER, John C.L.	Recruit (Writer)	37295
MESSENGER, John R.B.	Recruit (S.A.)	36948
MILLAGE, Edward B.	Recruit (Writer)	37403
MOLLER, Keith E.	Recruit (C.B.)	37405
MORRIS, Robert C.	Dental Assistant	29295
MOY, John D.	Recruit (Writer)	37171
MURRAY, Neville J.	Recruit (C.B.)	36955
MURRELLS, John A.	Recruit (Writer)	37170
McCARTHY, Desmond C.	Recruit (Cook)	37049
McCORMACK, Michael W.B.	Recruit (S.A.)	37180
McKAY, Ross G.	Recruit (Seaman)	37050
McKERIHAN, Kenneth C.	Recruit (Stoker)	37303
McMAH, William	Recruit (C.B.)	37178
McMAHON, Richard J.	Recruit (Seaman)	37304
McRAE, Ian F.B.	Recruit (C.B.)	37399
NOLAN, Cyril T.	Recruit (Seaman)	37058
NORTON, Raymond T.	Recruit (Stoker)	37182
NUGENT, Noel C.	Recruit (L.B.)	37057
OLIVER, Raymond	Recruit (S.A.)	37187
O'BRIEN, Albert C.	Electrician's Mate, 2nd Class	36716
PARKER, Brian J.	Recruit (L.B.)	37410
PRENTICE, Stanley J.	Recruit (Stoker)	37190
RADALJ, Ivan J.	Recruit (Writer)	37195
ROBSON, David R.	Recruit (Stoker)	37414
SCOTLAND, William A.	Recruit (Stoker)	37201
SHAW, Edward J.	Recruit (C.B.)	37199
SHUGG, Francis R.D.	Recruit (Writer)	37196
STANTON, Ronald T.	Recruit (L.B.)	37068
TEMPLAR, Allan A.	Recruit (Seaman)	37434
THOMPSON, George	Recruit (S.A.)	36639
THOMPSON, Leonard J.	Recruit (Cook)	37076
TILLETT, Donald G.	Recruit (Writer)	37209
TOOK, Francis J.	Recruit (N.A.)	A.37327
TRAILL, Rodney S.	Electrician's Mate, 2nd Class	36643
TRELOAR, Leo W.	Leading Steward	24607
TREMAYNE, William C.	Recruit (Stoker)	37073
TROTT, Kevin J.	Recruit (L.B.)	37329
TROUT, Alfred R.	Recruit (C.B.)	36971
WAGSTAFFE, Geoffrey A.J.	Writer	25242
WATERS, William R.	Recruit (Seaman)	37213
WATSON, Harry W.	Ordinary Signalman	36738
WHITE, Raymond C.	Stoker Mechanic	28726
WHITTARD, Donald A.	Recruit (Seaman)	37085
Wiltshire, Ronald F.	Recruit (S.A.)	37214
YOUL, William N.	Writer	29446
YOUNG, Clifford J.	Stoker Mechanic	40195
YOUNG, Frank	Recruit (Writer)	37217
H.M.A.S. HARMAN:		
GRAY, Arthur H.	Telegraphist	28825
MICKLEWRIGHT, Michael J.	Sick Berth Attendant	25081
SULLIVAN, Norman L.	Leading Telegraphist	35163

Name	Rating	Official Number
H.M.A.S. HUON:		
CHAFFEY, Harold A.	Petty Officer (Ty.)	16140
H.M.A.S. KUTTABUL:		
PURDIE, Kevin J.	Regulating Petty Officer	22431
H.M.A.S. LATROBE:		
BROWN, Maxwell J.	Assistant Steward	35259
H.M.A.S. LONSDALE:		
ASHCROFT, Raymond A.K.	Able Seaman	36869
H.M.A.S. MELVILLE:		
GRUNWALD, Arthur E.	Petty Officer Stoker Mechanic	22970
HUCKEL, Max	Acting Leading Stores Assistant	29667
H.M.A.S. MORETON:		
COLE, Stewart L.	Stoker Mechanic	34797
EDWARDS, Ronald	Able Seaman	24781
HAY, Arthur R.	Able Seaman	30749
H.M.A.S. MURCHISON:		
AINSWORTH, Peter	Acting Leading Seaman	15907
BIRTLES, Henry J.	Electrician's Mate, 1st Class	29046
DUCKETT, Lawrence W.	Able Seaman	28187
LATTER, Harold G.	Able Seaman	29262
LOCKETT, George F.	Acting Leading Stores Assistant	34127
ORCHARD, William S.	Signalman	36882
WICKHAM, Peter H.	Leading Steward	22782
H.M.A.S. PENGUIN:		
BENSON, Kenneth A.	Stores Assistant	29486
FITZGERALD, Bernard G.	Stores Assistant	29151
JEPPESEN, John C.	Leading Sick Berth Attendant	33392
H.M.A.S. QUICKMATCH:		
GALE, Tom G.	Stores Assistant	30097
H.M.A.S. SHOALHAVEN:		
HOTOP, Stanley F.	Leading Stoker Mechanic	26203
JACKMAN, Paul M.J.	Electrician's Mate, 1st Class	29239
McPAUL, Glenton T.	Able Seaman	34647
PARSONAGE, Jack W.	Acting Leading Electrician's Mate	28009
TURNER, Harold J.	Able Seaman	29399
H.M.A.S. SHROPSHIRE:		
CRONK, Neville D.	Able Seaman	29557
GREENAWAY, Cecil R.	Steward	29636
GREENSILL, Edward C.	Leading Electrician's Mate	34915
SHERIDAN, Gordon L.	Stores Assistant	36337
WONSON, Carlyle R.	Stoker Mechanic	28099
H.M.A.S. SYDNEY:		
BRAND, Albert J.	Naval Airman, 1st Class	A.29061
COLVILLE, Frank N.	Leading Stoker Mechanic	31926
GAY, Henry S.	Telegraphist	15755

Name	Rating	Official Number
HETHERINGTON, Rothville L.	Stoker Mechanic	28576
JONES, Alfred	Electrician's Mate, 1st Class	40185
LOVEDAY, Frederick W.J.	Telegraphist	15883
MARTIN, Charles H.M.	Signalman	27956
O'MALLEY, Edward J.	Acting Petty Officer Stoker Mechanic	23883
PONTER, Gordon W.	Telegraphist	40240
PUGH, William	Leading Writer	40190
H.M.A.S. TARAKAN:		
ANDERSON, George J.	Stoker Mechanic	32448
CAREY, Donald H.	Stoker	36264
LAKER, Kenneth M.J.	Stoker Mechanic	25102
LONG, Raymond J.	Leading Stoker Mechanic	26294
THOMSON, Robert M.	Able Seaman	29911
H.M.A.S. TARANGAU:		
BLAIR, Stanley A.J.	Leading Cook (S) (Ty.)	22917
CHURN, Frederick E.	Stores Assistant	33148
CURWEN, Alan B.	Able Seaman	36884
GODDARD, Arthur J.	Telegraphist	27864
LODGE, Maxwell C.	Acting Electrician	20348
PETTERSON, Dudley D.	Cook (C)	33253
SCANLAN, Martin J.P.	Able Seaman	36404
VEREY, Harry	Able Seaman	36874
WALSH, Francis J.	Stoker Mechanic	36074
H.M.A.S. WARRAMUNGA:		
KEENAN, Ronald F.	Stoker Mechanic	31534
LANNAM, Brian J.	Able Seaman	29254
SIOSTROM, Graham F.	Leading Writer	29901
H.M.A.S. WARREGO:		
SEAR, Raymond C.	Stoker	36491
H.M.A.S. WATSON:		
GREEN, Hugh W.	Stores Assistant, 2nd Class	35854
SCOTT, John D.	Able Seaman	28046

(465/205/690)

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

Photo-lithographed, by Authority:
J. J. GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th September, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummins

Secretary.

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

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320.

ADDRESS OF CORRESPONDENCE FOR THE FLAG OFFICER COMMANDING, H.M.A. FLEET.

Regardless of whether the Flag of the Officer Commanding, H.M. Australian Fleet is worn afloat or ashore, correspondence for that officer is to be addressed as hereunder :-

Flag Officer Commanding,
H.M. Australian Fleet,
C/o. G. P. O.

2. The name of the ship in which the Flag is worn is not to be included in the address as this causes delay in delivery on occasions of transfer of Flag, and confusion with capital cities.

3. Navy Order 391 of 1945 is hereby cancelled.

(563/201/3918)

321.

COURSES FOR LIEUTENANT-COMMANDER (AIR) AND FLIGHT DECK OFFICERS DESIGNATE OF CARRIERS.

Where possible, all officers of the rank of Lieutenant-Commander and below, appointed as Lieutenant-Commander (Air) or Flight Deck Officer designate to a carrier, should have completed the full Deck Landing Control Officers' Course before taking up appointment.

2. When it is not practicable for this course to be undertaken, officers will be appointed for a short course in Aircraft Handling and Firefighting as shown below :-

Course: Aircraft Handling and Firefighting.
Location: R.A.N. Air Station, Nowra.
Duration: Two weeks.
Course for: Lieutenant-Commander (Air) and Flight Deck Officer designate of carriers.

Syllabus:

Part I - Aircraft Handling -

i) Ranging, parking, etc. Day hand taxi signals. (Lectures and practical work on dummy deck.)

ii) Flight deck and Aircraft Handling Division organisation and watch bill.

iii) Crash removal (lectures and practical).

iv) Wing folding - practical demonstration of all current types of naval aircraft.

v) Practical operation of all flight deck vehicles

vi) Catapult drill (lecture only).

vii) Duties of Hangar Control Officer.

viii) Carrier flight deck organisation.

ix) Aircraft Control Room organisation.

x) Night hand taxi signals.

Part II - Firefighting -

i) Types of fires and first aid appliances to be used. Routine tests, care and maintenance, recharging and refitting. Practical demonstration of extinguishing various types of fires.

ii) Twin foam generators, knapsack tank and in-line inductors (lecture and practical).

iii) Breathing apparatus and smoke helmet (lecture and practical).

iv) Clothing worn by aircraft firefighting personnel, proofing of suits.

v) Practical aircraft fires.

vi) Fire precautions.

(614/207/157)

322.

RECOGNITION OF COURSE AT R.A.N.C. FOR MATRICULATION AT UNIVERSITIES OF MELBOURNE AND SYDNEY.

The course of study at the Royal Australian Naval College is recognised at Universities of Melbourne and Sydney for matriculation purposes according to the following regulations :-

University of Melbourne:

Any person who has satisfactorily completed the full course of four years at the Royal Australian Naval College and submits a certificate from the Commanding Officer, Royal Australian Naval College, to that effect may be admitted without further examination to matriculation in the University of Melbourne on complying in other respects with the regulations regarding matriculation.

University of Sydney:

Any person who has satisfactorily completed the full course of four years at the Royal Australian Naval College and submits a certificate from the Commanding Officer, Royal Australian Naval College, to that effect may be admitted without further examination to matriculation.

(435/201/992)

323.

ACCIDENTS TO NAVAL PERSONNEL - INSTRUCTIONS.

(A) ACCIDENTS OCCURRING IN SEA-GOING SHIPS.

General.-

Attention is drawn to the requirements of C.O.R., Article 36, and to the necessity of preventing the undesirable publication in the press of accidents to personnel before the next of kin have been informed.

2. To obviate such occurrences the undermentioned procedure is to be adhered to in the event of accidents occurring.

Immediate action.-

3. An unclassified "Priority" message, quoting this Navy Order and giving details in four columns as follows :-

1	2	3	4
Particulars of member	Whether killed, seriously injured, or slightly injured	Nature of injuries	Relationship, name and address of next of kin

is to be addressed to A.C.N.B. and repeated to the administrative authority. The second paragraph of this signal should indicate briefly the type of accident, e.g., drowning, flying accident, whip parted during ammunitioning ship.

4. In the event of an accident in which no injuries to personnel are sustained, and which may become an item of press interest, it is important that Navy Office should be informed that injury to personnel did not occur.

Action at Navy Office.-

5. Immediately on receipt of a message made in accordance with paragraph 3 above, the Naval Board will inform the next of kin, or, if it is considered to be more effective, will signal the appropriate Naval authority to do so.

Subsequent action.-

6. A "Priority" message in plain language and suitable for press release, and giving an outline of the cause and effect of the accident, should follow, without delay, the action taken in accordance with paragraphs 3 and 4 above. It is of the greatest importance that even an incomplete account should be signalled at the earliest moment, followed in due course by any detailed report considered necessary. This latter report should be classified if circumstances so dictate.

Additional action if press representatives are on board.-

7. In the event of there being press representatives on board, when an accident involving injury to personnel occurs, Commanding Officers should explain to them the desirability of the next of kin being informed before the incident is published in the press, and should therefore give them the facilities for preparing their story, but should impose a delay in the transmission of their messages.

(B) ACCIDENTS OCCURRING ON THE MAINLAND.

8. When accidents occur to personnel who are serving on the mainland, Commanding Officers should immediately inform the next of kin direct, Navy Office being advised of action taken.

(C) ALL ACCIDENTS.

9. The necessity for regular reports on the progress of injured personnel is emphasised. In dangerously or seriously ill cases, reports should be rendered daily by signal and in other cases at the discretion of the Commanding Officer.

10. Form A.M.188Z is invariably to be completed by the Commanding Officer when discharging cases to Army, Air Force or civil hospitals. Where a Medical Officer is borne, Form A.M. 188 is to be forwarded to the hospital in addition. Forms A.S.1121 and the report required by C.O.R., Article 544, are also to be rendered in respect of deaths by accident.

11. For action regarding illnesses and deaths, other than by accident, see Navy Order 324 of 1949 and C.O.R., Article 544, respectively.

(564/201/547)

324.

ILLNESS OF MEMBERS OF THE ROYAL AUSTRALIAN NAVY - ADVICE TO NEXT OF KIN.

The following procedure is to be observed in advising the next of kin in cases of illnesses of members of the Naval Forces, bearing in mind that the main principle involved in this matter is that due consideration must be given to the feelings of the next of kin when forwarding them information.

2. Casualties are to be dealt with as follows :-

(i) Cases occurring upon the mainland or in ships in mainland waters:

(a) Whenever a member is discharged to hospital for other than minor complaints, the next of kin is to be informed of his discharge and the nature of the illness or disability and whether the patient is seriously ill or not, and progress reports are to be forwarded until they are no longer considered necessary.

(b) When a member under treatment in a Naval Hospital becomes seriously or dangerously ill, the next of kin is to be informed by telegram.

(c) When a member is diagnosed as suffering from Pulmonary Tuberculosis, the next of kin is to be informed by letter.

(d) On every occasion when a member of the Naval Forces is admitted to a receiving or mental hospital or the mental ward of any hospital for investigation of a nervous disorder, steps are to be taken by the Commanding Officer of the ship or establishment on whose books the patient is borne to inform the next of kin immediately. The letter or signal should state that the member in question has been admitted - (state where) - on - (give date) - for investigation and treatment of a disorder of the nervous system and that further details will be given when available.

(e) The above instructions do not apply in the case of ordinary V.D. cases. In these instances, where the patient becomes seriously or dangerously ill, the next of kin is to be informed of his condition, but no indication that the primary cause of the condition is V.D. is to be given.

(f) Navy Office should also be notified of the particulars shown in (a) above, and whether the next of kin has been informed.

(ii) Cases occurring outside the mainland of Australia:

(a) Navy Office is to be informed, the diagnosis being given wherever possible, together with name of hospital to which discharge is being effected.

(b) Where a patient is discharged to a Service hospital, the appropriate Naval Authority is to be requested to send weekly progress reports to the Naval Board by telegraph until the patient is discharged.

(c) In dangerously or seriously ill cases, more frequent reports according to the nature of the case are to be requested.

(d) If diagnosis is not clearly established before discharge of a patient to a hospital abroad, the appropriate Naval Authority is to be asked to advise Navy Office accordingly when diagnosis is established.

(e) When a case is discharged to a non-Service hospital, similar arrangements for regular advice of a patient's condition are to be made and the hospital authorities requested to include cost of such advices, when made by telegraph, in claim for treatment.

3. Form A.M.188Z is invariably to be completed by the Commanding Officer when discharging cases to Military, Air Force or civil hospitals. Where a Medical Officer is borne, Form A.M.188 is to be forwarded to the hospital in addition.

4. The procedure in reporting deaths is as provided in C.O.R., Article 544.

5. Navy Orders 276 of 1946 and 345 of 1947 are hereby cancelled.

(675/201/336)

325.

DEFENCE FORCES RETIREMENT BENEFITS FUND - CONTRIBUTIONS BY MEMBERS DURING PERIODS OF ABSENCE WITHOUT PAY, OR ON REDUCED PAY.

Section 36 of the Defence Forces Retirement Benefits Act 1948 provides that a member who is on leave, either with or without pay, shall pay his contributions during or in respect of the period of leave, as for a period of service, without reduction.

2. Section 37 provides that where a member is on leave of absence through illness, either without pay or on less than full pay, the Defence Forces Retirement Benefits Board may, on his application, permit the contributions falling due during his absence to be paid by him in such smaller sums, and at such periods, as the Board approves.

3. The reason for continuance of contributions during periods when no pay accrues is that a period of service without pay, but contributed for, counts as service for pension.

4. The procedure hereunder is to be followed in respect of contributions of members who come within the categories indicated.

5. Contributors absent on approved leave (not due to illness) without pay.-

(a) If the credit remaining from the amount charged in advance is, at the date the contributor proceeds on approved leave without pay, insufficient to meet foreseen contributions during the period of such absence, the member will be required to make a payment from private funds sufficient to cover the balance required. This payment may be made by a lump sum paid in advance, or by fortnightly remittances, to the Supply Officer of the ship wherein the member's ledger account is kept. If a fortnightly remittance is made, payment must reach the Supply Officer before the pay day of the fortnight in respect of which the contribution is remitted.

(b) Amounts thus received - lump sum payment or fortnightly remittances - are to be taken on charge in the cash account for credit to "Trust Fund - Suspense", official receipts being issued.

(c) In order that payments made to the Fund on the contributor's behalf by Navy Office may be kept correctly adjusted, the Director of Navy Accounts is to be advised by signal of contribution liabilities thus met by members from private funds.

(d) In special circumstances, arrangements may be made with Naval Board approval for the contributor to make payments direct to Receiver of Public Moneys, Navy Office. If it is desired to utilise this method of payment, the Commanding Officer of H.M.A. ship on whose books the member is borne for pay is to submit the application for Naval Board approval before the member proceeds on leave, stating the amount of contributions payable during the period of absence, together with the proposed arrangements for payment.

6. Contributors marked "R".-

(a) The contributions of a member marked "Run" are to be charged in his ledger account up to the end of the pay fortnight in respect of which "Run" is awarded.

(b) If the amount of contributions charged in advance is greater than that required to meet contributions up to the end of the pay fortnight in which "Run" occurs, the balance is to be re-credited to the member's pay account under the notation - "£ : : . B.F.C. re-credited; from ..... to .....".

7. Contributors in Service custody, but under punishment, etc. which disentitles them to pay (e.g. members undergoing detention).-

(a) In these cases, contributions would have been charged up to the end of the quarter in which disentitlement to pay occurs.

(b) If the member is to be retained in the Service, the charge made for the quarter is to stand, no recredit being made. If the period of disentitlement to pay extends beyond the end of the quarter, charges for contributions for the whole of the next quarter are to be made on the member becoming restored to pay.

(c) If the member is to be finally discharged on completion of punishment, contributions are to be charged up to the end of the pay fortnight in which disentitlement to pay occurs, recredit being made, if applicable, of charges made in advance beyond such date.

8. Recovered deserters.- Charges for contributions of recovered deserters who are to be retained in the Service are to be resumed from the date of restoration to pay, arrears for the period of absence being dealt with as provided in paragraph 9.

9. Arrears of contributions for a period of service during which a member is absent without leave.-

(a) Arrears of contributions for the period during which a contributor has been absent without leave, i.e. for the period from which he became disentitled to pay until the date of restoration to pay are payable in full on the first pay day following restoration to pay. The charge for fortnightly contributions resumed is also made on and from that pay day, and the member's account is to be charged accordingly.

(b) If possible, the member should be required to liquidate all or portion of the debt arising from the arrears by a lump sum payment. In any case, the arrears should be recovered by such amounts as will liquidate the debt at the earliest possible date, and at a rate greater than that arrived at by doubling the member's current contribution rate. It is realised, however, that other fixed commitments such as allotments, taxation, etc., and the necessity for making pay advances could leave a member's account incapable of bearing such a heavy recovery rate for arrears of contributions - if a lump sum payment cannot be made by the member. In these cases, it will be necessary to obtain special directions from the Retirement Benefits Board.

(c) The Benefits Fund Board advise that it may also be necessary to consider the charging of interest on arrears of contributions from the date on which they were due until date of payment.

(d) The arrangements made, or proposed, for recovery of arrears are therefore to be specially reported to Navy Office in every case of a charge arising for arrears of contributions.

10. Contributions of members absent on sick leave.-

(a) It is possible, in cases of this nature, that the contributions charged in advance may cover the member's liability throughout the period of absence, or that the contributor may prefer to make a payment from private funds to cover the liability not met from the initial charge.

(b) If a contributor desires to have his normal contribution rate varied under the authority of Section 37 of the Act. he should apply in writing accordingly through Service channels to the Defence Forces Retirement Benefits Board. The application is to be forwarded to the Naval Board with the Commanding Officer's remarks.

(558/202/712)

326.

RATINGS - TRAINING OF ORDNANCE ARTIFICERS.

In view of the increasing complexity of Gunnery and T.A.S. material in use, and the higher degree of skill required to maintain it, a new system of training Ordnance Artificers has been approved.

2. The technical training of Ordnance Artificers will, in future, be split into two parts :-

(i) A Preliminary Course of instruction in the principles of Gunnery and T.A.S. weapons.

(ii) A Final Course of comprehensive and detailed instruction of which the examination results will contribute towards the rating's seniority on being advanced to the 3rd class.

3. Between these two courses ratings will be drafted to certain sea-going ships additional to complement for a period of six months' training.

4. Ratings will join the Gunnery School on completion of their Recruit Training to undergo the Preliminary Course. After the six months' sea training, ratings will return to the Gunnery School for the Final Course. They will proceed to the T.A.S. School during Preliminary and Final Courses for instruction in T.A.S. subjects.

5. Ratings will be confirmed Ordnance Artificer 4th class after 12 months' service as acting Ordnance Artificer 4th class, subject to a recommendation by the Gunnery Officer of the sea-going ship in which sea service is carried out.

6. On completion of the Final Course, ratings will qualify professionally for Ordnance Artificer 3rd class and will become available for draft to a sea-going ship.

7. Should a rating fail to pass the Final Course examination, in which an aggregate of 65% with a minimum of 50% in any one subject is required, he will be drafted to sea additional to complement for a period dependent upon the extent of his failure, before becoming eligible to take a modified qualifying course. If a candidate gains the aggregate marks in his Final Course examination, but fails to gain pass marks in some subjects, he may be given a resumé and re-examination on these subjects immediately, but is to lose one month's seniority for every subject in which he fails to gain pass marks, up to a maximum of six months loss of seniority. If a candidate fails to gain the aggregate marks required whilst obtaining pass marks in all subjects, he will forfeit six months seniority and be drafted to sea for a further period as stated above. In the event of a candidate failing a second time, his case is to be represented to the Naval Board for instructions.

8. Syllabuses for the Preliminary and Final Courses will be issued in due course.

(614/230/71)

327.

R.Y.P.A. DEVICE WITH TYPE G GYRO SIGHT FOR TRAINING OF LAYER RATINGS.

In Navy Order 228 of 1949 "Type H Gyro Sight" is to be amended to read "Type G Gyro Sight"

(490/217/85)

328.

SHIPS' IMPROVEMENT FUND - A.F.O. 3059/1948 - ADOPTION.

The provisions of A.F.O. 3059/1948, with the exception of paragraph 7 thereof, have been adopted in the Royal Australian Navy as from 1st July 1949, insofar as they concern sea-going ships and authorities.

2. In regard to R.A.N. Shore Establishments, the following amounts are authorised :-

Establishment	Amount per annum £
Flinders Naval Depot	120
R.A.N.A.S. Nowra	60
H.M.A.S. WATSON	40
H.M.A.S. RUSHCUTTER	40
H.M.A.S. PENGUIN	15
H.M.A.S. KUTTABUL (for Gunnery Instructional Centre)	10
HARMAN W/T Station	10
COONAWARRA W/T Station	5
Boom Depot and Training School, Sydney	10.

3. The present arrangement whereby H.M.A. Gunnery School, F.N.D., receives the proceeds from the return of empty cartridge cases, will be continued.

4. As previously, the amounts authorised are the maximum to which expenditure may be met annually and the method of accounting is as prescribed in Naval Financial Regulations and Instructions, Article 80.

5. Naval Financial Regulations and Instructions, Articles 77 and 79, will be amended in due course.

6. Navy Order 249 of 1947 is hereby cancelled.

(474/203/590)

329.

FOREIGN ENSIGNS - ALLOWANCES.

Navy Order 212 of 1949 is amended by the addition of the undermentioned flag to those listed in paragraph 3 :-

"Union Flag of South Africa".

(476/201/899)

330.

RIFLES M.L.E. LINE THROWER.

The provisions of A.F.O. 1896/1949 are not to apply in the Royal Australian Navy.

2. Rifles M.L.E. Line Thrower are to remain in use.

(412/202/475)

331.

STEEL DRUMS.

In view of the present shortage of sheet steel, all possible steps are to be taken to ensure that 4-gallon and 44-gallon drums remain in a serviceable condition for as long as possible.

2. As contractors are experiencing extreme difficulty in finding sufficient empty drums to meet departmental orders for drummed petroleum products, H.M.A. ships and establishments are to arrange for all available empty drums in a serviceable condition to be returned to the nearest Naval Store Depot at the first opportunity and to ensure that, in future, all empty drums are returned without delay.

(421/201/1196)

332.

EMERGENCY LIFEBOAT WIRELESS TRANSMITTER - POLICY AND ALLOCATION.

A.F.O. 1246/1949 is adopted, in principle, in the Royal Australian Navy.

2. Before deciding upon the type of transmitter to be supplied, steps are being taken to ensure, as far as possible, that a type which may be superseded in the near future will not be ordered.

3. Information with regard to the type being supplied will be promulgated as early as possible.

(612/246/3693)

333.

DRY BATTERIES FOR RADIO EQUIPMENT AND INSTRUMENTS.

