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Loan Issue of Khaki Dustcoats for Naval Instructors in Mechanical Training Establishments and Royal Australian Naval Air Stations ..	29/53
Made-to-Measure - Band Officers and Musician Ratings - Commonwealth Government Clothing Factory Prices ..	397/53
Naval Dockyard Police - Commonwealth Government Clothing Factory Prices ..	285/53
Rating's - Commonwealth Government Clothing Factory Prices ..	346/52;286/53

* Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Uniforms - Made-to-Measure - Rating's - Contracts for, at Sydney and Perth ..	307,391/53
Measurement of Articles of Uniform and Clothing Stocked for Issue in the Royal Australian Navy ..	452/53
Naval Dockyard Police ..	120/52
- Wearing of Chevrons by Sergeants ..	302/53
Officers' - Commonwealth Government Clothing Factory Prices ..	284/53
, Distinction Marks of Branch ..	270/52
Outfit Gratuities and Uniform Grants Payable to Royal Navy Officers Serving in H.M.A. Ships and Establishments ..	162/53
Provision of Auguilletes, Royal Cyphers etc. ..	84/53
Raincoats for Ratings - New Pattern ..	117/53
Ratings - Flannel and Dicky Fronts ..	401/52
Modification In Design of Class I and Class III Suits ..	72/52
"Schooner Rig" for Wear in Hot Weather ..	42/53
Relacing of Reserve Officers' Uniforms Suits, Blue, Overall - One Piece ..	271/52
White Gloves and Gauntlets for Wear by Royal Australian Navy Drummers ..	191/52
Washing and Dry Cleaning - Removal of Badges ..	264/52
Wearing of Zip Fasteners with Uniform Trousers ..	170/53
W.R.A.N.S. - Made-to-Measure Uniform for Officers - Sydney ..	512/53
W.R.A.N.S. - Made-to-Measure Uniforms for Ratings ..	308/53
W.R.A.N.S. - Made-to-Measure Uniform for Ratings - Sydney ..	513/53
W.R.A.N.S. - Outfit Gratuities and Allowances for Alteration of Uniforms Consequent Upon Promotion ..	458/51
United Kingdom National Insurance - British Enlisted Personnel Serving in the R.A.N. ..	273/51

V

Vaccination and Inoculation ..	35/52;208/53
Valves for A.V.C. Equipment fitted in Asdic Installations ..	358/53
Vessels - Survey and Maintenance of Major Wooden Vessels ..	55/53
V.H.F. Equipment - A.S. Frigates and A.A. Frigates (Sloop) As and As ..	*2/52
Victualling - Accounting for Bedding and Naval Stores - Revision of Procurement and Supply Arrange- ments for Certain Items ..	213/53 342/53

* Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Victualling - Charges for Victualling and Accommodation - Civilian Employees of Other Departments and Contractors etc. ..	102/52
Commanding Officers' Mess Traps ..	222/53
Flight Deck Clothing ..	171/53
Officers - Issue of Bedding on Repayment ..	360/53
Mess Traps - Replacement Allowances - 1953-54 ..	494/53
Temporarily Accommodated - Provision of Bed Linen and Towels ..	279/51
Reserve Officers Undergoing Annual Continuous Training or Courses - Supply of Bedding and Bed Linen ..	296/53
Stores - Anti-Flash Hoods and Gloves ..	272/53
Aprons for Cafeteria Servers ..	367/52
Bags, Flying Clothing - Introduction ..	529/53
Bed Linen and Towels for Loan Issue to Official Visitors ..	468/53
Canned Fish ..	209,435/51
Tomatoes - Restric- tion of Issues ..	188/52
Charges for Bedding (Naval Store) Lost by Neglect ..	361,430/53
Cigarettes and Tobacco ..	280/51
Condemnations - Cereals - Spaghetti, Macaroni, etc. ..	189/52
Dehydrated Vegetables - Introduction of Compulsory Issues ..	322/52
Demands for Mess Gear - Use of Vocabulary Numbers ..	454/53
Ice Cream ..	363/53
Lemon and Orange Powders - Introduction for Issue in the R.A.N. - Extra Issue ..	118/53
Mattresses for Bunks in H.M.A. Ships ..	141/52
Sponge Rubber for R.A.N. Hospitals ..	224/51
Mess Gear - Insulated Tea Urns for Cafeteria Messing ..	157,392/53
Officers' Replace- ment Allowances Applicable for 1952-1953 ..	426/52
Plastic Table Covering ..	207/53
Rotary Egg Beaters ..	181/53

* Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Victualling Stores - Mess Gear - Utensils for Chief Petty Officers', Petty Officers' and Seamen's Messes - Replacement Allowances for 1952-1953 - 1953-1954 ..	427/52;467/53
Milk Cans - Care and Preservation ..	457/51
Pressure Cookers ..	226/52
Sheets and Towels for R.A.N. Hospitals ..	242/53
for Sick Bay - H.M.A. Ships ..	64/52
Shoes, Black, Leather, Fitted With Rubber Heels ..	65/52
Snap - Frozen English Cod Fillets ..	22/52
Special Foods for Korea - Scales of Allowances ..	323/53
Supply of Bedding, etc. to Naval Dockyard Police ..	121/52
Beer to H.M.A. Ships and Naval Establishments ..	381/52
Clothing and Equipment for Anti-Gas and Decontamination Purposes in H.M.A. Naval Establishments ..	*27/53
Specifications for Food-stuffs ..	421/52
Unserviceable - Survey and Disposal - Procedure ..	43,192/52
W.R.A.N.S. - Allowances of Bedding, Bed Linen and Towels ..	11,272/52
Vision Eyesight and Colour Perception Standards ..	229/51
Visits of H.M.A. Ships to Ports Where Australia has Diplomatic or Consular Representations ..	145/52
- Royal Visit 1954 - Expenditure ..	354/53
Vitavox Microphones A.P.12606 and A.P.13321A - Modification ..	311/52
Vocational and Educational Training (E.V.T.) Stores - Supply and Accounting ..	445/52
Training Scheme - R.A.N. Education Service - Correspondence Courses ..	194/53
Vouchers - Accounting Voucher in Package System - Adoption in the R.A.N. ..	221,305/52
Demands, Return Notes and Receipted Issue Vouchers Supplied by Victualling Yards to Tenders ..	151,349/52
Forms and Cash Vouchers - Captain's Signature ..	417/53
V.S. Signal Flag Lockers - Flag Bins - Marking ..	466/51

* Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
W	
War - Official Termination of War ..	228,350/52
Warrants for Arrest of Absentees and Deserters from the R.A.N. ..	271/51
Watches - R.N. Aircrew Personnel on Loan Engagement - Flying Clothing and Wrist Watches ..	30/52
Weapons A/S - Arming of A/S Vessels ..	*23/53
Equipment - Gunnery and Underwater Weapons - Procedure for Demand, Supply and Return ..	92,310,344/52
- Gunnery and Underwater Weapons - Provision and Supply ..	261/53
Wills - Making of ..	244/51
Wireless - Portable and Transportable W/T and Voice Sets in Ships, etc., Excluding Combined Operations - New Scale of Allowances ..	*25/53
Wreaths - Purchase of, from Public Funds ..	299/53
Writer and Stores Branch Ratings - Method of Entry ..	376/53
W/T Crystals - Radio - Wireless Communication Equipment in H.M.A. Ships, R.A.N. Air Stations and Naval Aircraft, Supply of Crystals ..	*20/51

X

X-Ray Units and X-Ray Utensils - Medical and Dental ..	144/53
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* Denotes C.C.N.O.