To enable a correct description of requirements to be given by demanding authorities requiring supply of dry cells and batteries for radio equipment and instruments, particulars of the dry cells and batteries originally supplied with various equipments and their locally manufactured equivalents are shown in the appendix to this Order. The Australian equivalent is to be demanded where available under its pattern, reference or R.A.N. symbol number, as indicated.

(612/217/1958)

APPENDIX.

STATEMENT OF DRY CELLS AND BATTERIES AVAILABLE FOR RADIO EQUIPMENT AND INSTRUMENTS

Equipment		Battery						
		Original supply				Australian equivalent stocked for issue in lieu		
Pattern number	Description	Type	Volt-age	No. used	Total volt-age	R.A.N. symbol, pattern or reference number	Commercial type or description	Volt-age
	"Bendix" Wavemeter "	B.A.2 B.A.23	22.5 1.5	6 4	135 6	Ref. No. 5J/3072 Symbol No.N.D.B.14	Q.441 No.6	22.5 1.5
	Z.B.A. - W4/WYA - 431 Army Multi-Tester Aust. No.2	Army W.B.1502	3	1	3	Ref. No. 5J/3044	No.701	3
47A	Avometer	Siemens Type S (AP.14120)	1.5	1	1.5	Pattern 14120	Type X Mk.II	1.5
	Avometer Model 7	Siemens Type T	1.5	1	1.5	Pattern 14074	No.950	1.5
	Avometer Model 7	Siemens Type P3	4.5	2	9	Pattern 14002	No.703	4.5
	Signal Generator 1-130.A.	B.A.2 B.A.23	22.5 1.5	1 1	22.5 1.5	Ref. No. 5J/3072 Symbol No.N.D.B.14	Q.441 No.6	22.5 1.5
	Field Strength Meter 1-95 A.	B.A.2 B.A.23	22.5 1.5	2 1	45 1.5	Ref.No.5J/3072 Symbol No.N.D.B.14	Q.441 No.6	22.5 1.5
W802	Weston Analyser	No.1483 (AFW5372)	4.5	1	4.5	3 No. Pattern 14074	No.950	1.5 each
		X512 (A.P.14112)	45	1	45	Not manufactured in Australia.		
W801	Weston Analyser	No.1689	4.5	1	4.5			
		Eveready "Winner 9"	9	2	18			

334.

AIR STORES - CONSUMPTION DATA - REPORTS.
(Air Stations and Aircraft Carriers.)

One of the most important desiderata for the efficient maintenance of aircraft is the correct and timely distribution of spares and equipment, both as regards quantities and range.

2. Efficient distribution is dependent on (i) the degree of accuracy with which future requirements can be forecast, (ii) the placing of orders in sufficient time to ensure delivery by the required dates, and (iii) the extent to which the descriptions and quantities provided and shown in the Aircraft Stores Establishments, on which initial distribution is based, reflect actual needs realistically. It is just as important to avoid over-provision as under-provision. The former results in a waste of money and productive effort with the consequent distribution and holding of unwanted stocks, while the latter gives rise to shortages which adversely affect maintenance of aircraft.

3. The problem is highly complex and admits of no easy solution. For a variety of reasons, the requirements of spares for the maintenance of aircraft are subject to constant fluctuation both as regards quantity and range, and this makes accurate forecasting extremely difficult. Among the factors which give rise to widely varying and often unpredictable requirements may be mentioned the following :-

(a) Every new type or mark of aircraft, even though a development of an earlier product, develops its own peculiarities which cannot be foreseen and which directly affect the range and quantities of spares required for its maintenance.

(b) All aircraft, throughout their lives, are subject to constant modifications which lead to the redundancy of some existing spares and the introduction of new ones.

(c) Requirements of spares vary widely since they are influenced by many different factors, e.g. the age and modification state of aircraft, flying intensity, climatic conditions, flying skill, efficiency and extent of maintenance.

(d) Aircraft kept in service after a certain period of use develop defects which require the replacement of parts for the first time. Such requirements are spasmodic and are often not sufficiently repetitive to justify bulk provision and distribution.

4. The spares problem has been explained in some detail because its magnitude is not always fully appreciated, and the extent to which efficiency in spares supply is contingent on the full co-operation of all concerned in their use is consequently not sufficiently realised.

5. It has become apparent that both Navy Office and the Admiralty must be supplied with a continuous flow of up-to-date actual consumption data in order that provision, allowances and distribution of spares may be adjusted in the light of changing requirements. Success of the new procedure which is introduced by the succeeding paragraphs rests on -

(a) the accuracy and comprehensiveness of the data furnished by all users;

(b) the assumption that the details of issues represent actual usage of the stores on the maintenance and repair of aircraft and that unauthorized stocks are nowhere accumulated.
(Note.- Commanding Officers are to arrange for periodical inspections of working centres to ensure this.)

6. A new counter book, Form S.149B, and return note, Form S.1091A, which are slight modifications of the existing Forms S.149 and S.1091, have been introduced for use in accounting for air stores only. The existing Forms S.149 and S.1091 are to be used for naval stores. The Forms S.149B and S.1091A contain an extra copy, and in each set of vouchers the second copy, which differs slightly from the other copies in the set, will be required to be sent to Navy Office (Director of Naval Stores) monthly for statistical purposes. The first copy of each set of vouchers in both Forms S.149B and S.1091A will be partially carbon-backed to cover such information as is required on the second copy only. Carbon sheets are to be used between the second and third copies, and the third and fourth copies of the Form S.149B and between the second and third copies of the Form S.1091A.

7. To facilitate the preparation of statistical records from data reported on the second copies of Form S.149B, it has been decided to modify existing accounting procedure by authorising the use of this form for issues of all consumable air stores. The Form S.149B is printed in quadruplicate and is to be used for issuing consumable starred stores and consumable items of an attractive nature which hitherto have been issued on Form S.156, as well as all other consumable air stores. The first, third and fourth copies of the Form S.149B are to be dealt with as laid down in Chapter VII of A.P.(N) 5 for the original, duplicate and triplicate copies. The second copy of the form, which is for use at Navy Office and the Admiralty, has been provided with a "Remarks" column, which is to be used when necessary by the Supply Officer to furnish the reasons for any abnormal issues, e.g. practical instruction in carrying and releasing drop tanks, runways in very bad condition, etc. To ensure that the details reported on the second copy of the form are correct, this copy is not to be forwarded to Navy Office until it has been confirmed that the details shown thereon agree with those shown on the first and third copies after they have been posted in the ledgers and it has been verified that they agree with the ledger headings. The three copies should therefore be kept together until the ledgers have been posted.

8. All copies of Form S.1091A, for stores returned to the Supply Officer, must be stamped "SURVEYED", either by the Defective Equipment Sorting Section or by the departments not covered by the D.E.S.S. organisation.

9. One of the following code letters is to be inserted in the column marked "Condition" against each item shown on the second copy of Form S.1091A :-

X - Serviceable
R - Repairable but beyond unit capacity
Z - Breakdown or scrap

and the classification of the articles being returned, viz., permanent, consumable starred or consumable, is to be inserted in the appropriate column.

10. Form S.156 should continue to be used for demanding permanent air stores. Consumption data for permanent air stores will be obtained by examining the second copies of Forms S.1091A in respect of the stores returned to the Supply Officer and extracting therefrom particulars of the items actually brought to final destruction either by breakdown into smaller components or scrap. The second copies of Forms S.1091A for consumable starred and consumable air stores will also be examined for the purpose of obtaining details of items recovered as serviceable or repairable which can be taken into account when analysing issues of similar stores.

11. In order that consumption data may be as complete and accurate as possible, it is essential that any air stores obtained from sources other than through the Supply Officer, e.g. by removal from "Re-categorized" aircraft or by local manufacture, should be recorded in the returns forwarded to Navy Office. In future, therefore, should it be necessary for the Departmental Officer to obtain air stores by such methods, he is to furnish the Supply Officer with the appropriate issue and return vouchers.

12. As soon as possible after the end of the calendar month in which the transactions take place, the second copies of the Forms S.149B and S.1091A are to be sent to Navy Office (Director of Naval Stores) for abstracting the relevant particulars and ultimate transfer to the Admiralty (Director of Stores - Statistical Division) Admiralty. A statement on the form reproduced as Appendix "A" to this Order is to be prepared in respect of each consignment of vouchers. Supplies of the form will be distributed to all concerned without demand. The completed statements are to be forwarded concurrently with the vouchers, but under separate cover in order that they may be used - inter alia - for the purpose of checking the packages received at Navy Office. In no circumstances should the statements be enclosed in the packages containing the vouchers.

13. These instructions do not modify those laid down in A.F.O. 69/1948 concerning air radio equipment.

(613/201/62)

APPENDIX "A"

N.S. Stats. Form 1.

ADVICE OF DESPATCH OF FORMS S.149B AND S.1091A FOR USE IN CONNECTION WITH THE STATISTICAL ANALYSIS OF NAVAL AIR STORES.
(Navy Order 334 of 1949.)

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

R.A.N.A.S. .....

Month (or period if less than a complete month) to which vouchers are related .....

Number of S.149B vouchers .....

Number of S.1091A vouchers .....

Number of packages in which vouchers are contained .....

Package numbers .....

Date and method of despatch .....

Signature .....

Rank .....

Date .....

Director of Naval Stores,
Navy Office,
Victoria Barracks,
MELBOURNE,
Victoria.

335.

FUELLING RETURNS - RENDITION.

Attention is drawn to the necessity for the prompt rendition to Navy Office, through the appropriate administrative authority, of Fuelling Returns - Form A.S.229.

2. Fuelling Returns are required to be rendered on each occasion of furnace or automotive diesel oil being taken on board. Separate returns are to be forwarded in respect of furnace and automotive diesel oils.

(482/202/3468)

336.

SHIPS' AGENTS.

Admiralty advise (A.F.O.2633/1949) that Mr. W.H.Glover of Westminster Bank Ltd., has retired from the bank and ceased to act as Ship's Agent as from 30th June 1949.

2. Commanding Officers of H.M.A. ships who have appointed Mr. Glover to act as Ship's Agent, vide C.O.R., Article 33, are to appoint another agent to act as from 1st July 1949.
Mr. William Henry Spikins, of the same address, is eligible to act as Ship's Agent, and is willing to accept the appointments now held by Mr. Glover as well as to act for ships which are commissioned in the future.

3. The other Ship's Agent available for appointment is Mr. F.W. Yelf, vide paragraph 2 of Navy Order 30 of 1949.

4. Forms of new appointments (in triplicate) are to be forwarded by ships concerned to Navy Office through administrative authorities.

(603/201/3365)

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th September, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummins

Secretary.

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

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337.

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.

Class "B" (Modified) - Ships manned by reduced or special complements which are insufficient to enable them to go to sea in peace but can be made ready for sea in peace at 7 days notice.

SHIPS IN COMMISSION IN RESERVE:

Class "C" - Ships which are fully stored and can be made ready for sea in time of emergency in 48 hours.

Class "D" - Ships which are fully stored and can be made ready for sea in time of emergency in 14 days.

Class "E" - Ships which are not fully stored and can be made ready for sea in time of emergency 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.

3. Instructions applicable to ships in Class "B" (Modified) Commission are contained in Confidential Commonwealth Navy Order 38 of 1949.

4. Navy Orders 194 of 1948 and 99 of 1949 are hereby cancelled.

(603/247/2348)

338.

SHIPS IN COMMISSION FOR SEA SERVICE - CLASS "B" (MODIFIED).

The following ships have been placed in Class "B" (Modified) Commission for sea service (Navy Order 337 of 1949 and Confidential Commonwealth Navy Order 38 of 1949 are relevant) :-

QUIBERON	CONDAMINE
QUICKMATCH	WARREGO
ARUNTA	BARCOO.

(603/247/2348)

339.

RESERVE FLEET.

At the present time, owing to a manning emergency, a larger proportion of the Fleet has temporarily to be kept in Reserve, and, therefore, a higher percentage than normal of officers and men must serve in the Reserve Fleet.

2. As regards such service for officers, the Lords Commissioners of the Admiralty have expressed themselves as follows :-

"Their Lordships are fully aware that, generally speaking, service in the Reserve Fleet is not welcome to officers. The natural lack of interest caused by the immobility of ships in the Reserve Fleet is understandable, but any feeling amongst officers that service in the Reserve Fleet does not give them a chance to show their merit is to be checked.

Accordingly, therefore, Their Lordships wish to make it quite clear that they attach very great importance to the morale and welfare of Reserve Fleet Personnel and the efficient maintenance of ships in reserve. They, therefore, expect officers serving in the Reserve Fleet to achieve the highest possible standard in these respects. If officers have any spare time they are to take every opportunity to improve their efficiency by studying their profession.

Good officers will find adequate opportunities for proving their worth whilst serving in the Reserve Fleet."

3. The Naval Board is fully in accord with the views of Their Lordships and is confident that all officers and men charged with service in the Reserve Fleet will repair to their duty with energy and enthusiasm.

(2026/2/1226)

340.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Article 208 of Instructions for Naval Aviation is to be amended as follows :-

(a) Insert the words "or the Commodore (Air)" after the word "Command" in paragraphs 1, 3 (two instances), 5 and 6.

(b) Paragraph (6) - delete the words "Such authorisation" to "be unobtainable".

(c) Insert new paragraph (7) as follows :-
"R.A.N. personnel on Naval duty in another country may fly, or fly in a Service aircraft of that country, provided that it is in the interests of the Service to do so."

(d) Insert new paragraph (8) as follows :-
"When a private ship visits a foreign country and opportunities arise for Naval Service personnel to fly and/or fly in foreign service aircraft - and vice versa - the Commanding Officer is hereby authorised to act in accordance with this Article as though he were the Flag Officer in Command."

2. These amendments will be included in R.1. Series.

(415/201/2212)

341.

RADIO - MODIFICATIONS TO EQUIPMENT IN SHIPS IN RESERVE.

A.F.O. 3538/1948 - "Radio - Radar and Wireless - Modifications to Equipment" - has been adopted in principle in the R.A.N.

2. While Ships in Reserve are undergoing annual refit, "Ship's Staff" modifications are to be progressed by Port Electrical Officers' staffs assisted as necessary by Dockyards.

(603/247/2370)

342.

RADIO TELEPHONE SERVICE FOR H.M.A. SHIPS.

Navy Order 300 of 1949, paragraph 1(i) is to be amended by the deletion of the figures and symbol "18°" and substitution of the figures and symbol "180°", in lieu.

(622/202/4263)

343.

UNIFORM - BADGES - R.A.N. RATINGS - INTRODUCTION OF FLAT RATE ISSUING PRICES AND ACCOUNTING INSTRUCTIONS.

With reference to Admiralty Fleet Order 110/1949, the decision to introduce flat rate issuing prices for branch badges and certain other badges in order to equalize the cost of badges for various branches, also to save accounting work, has been adopted in the R.A.N. and the following issuing prices are to be utilized as from 1st October, 1949 :-

(a) Branch badges (all Branches)	*Red	1/- ea.
	" (woven type) ..	4d. "
(b) Rating badges (P.Os. and Leading Rates)	Blue	9d. "
	" (woven type) ..	4d. "

*For badges sold in pairs (C.P.Os.) the price is 2/- per pair.

(c) Good Conduct Stripes	Red	4d. ea.
	Blue	2d. "
(d) Spare Letters, Crowns and Stars	Red	6d. ea.
	Blue	6d. "
(e) Cap Badges Helmet and Beret (metal) Badges Flying Badge Musicians' Badges	The corresponding current price for each item shown in the "Official Memorandum - Prices of Clothing etc. maintained for issue on repayment to Ships' Companies" to apply.	

2. For accounting purposes, the ledger headings in the Clothing Account (Form A.S.83, Part II) for October/December quarter 1949 are to be suitably amended to coincide with the group headings at (a) to (d) above and the ledger remains of the

various badges falling within each group on hand at 30th September, 1949, then totalled and entered as one total on line 1 of the new account. An appropriate Conversion Certificate should also be raised and forwarded in due course as an enclosure to the Clothing Account. Badges referred to at (e), however, are to continue to be recorded separately as heretofore, i.e., under their respective headings and pattern numbers. The recording of issues on Forms A.S.107 and 1048 should be modified as necessary to meet the revised accounting requirements of Form A.S.83, Part II.

3. Arrangements have been made to incorporate this revised method of accounting for badges in Form A.S.83, Part II - Clothing Account - now in course of reprint, and Form A.S.107 will be similarly amended in due course.

4. In order to ensure adequate control of stocks required to be maintained in H.M.A. Ships and Establishments and facilitate the preparation of replenishment demands, a record, in duplicate, of the number of each type of badge in stock at the end of each quarter is to be prepared, the duplicate copy thereof being forwarded as an enclosure to the Clothing Account when rendered to Navy Office. Demands on the Victualling Yard/Depot are to be rendered as heretofore, i.e., separate quantities for each type and pattern number as shown in the "Official Memorandum - Prices of Clothing, etc., maintained for issue on repayment to Ships' Companies".

(434/201/4141)

344.

POST-WAR KITS OF NAVAL RATINGS - SUITS, BLUE OVERALL.

With reference to Navy Order 66 of 1948 - Post-war kits of Naval Ratings, Note (J) - it has been decided that suits, blue overall, one piece (2 suits per rating) are to be included in the compulsory kits of the undermentioned ratings only :-

Engine Room Artificers
Artisans
Air Artificers
Air Fitters
Stoker Mechanics
Ordnance Artificers

and that the compulsory kits of these ratings, so far as action working dress is concerned, shall consequently, except as shown in paragraph 4 below, comprise 2 in lieu of 3 suits.

2. Suits, blue overall, one piece, loan type will continue to be stocked for loan issue to ratings engaged in very dirty work, including ratings employed in Special Painting Parties and Side Parties, but detailed instructions in regard to loan issues will be issued separately.

3. Schedules 'A', 'B' and 'C' of the Navy Order abovementioned are to be amended as follows and Note (J) cancelled :-

SCHEDULE 'A'

UNIFORM KIT - CLASS I

Chief Petty Officers

Compulsory Kit.-

After "2 pairs Stockings, white" add "2 Suits, blue overall, one piece (E.R.As., Artisans, Air Artificers, Air Fitters, Ordnance Artificers and Stoker Mechanics only)".

Amend "3 Shirts, light-blue action-working" to read "3 Shirts, light blue, action working (2 only to E.R.As., Artisans, Air Artificers, Air Fitters, Ordnance Artificers and Stoker Mechanics)".

Amend "3 pairs Trousers, dark blue action-working" to read "3 pairs Trousers, dark blue, action-working (2 pairs only to E.R.As., Artisans, Air Artificers, Air Fitters, Ordnance Artificers and Stoker Mechanics)".

SCHEDULE 'B'

UNIFORM KIT - CLASS II

Petty Officers and Men Dressed as Seamen

Compulsory Kit.-

After "2 pairs Stockings, navy blue" add "2 Suits, blue overall, one piece (Stoker Mechanics only)".

Amend "3 Shirts, light blue action-working" to read "3 Shirts, light blue, action-working (2 only to Stoker Mechanics)".

Amend "3 pairs Trousers, dark blue action-working" to read "3 pairs Trousers, dark blue action-working (2 pairs only to Stoker Mechanics)".

SCHEDULE 'C'

UNIFORM KIT - CLASS III

Petty Officers and Men not Dressed as Seamen

Compulsory Kit.-

After "2 pairs Stockings, white (for confirmed P.Os. only)" add "2 Suits, blue overall, one piece (E.R.As., Artisans, Air Artificers, Air Fitters, Stoker Mechanics and Ordnance Artificers only)".

Amend "3 Shirts, light blue action-working" to read "3 Shirts, light blue, action-working (2 only to E.R.As., Artisans, Air Artificers, Air Fitters, Ordnance Artificers and Stoker Mechanics)".

Amend "3 pairs Trousers, dark blue action-working" to read "3 pairs Trousers, dark blue, action-working (2 pairs only to E.R.As., Artisans, Air Artificers, Air Fitters, Ordnance Artificers and Stoker Mechanics)".

4. Although the compulsory kits of Engine Room Artificers, Artisans, Air Artificers, Air Fitters, Stoker Mechanics and Ordnance Artificers will include 2 suits only of action-working dress, a third suit is to be maintained as part of compulsory kit during service in New Guinea to meet anti-malarial requirements. The third suit (which is to be provided immediately after arrival in New Guinea) may be issued gratuitously conditional on no such gratuitous issue having previously been made.

(516/201/856)

345.

POST-WAR KITS OF NAVAL RATINGS - AIR MAINTENANCE RATINGS - SOFT SOLED SHOES.

Navy Order 66 of 1948 - Post-War Kits of Naval Ratings - is to be amended as follows to provide for the inclusion of soft soled shoes in the compulsory kits of air maintenance ratings :-

SCHEDULE 'A'

UNIFORM KIT - CLASS I

Chief Petty Officers

Compulsory Kit.-

After "2 Shirts, white tropical" add "1 pair Shoes, gymnastic or Shoes, white canvas, rope soled. (Air Maintenance Ratings only)".

SCHEDULE 'B'

UNIFORM KIT - CLASS II

Petty Officers and Men Dressed as Seamen

Compulsory Kit.-

After "3 Shirts, light blue, action-working" add "1 pair Shoes, gymnastic or Shoes, white canvas, rope soled. (Air Maintenance Ratings only)".

SCHEDULE 'C'

UNIFORM KIT - CLASS III

Petty Officers and Men not Dressed as Seamen

Compulsory Kit.-

After "1 pair Shoes, white canvas (for confirmed P.Os.)" add "1 pair Shoes, gymnastic or Shoes, white canvas, rope soled. (Air Maintenance Ratings only)".

(516/201/845)

346.

INSTRUMENTS - KELVIN SOUNDING MACHINE - POLICY FOR FITTING - As. AND As.

The provisions of A.F.O. 2165/1949 have been adopted in the Royal Australian Navy.

(670/202/1439)

347.

CANNED CORNED MUTTON - DISCONTINUANCE OF SUPPLIES.

Stocks of Canned Corned Mutton are now exhausted and no further purchases of this item will be effected.

2. Future demands lodged with H.M.A. Naval Victualling Establishments for supplies of canned meat packs are to be restricted to Corned Beef, Pork Sausages, Meat and Vegetable Ration, Camp Pie and Sheep's Tongues.

(668/211/989)

BOOKS AND FORMS.

First supply of the undermentioned publications has been distributed -

B.R. 70 Signal Letters of British Ships - March. Supplement. (571/202/3060)

B.R.321 Establishment of Naval Stores - Engineering Purposes - Errata Nos.5 and 6 and
Form D. 127B List of Particulars - Errata Nos.17 and 18. (A.F.Os.1950/1948 and 1260/1949) (571/202/2786)

B.R.382 Establishment of Naval Stores for Landing Craft Tank and Associated Types - Errata No.5. (A.F.O.2109/1948) (571/202/2860)

B.R.819 (2) Regulations for Naval Armament Services - Part II Laboratory and Workshop - Addendum No.75. (571/202/2960)

Journal of Naval Engineering.Vol.3, No.1. (571/201/5452)

The Inter-Service Aircraft Recognition Journal - Vol.III, No.8, March, 1949. (571/201/5215)

Insulation - Sprayed "Limpet" Asbestos - Descriptive Booklet. (A.F.Os.1209/1945 and 120/1947) (571/201/5391)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

4th October, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R.Cummins

Secretary.

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

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349.

OPERATION AND ADMINISTRATION OF THE R.A.N.

Navy Order 98 of 1949 is amended as hereunder :-

Table in paragraph 5:

Light Fleet Carrier	Administration	Operation
SYDNEY	F.O.C.A.F.	F.O.C.A.F.
1st Frigate Flotilla		
Transfer "(S.O.)" from CULGOA to SHOALHAVEN.		
Surveying Ships		
JABIRU (G.P.V.967)	F.O.C.A.F.	Naval Board.

2. Navy Order 134 of 1949 is hereby cancelled.

(404/201/956)

350.

WELFARE COMMITTEES.

The following amendments are to be made to Navy Order 368 of 1947 :-

Paragraph 6, line 10 - After the word "forward" insert the words "which are approved by the Commanding Officer"

Paragraph 10 - Delete whole paragraph and insert the following :-

"10. Vacancies in the committee should be filled as they occur. They should be filled by the division, mess group or branch concerned, without holding a by-election, except when the vacancy cannot otherwise be immediately filled or if a constituency desires it. A re-election of the whole committee should normally be made every twelve months unless there is good reason for an earlier change, such as altered conditions under which the ship is serving or dissatisfaction on the part of the ship's company with their chosen representatives. In a newly commissioned ship, however, a fresh ballot should be held after the ship has been three to six months in commission. When any elected member of the committee leaves the ship for any reason for a period in excess of 28 days (except on leave) his place is to be filled. Ratings sentenced to imprisonment or detention are to be removed from the committee and their places filled; those disrated for misconduct or reverted for unsuitability should be removed but not barred from re-election at the consequent by-election; those reduced to the second class for conduct should be removed from the committee and be ineligible for election while so classed."

Paragraph 13 - Add the following :-

"Whenever the committee is not prepared to accept the ruling of the Chairman on any contentious subject, the matter is to be referred to the Commanding Officer, whose decision shall be final."

(437/202/156)

351.

"AIR FLASH" AND "IMMEDIATE AIRCRAFT MOVEMENT" - INSTRUCTIONS FOR AND AUTHORITIES WITHIN THE DEPARTMENT OF THE NAVY FOR ORIGINATING PRIORITY TELEPHONE TRUNK LINE CALLS IN CONNECTION WITH AIRCRAFT MOVEMENT AND SAFETY.

Arrangements have been made with the Postmaster-General's Department for priority trunk line calls to be accepted from designated Naval Authorities in connection with the movement and safety of naval aircraft.

2. Two forms of priority are available as follows :-

(i) "AIR FLASH" - Where safety of life or extreme urgency is involved.

(ii) "IMMEDIATE AIRCRAFT MOVEMENT" ("AIR MOVE") - Where priority is necessary concerning the movements of aircraft, but where safety of life is not involved.

3. The instructions issued in the Postmaster-General's Department stipulate that when an "Air Flash" call is originated and a trunk line is not available to the office of destination, a conversation in progress must be interrupted so that service may be given with the least possible delay. It must therefore be appreciated that under these conditions considerable inconvenience may be occasioned to private telephone subscribers in the disconnecting and reconnecting of calls.

4. "Immediate Aircraft Movement" calls are completed over the first trunk line that becomes available and normally these calls are connected within a few minutes of being requested. "Immediate Aircraft Movement" priority should therefore meet all urgent cases except those where safety of life is involved. Where calls of this nature originate from other than official telephones, care is to be taken to ensure that the PMG telephonist will be informed by the caller that charge is to the Department of the Navy.

5. With due regard to the above, a priority trunk line call is therefore not to be sought unless the matter is one of definite urgency, and the conversation is to be restricted to a minimum.

6. The following table lists those authorised to request trunk line priorities on the occasions shown :-

Priority	Authorised callers	Occasions for use
"AIR FLASH"	(a) The Commodore (Air) and his appointed deputy(ies). (b) Commanding Officers of R.A.N. Air Stations and their appointed deputy(ies). (c) Air Traffic Control Officers at R.A.N. Air Stations. (d) Captain of aircraft at unoccupied aerodrome. (e) The captain of an aircraft having carried out a forced or precautionary landing. (f) The F.O.I.C., N.S.W., in the case of S.A.R. operations.	Aircraft in distress. Sudden deterioration of weather conditions or other factors involving the immediate diversion of in-bound aircraft owing to necessity for closing destination aerodrome. Used by captain of aircraft at unoccupied aerodrome to report crash or forced landing, casualties, damage, in obtaining assistance.

Priority	Authorised callers	Occasions for use
"IMMEDIATE AIRCRAFT MOVEMENT" ("AIR MOVE")	As for "AIR FLASH" with exception of (e).	(a) In lieu of the "AIR FLASH" priority when circumstances are known to permit. (b) When time does not permit of an alternative means of communication, e.g., radio or teletype, being used.

(622/207/23)

352

SCHOOL OF LAND/AIR WARFARE - JOINING INSTRUCTIONS.

Details of the School of Air Support, Laverton, the objects of the School and the courses to be carried out, are given in Navy Order 87 of 1947.

2. The School has now been renamed the School of Land/Air Warfare and is situated at Williamtown, N.S.W.

3. Commanders and above will take the Senior Officers' Course; other officers the Intermediate Course.

4. The following joining instructions are promulgated for information :-

(a) Officers nominated to attend the course are to report to the Adjutant at the Officers' Mess, R.A.A.F. Station, Williamtown, by 1300 on the day of assembly. Transport will be provided from Newcastle railway station and Williamtown aerodrome to the Officers' Mess. Return travel warrants are to accompany each officer.

(b) Accommodation and messing will be provided at the School. Only under exceptional circumstances will officers be permitted to live out and those wishing to do so must apply for permission from the Commandant, School of Land/Air Warfare, as soon as possible after their appointment to the course.

(c) Officers may wear either No.5 or No.5A uniform during working hours. Plain clothes should also be taken.

(d) There are facilities for golf and tennis but officers must take their own sporting equipment.

5. Navy Order 118 of 1947 is hereby cancelled

(614/230/79)

353.

DIRECTOR OF AIRCRAFT MAINTENANCE AND REPAIR - AUTHORITY TO CORRESPOND DIRECT WITH COMMANDING OFFICERS OF SHIPS AND ESTABLISHMENTS.

The Director of Aircraft Maintenance and Repair (D.A.M.R.) is authorised to correspond direct with Commanding Officers of H.M.A. Ships and Establishments on routine technical matters within the Air Engineering Branch.

2. Unless issued by signal, such orders as Special Technical Instructions (S.T.Is.) or Servicing Instructions (S.Is.) will therefore normally be issued by D.A.M.R.

(443/201/1837)

354.

PILLION PASSENGERS ON MOTOR CYCLES.

The practice of carrying pillion passengers on motor cycles is considered to involve abnormal risk of injury and to conduce to accident to a greater degree than that of a motor cycle without a pillion passenger.

2. Naval personnel are hereby expressly forbidden to carry a pillion passenger while driving a motor cycle on a duty journey, or to proceed on duty journeys as pillion passengers. The Naval Board will accept no responsibility for injury or death of a driver or a pillion passenger caused while riding a motor cycle in either of these circumstances.

3. In the event of personnel sustaining injuries whilst riding a motor cycle either as a pillion passenger or with a pillion passenger, whether on duty or not, the Naval Board may disallow free medical attendance in accordance with N.F.R. and I., Article 186, and may apply the provisions of N.F.R. and I., Article 198, which prescribes that personnel sick on shore or sent to hospital suffering from disabilities which are the result of their own misconduct, carelessness or neglect, will be placed on half pay at the expiration of 30 days and will cease pay at the expiration of 91 days.

4. Reports of such accidents are to be rendered in full immediately, in order that hospitalisation can be arranged and the question of pay dealt with.

5. It has been ascertained that, in general, Insurance Companies are not normally prepared to issue a motor cycle policy to cover claims for medical expenses arising from injury to the rider of a motor cycle or to a pillion passenger. Therefore, owners of motor cycles are warned against the practice of carrying pillion passengers, in view of the risk of incurring heavy financial liabilities in the event of injury to the passenger in an accident for which no other person can be held responsible.

6. Navy Order 154 of 1939 is hereby cancelled.

(638/201/425)

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

355.

REDUCTION OF PAY WHEN UNFIT FOR DUTY AS RESULT OF ACCIDENT DUE TO MISCONDUCT, ETC.

A case has occurred where a rating improperly using a motor cycle and carrying a pillion passenger, whilst absent without leave, was involved in an accident and sustained severe injuries necessitating prolonged hospital treatment.

2. Despite the provisions of N.F.R. and I., Article 198, no action was taken to reduce or stop pay.

3. In all future cases where a member of the Royal Australian Navy is involved in an accident (including motor accidents) and sustains injuries necessitating prolonged absence from duty, if there is any indication of misconduct, carelessness or neglect on the part of the member, then, pending Naval Board decision. the provisions of N.F.R. and I., Article 198, are to be applied.

4. Advice is to be forwarded to Navy Office in all cases where this reduction is applied. (556/201/2796)

356.

MOTOR TRANSPORT - CONVEYANCE OF UNAUTHORISED PASSENGERS.

An instance has been reported of a Commonwealth vehicle being involved in an accident when carrying an unauthorised passenger. If this passenger had been injured, the Commonwealth may have been required to meet a claim for damages.

2. The attention of all concerned should be drawn to the necessity for strict compliance with the instructions contained in the R.A.N. Motor Transport Instructions in regard to the carriage of passengers. (638/202/3427)

357.

C.A.F.O.156/1949 - WIRELESS - AERIAL OUTFITS FOR USE WITH RECEIVER OUTFIT QD - POLICY.

The provisions of C.A.F.O. 156/1949 have been adopted in the R.A.N. (622/202/4312)

358.

TESTING OF LIFTING APPLIANCES.

The instructions for testing lifting appliances laid down in A.F.O. 1541/1949 are to be observed in the Royal Australian Navy. (524/201/4424)

359.

LISTER BLACKSTONE TYPE EPVMG 4 DIESEL ENGINES - FITTING OF OIL TRAPS.

A.F.O. 184/1949 refers to fitting of oil traps to the abovementioned engines.

2. The following vessels are to raise a defect list item for fitting oil traps and are to report to Navy Office through Administrative Authorities when the work has been carried out:-

G.P.V.	948	M.S.L.	701
	954		705
	955		706
	956		707
	957		709.
	958		
	959		
	960		
	961		
	962		
	963		
	964		

3. The nine spare engines held at Central Machinery Spares Depot, Sydney, are to be fitted with the traps as opportunity offers, and the engines are not to be issued until so modified.

4. The required number of oil traps will be available from Central Machinery Spares Depot. (524/202/3445)

360.

RADAR - TYPES 276, 277/P/Q, 293/M/P/Q, 982, 983, 960 - PATTERN C.V.12 RADIO VALVES.

The provisions of A.F.O. 2172/1949 have been adopted in the R.A.N.

2. Pattern C.V.12 Radio Valves manufactured in Australia will also be marked with the date code referred to in paragraph 4 of the Order.

3. For the present the only R.A.N. Store Depot which maintains stocks of C.V.12 Valves will be the Naval Store Depot, Sydney, where facilities exist for periodic activation. (612/258/408)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

11th October, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

F. E. Cummins

Secretary.

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

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361.

H.M.A. FRIGATES - DIESEL GENERATOR CIRCULATING WATER INLETS WEED CLEARING ARRANGEMENTS.

It has been found that the diesel generator circulating water inlets of Frigates in harbour for prolonged periods have become dangerously restricted by marine growth.

2. It has therefore been decided to fit an air lead from the diesel starting air supply to the under side of the sea valve to provide a means of weed clearing.

3. Frigates are to raise an Alteration and Addition item worded -

"Fit weed clearing arrangements to the diesel generator circulating water inlet in accordance with Navy Office drawing No.970541."

4. Copies of drawing No.970541 are being forwarded to dockyards and to administrative authorities concerned.

(603/293/2569)

362.

SURFACE FIRE CONTROL: D.C.Ts.: HELM COMPENSATING UNITS MK.2.

Helm compensating units mark 2 are available for fitting in H.M.A.S. Hobart and Tribal Class Destroyers.

2. Ships concerned are to raise an Alteration and Addition item as follows :-

H.M.A.S. HOBART H.M.A.S. ARUNTA H.M.A.S. WARRAMUNGA	"To fit helm compensating unit mark 2 and associated wiring."
H.M.A.S. BATAAN	"To fit helm compensating unit mark 2" (ship is already wired for this equipment).

(490/214/538)

363.

DRAFTING OF NAVAL PERSONNEL TO SHIPS OR ESTABLISHMENTS WITHOUT DENTAL FACILITIES.

Attention is called to the provisions of C.O.R., Article 566, in regard to the necessity of ensuring that all members, appointed or drafted to a ship or establishment where dental facilities are not available, are to be made dentally fit prior to taking up appointment or proceeding on draft.

2. In regard to C.O.R., Article 566, clause 2, the Director of Manning, Navy Office, Melbourne, is to be notified where a rating is not fit for draft, instead of the Commodore Superintendent of Training, Flinders Naval Depot, as indicated therein.

3. In the case of Officers, notification is to be sent to Navy Office.

4. Amendment to the C.O.R. Article abovementioned will be promulgated in R.I. series.

(527/211/2364)

364.

KITS OF RATINGS DRAFTED TO THE NEW GUINEA AREA AND DARWIN.

The compulsory kits of ratings drafted to the New Guinea Area and Darwin are, in future, to comprise the articles detailed in the schedules hereto and so avoid damage, deterioration, etc., to items not required to be worn by ratings whilst in transit to, or from, or serving in, those areas.

2. Ratings who are routed through Sydney are to deposit the unrequired articles of their kit in H.M.A.S. PENGUIN, where an additional loan kit bag will be issued to each rating, if necessary, for temporary stowage of such articles. Ratings routed through Sydney to Brisbane for air passage are, in addition, in order to comply with baggage restrictions, to deposit their hammocks and bedding in PENGUIN and necessary bedding will be issued on loan at their destination. Attention is drawn to the provisions of Navy Order 264 of 1945 regarding the procedure to be followed regarding baggage shore arrangements.

3. Navy Orders 263 of 1944 and 143 of 1947 are hereby cancelled.

(516/201/831)

SCHEDULE "A"

CLASS I

2 No. Aprons, Cooks (Cooks only)
1 No. Badge, Cap
1 No. Bag, Kit
1 Pr. Boots, Heavy
3 No. Caps for Cook Ratings (Cooks only)
1 No. Cap, Lightweight with peak
3 No. Collars, White
3 No. Covers, Cap, Marcelline
1 No. Jacket, Serge
*3 No. Shirts, Action-working (2 No. for E.R.As., Artisans, Air Fitters, Ordnance Artificers, Air Artificers and Stoker Mechanics)
2 No. Shirts, Tropical, White
3 No. Shirts, White
1 Pr. Shoes, Black Leather or Boots, Light
1 Pr. Shoes, White Canvas
2 Prs. Shorts, Blue
2 Prs. Shorts, Tropical, White
2 Prs. Socks, Black
2 Prs. Stockings, White
2 Prs. Stockings, Blue

2 No. Suits, Blue overall, one piece (for E.R.As., Artisans, Air Fitters, Air Artificers, Ordnance Artificers and Stoker Mechanics only)
1 No. Tie, Black woollen
2 No. Towels, White
*3 Prs. Trousers, Action-working (2 Prs for E.R.As., Air Fitters, Artisans, Air Artificers, Ordnance Artificers and Stoker Mechanics)
1 Pr. Trousers, Serge, Fly
2 Prs. Trousers, White drill, Fly
2 No. Tunics, Drill
1 No. Tool Kit (Artisan and Specialist Ratings only)
1 No. Type
1 No. Waistbelt, Blue, with Pouch
Underclothing, Housewife, Brushware and Razor as desired.

SCHEDULE "B"

CLASS II

1 No. Bag, Kit
1 Pr. Boots, Heavy
1 No. Brush, Blacking
1 No. " Clothes
1 No. " Hair
1 No. " Polishing
1 No. " Shaving
1 No. " Tooth
1 No. Cap, White duck
2 No. Collars, Blue jean
1 No. Comb, Hair
3 No. Flannels, Cotton
1 No. Jumpers, Seamen's Serge
2 No. Jumpers, White drill
1 No. Knife with Marline Spike (Seamen Branch Ratings only)
2 No. Lanyards, Knife
1 No. Ribbon, Cap
1 No. Scarf, Black
*3 No. Shirts, Action-working (2 for Stoker Mechanics)
1 Pr. Shoes, Black Leather or Boots, Light
2 Prs. Shorts, Blue
2 Prs. Shorts, Tropical, White
2 No. Singlets, Tropical
2 Prs. Socks, Black
2 Prs. Stockings, Blue
2 No. Suits, Blue overall, one piece (Stoker Mechanics only)
2 No. Towels, White
*3 Prs. Trousers, Action-working (2 Prs. for Stoker Mechanics)
1 Pr. Trousers, Seamen's Serge, with fall
2 Prs. Trousers, White drill
1 No. Type
1 No. Waistbelt, Blue, with Pouch
Underclothing, Housewife and Razor as desired.

SCHEDULE "C"

CLASS III

2 No. Aprons, Cooks (Cooks only)
1 No. Badge, Cap
1 No. Bag, Kit
1 Pr Boots, Heavy
1 No. Brush, Blacking
1 No. " Clothes
1 No. " Hair
1 No. " Polishing
1 No. " Shaving
1 No. " Tooth
3 No. Caps, for Cook Ratings (Cooks only)
1 No. Cap, Lightweight with peak
3 No. Collars, White
1 No. Comb, Hair
3 No. Covers, Cap, Marcelline
1 No. Jacket, Serge
*3 No. Shirts, Action-working (2 No. for E.R.As., Artisans, Air Fitters, Ordnance Artificers, Air Artificers and P.O. Stoker Mechanics)
2 No. Shirts, Tropical, White
3 No. Shirts, White
1 Pr. Shoes, Black Leather or Boots, Light
1 Pr. Shoes, White canvas (Confirmed P.Os. only)
2 Prs Shorts, Blue
2 Prs. Shorts, Tropical, White
2 Prs. Socks, Black
2 Prs. Stockings, White (Confirmed P.Os. only)
2 Prs. Stockings, Blue
2 No. Suits, Blue Overall, one piece (for E.R.As., Artisans, Air Fitters, Air Artificers, Ordnance Artificers and P.O. Stoker Mechanics)
1 No. Tie, Black
2 No. Towels, White
*3 Prs. Trousers, Action-working (2 Prs. for E.R.As. Air Fitters, Artisans, Air Artificers, Ordnance Artificers and P.O. Stoker Mechanics)
1 Pr. Trousers, Serge, Fly
2 Prs. Trousers, White drill, Fly
2 No. Tunics, Drill
1 No. Tool Kit (Artisan and Specialist Ratings only)
1 No. Type
1 No. Waistbelt, Blue, with Pouch
Underclothing, Housewife and Razor as desired.

*E.R.As., Artisans, Air Fitters, Ordnance Artificers, Air Artificers and Stoker Mechanics are to maintain 3 sets of Action-working dress during service in New Guinea Area and Darwin, vide Navy Order 344 of 1949.

365.

"PERKINS" P.6M. DIESEL ENGINES: "ON BOARD" SPARE PARTS.

Upon receipt of this Order, authorities holding craft fitted with "Perkins" type P.6M. diesel engines, are to demand from Central Machinery Spares Depot, Sydney, the quantities of spare gear required to complete to the approved allowance of "On Board" spare parts for each engine fitted - as listed in paragraph 6 of this Order.

2. All spare parts held in excess of the approved allowance are to be returned to Central Machinery Spares Depot, Sydney, Forms MS/DEN.31 or MS/DEN.32, as appropriate, being raised to support the return of the parts.

3. The authorities concerned are to raise Forms AS.197/AD.526 to amend the Lists of Portable Fittings etc., for the craft, on the lines of the directions in C.O.R., Article 298, clause 2, quoting this Navy Order as authority.

4. In instances where parts in excess of the approved allowance are required for making good defects by Ship's staff, a requisition is to be raised using a separate Form MS/DEN.17 to that used for parts covered by the approved allowance. The certificate at the foot of the Requisition (Form MS/DEN.17) is to be amended to read "above quantities are in excess of those authorised". Such requisitions are in all instances to be countersigned by the Commanding Officer.

5. All parts requiring replacement, which are considered to have a salvage value, are to be returned as soon as possible to Central Machinery Spares Depot, Sydney. Paragraphs 35 to 38 inclusive and Appendix "A" of Navy Order 229 of 1947 refer.

6. The approved allowance of "On Board" spare parts for each engine fitted is as stated hereunder :-

Description	Part No.	Quantity
Atomizer Nozzle	BDL-110-5525	2
Bush Rocker Lever	102641	3
Circlip, Valve Spring Cap (Triangular)	873322	2
Cap, Valve Spring	102694	2
Cotter, Split Valve Spring	102702	2 pairs
Element, Oil Fuel Filter "C.A.V."	7019/113	1
Element, Oil Fuel Filter "Tecalemit"	OF.362	2
Element, Lubricating Oil Filter	OF.2328	1
Gasket, Joint Cylinder Head	282522	1
Gasket, Joint Exhaust Manifold	102721	3
Joint, Exhaust Manifold outlet flange	872791	1
Joint, Fuel Oil Filter "C.A.V."	5339/311	1
Lever, Rocker L.H.	102631	1
Lever, Rocker R.H.	102621	1
Nut, Cylinder Head Water connection and Exhaust Manifold	060203	2
Nut, Locking for Tappet adjusting Screw	102591	2
Nut, Combustion, Chamber Cap	061104	2
Screw, Tappet adjusting	071302	2
Socket, Atomizer Holder	282562	2
Spring, Exhaust and Inlet Valves (inner)	102772	6
Spring, Exhaust and Inlet Valves (outer)	102761	6
Spring Rocker Shaft	102781	2

Description	Part No.	Quantity
Stud, Cylinder Head	020901	2
Stud, Cylinder Head (Special)	282862	1
Stud, Exhaust Manifold	021048	2
Stud, Exhaust Manifold Cover Plate	020977	2
Valve, Exhaust	102672	1
Valve, Inlet	142673	1
Guide, Valve, Inlet and Exhaust	102682	1
Washer-atomizer	07001	6

(524/202/3529)

366.

MEDICAL STORES - SCALE "C" - 1945 EDITION.

The abovementioned publication is to be amended by all holders as follows :-

Page 4.- Delete "Item 773/0. Tab. oral Dagenan, 0.5 Gm. 1000s 1/5th."
Add "Item 780/10. Tab. oral, Sulphamezathine, 0.5 Gm. No.200".

(N.B.- To be administered only upon the written order of a Medical Officer.)

2. A demand for Item 780/10 is to be placed with the Medical and Dental Store Officer, No.9 Shed, Bundock Street, Randwick, N.S.W. Upon receipt of the supply, remaining stocks of Item 773/0 held in Scale "C" sets are to be returned to the Medical Store.

(612/213/2954)

367.

SALE OF UNSERVICEABLE STORES.

It has come under notice that the Treasury Head for proceeds of stores being declared for disposal by the Department of Supply and Development is being shown as Division 200 - Credits from Disposals Commission - Item 1 - Sales of Surplus Assets, even where the items are not surplus but are being sold because they have become unserviceable, and would require replacement.

2. It should be noted that credit to Division 200 should be made only in respect of proceeds of sale of surplus stores, the proceeds in other cases being credited in accordance with the principles of Naval Account Regulations and Instructions, Article 16. With reference to paragraph (b)(vi) of that Article, authority now exists for proceeds of sale of food refuse to be paid to the vote for provisions.

3. Amendment will be included in R.I. series.

(474/201/525)

368.

BRANDING OF STORES.

Stores used by the Department of the Navy should normally be marked with the broad arrow or other authorized mark to permit of ready identification in the event of misappropriation, etc. Where items are marked with a Naval pattern number or other Naval identification mark no further marking is required.

2. Action is to be taken by all concerned to ensure that wherever practicable stores are suitably branded during manufacture as is done in the case of cordage, canvas, etc. Where this is not practicable action is to be taken to ensure that marking is carried out as soon as possible after receipt and that on no account are such stores issued without being marked.

Tools and special equipment of a portable nature obtained for use in establishments are also to be suitably branded on receipt.

3. The foregoing does not apply to the following classes of stores :-

(a) Items of small value where the expense and labour of branding would not be justified.

(b) Items which of their nature cannot be branded without damage.

(c) Provisions.

4. Consolidated Orders and Regulations will be amended in due course.

(612/201/6255)

369.

FORM A.S.181 - PUNISHMENT RETURN.

In future, details of the "Numbers Punished" and the "Abstract of Summary Punishments" need only be given "For Present Quarter" on page 1 of the abovementioned return.

2. The spaces provided for details of previous quarters will be omitted from the next reprint of the form.

(452/201/2980)

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

18th October, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R.Cummins

Secretary.

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

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370.

MAINTENANCE WORK IN H.M.A. NAVAL ESTABLISHMENTS - DEMARCATION BETWEEN RESPONSIBILITY OF THE DEPARTMENT OF WORKS AND HOUSING AND THAT OF THE DEPARTMENT OF THE NAVY.

The following is an extract from the Commonwealth of Australia Gazette, dated 2nd August, 1945 :-

"Department of Works and Housing (Functions) Order

Citation

1. This Order may be cited as the Department Works and Housing (Functions) Order.

Definitions

2. In this Order, unless the contrary intention appears - "Department" includes an Authority under a Department; "the Department" means the Department of Works and Housing; "Works" include -

(a) the construction, extension, alteration, maintenance and repair of all buildings and engineering works for a Department, including the preparation of architectural and engineering designs, reports and estimates, in accordance with the requirements of the Department concerned;

(b) the supply and maintenance of office furniture and fittings for a Department;

(c) the supply and maintenance of fire protection services and equipment for a Department;

(d) the transfer of a Department from one location to another; and

(e) the construction, installation, supply, maintenance and repair of plant and machinery for a Department, other than special plant and appliances for the establishment of special Departmental facilities.

Application of Order

3. The Order shall apply to works for which funds have been provided by law for expenditure by the Department or made available to the Department from other sources, but do not include the following :-

(a) Departments of Navy, Army, Air and Munitions.- The provision of the following :-

(i) Equipment for and the construction and maintenance of vessels;

(ii) The fitting of transports;

(iii) Wireless installations;

(iv) Equipment for radar and navigational aids and telecommunication installations; (the provision of buildings of a temporary or permanent nature to house these installations to be the responsibility of the Department of Works and Housing);

(v) Camp equipment;

(vi) Equipment for installation and maintenance of warlike armament equipment.

4. Functions of Department of Works and Housing.- Except as otherwise provided by any Act or Regulation under any Act, or by agreement or arrangement between the Commonwealth and a State or an authority of the Commonwealth or of a State, the Department of Works and Housing shall be responsible for the following :-

(a) The design, estimate of cost, supervision and execution of all architectural and engineering works (both capital and maintenance) for the Commonwealth Government and such other works as may be requested by a State or an authority of the Commonwealth or of a State;

(b) The inspection of all works and advice to the Department concerned as to necessary maintenance and the estimated cost of such maintenance;

(c) The formulation of proposals for the co-ordination of works projects independently initiated by two or more Departments.

(d) The formulation of town planning proposals in areas controlled by the Commonwealth in collaboration with other responsible Departments;

(e) Technical advice in relation to Commonwealth Works programmes;

(f) Technical advice to the Commonwealth in relation to works of a State, or of an authority of a State, in which the Commonwealth has a direct financial interest and if so directed by the Commonwealth Government, the design or execution of those works;

(g) Collaboration with Commonwealth and State Departments and authorities and local authorities on regional and town planning insofar as it affects Commonwealth works;

(h) The submission to the Defence Services of works proposals or works plans (other than Defence Works) for which the Commonwealth is wholly or partially responsible, and which the Department considers may have strategic significance;

(i) Collaboration in research carried out by Commonwealth and State Departments or authorities in relation to works and the circulation of relevant data to interested Departments or authorities; and also the planning and conduct of such further research as the Department considers necessary in relation to matters affecting the planning, design and execution of works.

Execution of minor works

5. Where the Department is satisfied that it would be economical or desirable to do so, the Department may arrange for another Department to carry out minor works and the day to day maintenance of that other Department."

2. In accordance with paragraph 5 of Department of Works and Housing (Functions) Order of 1945, when Naval personnel and/or employees engaged by the Department of the Navy are available, and it is agreed between local representatives of the Departments of Works and Housing, and the Navy, that it is in the interests of the Commonwealth to do so, the Department of Works and Housing may delegate to the Department of the Navy, authority to instal, operate and maintain Naval plant and machinery and carry out running repairs of Naval Barracks and installations, provided that approval is obtained from the Department

of Works and Housing whenever structural alterations are involved or strength requirements affected. This local delegation is in force (C.O.R., Article 596, refers) and periodically, the Director-General of the Department of Works and Housing forwards to the Secretary, Department of the Navy, lists of items of work approved by his Directors to be carried out by the local Naval authorities. Work delegated locally and performed by Naval personnel and employees engaged by the Department of the Navy is to be within the financial provision made for such work in the approved New Works and Repairs and Maintenance Programmes for the Naval Establishment concerned.

3. Apart from any work delegated as described in the preceding paragraph, the Department of Works and Housing is entirely responsible for the maintenance of machinery, plant, equipment and fittings which form an integral part of a building or service. These items include the following :-

Water and Sewerage Systems (and their pumping plant);
Electric light and power installations;
Steam and water heating systems;
Hot water storage systems;
Main refrigerator plants;
Electric equipment associated with the ventilation (including air conditioning) and heating of a building, such as main supply and main exhaust fans and large fixed radiators;
Equipment (Winches, etc.) of slipways;
Spare gear for such items.