LIST OF NAVY ORDERS ISSUED BETWEEN 1ST JANUARY, 1939, AND
31ST DECEMBER, 1953, WHICH HAVE BEEN CANCELLED, WHOLLY
OR IN PART, FOR PREVIOUS CANCELLATIONS SEE NAVY ORDER
VOLUME 1927-1947, PART I.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1939</u>		<u>1940 - ctd.</u>		<u>1941 - ctd.</u>	
26	277/50	301	315/41	326	429/43
39	50/40			340	410/42
45	175/49	<u>1941</u>		344	463/45
50	420/43	3	220/47	350	327/45
85	107/39	4	64/41	360	304/49
96	420/43	9	362/43	366	459/45
115	226/47	10	513/43	368	410/42
154	354/49	22	601/43		
158	37/40	23	232/43	<u>1942</u>	
159	91/40	34	42/47	2	103/45
163	84/47	38	504/45	18	256/44
172	66/48	42	355/41	27	135/50
		54	232/41	28	429/43
<u>1940</u>		55	50/48	38	448/42
2	249/40	63	300/51	47	561/44
34	332/42	65	141/47	60	230/42
37	132/41	74	305/44	69	104/45
41	38/41	80	175/49	73	446/43
43	321/44	85	345/44	82	
50	305/44	103	412/42	86	230/42
83	170/47	113	601/43	89	446/43
89	342/42	114	326/45	104	339/43
90	155/40	127	351/41	105	609/44
91	23/41	129	355/41	107	230/42
101	207/49	133	136/43	119	265/44
104	282/42	134	23/44	127	326/45
116	612/44	135	393/42	129	66/46
120	39/41	148	103/43	131	355/52
146	417/42	150	115/46	133	342/42
150	393/42	154	239/41	134	330/47
167	61/44	155	366/41	140	612/44
178	145/45	157	234/42	147	518/43
188	250/40	164	380/43	158	446/43
196	175/49	183	334/42	160	332/42
204	48/51	193	327/45	167	
215	518/43	198	493/53	168	84/47
216	304/42	201	84/47	170	332/43
220	116/50	203	141/47	177	448/42
228	489/43	206	136/43	183	519/43
232	528/43	216	351/43	184	414/43
233	26/48	222	580/44	190	211/46
240	304/40	228	103/43	205	305/44
243	580/44	235	612/44	207	493/53
250	73/42	252	304/49	219	134/43
255	233/47	255	342/45	239	339/43
257	498/43	261	334/42	248	263/43
259	280/47	263	212/42	250	480/43
265	84/47	277		265	211/46
271	220/47		50/48	277	286/48
275	359/43	319	342/42	281	33/45
280	237/45	325	162/47	282	149/43

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1942 - ctd.</u>		<u>1943 - ctd.</u>		<u>1943 - ctd.</u>	
283	146/44	*35	497/53	*175	*36/44
288	339/43	*36	*83/44	*176	*50/44
292	263/43	*38	519/53	*179	*71/44
293	448/42	*39	489/53	*180	*164/44
299	471/43	40	519/43	181	188/45
300	211/46	41	229/44	*181	497/53
303	149/43	45	257/45	185	49/45
304	601/45	*46	*72/44	197	235/45
305	280/47	46	127/44	207	175/49
313	237/45	49	104/45	215	241/45
316	51/45	*50	*164/44	216	264/45
321	525/43	56	580/44	217	305/44
331	246/45	57	264/45	223	145/45
333	325/45	*57	*2/49	226	158/44
344	327/45	*60	*63/45	227	343/52
346	211/46	60	66/48	232	42/52
350	84/47	*61	*117/44	238	343/51
352	480/43	*64	*138/43	244	257/45
357	345/44	*69	*177/44	245	265/44
358	446/43	69	64/50	246	446/43
360	256/44	72	264/46	258	69/47
361	525/43	75	414/45	263	266/44
375(b)	210/43	*83	*131/43	284	127/44
380	7/49	*85	519/53	294	410/49
385	612/44	*86	*118/43	299	290/46
389	262/43	*87	489/53	311	256/45
390	116/50	93	116/45	313	90/45
394	197/43	*94	*123/43	315	469/44
398	519/43	*95	519/53	317	251/47
403	84/47	*98	*71/45	319	267/53
409	325/45	99	172/49	327	190/45
410	218/45	101	362/45	331	241/44
420	325/45	102	53/45	341	220/48
421	220/48	*106	*164/44	351	152/47
435	390/43	106	140/46	355	612/44
440	351/43	108	267/53	359	39/45
446	265/43	*110	*63/45	360	257/44
448	140/46	*112	235/45	364	241/47
449	102/43	*115	395/46	367	328/47
451	587/44	*117	*180/44	380	281/47
453	525/43	118	480/43	383	127/48
458	211/46	*123	489/53	392	266/44
461	480/43	*128	*80/44	404	309/50
		*130	*83/44	406	481/45
<u>1943</u>		*131	*36/44	411	360/52
2	346/44	132	368/45	412	414/44
5	220/48	*138	*3/50	414	500/45
*9	*188/44	139	394/49	415	11/47
11	320/45	*142	*45/44	421	414/45
*16	489/53	145	359/43	426	481/45
*19	*42/49	149	414/45	440	116/45
*22	*63/45	*150	*63/45	445	267/53
23	436/43	153	385/46	446	23/44
*25	*20/44	*160	*141/44	449	649/44
*26	*43/53	162	414/45	451	135/50
*29	*57/43	163		466	400/45
*30	497/53	164	140/46	472	211/46
*31	519/53	*168	440/53	480	630/44
*34	*36/44	172	68/48	485	116/45
		*174	*141/44	489	65/48