4. Provided that contrary directions have not been received from the Naval Board, Commanding Officers of H.M.A. Naval Establishments and Bases are to forward annually, to the Department of Works and Housing, a request for a survey (of the works for which that Department is responsible) and a report, with estimates of cost giving details, of all maintenance work (including that delegated to the Department of the Navy) required to keep those works in good order and condition. Commanding Officers are to provide in their draft Annual Estimates proposals for the cost of the abovementioned maintenance work. In this connection the Flag Officer-in-Charge, Sydney, is to request the Department of Works and Housing for a survey only of the Civil Engineering requirements of his command.

5. The Department of the Navy will be responsible for the construction, supply, maintenance and repair of special plant and appliances of a Naval Establishment and for the maintenance of special Departmental (Naval) facilities. These items include the following :-

Machine tools (e.g., lathes, etc.);
Instructional equipment;
Special galley equipment (e.g. potato peeling, bread cutting, cake and dough mixing, mincing machines);
Electric cooking equipment.

Notes.-

(a) Normally, it will be necessary to requisition the Department of Works and Housing to carry out or assist in the installation of the above equipment, or to provide electric supply arrangements.

(b) With regard to galley equipment, items such as fuel, gas or oil ranges: food heating and cooking equipment subject to the inspection by the State Boiler Inspector are regarded as integral parts of the building (or service); and these are normally the responsibility of the Department of Works and Housing. On the other hand, potato peeling machines, etc., are regarded as specialised Naval equipment associated with the functions of the Department of the Navy.

6. With reference to paragraphs 2, 3, 4 and 5 of this Order, it is mentioned that during the recent war period, for reasons of expediency, the supply of similar items of machinery or plant was not always made by the same Department. In order to establish, as far as feasible, a uniform system throughout Naval Establishments, it is now desired to depart, as necessary, from a practice that the Department which supplies the funds for the provision of machinery and plant should be responsible for the maintenance and repair. In this connection, also, it will be apparent that, in certain instances, it may be desirable for items which have been provided by the Department of Works and Housing, to be operated, maintained, and repaired by the Department of the Navy. The abovementioned provision for delegation of responsibility will enable this to be arranged, but it is stressed that funds expended on delegated work including replacement of spare gear appropriated is NOT to be charged against any Vote other than the Works Vote unless directions to this effect are issued by the Naval Board. In order that Naval and Civil Officers may know of decisions given in regard to responsibilities in these matters, an appendix is added to this Navy Order. Initially, no items will be shown, but decisions of the Naval Board will be given, by correspondence, in regard to submissions, relating to points of doubt, which may be received from the various Naval Establishments. Subsequently, further Navy Orders will be issued, from time to time, directing that these decisions be added to the appendix hereto.

7. Materials for work performed by Naval personnel.- The following procedure is to be followed in connection with procurement of, and accounting for, materials required for performance of jobs :-

(a) The Administrative Authority concerned is to furnish quarterly to the Naval Board a manuscript list of materials required to implement works projects during the ensuing quarter.

(b) Particulars of specific projects envisaged for the quarter should be indicated in support of the list at (a).

(c) After consideration of such lists, a D.N.W. Requisition for the materials required will be raised at Navy Office. A copy of the requisition will be forwarded to the Administrative Authority concerned (as is the usual practice), together with an additional copy for the Supply Officer.

(d) Upon receipt from the Department of Works and Housing, the materials are to be taken on charge by the Supply Officer in separate Naval Store Ledgers for Works Stores. The stores are to be taken on charge by means of Forms A.S.549 on which the D.N.W. requisition number is to be quoted and to which the delivery note is to be attached.

(e) Demands lodged with the Supply Officer by Officers requiring materials should be prepared on Forms A.S.156 which should also indicate the D.N.W. requisition number.

(f) Stores demanded on Form A.S.156 are to be checked by the Supply Officer against the specific jobs shown in the D.N.W. requisition.

It is not intended that Establishments should hold large stocks of such stores, and minimum requirements only should be requisitioned except that it may be desirable to provide a "standing" stock of items in recurring demand, such as certain paint materials, glass sheeting, sheets of galvanised iron, asbestos sheeting, lengths of piping and certain electrical items, such as switches and wiring.

8. C.O.R., and N.F.R. and I. will be amended accordingly in due course.

(450/201/183)

APPENDIX

MAINTENANCE AND REPAIR OF MACHINERY AND PLANT DECISIONS AS TO RESPONSIBILITY FOR INDIVIDUAL ITEMS.

(Note.- Directions will be issued, as and when necessary, as to items to be added to this Appendix.)

Establishment, Building, etc.	Items of Machinery and Plant (or portions of items - or spare parts)	Maintenance and Repair	
		Responsibility of	Head of Charge
	NEW SOUTH WALES		
	VICTORIA		
	QUEENSLAND		

Establishment, Building, etc.	Items of Machinery and Plant (or portions of items - or spare parts)	Maintenance and Repair	
		Responsibility of	Head of Charge
	WEST AUSTRALIA		
	SOUTH AUSTRALIA		
	TASMANIA		
	NORTHERN TERRITORY		
	MANUS		

371.

H.M.A. NAVAL ESTABLISHMENTS OTHER THAN DOCKYARDS) FIXTURE LISTS.

The following directions are issued with the view of making clear, to all concerned, the approved method of recording certain assets, such as machinery, plant, instructional apparatus, spare gear, etc., which are held, in the custody of Naval personnel at, and for, H.M.A. Naval Establishments, and which are, in the main, equivalent to items shown in "Lists of Portable Fittings, etc." of H.M.A. Ships.

2. The directions do NOT apply to :-

(a) items which are accounted for in Plant Books (A.D.150) - of Naval Dockyards - Naval Store Accounts, or similar accounts;

(b) items which are listed in the various "Lists of Portable Fittings, etc." of vessels or craft attached to a Naval Establishment;

(c) Equipment, Spare Gear and Tools held at any Machinery Spares Depots which may be established within a Naval Establishment, in respect of which special storekeeping instructions will be issued when necessary.

Note.- It is observed that such items would be held for issue as replenishments of articles (allowed to the Naval Establishments, or to attached vessels and craft) which have been expended, or need repair.

(d) Items which are integral parts of a building or permanent service associated with a Naval Establishment (and spare gear for these items).

Examples of such items are as follows :-

Water and Sewerage Systems (and their Pumping Plant).
Electric light and power installations.
Steam and hot water systems.
Main Refrigerator plants.
Electric equipment associated with the ventilation (including air conditioning) and heating of a building, such as main supply and main exhaust fans and large fixed radiators.
Equipment (winches, etc.) of slipways.
Spare gear for such items.

Notes.-

(i) The Department of Works and Housing will keep records, as it considers desirable, of the details of such items. It will also maintain them, unless this responsibility be delegated, by agreement, to the Department of the Navy.

(ii) Items which may be regarded as special Naval facilities, or which are readily removable (i.e., items of a portable or semi-portable nature), whether provided by the Department of Works and Housing, or by the Department of the Navy, are, however, to be included in the appropriate Naval Fixture List, in order that the responsibility for the custody of all these may be clear. Also, the Department of the Navy will be responsible for the maintenance of all these items, and the expenditure of funds for this maintenance will be charged against Navy Votes (except that an arrangement exists whereby the Department of Works and Housing provides for the repair, and maintenance of domestic automatic refrigerators, and for the expenditure of funds for this purpose to be charged against the Repair and Maintenance Vote under the control of the Department of Works and Housing).

Examples of such items are as follows :-

Machine Tools (e.g., lathes, etc.).
Instructional equipment (except that accounted for in Naval Store Accounts or similar accounts).
Special galley equipment (e.g., potato peeling, bread cutting, cake and dough mixing, mincing machines).
Electric cooking equipment.

3. Forms A.D.794 (revised 1948)(vide copy attached as appendix to this Order) of which "Lists of Portable Fittings" of H.M.A. Ships are comprised, are to be utilised. It is stressed that, so that there may be a complete record of assets, the lists of H.M.A. Naval Establishments covered by this Navy Order are to be regarded, and referred to as "Fixture and Spare Gear etc. Lists", and the phrase "Portable Fittings List" should not be used in this connection.

4. Fixture Lists are to be maintained as follows :-

(a) In large Establishments the following individual Fixture Lists should be held normally (but approval may be granted, in certain instances, for some of these Fixture Lists to be in the combined form) :-

(i) Engineer's.
(ii) Gunner's.
(iii) Electrical.
(iv) Shipwright's.
(v) Boatswain's.
(vi) Gunner (T.A.S.)'s.

(b) In small Establishments, a "Combined" Fixture List equivalent to the "Lists of Portable Fittings" used in destroyers and other small craft) is to be held, the Fixture List being divided into appropriate Sections corresponding to the abovementioned Fixture Lists for large Establishments.

5. Care is to be taken that "details of machinery driven", entered under column 6 of A.D.794 (revised 1948), agree with the entries in column 1 of these Forms, in corresponding Fixture List(s). For instance, in the Electrical Officer's Fixture List, the entry in column 1 might be an electric motor: and that in column 6, a pump. The latter item would be shown also in column 1 of the Engineer's Fixture List. The descriptions, of the pump, in both lists should be in agreement. Furthermore, minor items, such as a bench grinder (which consists virtually of a mounted electric motor with a grinding wheel on the extension of the spindle) should be shown only in the Fixture List of the officer associated mainly with the maintenance of the item. In this instance, the bench grinder would be shown only in the Electrical Officer's Fixture List.

6. Commanding Officers, and Officers in Charge of H.M.A. Naval Establishments, and portions thereof, are to arrange for the preparation, as necessary, of Fixture Lists and, in this connection, attention is drawn, in general, to the provisions of Navy Orders 356 of 1946 and 352 of 1947. In instances where the numbers of items are small and it seems advisable to use a Combined Fixture List to cover some, or all Branches, an early submission seeking prior approval to this step is to be made to the Naval Board.

7. Items are to be typed on the Tracing Sheet (Form A.D.794 - Revised 1948) with a carbon sheet behind. The carbon face is to be adjacent to the tracing sheet in order that dark typing suitable for subsequent printing be ensured. The forms A.D.794 (Revised 1948) are to be demanded from Superintending Naval Store Officer, Sydney. Upon completion, the tracing sheets are to be forwarded to the Secretary, Naval Board, Melbourne, with a covering letter in which it is to be stated whether it can be arranged locally for white prints to be made if the tracing sheets are returned. Care is to be taken to guard against creasing the tracing sheets. After examination at Navy Office, Melbourne, if the list be approved, arrangements will be made for the requisite number of white prints to be produced locally (or at Navy Office, Melbourne, if necessary). It should be noted that owing to their fragile nature the tracing sheets are NOT to be incorporated in any Fixture List; but they may be retained by the local Naval authority in order that further prints may be made as required.

8. The distribution of copies of the Fixture Lists is to be as follows :-

Original	..	To Secretary, Naval Board, Navy Office, Melbourne.
Duplicate	..	To Engineer Manager, Garden Island, Sydney (for Engineer Officer-in-Charge, Central Machinery Spares Depot, Sydney).
Triplicate (Official Copy)	..	To Commanding Officer or Officer-in-Charge of the Naval Establishments concerned.
Quadruplicate (Working Copy)	..	To Commanding Officer or Officer-in-Charge of the Naval Establishments concerned.

9. Stocktaking of the Fixture and Spare gear of the Naval Establishments covered by this Order is to be made on change of an Accounting Officer and two years after previous stocktaking. In this connection, the Commanding Officer, or Officer-in-Charge is to ensure that the responsibility for each Fixture List is transferred from one officer to another, when the former is relieved of the responsibility. All transfers of such responsibility are to be reported immediately to the Naval Board.

10. Forms A.D.526/A.S.197 are to be raised by the Officer-in-Charge to cover amendments to Fixture Lists. C.O.R., Article 298, clause 9, and C.O.R., Article 299, clause 5, refer.

11. The Original, Duplicate and Triplicate copies of the form are to be forwarded to Navy Office, Melbourne, for examination and approval. Subsequently the Triplicate copy will be returned for insertion in the official copy of the Fixture List held by the Commanding Officer or Officer-in-Charge.

12. The Duplicate copy will be forwarded to the Engineer Manager, Garden Island, Sydney, (for Engineer Officer-in-Charge, Central Machinery Spares Depot, Sydney).

13. Navy Order 384 of 1944 is hereby cancelled.

14. Certain directions contained herein will be included in R.I. series.

(612/227/1714)

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Page.....

Line	Description (where appropriate, make and model to be entered) 2	Serial Number (to be entered in pencil, in ship's copy 3	Denomination of Quantity 4	Quantity 5	(a) Location of Item (b) Details of machinery driven (where applicable) 6	For use in shore establishments only (where applicable)		Remarks 9
						Local Distinguishing Letters and Numbers 7	(a) Original Cost (E) (b) Year when new 8	
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A.D.794 (Revised 1948)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

18th October, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. A. Cummins

Secretary.

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

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372.

EMPLOYMENT OF H.M.A. NAVAL FORCES IN EMERGENCY OPERATIONS.

Following is text of a letter dated 31st August, 1949, addressed by the Prime Minister to the Minister for the Navy expressing his appreciation of the helpful co-operation of the Naval Forces during the recent period of industrial unrest :-

"During the recent industrial disturbance when the Communist-led strike of coal miners deprived Australia of urgently required supplies of coal for many weeks with its consequent disastrous effect upon the economy of the nation, we were all conscious that a deep debt of gratitude was due to you and to the service personnel who made possible the maintenance of Australia's essential services by working the open cut mines.

The decision to seek the aid of Naval, Military and Air Force personnel was rendered unavoidable by the serious effects of the strike which had brought the nation's industry to a standstill. This called for Government action of a difficult and drastic character.

I therefore wish, on the Government's and my own behalf, to express to you my warmest appreciation of your help and co-operation in particularly trying circumstances for the Australian people, and to express through you the thanks of the Government to all members of the Naval Forces who cheerfully undertook the tasks allotted to them and contributed so much to the winning and transport of the urgently needed coal supplies. I should be grateful if you would be good enough to arrange that this expression of the Government's appreciation be conveyed to all service personnel who assisted."

2. The Minister for the Navy desires that his appreciation be also conveyed to all personnel who, by their able and willing assistance, contributed in a large measure to the maintenance of essential services.

(1880/3/45)

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

373.

GUNS, Q.F. 2 PDR MARK 8 - REPLACEMENT OF MARK 1 FABRICATED FLAME GUARDS.

Mark 1 fabricated flame guards for Q.F. 2 pdr. Mark 8 guns are to be replaced by Mark 2 flame guards at the first opportunity. Any Mark 1 solid flame guards which are cast or forged in one piece are acceptable.

2. Ships and establishments are to examine flame guards of Q.F. 2 pdr. Mark 8 guns and demand from the nearest R.A.N. Armament Depot, Mark 2 for any Mark 1 fabricated type discovered.

(490/212/1658)

374.

BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed. Additional copies of B.R.1104, Volumes I and II, B.R.1111 and B.R.1840(1) are being obtained to complete distribution :-

B.R.131/1947	Mercantile Navy List and Maritime Directory and December and January Supplements. (A.F.O.1519/1949)
B.R.762	Jane's Fighting Ships, 1947-48 Edition.
B.R.764	Jane's All the World Aircraft, 1948 Edition. (A.F.O.3800/1948)
B.R.1104/1945	Ships Officers' Drawings, Volume I, 4-in.Twin, Mark XIX Mountings.
B.R.1111	Simple Tachometric Director. Ships Officers' Drawings. (A.F.O.608/1949)
B.R.1636	The Inter-Service Catalogue of Electronic Components Capacitors, Fixed R.C.C./1,Issue 1, May,1947. (Superseding Editions 1 and 2 of the Inter-Service Catalogue of Radio and Associated Components, Volume 1.)
	The Inter-Service Catalogue of Electronic Components, Resistors, Fixed R.C.C./3,Issue 1, September, 1947. (Superseding Edition 1 of the Inter-Service Catalogue of Radio and Associated Components, Volume 2.) (A.F.O.288/1948)
B.R.1766(1)(A)	Handbook for Radar,Type 262, Technical Description.
and (1)(B)	Handbook for Radar, Type 262, Diagrams. (A.F.O.3706/1948)
B.R.1840(1)	German Naval History Series. The German Campaign in Norway. (A.F.O.1519/1949)
B.R.1856(6)	Underwater Weapons. Instructions for Trials - Pamphlet No.6, Minesweeping Trials, Protection Paravanes. (A.F.O.1993/1949) (571/202/3223)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
25th October, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummins

Secretary.

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

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375.

NAVAL REPRESENTATIVE AND NAVAL ATTACHE, WASHINGTON.

The title of the Australian Naval Attache, Washington, has been altered to that of Naval Representative and Naval Attache.

2. Correspondence should, however, continue to be addressed as follows :-

The Naval Attache,
Australian Embassy,
Washington, D.C.,
UNITED STATES OF AMERICA.

3. Abbreviated title will remain "A.N.A. Washington".

(1877/10/77)

376.

QUARTERS ARMOURERS - DUTIES.

The attention of Commanding Officers is drawn to Admiralty Fleet Order 120/1948 which introduces the new specialist qualification of Quarters Armourer.

2. It should be noted that Quarters Armourers are specially trained for the maintenance of gunnery equipment, and should these ratings be employed on other duties to an undue extent, the necessary high standard of maintenance of gunnery equipment will not be achieved. Commanding Officers are therefore to ensure that Quarters Armourers are properly employed in the various duties laid down in the abovementioned Admiralty Fleet Order.

(348/261/9)

377.

CELL PUNISHMENTS.

When supplies of tarred hemp or tarred sisal are not available for picking by offenders undergoing cell punishment, vide K.R. & A.I., Article 569, paragraph 6, alternative tasks, approved by the Commanding Officer, may be allocated.

(612/225/799)

378.

FLAGS - WEARING ON SERVICE MOTOR CARS.

Paragraph 1 of Navy Order 326 of 1948 is amended by the substitution of "A.F.O. 3024/1949" for "A.F.O. 2658/1948".

(476/201/959)

379.

CONTRACTS FOR RATINGS' MADE TO MEASURE UNIFORMS AT SYDNEY AND PERTH.

With reference to Navy Order 238 of 1949 setting forth the prices of ratings' made to measure uniforms under the Sydney and Perth contracts, the prices of the following garments have been reduced to those shown hereunder :-

Item	Esquire Pty. Ltd., Sydney	National Clothing Co. (1939) Ltd., Perth
	£ s d	£ s d
Jackets, diagonal serge, double breasted, for -		
(a) C.P.Os. - with gilt buttons ..	6 9 5	6 17 0
(b) P.Os. - with gilt buttons ..	6 7 8	
(c) Other ratings - with black horn buttons	6 1 7	
Jackets, seamen's serge, single breasted, for -		
(a) C.P.Os. - with gilt buttons ..		5 13 9
(b) P.Os. - with gilt buttons ..		5 11 9
(c) Other ratings - with black horn buttons		5 6 6
Overcoats, for C.P.Os. and P.Os. with gilt buttons	7 10 11	8 8 6
Overcoats, cloth, for other ratings, with black horn buttons	7 3 1	

2. Navy Order 238 of 1949 is to be amended accordingly.

(434/216/134)

380.

LIQUID METAL POLISH TINS.

Instructions relative to return to store of empty liquid metal polish tins are still not being observed generally.

2. The provisions of Navy Order 145 of 1947 are to be brought to the notice of all concerned with a view to action being taken to return regularly all serviceable empty containers.

(607/201/1092)

381.

OFFICIAL QUARTERS - CHANGES IN TENANCY.

The attention of all concerned is drawn to the necessity for strict compliance with the provisions of Naval Account Regulations and Instructions, Article 358, regarding notification of changes in tenancy of official quarters.

2. The information required is to be furnished immediately on vacation of official quarters by the tenant.

(569/201/2177)

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J.J. GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

1st November, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

F.R. Cummins

Secretary.

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

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382.

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
1949 Sept.2	VLJQ	JOSY (Wooden, motor screw trawler)	Unregistered	Approx. 20	B.J.Halversen Pty.Ltd. On charter to: Torres Strait Pearl Shell Co., Thursday Is., Qld.
" 26	VMWY	WONGA	Sydney 191171	"	Waratah Tug & Salvage Co.Pty. Ltd., 22-24 Bridge St., Sydney, N.S.W.

(663/201/713)

383.

AIRCRAFT SERVICING AND MAINTENANCE BRANCHES AND OTHER RATINGS CONCERNED WITH AIRCRAFT - TRAINING AND ADVANCEMENT REGULATIONS.

Navy Order 240 of 1948, paragraph 10, is to be amended as follows :-

For "Phot. III" read "Phot. II".

(348/242/7)

384.

MODIFICATION OF AIRCRAFT, ENGINES ETC. - PROCEDURE FOR THE SUPPLY OF MODIFICATION SETS.

The following procedure has been decided upon for the supply and embodiment of Aircraft, Engines etc. Modification Sets in the Royal Australian Navy :-

(i) The question of adoption of all modifications will be determined by the Naval Board, and modifications other than those defined in R.A.N. Air Maintenance Manual, Article 218, as modifications are in no circumstances to be carried out without prior Naval Board approval.

(ii) The provision of sets for all approved modifications will be arranged at Navy Office, and instructions for carrying out modifications, including those which do not involve the provision of stores, will be issued by Navy Office (D.A.M.R.).

(iii) On receipt of specific Navy Office approval, action will be taken by Naval Store Officer (Air), R.A.N. Air Store Depot, Randwick, to supply without demand Modification Sets direct to the Authority by whom embodiment is to be effected and in the order of priority determined by the Australian Naval Aircraft Modifications Priorities Committee.

(iv) Modification Technical Leaflets in the Admiralty, Volume II, Part I Series, will not apply automatically in the R.A.N., and are not. therefore, to be acted upon without prior Naval Board approval. Technical Leaflets will, in future, be distributed when the Modification Sets are being issued for embodiment in accordance with clause (iii) above.

(v) Proposals regarding any modifications outside the range of those notified for adoption are to be submitted to the Naval Board through the appropriate Administrative Authority.

(vi) The supply procedure referred to in clause (iii) above will not apply to the removable items in the "Special Order Only" Series of Modifications, which should be demanded as necessary to complete to the authorised allowances laid down for each of these modifications by the Administrative Authority.

(613/201/93)

385.

POST WAR KITS OF NAVAL RATINGS - SUITS, BLUE OVERALL.

Navy Order 344 of 1949 is to be amended as follows :-

The words "Air Fitters", wherever appearing, are to be deleted and the words "Skilled Air Mechanics, Air Mechanics" substituted therefor.

(516/201/856)

386.

FORM A.S.153B - ADDITIONAL LOAN COLUMNS FOR PERMANENT LEDGERS - INTRODUCTION.

A new Permanent Ledger sheet, form A.S.153B, has been introduced in the R.A.N. to provide additional columns in the Naval Store Ledgers for recording those items of naval stores which are issued on permanent loan to a large number of officers of a ship or establishment.

2. The new form will supplement the "loan columns" of forms A.S.153, and the posting of a transaction on form A.S.153B will require also accounting action in either the "Serviceable stores", "Unserviceable stores" or "Grand total on loan" columns of the A.S.153. The new form, which will be coloured pink, should be placed immediately behind the relevant form A.S.153, but will not bear a serial number.

3. Supplies of the new form should be obtained in the same manner as other ledger sheets etc., from the authorities (excluding the D.N.S.O. in Charge, Brisbane), referred to in Navy Order 13 of 1948.

(480/202/5300)

BOOKS AND FORMS.

The undermentioned form has been adopted for use in the R.A.N. First supply will be issued on demand :-

S.190 Half-yearly Report on Photography. (A.F.O. 4049/1949) (480/202/5242)

The undermentioned forms have been adopted for use in the R.A.N. First supply will be issued, without demand, on receipt of supply on order from the Admiralty :-

S.322 Ship's Log
S.321A Cover for current Ship's Log Book
S.321B Cover for completed Ship's Log Book. (A.F.O. 2040/1948) (480/202/5189)

The undermentioned form has been revised. First supply will be issued on demand, when stock of existing form is exhausted :-

A.S.459Y Application to Re-engage. (480/202/5053)

The undermentioned forms have been adopted for use in the R.A.N. First supply will be issued on demand, on receipt of supply on order from the Admiralty :-

S.1175 Flying Log Book - Pilots
S.1175A Flying Log Book - Observers and Telegraphist Air Gunners. (A.F.Os. 6168/1945 and 876/1946) (480/202/4904)

O.469A Summary Card for use with Form O.469. (A.F.O. 3115/1948) (480/201/3870)

The undermentioned forms have been adopted for use in the R.A.N First supply will be issued without demand :-

S.1279a Laundry Chits - Officers
S.1279b Laundry Chits - Men dressed in Class I and Class III Uniform.
S.1279c Laundry Chits - Men dressed in Class II Uniform.
S.1279d Laundry Chits - Sick Bay, Naval Stores, Mess Laundry, etc. (A.F.O. 785/1947) (480/202/4967)

The undermentioned form has been introduced for use in the R.A.N. First supply will be effected without demand :-

A.S.1303Y Recommendations for Courses - Electrical and Radio Electrical. (480/202/5309)

The undermentioned forms have been introduced for use in the R.A.N. in lieu of the corresponding Admiralty form. First supply will be effected without demand :-

A.B.96 Mechanical Training Course - Passing Certificate. (480/201/4121)

A.D.480 Stores Availability Notification. (480/201/4127)

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J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

8th November, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R. Cummins

Secretary.

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

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388.

CLASSIFICATION OF SHIPS IN COMMISSION AND SHIPS IN RESERVE.

Navy Order 337 of 1949 is to be amended as follows :-

Delete Class "E" and substitute -

"Class "E" - Ships which are not fully stored. A suffix shows the number of months in which the ship can be made ready for sea in time of emergency, e.g., E.1 = 1 month; E.4 = 4 months."

(603/247/2348)

389.

ORGANIZATION FOR SHIPS OR CRAFT COMMISSIONING FROM RESERVE.

Navy Order 295 of 1949 is to be amended by inserting the words "Medical and Dental Store Officer" after the words "Naval Store Officer" in paragraph 3A(vi) thereof.

(603/247/2332)

390.

NAVAL DOCKYARD POLICE - APPOINTMENT OF SUPERINTENDENT.

Commander N.H.Shaw, R.A.N., has been appointed Superintendent, Naval Dockyard Police, and his address is as follows :-

The Superintendent,
Naval Dockyard Police,
Naval Headquarters,
Potts Point,
SYDNEY, New South Wales.

2. The duties and responsibilities of the Superintendent, Naval Dockyard Police, are as follows :-

(1) The Superintendent of the Naval Dockyard Police shall be responsible, through the Flag Officer-in-Charge, New South Wales, to the Naval Board for the general administration of the force throughout the Commonwealth.

(2) The duties of the Superintendent include :-

(a) The arrangement and supervision of all Police training and refresher courses.

(b) Selection and recommendation of personnel for promotion and advancement.

(c) Inspections, involving tests of Police efficiency in the protection and security of the various establishments.

(d) Liaison with Customs Authorities and Commanding Officers of H.M. and H.M.A. ships and establishments in regard to prevention of the landing of dutiable goods and contraband.

(e) Liaison with State Police Authorities in all States.

(f) Welfare of Naval Dockyard Police personnel.

(g) In collaboration with the appropriate Naval Authority in each State, keep under review the Police complements of all establishments and make recommendations for complements of new posts or establishments.

(h) The framing of rules, orders and instructions necessary for the guidance of the force and co-ordinating and standardising Naval Dockyard Police procedure throughout the Commonwealth with due regard to local conditions.

3. The Superintendent will normally be stationed in Sydney and will pay periodical visits to other ports where members of the force are stationed.

4. The Superintendent is authorised to communicate direct with Naval Officers in Charge and Resident Naval Officers on administrative and routine matters. Messages for the Superintendent should be addressed "Superintendent, Naval Dockyard Police" and routed through the Main Signal Office, Sydney.

(562/201/2973)

391.

4 INCH MARK 19 MOUNTINGS : MODIFICATION TO GUN COVERS.

Existing covers for 4 inch Mark 19 gun mountings are unsatisfactory for the following reasons :-

(a) Approximately one third of the area of canvas is unnecessary as it covers the shield.

(b) The cover being fitted outside the shield permits ingress of rain or spray at either side.

(c) The covers require a minimum of 2 men to handle them and it is necessary to climb over the shield to cover or uncover the mounting.

(d) In wet weather the mounting cannot be partially uncovered to allow sweepers to work on the mounting.

2. In view of the above considerations, modified covers have been under trial in H.M.A.S. AUSTRALIA. These have proved satisfactory in all respects and are superior to the existing type.

3. Ships concerned are to raise a Defect List item for modification to covers for 4 inch Mark 19 mountings in accordance with Drawing G.M.D.035 Sheets 1 and 2 adapted to suit the shield fitted.

4. Drawings referred to are held by the Engineer Manager, Garden Island, Sydney, and the General Manager, H.M.A. Dockyard, Williamstown, only.

(490/203/1379)

392.

RESERVE OFFICERS APPOINTED TO THE R.A.N. - ALTERATION TO LACING OF UNIFORM - REIMBURSEMENT OF COST.

With reference to Navy Order 223 of 1948, the following increased prices for relacing of jackets and shoulder straps are applicable, operative as from 1st July, 1949 :-

	Jacket, fully lined per Jacket £. s. d.	Shoulder Straps per Pair £. s. d.
Sub-Lieutenant (Reserve) to Sub-Lieutenant R.A.N. Executive ..	2.12. 6	1. 6. 6
Sub-Lieutenant (Reserve) to Sub-Lieutenant R.A.N. Other Branches ..	2.18. 6	1. 9. 0
Lieutenant (Reserve) to Lieutenant R.A.N. Executive	3.15. 0	1.18. 0
Lieutenant (Reserve) to Lieutenant R.A.N. Other Branches	4. 2. 0	2. 1. 0
Lieutenant-Commander (Reserve) to Lieutenant-Commander R.A.N. Executive	4.11. 6	2. 5. 0
Lieutenant-Commander (Reserve) to Lieutenant-Commander R.A.N. Other Branches	5. 0. 0	2. 8. 0

(434/203/221)

393.

FORM A.S.264 - DIVISIONAL RECORD SHEET - INSTRUCTIONS FOR COMPLETION.

The Divisional Officer's remarks on Form A.S.264 are, in future, to be inspected by the rating's Head of Department. In the event of these remarks being adverse, the following procedure is to be adopted :-

(i) The Divisional Officer is to inform the rating of the qualities in which he is considered to be lacking and which lie within his own power to remedy.

(ii) The adverse parts of the report of which the rating has been informed are to be underlined in red ink.

(iii) The rating's Head of Department is to initial the report.

2. This practice of informing a rating of an adverse report makes it essential that Form A.S.264 is completed before he leaves the ship.

3. These instructions will be incorporated in Form A.S.264 when it is next reprinted.

(443/201/1839)

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J.J.GOURLEY, Government Printer, Melbourne.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
15th November, 1949.

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. Fleet, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.

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394.

SPECIAL UNIFORM GRANT TO OFFICERS TRAVELLING BY AIR WITH A MINIMUM OF BAGGAGE.

Navy Order 139 of 1943 is hereby cancelled.

(407/212/836)

395.

OFFICERS COMPULSORILY SEPARATED FROM THEIR HEAVY BAGGAGE - PAY ADVANCE TO MEET COST OF ESSENTIAL ARTICLES OF UNIFORM.

In a case where an officer is compulsorily separated from his heavy baggage and there is no reasonable prospect of it reaching him within one month, his Commanding Officer may, when required, authorise an advance to the officer of up to Twenty Pounds (£20) to meet the cost of articles of uniform essential for carrying out his Naval duties.

2. Any such advance is to be entered in the "Other Charges" column of the officer's ledger account, this Order being quoted as authority. If considered necessary, recovery may be made in instalments.

(407/212/836)

396.

SEXTANTS FOR N.D. OFFICERS.

The provisions of A.F.O.495/1949 have been adopted in the Royal Australian Navy.

2. Officers specialising in N.D. will draw their sextants from the Supply Officer, H.M.S. DRYAD, in a similar manner to R.N. Officers.

3. The N.D. Officer will be held personally responsible for the safe custody of the instrument, and on finally ceasing navigating duties he is to surrender the instrument for return to the Superintending Naval Store Officer, Sydney.

4. When a sextant on personal issue requires reconditioning, it should be despatched through the Ship's Supply Officer to the Superintending Naval Store Officer, Sydney, accompanied by Form A.S.331. The latter officer will arrange for the work to be carried out by the Optical Workshop, Garden Island.

5. Officers who have already received a money grant for the purchase of a sextant will not in future be required to surrender the instrument when they cease to perform "N.D." specialist duties. They will, however, continue to be responsible for the upkeep of the instrument.

6. With reference to A.F.O.992/1949, similar approaches are being made to the Taxation Authorities in Australia.

7. Navy Order 41 of 1948 is hereby cancelled. (670/201/1250)

397.

GUNS, Q.F., 2 PDR., SUB-CALIBRES FOR Q.F. 4" MK. 16* GUNS - SUPPLY FOR TRAINING PURPOSES.

Ships in full commission, which are not normally allowed Q.F., 2 pdr., L.A. sub-calibres for their Q.F. 4" Mk.16* guns, may demand requirements of guns and ammunition from the nearest R.A.N. Armament Depot for elementary gunnery training.

2. Stores supplied in accordance with this Order will not be regarded as part of ship's normal equipment, and are to be returned to the nearest R.A.N. Armament Depot when no longer required.

3. Navy Order 514 of 1945 is hereby cancelled.

(490/201/2621)

398.

RIFLES AIMING 1" ELSWICK "A" - SUPPLY FOR USE IN 4" MARK 19 GUNS FITTED IN H.M.A. SHIPS.

Navy Order 64 of 1944 is hereby cancelled.

(412/202/399)

399.

MACHINERY SPARES - ORGANIZATION FOR THE PROVISION, STORING, SUPPLY, AND ACCOUNTING FOR MAIN AND AUXILIARY ENGINES AND SPARE GEAR, INCLUDING ASSOCIATED ELECTRICAL GEAR FOR H.M.A. SHIPS AND SMALL CRAFT, THAT IS, ITEMS WHICH ARE NOT INCLUDED IN THE RATE BOOK OF NAVAL STORES OR SEA STORE ESTABLISHMENTS.

As Portable Electric Ventilating Fans and Blowers and Electrical Boiler Tube Cleaning Apparatus are included, under Class F, Group 1C, Part 5, in the Rate Book of Naval Stores, paragraph 2(e) of Navy Order 229 of 1947 is to be amended to read as follows :-

"2(e) Electrical spares classified as machinery spares, and including the following :-
Diesel and electric generators, cranes, winches, ventilating fans and blowers (other than portable) electric pumps, cool room equipment, drinking water units, laundry equipment, electric stock pots, electric urns above two gallons."

(612/236/9054)

400.

A.F.O. 424/1949 - RADAR, TYPE 274, MODIFICATION No.5 - RADAR, TYPE 275, MODIFICATION No.5 - REPLACEMENT OF BAKELITE INSULATING BUSH IN SPARK GAP UNIT, PATTERN W.9267.

The provisions of A.F.O.424/1949 have been adopted in the R.A.N.

2. Pattern 7619, Insulators, Porcelain, are to be demanded from the Superintending Naval Store Officer, Sydney, quoting this Order as authority.

(622/202/4313)

401.

ACCOUNTING VOUCHER IN PACKAGE SYSTEM - APPLICATION IN R.A.N.

The provisions of A.F.O.430/1949 will be applicable in the R.A.N. for Naval and Air Stores supplied on and after 1st January, 1950.

2. The attention of all concerned is to be drawn to the importance of copies No.4 of Forms S.134D being certified and returned to the supplying Depot as soon as the associated Stores have been checked.

3. Reports as to the operation of the revised procedure should be forwarded to the Secretary, Naval Board, by H.M.A. Ships and Establishments through their administrative authorities on 2nd January, 1951.

(612/245/1010)

402.

FORM S.130 - APPLICATION FOR PERMANENT NAVAL AIR STORES AND PUBLICATIONS REQUIRED IN EXCESS OF ESTABLISHMENT.

With reference to paragraph 1 of Navy Order 215 of 1949, all copies of Form S.130 are to be amended as follows, pending reprint :-

Delete "(copy to the Flag Officer in Charge, Sydney)" and insert in lieu "(copy to the Admiral Superintendent, Sydney)".

(480/202/5221)

403.

CONTROL OF INSECT PESTS IN VICTUALLING STORES AND STOREROOMS.

Instances have recently occurred where condemnation of victualling stores has been necessary as a result of damage by insect pests of various kinds. The attention of all concerned is therefore drawn to the need for constant vigilance to prevent any further losses of this nature. Damage may eventuate from larvae temporarily dormant within the goods themselves, e.g., in cereals and dried fruit, larvae deposited by moth or beetle on floors, racks, cupboards, etc. Unless such larvae are detected and eradicated promptly, infestation of such goods as are essential to the life cycle of the particular grub or insect results, and damage, often of a serious nature, is caused.

2. Cleanliness is essential in the control of insect pests. Regular sweeping and subsequent mopping of floors with a solution of suitable disinfectant at least weekly, the removal of dust from cupboards and fixtures, and frequent removal and inspection of goods, particularly bagged and baled goods, are preventative measures which should be regarded as essential normal routine. Care must, however, be exercised to see that any disinfectants used as sprays are not deleterious to the goods. In this connection, reference is made to Navy Order 62 of 1946 and Admiralty Fleet Order 4203/1948, regarding the insecticides to be used and precautions to be taken in the use thereof.

3. As regards woollen articles, liberal quantities of flake napthaline, obtainable from the Superintending Naval Store Officer, Sydney, should be inserted between the articles as a pest deterrent. Whilst this is usually effective it does not obviate the necessity for the frequent removal from racks and inspection of those articles. (434/201/4025)

Photo-lithographed by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

22nd November, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

F.R.Cummins

Secretary.

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

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404.

FLAG OFFICER COMMANDING, H.M.A. FLEET.

Rear-Admiral J.A.S. Eccles, C.B.E., assumed command of H.M. Australian Fleet on 5th October, 1949, in succession to Rear-Admiral H.B.Farncomb, C.B., D.S.O., M.V.O..

(404/201/1010)

405.

R.A.N. AIRCRAFT MAINTENANCE BOARD.

It has been decided to constitute a Royal Australian Naval Aircraft Maintenance Examination Board (short title R.A.N.A.M.E.B.), similar to the Naval Air Maintenance Examination Board of the Royal Navy.

Function.-

2. The function of this Board is the maintenance of the standards of efficiency of aircraft servicing and maintenance personnel in accordance with the requirements laid down from time to time by the Naval Board. Details of the Board's duties are laid down in paragraph 5 hereof.

Administration.-

3. The Board will be administered by the Commodore (Air) through the Commanding Officer of the Establishment where the Board is located.

Location.-

4. Until aviation technical training is transferred to the Second Air Station, R.A.N.A.M.E.B. will be located at the Naval Air Station, Nowra.

Duties.-

5. The Board's duties are -

(a) to set and conduct the examinations for the following rates :-

(i) Chief Aircraft Artificer and Chief Aircraft Mechanician.

(ii) Aircraft Artificer, 3rd Class and Aircraft Mechanician, 1st Class.

(iii) Aircraft Mechanician, 3rd Class. (Practical examination only).

(iv) Petty Officer Airman Fitter (A), (E), (O). (Written and practical technical examination).

(v) Leading Airman Mechanic (A), (E), (O). (Oral, written and practical examination).

(vi) Naval Airman 2 Mechanic (A), (E), (O). (Oral, written and practical technical examination);

(b) to set the standard and give all possible guidance to the Officers conducting local "Q.S." examinations;

(c) to make recommendations to the Naval Board, through Commodore (Air), if the examination results are considered to call for modified standards of instruction;

(d) to keep and analyse records of all examinations, trade tests and results;

(e) to raise Examination Certificates S.429 in triplicate for distribution as follows :-

Original - R.A.N.A.M.E.B.
Duplicate - Administrative Authority.
Triplicate - Rating's Service Certificates.

Authority to correspond direct.-

6. The President of the Board is authorised to correspond direct with Navy Office (D.A.M.R.) and with the President of the Naval Aircraft Maintenance Examination Board of the Royal Navy on matters of technical standards only.

Personnel.-

7. Ultimately, it will be necessary to make the separate appointments of an Air Engineer Officer as President of the Board, and of officers qualified in Air Electrics and in Air Armament as permanent Members of the Board. A certain permanent staff, dependent upon the number of ratings to be examined, will also be required. However, the Commitment does not at present warrant the establishment of a full Board employed permanently on this duty. R.A.N.A.M.E.B. will accordingly be constituted for the present as follows :-

President:	The Air Engineer Officer on the Staff of Commodore (Air).
Deputy:	A Lieutenant (E) (AE), appointed for this duty.
Members:	Such officers qualified in Air Engineering, Air Electrics or Air Armament as may be available, will be lent for duty with the Board as required.
Staff:	1 Chief Air Artificer (AE). 1 Air Artificer (O).

Instructions for conducting examinations.-

8. Instructions for the conduct of examinations are given in the appendix hereto.

APPENDIX

PROFESSIONAL EXAMINATIONS FOR AIRCRAFT ARTIFICERS AND AIR MECHANICIANS.

These examinations are always to be conducted by the R.A.N.A.M.E.B. The minimum examining Board is to be composed of:-

1 Commander (E) (A/E) or Lieutenant-Commander (E) (A/E)
1 Lieutenant-Commander (E) (A/E) or Lieutenant (E) (A/E)
1 Senior C.A.E. or Commissioned Air Engineer.

An Officer qualified in Air Ordnance and an Air Gunnery Officer or Armament Stores Officer are to be members of the Board for the examination of Armourers and Ordnancemen.

2. Examinations are to be written and oral, and where applicable, practical. The syllabi for examinations, other than those at initial and advanced training establishments, are as follows :-

A. Syllabus for the Examination of Aircraft Artificer (A/E) and Air Mechanician (A/E) for Chief Aircraft Artificer (A/E) and Chief Air Mechanician (A/E).

(i) The candidate is to be examined on his ability to take charge and organise the maintenance of a squadron or independent unit.

(ii) The candidate must possess a sound knowledge of -

(a) Aircraft repair limitations.
(b) The principles of planned maintenance operations.
(c) Aeronautical Engineering in general.

B. Syllabus for the Examination of Aircraft Artificers (O) and Air Mechanicians (O) for Chief Aircraft Artificer (O) and Chief Air Mechanician (O).

(i) The candidate is to be examined on his ability to take charge and organise the maintenance of a squadron or independent unit.

(ii) The candidate must possess a sound knowledge of -

(a) Aircraft repair work within the range of his own specialisation.
(b) The principles of planned maintenance operations.
(c) Aeronautical Engineering as applicable to his trade and a good working knowledge of Aeronautical Engineering in general.

C. Syllabus for the Examination of Aircraft Artificers (A/E), 4th Class and Air Mechanicians (A/E), 2nd Class for Aircraft Artificers (A/E), 3rd Class and Aircraft Mechanicians (A/E), 1st Class.

(i) The candidate is to be examined on his ability to take charge and organise -

(a) A servicing unit.
(b) A trade workshop.
(c) The salvaging and handling of aircraft.

(ii) The candidate is required to -

(a) Possess a thorough knowledge of inspection procedure.
(b) Possess a sound knowledge of aircraft repair work.
(c) Show a thorough knowledge of practical aeronautical engineering, the aircraft as a whole, and the details of its components and accessories.
(d) Possess a knowledge of the organization of a Flight Servicing Unit.
(e) Be well acquainted with Air Stores procedure, technical returns, etc.
(f) Possess a good knowledge of the Naval Air Maintenance Manual (or R.A.N.A.M.M.) as requisite.
(g) Be fully acquainted with fire precautions and aircraft fire-fighting.
(h) Possess an acquaintance knowledge of safety equipment.

D. Syllabus for the Examination of Aircraft Artificers (O), 4th Class and Air Mechanicians (O), 2nd Class for Aircraft Artificer (O), 3rd Class and Air Mechanician (O), 1st Class.

(i) The candidate is to be examined on his ability to take charge and organise -

(a) A trade workshop within his own specification.
(b) The salvage and handling of aircraft.

(ii) The candidate is required to -

(a) Possess a thorough knowledge of inspection procedure within his own specialisation.
(b) Possess a sound knowledge of aircraft repair work in his own specialisation.
(c) Show a thorough knowledge of practical air engineering (as applicable to his trade) and of the details of the components and accessories on the aircraft (within the range of his own specialisation). Should possess a sound knowledge of the Aircraft as a whole.
(d) Possess a knowledge of the organisation of a Flight Servicing Unit.
(e) Be well acquainted with Armament Stores procedure and Air Stores procedure.
(f) Possess a good knowledge of the Naval Air Maintenance Manual (or R.A.N.A.M.M.).
(g) Be fully acquainted with fire precautions and aircraft fire-fighting.
(h) Possess an acquaintance knowledge of safety equipment.

(348/243/4)

406.

AIR ENGINEER OFFICERS IN THE ROYAL AUSTRALIAN NAVY - ISSUE OF A CERTIFICATE OF COMPETENCY.

On completion of Air Engineering courses in the United Kingdom, Air Engineer Officers under training will be appointed to a selected Air Station or Aircraft Carrier for a period of familiarization, varying from 4 to 8 months, at the discretion of the Commanding Officer.

2. At the termination of this period of familiarization, these officers may be awarded a Certificate of Competency if recommended by the ship or station Air Engineer Officer as qualified for the certificate and fit to perform the duties of a technical officer in the Aviation Branch. One copy of the certificate is to be forwarded to Navy Office and one copy to Commodore (Air).

3. A special report should be forwarded to Navy Office should it not be found possible to award such certificate to an officer after 8 months training.

4. The certificate is to be in the following form :-

CERTIFICATE OF COMPETENCY.

Name.....

Rank..... has completed a period of..... months under my command and is regarded by me as qualified for and fit to perform the duties of a technical officer in the Aviation Branch of the R.A.N.

.....
Commanding Officer.
H.M.A.S.....
Date.....

One copy to be forwarded to Navy Office.
One copy to be forwarded to Commodore (Air).
One copy to be retained by the graduate Air Engineer Officer.

(561/204/41)

407.

RADAR AIDS - CARRIAGE OF "WALTER" (T.3180) AND/OR CORNER REFLECTORS IN PERSONAL AND AIRCRAFT DINGHY PACKS.

A.F.O. 910/1948 has been adopted in the Royal Australian Navy.

2. Details of R.A.F. aircraft radar performance are also applicable to R.A.A.F. aircraft and wherever reference is made in A.F.O. 910/1948 to R.A.F. it should be considered to include also R.A.A.F.

3. Paragraphs 18, 19, 20 and 21 of Item XIV of Navy Order 242 of 1949 are hereby cancelled.

(613/262/8)

408.

PATTERN 13805 POLYTHENE CABLE, ELECTRIC - EXAMINATION OF TO DETECT DETERIORATION.

A recent survey of stocks of Pattern 13805 Cable, Electric (Polythene) Uni Radio No.5, held in Naval Store Depots, has disclosed that quantities of this cable of Canadian manufacture (royal blue covered) had perished.

2. All electric cable of this pattern, fitted or held in store in H.M.A. Ships and Establishments should, therefore, be examined at the first opportunity and replacement effected, as necessary, of any lengths found to be unserviceable or suspected of deterioration.

(612/217/2033)

409.

END OF WAR LEAVE - R.N. PERSONNEL SERVING IN R.A.N.

With reference to Navy circular 630 I (240547Z Aug.'49) a return is to be rendered to Navy Office quarterly in arrear in the form hereunder. First return for quarter ending 31st December, 1949, is to include record of leave granted during quarter ended 30th September, 1949.

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

Statement showing particulars of End of War Leave granted to R.N. personnel serving in R.A.N. during quarter ended .....

Name	Rank or Rating	Official No.	Period of Leave			Authority for granting
			No. of days	From	To	

Secretary, Naval Board.

Forwarded (Navy Order 409 of 1949).

.....
(Rank) .....
Date..... Commanding Officer, H.M.A.S.....

(520/201/1507)

410.

"PAID FOR " ADVERTISING - POLICY.

All Commonwealth Government "paid for" advertising is controlled by the Advertising Division of the Department of the Treasury.

2. Advertising originated at Navy Office is placed through the Deputy Director, Advertising Division, Department of the Treasury, 105 Swanston Street (P.O. Box 1995 S), Melbourne, who accepts it on behalf of the Director of Commonwealth Advertising, located at 66 King Street, Sydney (P.O. Box 4328).

3. Advertising, which is authorised to be originated in the respective States, is to be placed through the following authorities or agencies of the Treasury Advertising Division :-

Queensland	..	Le Grand Advertising, National Mutual Building, 293 Queen Street, BRISBANE.
New South Wales	..	The Director of Commonwealth Advertising, 66 King Street, SYDNEY. (P.O. Box 4328).
Victoria	..	The Deputy Director of Commonwealth Advertising, 105 Swanston Street, MELBOURNE. (P.O. Box 1995 S).
South Australia	..	Clem Taylor Advertising Service, 24 Weymouth Street, ADELAIDE.
West Australia	..	Arthur Collett Advertising, 25 William Street, PERTH.
Tasmania	..	Direct to the newspapers, with the instruction: "Charge at Commonwealth Government rates and render accounts to Hugh Berry Company, P.O. Box 1446, Sydney".

Note.- The Director of Commonwealth Advertising, Sydney, is to be immediately advised of any service requested of any of the abovementioned advertising agencies.

4. Navy Order 294 of 1943 is hereby cancelled.

(406/201/1194)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
29th November, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R.Cummins

Secretary.

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

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411.

RADIO TELEPHONE SERVICE FOR H.M.A. SHIPS.

With reference to Navy Order 61 of 1949, the reverse procedure for shore subscribers wishing to call an addressee in one of H.M.A. Ships is as follows :-

(i) Subscriber calls "Overseas Radio-Telephone Calls" (G.P.O.).

(ii) Subscriber gives name of addressee and ship in which he is serving, with date and time call is required.

(iii) P.M.G. "FONES" will then take action to locate the ship and pass a Fones Service Message thus :-

"Warship BATAAN from { Sydney / Melbourne or / Perth } Radio

Open 2130 G.M.T. 8660 Kc/s. 11215 Kc/s.

Petty Officer Albert Smith.

FONES."

Note.- The shore station shown in the address of the Fones Service Message will indicate the station to be contacted and through which the connection will be made.

(iv) The frequencies indicated in the Fones Service Message are the transmitting frequencies of the shore radio station. Contact will be made on one of these frequencies and then the ship will be requested to shift to another working frequency. (Navy Order 61 of 1949, paragraph 2, column 2, refers.)

(v) When contact with the ship has been established, Overseas Radio Telephone Calls will call back the subscriber and make the connection.

2. The subscribers ashore will be charged at the rate shown in Navy Order 61 of 1949, paragraph 4, as amplified in Navy Order 300 of 1949, with an additional charge of 1/6d., in some cases, for the Fones Service Message necessary to contact the ship.

3. The Fones service charge of 1/6d. will be made for the message in cases only where it is transmitted over the Post Office telegraph network. Where it is practicable to pass the message to the O.T.C. land station concerned by a local telephone call for onward transmission to the ship, no extra charge will be made.

4. The Postmaster-General's Department has indicated that the Shore to Ship telephone calls on the above lines can be accepted from subscribers from 1st December, 1949.

(622/202/4332)

412.

DUTIES - PERFORMANCE OF GENERAL DUTIES IN H.M.A. SHIPS.

Admiralty Fleet Order 2538/1949 has been adopted in the Royal Australian Navy.

(348/261/9)

413.

LIGHTS - CAPTAINS (D) TOPLIGHTS - RE-INTRODUCTION - As. AND As. - REPORTS.

The provisions of A.F.O. 2651/1949 have been adopted in the Royal Australian Navy. All destroyers fitted as leaders are to raise an A. and A. item accordingly. No surrender weight is required.

(603/256/2066)

414.

PREVENTION OF FIRE IN SMALL VESSELS.

To reduce risk of fire in 250 ton M.S.Ls., 250 ton M.W.Ls., 250 ton M.R.Ls., 70 ton M.S.Ls., 93 ft. Diesel Tugs and 75 ft. G.P.Vs., the following modifications are to be made :-

(a) ⅛" steel plate backed with 1" Asbestos to be secured between the sides and backs of galley stoves, so as to leave a double air space between the side or back of the stove and the adjacent bulkhead. In some vessels it may be necessary to raise the stove clear of the deck to allow passage of air underneath;

(b) steel cupboards, sinks, draining boards and crockery racks to be fitted in lieu of timber, and pantry doors leading from the galley to be replaced by light steel ones;

(c) the paintwork inside the galley and on the outside of bulkheads in the vicinity of the stove to be of a non-inflammable nature;

(d) where no such provision exists, means are to be provided whereby the supply of fuel oil to the stove may be shut off when not in use.

2. The work is to be carried out when the vessels are next refitted, and the items are to be treated as deficiencies in existing arrangements.

3. As slight variations exist in individual craft of a class, the instructions in this Order should be applied to meet each case.

(603/217/4007)

415.

SHIPS' FUNDS.

Naval Financial Regulations and Instructions, Article 15, Clause 4, indicates that particulars of disposal of a Ship's Fund on paying off are to be reported to Navy Office for promulgation by Navy Order for the information of all concerned. It is not clear that such information has been reported in all cases. Action should be taken to ensure that requisite details are furnished in all future cases.

2. Form A.S.452A (Statement of Non-public Moneys Held) is required to be forwarded into office as an enclosure to the Monthly Cash Account and should show the name of, and balance in, each non-public fund at the date of verification of the public

money, vide Naval Account Regulations and Instructions, Article 86(2)(a), sixth sub-clause. Examination of such forms forwarded with cash accounts of H.M.A. Ships indicates that these particulars are not always given. So far as tenders are concerned, the parent ship will be responsible to attach to the Form A.S.452A a statement showing balances of non-public accounts in respect of each ship for which accounts are borne and the date to which the balance relates.

(474/203/601)

416.

GUN MOUNTINGS 40 m.m. BOFORS - ELEVATION LOCKING GEAR.

Navy Order 24 of 1948 is to be amended by deleting all references to Mark VII in the heading, paragraph 1 and Diagram DOTM A/21645.

2. Elevation locking gear fitted in Mark VII mountings in accordance with the Order quoted is to be removed.

(490/212/1486)

417.

X-RAY UNITS - MEDICAL - FITTING OF REPLACEMENT TUBES.

In view of the possibility of damage occurring to X-Ray tubes consequent upon improper installation, officers-in-charge of medical sections in Naval establishments are to instruct radiologists that when replacement X-Ray tubes are required for medical units fitted with milliampere pre-selectors, i.e., units where a range of fixed milliamperages is provided by a selector, it is essential that the manufacturer's representative attend to instal the new tube and adjust the settings to suit.

2. Navy Order 263 of 1949 refers.

(612/213/3669)

418.

ARMAMENT STORES - ACCOUNTING FOR, DEMAND AND DISPOSAL OF, AT R.A.N. AIR STATIONS.

Navy Order 231 of 1949 is to be amended as follows :-

List of Forms required

	No. of Form	Title	Quantity Required
Delete	"D397	Supplementary Demand for Forms and Books	2 books"
Insert	"A.D.623	Form for Demands for Naval Stores	2 books"

(612/202/4204)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th December, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R. Cummins

Secretary.

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

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419.

R.A.N. AIRCRAFT MAINTENANCE EXAMINATION BOARD.

The title of Navy Order 405 of 1949 is to be amended to read "R.A.N. Aircraft Maintenance Examination Board" and Table of Contents of Navy Order issue 404-410/49 adjusted accordingly.

(348/243/4)

420.

RECOVERY, SURVEY AND DISPOSAL ETC. OF DEFECTIVE EQUIPMENT AT NAVAL AIR STATIONS AND IN CARRIERS.

The provisions of Chapter VIII of the Naval Air Supply Instructions (AP(N)5), relative to the procedure to be followed in connection with the survey, repair and disposal of Naval and Air Stores, and operation of Defective Equipment Sorting Sections, etc. are to be observed in R.A.N. Carriers and Naval Air Stations, subject to covering Naval Board approval being obtained to the disposal of permanent stores which after survey are reduced to components, brought to arisings or destroyed.

2. The following procedure is to be observed in addition to that indicated in the abovementioned instructions :-

(i) Particulars of all permanent items broken down to serviceable components, reduced to scrap or destroyed, vide Article 96(d) and (e) of the abovementioned instructions, are to be detailed by the Supply Officer on Reports of Survey, forms A.S.331Z, which are to be forwarded monthly to the Director of Naval Stores, Navy Office, for covering Naval Board approval to the action taken.

(ii) The Reports of Survey are to be completed as required on both front and back of the form, and where the original value of an item cannot be stated the professional valuation is to be inserted.

(iii) The registered numbers of the relevant forms A.S.1091A are to be inserted in the right hand column of the form A.S.331Z. The latter should be allotted a serial number for identification purposes, and a reference to this number should be made on each form A.S.1091A referred to therein.

(iv) In the case of items reduced to serviceable components, copies of the lists attached to the form A.S.1091A, vide Article 97(c) of A.P.(N)5, are to accompany the Report of Survey.

(v) A specimen form A.S.331Z, illustrating the method of completion in respect of items (a) broken down to components, (b) brought to arisings, (c) destroyed, is appended hereto for information and guidance.

3. Scrap materials received in the Naval Store from Workshops, after being taken on charge, vide Article 98(d)(ii) of A.P.(N)5, should be dealt with as follows :-

Carriers .. Return to the appropriate Store Depot in the usual manner.

Air Stations .. For the time being such materials should be retained for disposal in accordance with instructions which will be issued separately.

4. Navy Order 269 of 1949 refers in regard to application in the R.A.N. of the Issue Centre Organization.

(613/201/111)

A.S.331Z

Voucher No..... Sheet.....

It is requested that etc.....

Signature.....

	Item No.	Class and Group or Section	Patt. or Reference No.	Description	Denom	Qty	Original Value £. s.d	Received Date	Received Whence	Reason for applying for survey, etc.	Report and Recommendations of Surveying Officers	A.S.1091A No.
(a)	1	36HH	1291	Cylinder Skirt, R.H.Group	No.	1	25.15.8	3.2.48	U.K.	Damaged	Reduce to serviceable components	AF.405
(b)	2	F1.(c)	2904	Coil, Operating, 20 OHM, 100 Volt	No.	1	1.15.6	11.5.48	G.Is.	Damaged	Beyond Repair - bring to arisings	E.105
(c)	3	F.2	5344	Box, Battery, Wood	No.	1	1. 2.6	6.9.48	G.Is.	Unserviceable	Damaged by Acid - No value Destroy	SX.206

REVERSE SIDE - A.S.331Z.

I certify that the undermentioned arisings have been produced from the items shown on the other side hereof.

....
Date Officer in Charge of Stores

	Arisings					
	Item No.	Description	Denom.	Qty	Class and Group or Section	Patt. or Reference No.
(a)	1	Components of Cylinder Skirt Ref 36HH/1291, as shown on attached list (*)				
(b)	2	Copper, old	lbs.	6	Arisings	
(c)	3					5344

I certify that the undermentioned items have this day been destroyed in my presence.

....
Date Officer in Charge of Stores

	Description	Denom.	Qty
	Box, Battery, Wood	No.	1

*Attached list - Sect.36DD/52865 Dowel - 1 No. Sect.36DD/40112 Stud - 1 No. Sect.36DD/40529 Stud - 1 No.

421.

MODIFICATION TO CYLINDER HEADS OF CROSSLEY H.R.8 DIESEL ENGINES.

The modifications shown in A.F.O.2722/1949 are to be made to Crossley H.R.8 engines held in the R.A.N.

2. An item for this work is to be included in the next defect list raised.

(524/202/3558)

422.

BLOW LAMPS - PRECAUTIONS TO BE TAKEN IN PUMPING UP.

With reference to A.F.O.2508/1949, locally manufactured blow lamps are not fitted with the pump locking device referred to and consequently do not require warning plates. Blow lamps of English origin should, however, be fitted with such plates, and Ships and Establishments should demand requirements from the Superintending Naval Store Officer, Sydney.

(612/201/6499)

423.

CHOLERA BELTS - DISCONTINUANCE OF SUPPLY.

With reference to Navy Order 163 of 1949, the item Cholera Belts is also to be deleted from the optional kits of musician ratings set forth in Navy Order 108 of 1949.

(516/201/857)

424.

MESS GEAR - COMMISSIONING DEMANDS.

The procedure prescribed in A.F.O.1835/1949 for the rendition of commissioning demands for mess gear has been adopted in the R.A.N. Care is to be taken to ensure that demands detail those items the supply of which is not required, and that local modifications of the Admiralty scales, as promulgated from time to time by Navy Order, are taken into account.

(530/204/705)

425.

MEDICAL AND DENTAL STORE, SYDNEY - ADDRESS.

All sections of the Medical and Dental Store, Sydney, are now located in the one building, viz. No.24 Shed, Bundock Street, Randwick.

2. Stores being returned should be forwarded to the above address if sent by local transport, or, where consigned by sea transport, to the Superintending Naval Store Officer, Sydney, for M.D.S.O.

3. When sent by rail they are to be addressed to the Medical and Dental Store Officer, Central Railway Station, Sydney.

(612/213/3730)

Photo-lithographed, by Authority:
J.J.GOURLEY, Government Printer, Melbourne.

(*FOR OFFICIAL USE ONLY.*)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
13th December, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R.Cummins

Secretary.

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

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426.

EMERGENCY TRUNK LINE CALLS - "AIR MOVE".

Navy Order 351 of 1949 is to be amended by altering "IMMEDIATE AIRCRAFT MOVEMENT" wherever mentioned to read "AIRMOVE" and deleting the bracketed words "AIR MOVE" from paragraphs 2(ii) and 6.

2. The use of the term "IMMEDIATE AIRCRAFT MOVEMENT" in correspondence, signals and telephone calls is to cease and be replaced by the term "AIRMOVE".

(622/207/23)

427.

BOARD OF TRADE CERTIFICATES OF SERVICE.

With reference to C.O.R., Article 135, regarding the issue of Board of Trade Certificates of Service, advice has been received from the Ministry of Transport in the United Kingdom that the normal sea service required for the issue of a Certificate is seven years but border line applications will be considered. A border line case would be that of an officer with not less than 6½ years sea service which is of such varied experience that the Minister feels justified in making the award.

2. Commanding Officers should ensure that applications comply with the abovementioned sea-service requirement before being forwarded to Navy Office.

(561/235/580)

428.

EDUCATIONAL TEST I - SEPTEMBER, 1949.

The following ratings passed the Educational Test I held on 13th September, 1949 :-

Name	Rating	Official Number
H.M.A.S. ALBATROSS:		
GOLD, Brian A.	Telegraphist	30787
HALL, Dennis J.	Stores Petty Officer (Air)	37576
HALL, Warwick	Recruit (N.A.)	A.37281
HARRIS, Keith D.	Recruit (N.A.)	A.37032
HAYES, Ronald A.	Recruit (N.A.)	A.37030
HILL, Alan O.	Recruit (N.A.)	A.37153
LAWRENCE, Alfred E.	Naval Airman 2nd Class	A.36802
LINKINS, Henry H.	Leading Stores Assistant	40223
MANNERS, Robert G.	Recruit (N.A.)	A.37168
MULLINS, George A.	Naval Airman 2nd Class	A.36388
OTTEY, Michael J.	Radio Electrician (Air)	A.40308
SAWYER, Frank	Leading Writer	40224
SPOUSE, David R.	Able Seaman	27688

Name	Rating	Official Number
H.M.A.S. ARUNTA:		
MADDOX, Roy J.C.	Electrician's Mate 1st Class	24560
MUIR, Norman W.	Able Seaman	29747
H.M.A.S. ASSAULT:		
COLLINS, Timothy	Acting Leading Seaman	28178
H.M.A.S. AUSTRALIA:		
BERRELL, John J.	Able Seaman	36526
BOYLE, Alexander H.	Leading Steward	40217
BROWN, Royden C.	Acting Petty Officer Cook	23524
BURZACOTT, Andrew R.	Able Seaman	28160
CAMPBELL, Graham A.C.	Able Seaman	34912
FORDER, Eric H.	Acting Shipwright 4th Class	29617
HIGGON, Leon W.	Leading Writer	29657
HORSNELL, John S.	Blacksmith 4th Class	35289
HOWE, Jack	Acting Leading Electrician's Mate	23474
JOHNSTON, Geoffrey B.	Ordinary Seaman	36578
JONES, Thomas H.	Steward	35033
KANN, Harry J.	Acting Leading Stoker Mechanic	35575
KEARNEY, Patrick T.	Ordinary Seaman	36233
LEAL, Ian D.	Shipwright	37228
LEYDEN, Patrick J.	Ordinary Seaman	35999
LYONS, Mervyn K.	Acting Plumber 4th Class	36460
McCORMICK, Michael H.	Yeoman of Signals	34944
REDFERN, Frederick H.	Electrician's Mate 1st Class	25125
RUDKEN, William J.	Ordinary Seaman	36174
SANDERSON, Francis B.	Able Seaman	28065
SIMS, Mark R.	Steward	37237
SKARSTROM, Donald S.L.	Able Seaman	28405
WYLIE, William A.	Able Seaman	28095
WUTH, Colin C.	Ordinary Seaman	36057
H.M.A.S. BARCOO:		
SPENCE, Charles P.	Stores Assistant	24766
H.M.A.S. BATAAN:		
GILL, Maurice R.	Acting Leading Stoker Mechanic	34629
MUIR, Lyle G.	Able Seaman	27613
POLLARD, Michael J.	Able Seaman	29829
H.M.A.S. CERBERUS:		
ABBOTT, Ronald F.	Recruit (Seaman)	37590
ANDREW, Edward B.	Recruit (L.B.)	37240
BATTERHAM, Ronald C.	Recruit (L.B.)	37247
BENNETT, Brian A.	Leading Seaman	40131
BERRYMAN, John D.	Recruit (L.B.)	36997
BIGGS, Edward L.	Recruit (Cook)	37248
BIRD, William K.	Recruit (Stoker)	37448
BISSETT, Stanley P.	Acting Leading Seaman	29041
BOOTH, Macgregor T.	Recruit (Steward)	37114
BROWN, William J.	Able Seaman	28493
CAMPBELL, Donald F.	Recruit (Clerical)	37524
CARTER, James W.	Petty Officer Stoker Mechanic	22950
CHARLTON, Joseph	Recruit (L.B.)	37361
CHRISTENSEN, Walter E.	Recruit (Stoker)	37599
CLARKE, John P.	Steward	29551

Name	Rating	Official Number
CLARKE, Maxwell	Recruit (L.B.)	37256
CLAYTON, John	Recruit (L.B.)	37257
CLEGG, Victor	Leading Seaman	40317
COE, Horace	Recruit (N.A.)	A.37525
CROKER, Alan E.	Recruit (Stoker)	37455
CROXFORD, John A.	Recruit (Stoker)	37529
CULLEN, Desmond B.J.	Recruit (C.B.)	37119
CUMMING, Brian D.	Recruit (L.B.)	37017
DALBY, Ernest R.	Recruit (L.B.)	37367
DALE, Eric	Stores Assistant	28192
FERGUSSON, Colin J.	Recruit (Writer)	37460
FRANCIS, Thomas C.	Recruit (Stoker)	37372
FRASER, Colin R.	Recruit (Clerical)	37462
FREEMAN, William F.	Recruit (L.B.)	37373
GAMSBY, Harry	Recruit (L.B.)	37270
GIBBS, Robert H.	Recruit (Stoker)	37613
GIDDINS, Edward M.	Recruit (Seaman)	37535
GILKS, John C.	Recruit (Writer)	37614
GILMORE, Harold T.	Sick Berth Petty Officer	24190
GOODLET, Percy K.	Recruit (S.B.A.)	37272
GRAY, Frank A.	Acting Leading Seaman	25054
GUNN, Ian R.	Recruit (L.B.)	37280
HALL, Kenneth W.	Recruit (Clerical)	37465
HALL, Maurice D.	Recruit (Seaman)	37538
HARPER, Brian T.	Stores Assistant	35014
HARRIS, Norman E.	Recruit (C.B.)	37383
HARVEY, Alan J.	Ordinary Signalman	37145
HIGGINS, David M.	Recruit (Stoker)	37539
HILLS, Kevin J.	Recruit (L.B.)	37038
HOLLOWAY, James A.	Leading Seaman	40025
HOWIE, Douglas I.	Recruit (Seaman)	37626
HUNTER, Robert	Recruit (N.A.)	A.37541
KEARNAN, John R.	Steward	27926
KICKBUSCH, Albert H.	Recruit (L.B.)	37544
KUSKEY, Norman W.	Recruit (Stoker)	37472
LAMB, Walter E.	Recruit (Stoker)	37473
LAWLOR, William J.	Assistant Steward	36943
LOVEDAY, Noel W.	Recruit (Stoker)	37474
LYNCH, Ivan A.	Recruit (Stoker)	37475
LYONS, James	Dental Assistant	40022
MARSHALL, Robert	Able Seaman	27622
MILLER, Ernest P.	Recruit (L.B.)	37549
MILLS, David L.	Recruit (Seaman)	37641
MITCHELL, John H.J.	Shipwright 5th Class	29766
MITCHELL, Thomas P.	Recruit (S.A.)	37404
MACKENZIE, Roderick C.	Recruit (Stoker)	37635
McGOUGAN, Angus	Recruit (Seaman)	37302
McLAUGHLIN, Ian R.	Recruit (Clerical)	37480
McLEAN, James	Acting Petty Officer Writer	28875
McWILLIAMS, Donald A.	Steward	27970
NOTLEY, Ray H.	Recruit (Stoker)	37552
PACKHAM, George F.	Recruit (L.B.)	37409
PRICE, Robert N.	Recruit (Cook)	37491
PRITCHARD, Graham	Joiner 5th Class	36324
PURDIE, Kenneth C.	Recruit (Clerical)	37493
RANKINE, Frank	Recruit (N.A.)	A.37412
ROBERTS, Brian M.	Recruit (Clerical)	37558
SAMUEL, Peter	Recruit (Clerical)	37561
SANDS, Robert G.	Leading Seaman	24923
SCOTT, John C.	Electrician's Mate 1st Class	35124
SPINKS, John B.	Recruit (C.B.)	37424

Name	Rating	Official Number
STILWELL, Philip P.	Leading Seaman	35565
SYKES, George E.	Recruit (Stoker)	37566
TAYLOR, Norman A.	Cook (S)	31815
THWAITES, Charles J.	Recruit (Seaman)	37669
TIDEY, Alan G.W.	Recruit (L.B.)	37568
TROTTER, William E.	Recruit (L.B.)	37502
TULETT, Peter K.V.	Recruit (L.B.)	37570
WARREN, Charles S.	Recruit (Stoker)	37506
WATSON, James R.	Recruit (Cook)	37333
WHITE, John E.	Recruit (L.B.)	37427
WILLIAMS, James H.	Recruit (Stoker)	37428
WILLIS, William F.	Recruit (L.B.)	37572
WRENN, Patrick J.	Recruit (Stoker)	37573
H.M.A.S. CONDAMINE:		
JONES, Wesley L.	Able Seaman	28847
MENZ, Maxwell A.	Acting Leading Electrician's Mate	27949
UPHAM, Thomas G.	Electrician's Mate 1st Class	25442
H.M.A.S. CULGOA:		
AYLWARD, Reginald M.	Able Seaman	31924
DAVIS, Keith A.	Able Seaman	27840
GOULDSTONE, Joseph A.	Able Seaman	25092
JAMES, William C.	Stoker Mechanic	25027
LESLIE, Leonard J.	Able Seaman	28609
MARCHANT, Kenneth	Able Seaman	25019
SIMPSON, John C.	Stores Assistant	29375
THOMAS, Donovan C.	Ordinary Seaman	36638
H.M.A.S. HARMAN:		
BELL, George T.	Telegraphist	28740
BULLOCK, Douglas R.	Telegraphist	28746
GLOVER, Gordon D.	Telegraphist (S.W.)	35139
LACEY, Thomas J.	Radio Electrician's Mate 1st Class	28279
LAMING, Lindsay R.	Telegraphist (S.W.)	35141
PRETTY, Edward	Telegraphist (S.W.)	30223
ROWE, Casimir J.	Telegraphist (S.W.)	35140
RYAN, McAllister	Telegraphist (S.W.)	35351
H.M.A. H.D.M.L.1328:		
STOKER, Raymond H.	Stoker Mechanic	34324
H.M.A.S. KOALA:		
GRAY, Gordon	Signalman	27512
H.M.A.S. KUTTABUL:		
WATT, John R.	Naval Airman (Phot.)	A.31876
H.M.A.S. LABUAN:		
CAMPBELL, Ian K.	Stoker Mechanic	32498
HANCOCK, Arthur J.	Stoker	36440
KING, Edward	Leading Signalman	23675
McPHERSON, Earl W.	Petty Officer	22059
NITSCHKE, Warren R.	Acting Leading Stoker Mechanic	27635
NORMAN, Brian F.	Stoker Mechanic	28651

Name	Rating	Official Number
H.M.A.S. LEEUWIN:		
BLIZZARD, Henry	Leading Seaman	NZ.13080
MILLS, James W.	Signalman	NZ.12820
PEIRCE, Leslie J.	Writer	28351
WILLIAMSON, Alan J	Telegraphist	NZ.13085
H.M.A.S. LONSDALE:		
LETTS, Wallace	Leading Stores Assistant	26297
H.M.A.S. MELVILLE:		
DIXON, John K.	Leading Writer	29121
DUNBAR, John A.	Stoker Mechanic	25041
H.M.A.S. MORETON:		
BRIGHT, Thomas B.	Stoker Mechanic	33846
FLYNN, John S.	Stoker Mechanic	31943
JARRETT, Raymond F.	Able Seaman	29232
JOCUMSEN, Andrew G.	Stoker Mechanic	28589
H.M.A.S. MURCHISON:		
AGGAR, Donald A.	Sick Berth Attendant	29966
CRAMP, Nevin B.	Able Seaman	28769
McCARTHY, Kenneth B.	Signalman	35130
H.M.A.S. PARKES:		
TREDREA, John T.	Electrical Artificer 4th Class	35806
H.M.A.S. PLATYPUS:		
HAUGHTON, William	Stoker Mechanic	40215
H.M.A.S. QUICKMATCH:		
ASHTON, Donald	Stores Assistant	29962
FITZGERALD, William T.E.	Leading Seaman	22420
MALPASS, Kenneth C.	Stoker Mechanic	27950
MOON, Charles W.	Electrician's Mate 1st Class	27943
McINTOSH, John C.	Able Seaman	33886
RYAN, Michael V.C.	Stoker Mechanic	28671
H.M.A.S. RUSHCUTTER:		
DOOLAN, Alan J.	Assistant Cook (O)	36658
SANDERSON, John C.	Electrician's Mate 1st Class	29365
H.M.A.S. SHOALHAVEN:		
SMYTH, Oswald W.B.	Able Seaman	29366
H.M.A.S. SHROPSHIRE:		
CAMPTON, Ronald C.	Stoker Mechanic	28520
KUMMERFIELD, Clarence J.	Leading Steward	27921
LAWSON, Andrew H.	Acting Leading Stoker Mechanic	28292
MICHAEL, Brian H.	Stores Assistant	31583
H.M.A.S. SYDNEY:		
CORMACK, George	Leading Stores Assistant	40183
FISHER, Kenneth E.	Leading Stores Assistant	15874

Name	Rating	Official Number
HOLLOWAY, Reginald S.	Leading Steward	40172
JACOBSEN, William G.	Leading Seaman	27906
LAMBERT, Robert J.	Naval Airman	A.25983
MACDUFF, Hugh McH.	Shipwright 4th Class	40264
McLEOD, Kelvin G.	Stores Assistant	33765
ONLEY, Patrick J.	Electrician's Mate 1st Class	33107
PATTERSON, Allan J.	Leading Steward	32860
PAVLETICH, Stanley N.	Steward	29826
QUINN, Stanley A.	Able Seaman	34356
ROBERTON, Jeffrey W.	Able Seaman	34806
TRAVIS, Edward	Electrician's Mate 1st Class	40056
TREAYS, Walter S.	Shipwright 4th Class	25410
WALKER, Raymond T.	Able Seaman	35556
WILLIAMS, Harold A.	Acting Leading Stoker Mechanic	32868
H.M.A.S. TARANGAU II:		
VEALL, Robert J.	Stores Assistant 2nd Class	36364
H.M.A.S. WARRAMUNGA:		
ADAMS, Alan T.	Able Seaman	35344
HUTCHINSON, Dennis	Leading Stores Assistant	40088
IRVING, Raymond J.	Ordinary Seaman	35196
JACKSON, Arthur L.	Acting Leading Stoker Mechanic	34339
MULLINS, Thomas R.B.	Stoker Mechanic	30196
McKEOWN, Kevin J.	Electrician's Mate 1st Class	34316
H.M.A.S. WARREGO:		
EDE, John E.	Able Seaman	29131
SPORNE, Marsden W.	Able Seaman	24926
H.M.A.S. WATSON:		
BERRY, Malcolm T.	Able Seaman	29984
GENNINGS, Vivian J.E.	Acting Leading Electrician's Mate	23146
MARSHALL, Alan R.	Acting Leading Electrician's Mate	24208
ROBINSON, Charles W.	Able Seaman	NZ.8059
WINGROVE, Horace H.	Able Seaman	15993

(465/205/691)

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

429.

UNIFORM FOR RE-ENTERED RATINGS.

It has been decided that on and from 1st October, 1949, every rating re-entering the R.A.N. from shore will be issued gratuitously with a full standard kit applicable to his rating and uniform allowance will be paid from the date of re-entry.

2. Navy Circular 677I September, 1946, has been cancelled and ratings who at present are not being paid Uniform Allowance in accordance with paragraph IB of that message may commence to be credited with Uniform Allowance on and from 1st October, 1949.

3. Navy Circular 6831, D.T.G.090125 November, 1949, refers.

(516/201/811)

430.

CARTRIDGES S.A.BALL .303 INCH MARK 7 OF AUSTRALIAN WARTIME MANUFACTURE 1940 to 1943 - WITHDRAWAL FROM SERVICE.

Due to unsatisfactory results obtained from special proof of Cartridges S.A.Ball .303 inch Mark 7 of Australian Wartime Manufacture, this ammunition is withdrawn from service and will be disposed of.

2. Ships and shore establishments holding stocks of these cartridges, which bear the following monograms and were manufactured during the years 1940 to 1943, are to return them to the nearest R.A.N. Armament Depot and demand replacements in lieu :-

M.G., M.F., M.H., M.J., M.Q., M.W.

(408/206/1909)

431.

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

Appendix "A" of Navy Order 10 of 1947 is to be amended as follows :-

Under Section III E/S Equipment add -

"(v) SMALL CRAFT (G.P.Vs, H.D.M.Ls. and Surveying Motor Boats).-

All instruments (records, amplifiers, boards charge/discharge, etc.) to be detached and placed in a safe dry stowage in the Headquarters or Accommodation Ship of the Reserve Fleet Division concerned. A temporary receipt for these items is to be furnished by the Headquarters or Accommodation Ship, and a copy kept with the inventory for the craft concerned, in which they are to remain on charge."

(603/247/2336)

432.

ARISINGS FROM STORES WORN OUT, CONDEMNED, ETC.

Attention is drawn to Article 112 of the Naval Storekeeping Manual (B.R.4).

2. The necessity for return to store of all arisings not required for use on board should be brought to the notice of all concerned.

(612/225/799)

433.

MAGAZINE LOGS - RENDERING.

In order to reduce clerical work and to economise in the use of Magazine Logs, ships in reserve or immobilized, with no explosive on board, are in future to adopt the following procedure :-

(a) Current Log is to be completed to cover disembarkation of explosives.

(b) New Part One of Magazine Log, or its counterpart, is to be compiled from current Log and retained on board and brought forward when explosives are re-embarked.

(c) Completed Log at (a) is to be forwarded through Administrative Authority to Secretary, Naval Board.

(d) Subsequent issues of Magazine Keys are to be recorded in Important Key Book.

(e) Tests of floods and sprays, monthly inspection of magazines and other reports called for in B.R.862 N.M.& E.R. Chapters VIII to XI, are to be reported to Navy Office half yearly from date of reducing to reserve or immobilization.

2. The instructions contained in clauses (a), (b) and (c) of paragraph 1 are already in operation in ships in Reserve.

(659/203/986)

434.

FORM A.S.161 - RETURN OF CHANGES IN SERVICE PARTICULARS OF PERSONNEL.
FORM A.S.165 - DAILY RETURN OF ALL RANKS AND RATINGS ENTERED OR DISCHARGED.

Pending the reprint of the abovementioned forms, and of the introduction of separate forms for Naval Aviation personnel, the addresses shown on the forms are to be amended as follows and the completed forms forwarded direct to the new addresses :-

	Other than Naval Aviation Personnel	Naval Aviation Personnel
Original ..	The Director of Navy Accounts, Navy Office.	The Director of Navy Accounts, Navy Office.
Duplicate ..	The Director of Manning, Navy Office.	The Commanding Officer, R.A.N. Air Station, NOWRA.
Triplicate ..	Ship's Copy.	The Director of Manning, Navy Office.
Quadruplicate ..		Ship's Copy.

(480/202/4973)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
20th December, 1949.

The following Order is promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummins

Secretary.

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

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435.

MEDICAL INSTRUCTIONS FOR NAVAL AIRCREW PERSONNEL.

All aircrew personnel of the Royal Australian Navy have a flying medical category which is allocated after a special medical examination for fitness for flying duties.

2. The following instructions, which adhere closely, but not fully, to Admiralty Fleet Order 3175/1949, are to be applied fully only to personnel of the Royal Australian Navy.

3. Any provision in Admiralty Orders as to physical requirements and flying medical categories remain applicable to Royal Navy personnel serving in the Royal Australian Navy, as the following instructions relate in those two respects only to personnel of the Royal Australian Navy, while at the same time prescribing general medical procedure for Naval Aviation in the Royal Australian Navy.

SECTION I - FLYING MEDICAL CATEGORY.

4. Flying medical categories, indicating medical fitness to perform flying or ground duties within the standards laid down from time to time, are recorded as follows :-

(i) The letter "A" represents "fitness for flying duties". The letter "B" represents "fitness for ground duties".

(ii) The numerals 1, 2 and 3 placed after the letter "A" denote the type of flying duties for which an individual is medically fit, viz.,

A.1 - Fit for full flying duties as Pilot.
A.2 - Fit for limited flying duties as pilot (see clause (iii)).
A.3 - Fit for observer and aircrewman (any limitations to be stated).

(iii) The following limitations (to be written in full after the flying category) may be applied in the cases of categories A.2 or A.3 :-

Duration of flight: to be stated both as regards individual flights and the total flying permitted in any one day.
Limitation in height.
Limitation in aerobatics.
Single engine aircraft only: (Chiefly applied in cases with certain ear defects.)
Dual-fitted aircraft only and with another pilot.
Non-operational flying only.
Daylight flying only.
Not to fly over the sea.

The letter "p", "t" or "h" will be added after both "A" and "B" to indicate degree of unfitness or limitations of fitness as follows :-

"p" - Permanently unfit.
"t" - Temporarily unfit.
"h" - Service only on the mainland of Australia (including Tasmania).

Examples of flying medical categories -

AtB - Temporarily unfit for all flying duties - fit for ground duties in Australia and abroad.

A2hBh (non-operational flying only) - Fit for non-operational flying duties in Australia - fit for ground duties in Australia.

A3hB (not to fly over 5,000 ft.) - Fit for duties as observer, aircrewman, telegraphist (flying) or photographer F.R.U. in Australia but not to fly over 5,000 ft. - fit for ground duties in Australia and abroad.

(iv) A category such as AlhBh is not to be used. AlB is a category which has one limitation only, e.g., "Alb with corrected goggles". If some restriction of Category is necessary, this is to be specified by the use of the A2 category, e.g., a pilot who is fit for full flying duties and ground duties in temperate climates only is to be categorised A2B or A2hBh as necessary, with the limitation added as in the above examples.

SECTION II - MEDICAL EXAMINATION FOR ENTRY.

5. Serving personnel who volunteer for aircrew duties will undergo a preliminary medical examination on form A.M.6 and a certificate of provisional fitness will be issued. Form M.256 (or R.A.A.F. Form P/M 8) will not be completed at this stage.

6. The Director of Naval Medical Services will arrange the special medical examination on entry for new entry candidates and for serving candidates. Form M.256 (R.A.A.F. Form P/M 8) will be completed by the examining medical officers. Forms A.M.6, M.256 (or R.A.A.F. Form P/M 8) of all candidates are to be forwarded to the Director of Naval Medical Services for initiation of Forms M.247 of the successful candidates, and for medical record purposes of those rejected.

7. When an individual is examined as a candidate for Naval flying and he is known to have been examined for Service flying previously, or to have served in one of the Armed Forces, the case will be referred by the President of the Medical Board to the Director of Naval Medical Services for scrutiny of record.

8. A medical category of AtB will be established pending investigation.

9. In submitting such cases to the Director of Naval Medical Services, full details to assist in tracing previous Service History are to be furnished. Surname, full Christian names, official number in previous Service, date of entry and discharge from previous service and date and place of previous medical examination are to be reported.

10. Glider Pilot Instructors (Form M.249).- The initial medical examination is to be carried out by a Medical Officer of one of H.M.A. Ships or Naval Establishments. No flying medical category, however, will be necessary, but candidates will be categorised "Fit/Unfit Glider Pilot Instructor".

11. Provisional examination for serving personnel.- A special preliminary examination is to be made and a certificate of provisional fitness issued.

SECTION III - MEDICAL EXAMINATION - SICKNESS - AIR MEDICAL BOARDS AFTER ENTRY.

12. Medical Officers are responsible for ensuring that aircrews are at all times medically fit within the category allocated to them and will arrange examinations when considered advisable.

13. Annual Medical examination (Form M.248).- Routine annual medical examination of all aircrew personnel will be carried out. This is to include miniature fluorographic examination of the chest on each occasion.

14. In order to effect as far as possible a reduction in the number of ratings employed on aircrew duties who have hitherto been found unfit to continue flying duties at a comparatively early age for either medical or psychological reasons, medical officers are to conduct with particular care the annual medical examinations and the medical boarding prior to re-engagement.

15. Personnel who are considered by the Medical Officer to be no longer physically fit for aircrew duties, or who are considered to be suffering from the effects of fatigue or stress, or who at the time of the examination conducted prior to re-engagement seem unlikely to retain sufficient health and stamina to continue flying until they are 40 years of age, are to be placed in the appropriate medical category and recommended for medical boarding (Section III, paragraphs 30 to 37).

16. In the case of personnel who are found to be medically fit for flying duties the medical officer is to satisfy himself beyond doubt that the aircrews themselves, irrespective of age, feel fit to carry out their flying duties. In cases of doubt, action under the provisions of Confidential Commonwealth Navy Order 27 of 1949 should be considered.

17. Any general remarks required to be made by the Medical Officer are to be recorded on the reverse side of Form M.248.

18. Other Medical examinations (Form M.248).- Medical re-examination of members of aircrews is required on the following occasions :-

(i) Before an officer or rating is permitted to resume flying duties after a period on the sick list or in hospital, which, in the opinion of the medical officer of the ship or establishment, may have caused him to fall below the requisite standard of medical fitness.

(ii) After an aircraft accident when the Squadron Commander, or the Medical Officer, considers that the occupants of the aircraft may be suffering or may later suffer from the effects of the incident, even if apparently uninjured.

(iii) When members of aircrews are re-appointed for flying duties after a period of general service, they are to be examined as in paragraph 13 of this section. If more than three years have elapsed, a full medical examination is required as for entry (see Section II of this Order).

(iv) When an officer or rating selected for training as pilot has not commenced his flying training at an Elementary Flying Training School or at any other place of flying instruction within six months of final medical examination for fitness for flying.

(v) When an officer or rating selected for training as pilot has not commenced his flying training within six months of final medical examination for fitness for flying.

(vi) When a member of aircrew is being disposed of under Confidential Commonwealth Navy Order 27 of 1949 (Report on Form M.246 required).

19. These examinations will be carried out at a Naval Air Station, or in an aircraft carrier, or by arrangement with the Director of Naval Medical Services.

20. Sickness of Aircrew personnel (Form M.246).- When members of aircrews have been placed on the sick list or in hospital Form M.246 is to be completed.

21. On discharge of a patient from other than a Naval or Air Force Hospital, Form M.246 relating to the period in hospital is to be completed by the receiving ship or establishment.

22. On discharge of the patient to duty, to hospital, or to a medical board, the flimsy copy of M.246 is to be inserted in Form M.247 which will be disposed of in accordance with Section IV of this Order.

23. If, following sickness or injury, the medical officer does not consider that a medical board is necessary and that no revision of medical category is required, he is to note on Form M.246 under the heading Condition on Discharge - "Medical Category unchanged".

24. When a case is referred to a Specialist for consultation, the Specialist's report is to be recorded on Form M.246 and signed by the Naval Medical Officer.

25. Reconsideration of Permanent Flying Medical Categories.- A flying medical category of ApB is to be given by an Air Medical Board only after full investigation when it is considered that the individual is medically unfit for further flying duties.

26. If, on the expiration of at least twelve months from the date of allocation of an ApB category, an officer or rating considers that he has recovered completely from his disability, he may submit to his Commanding Officer that his return to flying duties might be considered.

27. If in the opinion of the Commanding Officer the submission is justified the application is to be forwarded to the Naval Board with his covering remarks, and including remarks of the medical officer.

28. In the event of Naval Board approval being given, instructions regarding medical re-board will then be issued.

29. A flying medical category of ApB is not to be given to R.N. personnel whilst serving in the R.A.N. If an R.N.officer or rating is considered permanently unfit for further flying

duties by an Air Medical Board, he is to be given a category of AtB (unfit for flying whilst serving in R.A.N.) Admiralty will be informed and his disposal determined by the Naval Board.

30. Air Medical Boards (Forms M.250, M.251, M.251A, M.254).- Aircrew personnel are required to be examined by an Air Medical Board under the following circumstances :-

(i) When recommended by a Medical Officer in whose opinion there has been a definite lowering of the flying medical category of an individual.

(ii) On discharge from the sick list or from hospital unless it is considered that the flying medical category remains unchanged.

(iii) When any aircrew personnel have remained in hospital in excess of five months in order to determine the probability of their fitness to resume air duties.

(iv) When it is proposed to discharge an R.N. officer or rating to the United Kingdom on medical grounds.

31. An Air Medical Board will consist of two or more Medical Officers of whom the President is to be an officer of or above the rank of Surgeon Lieutenant Commander qualified in Air Medicine.

32. Air Medical Boards will normally be held at Naval air stations or in aircraft carriers. These Boards are primarily concerned with the flying medical category of an individual. If an Air Medical Board considers that an individual is unfit for ground duties as well as flying duties, i.e., ApBp, the case will then be referred to a medical board of survey for medical survey in accordance with C.O.R., Article 558.

33. Form M.247, which is to include Form M.248 completed on the reverse side with detailed clinical notes, is to be forwarded to the President of the Air Medical Board to reach him prior to the appointed time of the board.

34. Interim Categories.- If an Air Medical Board considers that an individual will be fit for a permanent category in a few days and that a further Board will be unnecessary, the category of, e.g., "AlB in 14 days" may be given, but the finding is always to be qualified to show the category in the interval, e.g., "AIB in 14 days, until then AtBt".

35. When sick leave is recommended in the interim, the category is to read, e.g., "AlB in 14 days until then AtBt".

36. The whole category as described is to be stated fully on Forms M.250, M.251, M.251A and M.254.

37. A flying medical category of ApB is not to be allocated by Air Medical Boards, but where an Air Medical Board considers that the member should be placed in this category, he is to be classified AtB pending receipt of Naval Board approval to the classification ApB.

SECTION IV - MEDICAL DOCUMENTS.

38. The following forms are to be used on the occasions specified and are to be serially numbered on all copies as is applicable :-

Form Number	Occasions for use	Method of Compilation	Disposal of Forms
M.171 (Medical Officer's Report of Aircraft Accident or Forced Landing)	After an aircraft accident or forced landing. (AFO 3041/1948, para 179)	In triplicate, completed and signed by the Medical Officer	1 copy for insertion in Form A.25. 1 copy to the Air Medical School, R.A.N.A.S. Nowra for record. 1 copy to be retained by Medical Officer.
M.185 (Audiogram)	Audiogram Report	In triplicate, completed and signed by the Medical Officer	1 flimsy to be placed in M.247. 1 flimsy retained by Medical Officer conducting test. 1 card copy to be forwarded to the Director of Naval Medical Services.
M.246 (Card and flimsy) Hospital or Sick List Record	1. Report of period of sickness on board or in hospital. 2. On disposal of patient including discharged dead, invalided, or reported missing. 3. For specialist report. 4. Report of case under Confidential Commonwealth Navy Order 27 of 1949. 5. Night Visual Acuity Report. 6. Decompression Chamber test (when necessary).	Card and flimsy to be completed and signed by the Medical Officer	Flimsy to be placed in Form M.247 which is to be annotated accordingly. Card copy to be forwarded to the Director of Naval Medical Services.
M.247 (Medical History Envelope)	To contain all flimsy copies of medical forms serially numbered	Initiated only by the Director of Naval Medical Services on officer or rating being found fit for air duties. On appointment dental charts are to be completed by a dental officer. Annotations in the appropriate Tables are to be made as indicated on the outside of the envelope.	When an officer or rating - 1. Is first appointed - to Medical Officer of ship or establishment. 2. Is appointed for flying training abroad - To accompany his Service documents. 3. Is transferred from one ship or establishment to another (on Australia Station) - From Medical Officer of old ship to Medical Officer of new ship direct. 4. Appears before a Medical Board - To the President of the Board. 5. Is admitted to a Naval or Air Force Hospital - To the Medical Officer in Charge of the Hospital.

Form Number	Occasions for use	Method of Compilation	Disposal of Forms
		Record of Night Vision test, Pulmograph examination and decompression chamber are to be noted on the outside of the envelope	6. Is admitted to other than Naval or Air Force Hospital - Retained in ship or establishment. 7. Leaves for United Kingdom (R.N. Personnel) - To Medical Director General, Admiralty. 8. Leaves for United Kingdom (R.A.N.personnel) - To Naval Liaison Officer, London. 9. Has been appointed elsewhere and his appointment is not known, is reverted to general duties, discharged from the Service, finally invalided, or discharged dead - To Director of Naval Medical Services.
M.248 (Card and flimsy)	Examination by Medical Officer (vide Section III, paragraphs 13 to 19)	Card and flimsy to be completed and signed by the Medical Officer	Flimsy to be placed in Form M.247. Card copy to be forwarded to the Director of Naval Medical Services.
M.250 (Card and flimsy)	When an Air Medical Board is held other than on Entry	Card and flimsy to be completed and signed by all members of the Board.	M.247 - Card copy to be forwarded to the Director of Naval Medical Services.
M.251 (Board Record of M.250)	When an Air Medical Board is held other than on Entry	One Form is to be completed and signed by all Members of the Board	Retained by the Board.
M.251A	When an Air Medical Board is held other than on Entry	Two copies to be completed and signed by all Members of the Board	1 copy to Naval Board. 1 copy to Director of Naval Medical Services.
M.254 (Medical Board Summary Form)	For all members of aircrew on whom an Air Medical Board has been held	In triplicate. To be signed by one member of the Board and countersigned by the individual to whom it refers	1 copy to individual to whom it refers. 1 copy to the Commanding Officer of his ship or establishment. 1 copy retained by the Board.
M.255 (Card and flimsy)	-	-	Constructed and issued by Director of Naval Medical Services, on initiation of Form M.247.
M.256 (R.A.A.F. Form P/M 8)	For final Medical examination of candidates as to fitness for flying	Completed by Final Medical Examining Board	To Director of Naval Medical Services.

Note.- Medical Officers are to ensure that Form M.247 and enclosures are disposed of immediately in accordance with this paragraph.

39. Documentation - General.- All medical documents are to be completed in typescript or ink.

40. When aircrew personnel are grounded either for medical or for executive reasons, Forms M.247 and enclosures are to be forwarded to the Director of Naval-Medical Services.

41. The Medical History envelopes (M.247 and enclosures) are to be stored in a locked cupboard and being confidential documents are to be treated as such. They are to be transmitted under registered cover in accordance with the regulation relating to confidential correspondence. They are to be accompanied by Form A.M.46Z (Receipt for Medical Documents). Under no circumstances is an officer or rating to be allowed access to the contents of his own envelope. Whenever it is required to be delivered by hand, it is to be placed under sealed cover.

42. A register is to be kept of all receipts and despatches of Forms M.247. This should record addresses to which the forms are sent, the date of despatch, and the serial number of the covering form A.M.46Z (Receipt for Medical History Documents).

43. When a medical history envelope (Form M.247) is lost, the Director of Naval Medical Services is to be informed, giving the circumstances of the loss and stating the investigations that have been made to recover the envelope. A new envelope and enclosures will be issued by the Director of Naval Medical Services, copied from the records in his custody. When an envelope becomes unserviceable through use, the Medical Officer is to copy all entries on to a new envelope and destroy the old one, certifying inside the flap with date and signature that the old one has been destroyed. In no circumstances is a temporary envelope to be made out.

44. If any enclosure to Form M.247 is missing, application is to be made to the Director of Naval Medical Services for a new copy from records.

45. The following action is to be taken in order to alleviate the inconvenience caused by the non-receipt of medical history documents (M.247) :-

(i) In the case of an air group or squadron move, the medical documents are to be placed under sealed cover and handed to the Air Group or Squadron Commander as applicable, who will then be responsible that they accompany the other secret and confidential documents on the group or squadron charge and that they are turned over to the Medical Officer of the new ship or station.

(ii) In the event of an individual changing his appointment, Form M.247 is not to be placed in the care of the officer or rating but is to be sent to the next ship or station as indicated in Section IV of this Order.

46. When Forms A.M.46a and A.M.46x (Covers for Medical History Documents) are held for flying personnel, they, together with enclosures, are to be forwarded to the Director of Naval Medical Services, for retention. Form M.247 is not to be inserted in Forms A.M.46a or A.M.46x. If an officer or rating reverts to general duties Form A.M.46a or A.M.46x will be forwarded to the Medical Officer of the new ship or establishment by the Director of Naval Medical Services.

47. On all forms under the heading "Branch or Trade" the nature of duties is to be indicated, e.g., Pilot, Observer, etc. If the officer or rating is under instruction this should be added.

48. When members of aircrew join a ship or establishment and Form M.247 is not received from previous appointment, immediate steps should be taken to obtain his flying medical category, by signal, if necessary, before he is allowed to fly.

49. If medical documents are not received within a reasonable period, application is to be made to previous ship or establishment for them; if they cannot be otherwise traced, application is to be made to the Director of Naval Medical Services with particulars of action already taken.

50. In reply to applications for medical documents, the terms "no trace" or "not held" are to be avoided. The reply is to state where and when documents were forwarded or whether application has been made to previous ships, etc., and with what result. This procedure minimises correspondence.

51. A monthly muster of medical documents is to be carried out to ensure that documents are not held for members of aircrews who have left the ship or station.

SECTION V - MEDICAL OFFICER'S JOURNAL.

52. In compiling the Medical Officer's Journal, aircrew will be considered as part of the ship's company. Separate Tables are not to be kept for flying personnel.

53. Under the heading "General Remarks", welfare of aircrew should be discussed. A description of the flying carried out during the quarter and remarks on the reaction of flying personnel to varying climatic conditions should be included, with special reference to flying clothing and safety equipment generally.

SECTION VI - GENERAL.

54. Confidential Commonwealth Navy Order 27 of 1949.- All Medical Officers in charge of aircrew personnel are to be conversant with the provisions of this Order.

55. Fluorograph examination.- The date and result of fluorograph examination of members of aircrews is to be recorded on Form M.247.

56. Decompression chamber.-

(i) It is essential for all aircrew personnel to have instruction and a personal demonstration in a decompression chamber of the effects of oxygen lack. Those who are required to fly above 30,000 feet are to receive instruction in the physiological effects of high altitude flying.

(ii) All aircrew personnel required to fly at heights of 30,000 feet and above are to pass the high altitude selection test. This test is carried out only at the R.A.A.F. Station, Point Cook, Victoria, and is of one week's duration.

(iii) Indoctrination in the effects of explosive decompression is to be given at the R.A.N. Air Station, Nowra, to

all aircrew personnel required to fly in pressure cabins above a height of 30,000 feet.

(iv) A record of these tests and instructions is to be made in the Flying Log Book and a report on the test required at (ii) above is to be made on Form M.246.

57. Flying Log Book: Notation of Flying Medical Category.- Medical Officers will ensure that the current flying medical category of an officer or rating member of aircrew is recorded in his flying log book.

58. Pay Book (S.43A).- The following medical notations are to be made in the Pay Book of R.N. Personnel serving in the R.A.N. :-

(a) Flying medical category;
(b) Grade of night vision;
(c) Inoculation and vaccination;
(d) Blood Group;
(e) Issue of first aid outfit;
(f) Mass Fluorography result.

59. Medical Lectures to Aircrews.- Lectures are to be given to all aircrews on the following subjects :-

(a) Oxygen and anoxia;
(b) Night vision;
(c) Hygiene in flying;
(d) First aid in flying.

60. Carbon Monoxide Poisoning.- Instructions concerning cases of suspected CO poisoning are given in A.F.O.4007/1948.

SECTION VII - MEDICAL STANDARDS FOR MEMBERS OF NAVAL AIRCREWS.

61. The following Flying Medical Categories are required on entry or transfer to aircrew duties :-

(i) As Pilot - A1B, i.e., fit for full flying duties as pilot;

(ii) As Observer or Aircrewman - A3B, i.e., fit for full flying duties as Observer or Aircrewman.

62. In special circumstances these flying medical categories are modified in individual cases at the discretion of the Naval Board.

63. The medical examination of aircrew personnel is to be carried out in accordance with the procedure laid down in Air Publication 130, "The Medical Examination for Fitness for Flying (Royal Air Force and Civil)" and such amendments thereto as may be issued from time to time.

64. The height, weight and leg length requirements for all candidates for Naval aircrew duties are as follows :-

Height:	64-ins. minimum: 78 ins. maximum.
Leg length:	39-ins. minimum (Pilots only).
Weight:	200-lb. maximum.

Under no circumstances can a candidate for aircrew duties be accepted whose height and leg length is even fractionally less than these standards. Border-line cases should be rejected.

65. The physical and E.N.T. assessments for fitness are laid down in Air Publication 130 and are the same for all aircrew personnel, with the exception of visual standards, for which see paragraph 66 of this Order.

66. Visual standards are shown in the following table :-

(i) Visual Standards on Entry

	Flying Medical Category	Minimum Distant Vision	N.V.	C.P.	Refractive Error
Pilot Observer and Aircrewman	A1B A3B	6/6 in each eye. If a candidate who is otherwise desirable, attains not better than 6/9 in one or both eyes he should be deferred and re-examined after 24 hours have elapsed. If he then attains 6/6 in each eye he may be accepted.	D-0.5 EE	Grade I	Limits of Hypermetropia:- In the better eye: Hypermetropia of 1.5 Dioptre. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism, the error in the more hypermetropic meridian must not exceed 1.5D of which not more than 0.75D must be due to astigmatism. In the worse eye: Hypermetropia of 2.5D. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism, the error in the more hypermetropic meridian not to exceed 2.5D of which not more than 1.0D must be due to astigmatism.

(ii) Ocular Muscle Balance applicable to Pilots, Observers and Aircrewmen

Test		Fit	
Maddox rod Test	Exophia Esophoria Hyperphoria	0-3.5 Prism D 0-4 Prism D 0-0.75 Prism D	Convergence (C) 0-10 c.m. Subjective convergence (S.C.). This test is used as an aid in assessing (C). The point of binocular breakdown in S.C. is usually higher up the scale than in C, e.g., C = 9 c.m. S.C. = 13 c.m. Where the readings approximate, the ability of the candidate to maintain binocular vision under effort is strong, although the convergence itself may be border-line.
Bishop Harman diaphragm Test	Exophoric and Esophoric types	0-4 0-5	Accommodation: This must be 11 c.m. or better. Allowance must be made for hypermetropia, and in the case of older men, for presbyopia.
Cover Test	Exophoric and Esophoric Responses	Latent Div R.R. Latent Con. R.R.	

(iii) Optically corrected flying goggles - supply of.

(a) Flying goggles, fitted with optically corrected lenses, may be supplied to Pilots, Observers and Aircrewmen when recommended by a Naval Ophthalmic specialist and approved by the Naval Board, in order to enable them to continue flying duties. This applies only to fully trained personnel who have suffered a deterioration in visual acuity after entry and are required, because of their experience, to continue flying duties. All such cases are to be made AtB pending medical and executive decisions by the Naval Board.

(b) When a Pilot, Observer or Aircrewman is found on examination to have a defect in vision, he is to be referred to a Naval Ophthalmic specialist under the provisions of C.O.R.. Article 552, Clause 3. Upon receipt of the report from the specialist a copy of Form AM 188, and the specialist's report, together with Treasury Form 11 (in triplicate), are to be forwarded to Navy Office by the Commanding Officer, together with a report as to whether or not it is desired that the member should be retained for flying duties. When a member is recommended for retention on such duties, the report is to contain details of his flying experience.

(c) After the Naval Board decision has been given as to whether the member is to be retained on flying duties, the Commanding Officer will be notified and, when retention for flying duties has been approved, one copy of Treasury Form 11, duly completed, will be returned to the Commanding Officer. The Commanding Officer is then to arrange for the member concerned to proceed to Optical Prescriptions Pty.Ltd., 235 Macquarie Street, Sydney, bringing with him the Order Form, Treasury Form 12, the prescription of the Ophthalmic specialist, his flying helmet and two pairs of flying goggles.

(d) Two pairs of flying goggles will be allowed on personal loan together with optically corrected lenses (one pair clear and one pair tinted Crookes B2) and one spare pair of corrected (clear).

(e) When ready, the goggles should be obtained from the suppliers and taken by the member concerned to the Naval Ophthalmic specialist for checking and certification.

(f) Upon receipt of certification of correctness of the corrected lenses prepared for the flying goggles, the Commanding Officer is to arrange to send the two pairs of flying goggles to the Supply Officer of the ship or establishment where the member is borne for pay, together with Form AS 549. The goggles are to be taken on charge and issued in accordance with the accounting procedure for flying clothing prescribed in Navy Order 142 of 1949, one copy of Form AS 549, duly receipted, being returned by the Supply Officer to the Commanding Officer of the member's ship or establishment.

(g) A record is to be made on Flying Clothing Card, (Form S.1055) of the supply of optically corrected goggles and lenses issued to the member concerned.

(h) The supply of special goggles at the expense of this Department and the prescription for them are to be noted on Form M.246 as an additional enclosure to Form M.247. The medical categories of personnel supplied with specially corrected goggles are at all times to be shown with the limitation "with corrected goggles", e.g., "A1B with corrected goggles".

(i) In order to distinguish between goggles fitted with optically-corrected lenses and those fitted with ordinary lenses, the bridge-pieces of all goggles with corrected lenses are to be painted white in the ship or establishment in which the wearer is serving. In addition, the outside rim of the metal frames of corrected lenses, both clear and tinted, are to be painted white.

(j) Lenses of corrected goggles withdrawn from personnel who have permanently relinquished flying duties are to be removed from the goggles and forwarded to the Director of Naval Medical Services for association with the individual's medical history envelope (M.247).

(k) Upon relinquishment of flying duties by a member, appropriate action is to be taken by the Supply Officer.

(iv) Night Visual Acuity.

This is to be tested and recorded as laid down in C.A.F.O. 74/1946.

(v) Colour Perception.

Candidates for Pilot, Observer and Aircrewman are required to attain a standard of Grade I colour perception as assessed by the Edridge Green lantern, or Martin lantern. Colour perception is to be assessed on the Martin lantern alone when this lantern becomes available.

No test for colour perception is to be carried out after the initial assessment of flying medical category unless required (a) on medical grounds, or (b) when the ability of an officer or rating to distinguish colours or coloured lights in the course of his duties has been questioned. In either case, the examination must be carried out by an Ophthalmic specialist.

(vi) Squint.

All cases of squint of any degree are unfit for Naval flying duties.

67. If any officer or rating engaged on flying duties is found to be slightly below the standards laid down, but whose efficiency in his special duties has been maintained, the case is to be specially referred to the Director of Naval Medical Services.

68. Gilder Pilot Instructors, R.A.N.- The medical standards required will be that the individual:

(i) Must not suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of a glider under ordinary conditions.

(ii) Must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of the glider. There must be no evidence of kidney disease or cardiac lesion, nor must there be any clinical signs of syphilis.

(iii) Must have a visual acuity in each eye, without glasses, of at least 6/60 correctable with glasses to at least 6/6 in each eye.

(iv) Must have colour perception Standard 3, vide A.F.O. 2708/1948.

(v) Must be able to hear a whisper at a distance of at least three feet. The middle ear must be healthy and the vestibular mechanism intact.

(vi) Must have free tubal air entry through the nasal passages on both sides.

69. The record of the medical examination is to be made on Form M.249, a typed copy of which is to be prepared, signed by the examining medical officer and forwarded to the Director of Naval Medical Services. The original copy of Form M.249 is to be placed with the member's Form M.247. Form M.248 will not be prepared.

70. The assessment of the results of the examination will be Fit-Unfit Glider Pilot Instructor, and in addition to a record of the assessment being made on Form M.249, a record of the assessment is to be made on Form M.254 and handed to the individual examined for his retention.

71. If any officer or rating engaged in flying duties is found to be slightly below the standards laid down, but whose efficiency in his special duties has been maintained, the case is to be specially referred to the Director of Naval Medical Services.

(Note.- This refers to all systems and not visual standards in particular.)

72. These standards may be modified in special circumstances at the discretion of the Naval Board.

(527/201/1202)
(527/201/1212)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
20th December, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

F.R.Cummins

Secretary.

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

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436.

SECRECY AND SECURITY - SECURITY CLASSIFICATIONS - MARKING ON DOCUMENTS.

The revised system of marking security classifications on documents as outlined in Admiralty Fleet Order 3185/1949 has been adopted in the Royal Australian Navy. (453/201/118)

437.

ECONOMICAL SPEED - H.M.A. SHIPS.

Paragraph 3 of Navy Order 34 of 1949 is to be deleted and the following paragraph substituted :-

"3. When economical speed is exceeded, the following details covering such occasion are to be reported in the report of proceedings :-

(a) Number of hours of economical speed exceeded.
(b) Average speed.
(c) Reason and authority for excess.
(d) On occasions when a set speed above economical is maintained for four hours or more the following is to be included :-
  (i) Fuel expended for all purposes per hour.
  (ii) Distance run per ton of fuel.

Reports are not required from Carriers and attendant Destroyers when economical speed is exceeded during actual flying operations unless clause (d) above is applicable."

(603/247/2274)

438.

WAR SERVICE RANK - ADDRESS OF OFFICERS.

Officers who were granted acting higher rank during the war and have since left the Naval Service are privileged to use the higher title in civil life. Official correspondence for such officers should, therefore, show the higher rank indicated in parenthesis in the Royal Australian Navy List.

2. Officers on the Active List of Reserve Officers will continue to be addressed in their actual rank as shown in the Navy List and not their war service rank. (578/201/267)

439.

DRAFTING FROM SEA AND HOME SERVICE ROSTERS.

Sea-Shore drafting rosters were recommenced as a section of the Drafting Office in April 1947, and in these rosters ratings are listed according to branch and rating. Positions on the rosters have up to date been determined and adjusted according to the total amount of time served at sea or in

shore service, calculated from 1st October, 1939. This method, however, has now served its purpose of ensuring that ratings, who spent most of the war years at sea, have had an equitable period of shore service, and in view of the large number of post war entries now serving, a gradual change to the pre-war method of alternative periods of sea and shore service is being introduced. Navy Order 76 of 1947 and paragraph 1 of Navy Order 87 of 1949 are hereby cancelled.

2. Normally a rating will be required to complete two years sea service in a ship before becoming eligible for shore service, and he is placed on the roster for shore service as from date of joining the ship. This period, however, will be reduced in certain branches where there are few vacancies at sea, in order to afford all ratings an opportunity for sea service. Service in shore establishments north of Brisbane will normally be limited to 12 months, but extensions of this period may be granted under certain conditions.

3. A rating drafted for shore service on completion of two years sea service will assume his position on the roster for sea service after all ratings then serving on shore. His roster date for sea is the date of commencing shore service.

4. As far as possible, drafting will take place from the sea and shore service rosters, but due to Part 2 specialist qualifications or other Service requirements, it is not possible to draft all ratings strictly in roster order. However, equity is ensured by adjusting the relevant dates in accordance with the particular service of each man.

5. Every endeavour will be made to give as much notice for draft as possible. It is expected this will be normally at least 30 days before draft, except for local movements, and this will be increased as conditions become more settled.

6. Definitions.-

(a) Sea service will comprise -
  (i) service in a commissioned sea-going ship;
  (ii) service in a sea-going ship refitting and remaining in commission;
  (iii) service in shore establishments north of Brisbane (except where wife is also resident, when only half of this period will count as sea service);
  (iv) the first four months of service whilst undergoing courses, when appropriated for such courses from a sea-going ship;
  (v) first four months in an immobilised ship when such service is in continuation of sea-going service in the same ship.

(b) Shore service will comprise -
  (i) service in shore establishments and harbour service ships south of and including Brisbane;
  (ii) one-half of service in shore establishments north of Brisbane if wife is resident in the area;
  (iii) service in Reserve Fleet ships and harbour service tenders to shore establishments which are not regularly sea-going (south of and including Brisbane);

(iv) service in an immobilised ship, except that when such service is in continuation of sea-going service in the same ship prior to immobilisation, the first four months will not comprise shore service.

7. A rating may elect one of the following cities as his Home Port :- SYDNEY, BRISBANE, MELBOURNE, ADELAIDE, FREMANTLE or HOBART, and he will be drafted to his home port, when due for shore service, if the number of complement vacancies existing in that port permits. For this reason it is essential that each rating ensure that his home port is correctly shown on his Service Certificate. Rosters of volunteers for service in any particular area, e.g. H.M.A.S. COMMONWEALTH (JAPAN), NEW GUINEA, L.R.W.E. WOOMERA, are also maintained and applications to have names included on these rosters may be forwarded. Applications to serve in any particular ship or any of the Home Port Establishments are not to be forwarded.

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

9. New entries and re-entered men will be drafted to sea-going ships as soon as possible after completion of their training. New entries will be placed on the roster for shore service after completion of two years sea service, or when they have been advanced to the able rating and the appropriate Part 2 specialist qualification is held, whichever is the later. Re-entries in the able rating will be placed on the roster for shore service from date of commencing sea service.

10. Service in home port on compassionate grounds, when drafted from sea service before normal date for relief, will count as shore service, and a rating will be required to complete his sea service when his compassionate grounds have lapsed. It should be noted that approval, given to requests for draft on compassionate grounds, means that other ratings go to sea before their normal turn and consequently such requests should be made only if no other action can be taken to overcome the difficulties encountered.

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

12. Requests for exchange drafts may be forwarded for consideration and may be approved only if the sea and shore roster positions of each rating are comparable, and no expense to the Crown is involved.

13. Requests for sea service out of turn may also be forwarded for consideration and normally will be approved if recommended, provided that Service conditions permit and no other rating is thereby penalised. Such ratings if serving on shore are then placed in first position on the roster for sea, and if already serving in a sea appropriation their date on the roster for shore service is post-dated 12 months.

14. To ensure fitness for draft, ratings are to be provisionally medically and dentally examined, and treated if necessary on receipt of draft notes to obviate the need to draft other ratings at short notice should the former not be fit. When requesting for relief for ratings sick on shore, it will be appreciated by Commanding Officers that early action to ascertain whether ratings will return to ship before sailing is imperative. Normally ships and establishments are expected to bear shortages due to sickness for 60 days. (502/201/795)

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

440.

EXAMINATION OF DENTAL RATINGS - SEPTEMBER, 1949.

The results obtained by candidates who passed in the examination for advancement in the Dental Branch on 20th September 1949, are as follows :-

Exam No.	Name	Present Rating	O/N	Percentage of Marks obtained at examination		Approx. average for: (a) Written (b) Oral & Practical	Result	Where serving at time of examination
				Written	Oral & Practical			
1	LYONS, James	Dental Assistant	40022	64	70	67	Passed	CERBERUS
4	POWTER, A.F.N.	"	28918	52	81	66	Passed	KUTTABUL
5	SMITH, K.H.	"	29885	57	80.5	68	Passed	KUTTABUL

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

3. The 20th September, 1949, is to be regarded as the basic date for the passing of this examination.

4. The original copies of Form A.M.311Z have been completed and forwarded to the ships and establishments concerned. The necessary notation should be made on the service certificate of candidates.

(465/207/1359)

441.

COX SUBMERGED BOLT DRIVING AND PUNCHING UNITS, AND AIR BOLT UNITS.

With reference to Navy Order 204 of 1949, the following is a detailed list showing the nomenclature and allowances per unit, for the Cox submerged bolt driving and punching unit, and air bolt unit :-

Item	Allowance per unit				
	Common Stores	Bolt Stores	Punch Stores	Timbering Stores	Air Bolt Stores
Cox submerged bolt driving and punching gun No.2 :-	1				
Barrel, air bolt 12"					4
" bolt 7" (with bolt nose)		9			
" punch 7" (with punch nose)			6		

Item	Allowance per unit				
	Common Stores	Bolt Stores	Punch Stores	Timbering Stores	Air Bolt Stores
Barrel, timbering 15" (with bolt nose)				3	
Block, arresting "C" (contact)	9	9			4
" " ½" patch		9			
" " ¾" "		9			
" " 1" "		9			
Catch, barrel release	1				
Cord, slinging elastic	2				
Screw, catch barrel release	1				
" " firing	1				
Spring, catch barrel release	1				
" " firing	1				
Tools -					
Anvil, dismounting	1				
Bit, auger, 2⅜" dia. for use when timbering				2	
Drift, ½" dia.	1				
" recessed end 1¼" dia.	1				
" " " 13/16" "	1				
Feeder, oil	1				
Hammer copper	1				
Rod, barrel cleaning	1				
Screwdriver	1				
" "T" special for air bolt					2
Spanner, 1 1/16" whit. for barrel	1				
" ¾" whit. for adaptor air bolt					1
" ⅝" B.S.F. for screwed bolt nut	1				
" ⅜" B.S.F. for handle nut	1				
" box ⅞" B.S.F. for holder rear end nut	1				
" breech nut	1				
Stabiliser, three legged	1				
Tommy, for vice	1				
Vice, with ring nut	1				
Stores for use with Cox equipment :-					
Adaptor bronze, air bolt, with 2 attached blanking nuts					12
Ammunition, air bolt :-					
Index 2A					12
3A					12
4A					12
5A					12
6A					12
7A					12
8A					12
Ammunition, bolt :-					
Index 2		50			
3		50			
4		50			

Item	Allowance per unit				
	Common Stores	Bolt Stores	Punch Stores	Timbering Stores	Air Bolt Stores
Ammunition, bolt - contd.					
Index 5		50			
6		50			
7		50			
8		50			
Ammunition, punch :-					
Index 2			25		
3			25		
4			25		
5			25		
6			25		
7			25		
Bolt, extension, coffer dam :-					
12"				60	
18"				24	
24"				24	
Ferrule, wooden				100	
Nut, air bolt sealing					12
" ⅝" B.S.F. for ammunition bolt		350			
" wing, 1" whit. for bolt, extension, coffer dam.				108	
Register, wooden		350			
Washer, plate 4" for bolt extension, coffer dam.				108	
Washer, sealing fibre		735	158		176

2. The headings shown are to be used for all accounting, provision and supply purposes in the R.A.N.

(612/236/9130)

442.

MOTOR TRANSPORT CENSUS.

Attention is drawn to Navy Order 318 of 1948, in regard to the rendition to Navy Office annually of particulars of motor transport held by all H.M.A. ships and shore establishments.

2. Returns, which should include particulars of all motor vehicles, trailers, tractors, mobile cranes, etc. held as at 31st December, 1949, should be forwarded to reach Navy Office not later than 31st January, 1950.

3. Action should be taken to ensure that every vehicle is maintained and equipped in accordance with the motor traffic legislation applicable to the State or Territory in which the vehicle is operating. Special attention should be given to the manner in which number plates are affixed to vehicles with the object of reducing losses of plates to a minimum.

(638/202/3465)

443.

ARMAMENT STORES - ACCOUNTING FOR, DEMAND AND DISPOSAL OF, AT R.A.N. AIR STATIONS.

Navy Order No.231 of 1949 is to be amended as follows :-

Paragraph 29 - Delete "Form S.1043" and insert in lieu "Form S.1403".

(612/202/4204)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
27th December, 1949.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J.R.Cummins

Secretary.

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

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444.

TORPEDO DETECTOR RATINGS - ANTI-SUBMARINE TRAINING - USE OF SUFFIX (P).

Owing to the lack of training submarines in Australian waters during the period 1948-1949, it has been necessary to rate many T.D.2s. and T.D.3s. who have not undergone the necessary training in asdic operating procedure at sea.

2. With the arrival of training submarines it will be possible to remedy the position, and it is important that all T.D. ratings, who are not fully trained, should be given the necessary training as soon as possible. In order to achieve this, the following action is to be taken :-

(a) All T.D. ratings who have not had the necessary training at sea with a submarine target will be given the suffix (P) (Provisional) in the T.A.S. School's records. (See paragraph 3 below.).

(b) Ships are to keep a record of the hours spent by each T.D.2 (P) and T.D.3 (P) rating in operating with a submarine, and are to inform H.M.A.S. RUSHCUTTER by signal as each rating completes the necessary time for removal of the suffix (P). (10 hours for T.D.3, and 12 hours for T.D.2.)

(c) The T.A.S. School will endeavour to arrange sea training for as many suffix (P) ratings as possible.

3. The suffix (P) will not apply to the following :-

(a) Ratings qualified at H.M.A.S. RUSHCUTTER in classes T.D.2 1/47 and T.D.3 8/47 who have not subsequently been advanced to a higher Part II qualification.

(b) Ratings qualified in the United Kingdom.

(c) Ex-asdic ratings who have not undergone a conversion/advancement course.

e.g., An H.S.D. who has been converted to T.D.2 will not be given the suffix (P), but an S.D. who has converted and advanced to T.D.2 becomes a T.D.2 (P).

(348/262/5)

445.

LEAVE OF ABSENCE EXCEEDING FOUR DAYS - OFFICERS AUTHORISED TO GRANT.

Authority has been granted to the Commodore (Air), similar to that vested in the Flag Officer Commanding, H.M. Australian Fleet, and the Flag Officer-in-Charge, New South Wales, under C.O.R., Article 272, Clause 4.

2. C.O.R. will be amended in due course.

(520/201/1510)

446.

AMENDMENT TO COMMONWEALTH PUBLIC SERVICE REGULATION 159 - R.A.N. HIGHER EDUCATIONAL TEST.

Following departmental representations the Commonwealth Public Service Board has approved of the R.A.N. Higher Educational Test being included as a prescribed examination for permanent appointment to the Commonwealth Public Service in accordance with Commonwealth Public Service Regulation No.159.

2. This amendment will qualify for permanent appointment to the Third or Fourth Division of the Commonwealth Public Service, ex-naval personnel who are returned soldiers within the meaning of the Commonwealth Public Service Act, are less than 51 years of age, and have passed the R.A.N. Higher Educational Test.

3. Ex-servicemen who are already in the employ of the Commonwealth Public Service and have passed one or more subjects for the Higher Educational Test may be permitted to sit in a Naval Establishment for the necessary subjects required to gain a Higher Educational Test certificate up to and including the October 1950 Examination.

(721/203/700)

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

447.

DESERTERS - TIME SPENT WAITING TRIAL.

The provisions of A.F.O. 1780/1941 are to be followed when the Service documents of deserters waiting trial are not available.

2. Where documents are available, the trial is to proceed forthwith, unless there are special reasons to the contrary, such as admission to hospital, etc.

(349/49/653)

448.

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, 1948 to 30th June, 1949, 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, 1948.		2,722.10. 4
Petty Cash on hand as at 1st July.1948		2. 8
Australian Army Canteen Service rebates	£141.0.4	
Less distributions made to Ships'Funds	19.2.9	121.17. 7
Levy on rentals of Canteen Tenants		298. 2. 1
Levy on sales in Service System Canteens		3,327.11. 0
H.M.A.S. TARANGAU - re sale of materials supplied by Central Canteen Fund and levy on sales of Canteen Stores		422. 0. 4

	£. s. d
Balances of Bank Accounts of Canteens in H.M.A. Ships paid off	1.10
Cash Balance transferred from Naval Board Amenities Fund	28.16. 1
Interest on Commonwealth Treasury Bonds	10. 4. 9
Interest on current account, Commonwealth Savings Bank	43.18. 7
Repayment of Advances to -	
H.M.A.S. WARRAMUNGA	200. 0. 0
H.M.A.S. SYDNEY (on Account Recreational Equipment)	294. 9. 6
	£7,469.14. 9

EXPENDITURE:

Freight on films	235. 8. 8
Purchase of materials for H.M.A.S.TARANGAU	50. 4. 5
Contributions to R.A.N. Recreational Film Account	400. 0. 0
Purchase of Projector Equipment and Transformer for use at R.A.N. Air Station, Nowra	280.10. 9
Fares Inter-service Sports Teams	66.15. 8
Purchase of Commonwealth Treasury Bonds	2,000. 0. 0
Repair of Pianos for use at TARANGAU and R.A.N. Air Station, Nowra	96. 0. 0
Contribution to the Melbourne Naval Centre	31.10. 0
Advance for purchase of Recreational Equipment for R.A.N. Air Station, Nowra	191.18. 0
Grant for purchase of Wireless Set, R.A.N. Air Station, Nowra	22.10. 0
Repair of Billiard Table - H.M.A.S. LEEUWIN - (Authorised as a charge to R.A.N. Amenities Fund prior to transfer of balance of that Fund to R.A.N. Central Canteen Fund)	64.10. 0
Petty cash expenditure	2. 8
Amounts advanced to Ships' Welfare Committees and repayable to R.A.N. Central Canteen Fund -	
H.M.A.S. WARRAMUNGA	200. 0. 0
H.M.A.S. KOALA	200. 0. 0
H.M.A.S. TARANGAU	500. 0. 0
C.P.O's. Mess, R.A.N. Air Station, Nowra	100. 0. 0
Final Payment to Services Trust Fund	1,000. 0. 0
Donations -	
Amenities Centre, Nowra	100. 0. 0
Naval proportion of expenditure on Amenities at Long Range Weapon Establishment	125. 0. 0
Reconditioning of Portrait of late Captain Hickson, R.N.	17.17. 0
Balance at Commonwealth Savings Bank as at 30th June, 1949	1,787. 7. 7
	£7,469.14. 9

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

(427/201/1244)

449.

14 FT. DINGHIES FOR H.M.A. SHIPS AND ESTABLISHMENTS.

The allowances of 14 ft. sailing dinghies to H.M.A. ships and shore establishments for training and recreational purposes have been revised as follows :-

H.M.A.S. SYDNEY	3 No.	
H.M.A.S. AUSTRALIA	2 No.	
"Tribal" Class Destroyers	1 No. each	
"Battle" Class Destroyers under construction	1 No. each	
"Daring" Class Destroyers under construction	1 No. each	
"Q" Class Destroyers in commission	1 No. each	
H.M.A.S. WARREGO	1 No.	
Frigates in commission	1 No. each	
R.A.N. College	4 No.	
TARANGAU	8 No.	(for eventual transfer to Manus Base)
ALBATROSS	2 No.	(These boats form a Consolidated Command allowance (A.F.O.610/1948 refers) and may be re-allocated at discretion of F.O.I.C. Sydney. Any such re-allocations are to be reported to Navy Office
RUSHCUTTER	2 No.	
KUTTABUL	1 No.	
WATSON	1 No.	
PENGUIN	2 No.	
MELVILLE, LONSDALE, LEEUWIN, MORETON, TORRENS, HUON	1 No. each	
Reserve Fleet Divisions -		
Sydney - PLATYPUS	1 No.	Including 2 No. to be regarded as available for re-allocation in the event of ships coming forward from reserve
SHROPSHIRE	1 No.	
HAWKESBURY	1 No.	
Melbourne - MACQUARIE	1 No.	
For Fleet Minesweepers	1 No.	
Fremantle - For Fleet Minesweepers at Cockburn Sound	2 No.	

2. Except for vessels under construction, which will be supplied on commissioning, issue of 14 ft. Dinghies to complete to the above revised allowances will be effected without demand by the Superintending Naval Store Officer, Sydney, in the following order of priority as stocks become available :-

(1) H.M.A.S. ALBATROSS.

(2) H.M.A. Ships in commission and Melbourne and Fremantle divisions of the Reserve Fleet, in rotation.

(3) H.M.A.S. MELVILLE.

(4) Other shore establishments and Sydney division of the Reserve Fleet, in rotation.

(603/243/2534)

450.

BLUE WORKING SHORTS.

With reference to Navy Order 259 of 1949, the addition of 2 pairs stockings, blue, to the compulsory kit of all musician ratings has been approved and an initial gratuitous issue of 2 pairs may be made to all musician ratings at present serving.

2. Navy Order 108 of 1949 is accordingly to be amended as follows :-

KIT OF MUSICIAN RATINGS:

(a) Compulsory Kit.-

After "*2 prs. socks, black or navy blue" add "2 prs. stockings, blue".

(434/201/4159)

451.

AIRCRAFT SAFETY EQUIPMENT - FLYING CLOTHING AND ANCILLARY EQUIPMENT.

INSTRUCTION VI (AIRCRAFT OXYGEN SYSTEM - TEST RIG FOR OXYGEN MASK) of Navy Order 242 of 1949 is to be amended by substituting the following instruction for that shown therein:-

"The provisions of A.F.O.3405/1949 and A.F.O. Diagram 129/1949 have been adopted in the R.A.N.".

(613/227/53)

452.

ICE CREAM.

Commanding Officers of all ships and establishments in which ice cream is distributed are to ensure that the following requirements are observed in the manufacture, storage and issue of ice cream for human consumption :-

(a) In those H.M.A. Ships and shore establishments in which ice cream machines are fitted, the ice cream is only to be made from a complete dry mix which will be supplied, on demand, from Service sources. When ice cream is manufactured on board by the canteen tenant, it is also to be made only from a complete dry mix obtained from an approved firm. In both the above instances, nothing is to be added other than the water, colouring or flavouring materials, fruit, nuts, chocolate or other similar substances, and the reconstituted product is to be converted into ice cream within one hour of reconstitution.

(b) Where ready-made ice cream is procured by the tenant or canteen manager, as the case may be, for re-sale in the canteen the Commanding Officer is to ensure that it is obtained from a reputable manufacturer approved by the Department only, prior local advice in this regard being sought whenever necessary.

(c) Under no circumstances is the Commanding Officer to permit any ice cream to be distributed for consumption which does not comply with the provisions of either sub-paragraph (a) or (b) above.

2. Ice cream is not to be supplied for consumption unless it has been :-

(a) kept at a temperature not exceeding 28 degrees F. since it was frozen; and

(b) adequately protected from dirt, dust and other contamination.

3. In no circumstances is ice cream, which has once liquefied or partially liquefied, to be issued for consumption either in a liquefied or frozen form.

4. Ice cream, even though maintained in a fully frozen condition, is not to be distributed after a greater period than two days from its manufacture or receipt on board.

5. Commanding Officers are to ensure that these standards are adhered to by all concerned in the manufacture or issue of ice cream on board.

(668/201/3958)

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