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
1943-ctd.		1944-ctd.		1944-ctd.	
491	327/45	*64	*72/44	*223	*43/53
493	459/45	*65	208/44	*224	*271/44
497	366/44	*71	*140/44	*232	} 519/53
503	354/44	*72	211/46	*233	
514	326/45	76	278/44	234	69/47
519	543/44	*79	432/53	*240	462/45
521	263/44	*80	519/53	241	69/47
525	100/46	*81	432/53	*241	497/53
526	425/44	*82	*46/45	*242	519/53
530	71/53	84	543/44	*243	432/53
535	421/45	*87	} 432/53	*248	72/48
539	278/45	*88		249	543/44
547	288/45	89	329/46	250	272/47
548	272/47	*96	} 432/53	251	} 140/46
549	292/52	*107		252	
554	92/48	109	442/50	257	40/45
559	375/44	*112	*18/50	259	641/44
564	99/48	*113	432/53	263	364/49
567	309/50	*117	*208/44	264	234/45
573	318/51	*119	462/45	265	421/50
576	263/44	*122	414/45	266	440/45
578	178/45	126	84/47	270	390/44
582	414/44	127	36/45	*271	339/46
589	211/46	131	51/45	274	350/51
594	265/44	135	625/44	276	275/52
611	481/45	*135	211/46	*276	519/53
632	318/51	*136	*63/45	*280	*44/45
639	442/50	137	*3/50	*281	489/53
649	119/46	139	424/45	*282	408/45
664	163/45	*139	*43/53	287	376/46
671	109/47	*141	*240/44	*288	519/53
672	199/45	144	294/44	292	649/44
674	493/44	145	414/45	294	234/48
676	260/46	*147	72/48	*294	432/53
677	264/45	147	561/44	297	33/45
682	99/47	*148	*22/51	302	325/45
684	560/44	150	321/44	304	370/45
		160	77/46	305	203/45
1944		165	414/45	311	424/45
*2	*117/44	166	211/46	317	425/44
5	251/47	167	78/46	325	84/46
10	646/44	*169	432/53	326	211/46
*10	*139/44	170	234/45	332	496/53
*11	*18/52	172	89/48	348	643/44
*13	*36/44	*175	*280/44	357	116/47
*14	*71/44	184	254/48	360	500/45
17	167/45	*190	*25/48	364	347/45
*20	*66/45	*193	432/53	375	311/45
*33	} 440/53	198	385/46	384	371/49
*34		199	425/44	393	517/44
*35	*80/44	201	400/45	396	289/46
*36	*141/44	*206	} 432/53	405	} 122/47
*38	432/53	*210			
39	477/44	*211		407	213/45
45	140/46	212	84/47	413	512/44
*47	*72/44	216	59/45	416	86/45
*48	432/53	219	289/47	418	58/51
54	51/45	*219	432/53	421	234/48
*61	*43/53	221	649/44	440	384/46
64	398/49	223	36/45	441	38/45

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
1944-ctd.		1945-ctd.		1945-ctd.	
444	99/48	*46	440/53	199	79/49
453	48/50	48	289/47	203	134/46
457	251/47	*52	440/53	207	371/45
458	213/45	54	303/52	208	*3/50
469	317/48	*54	129/51	213	25/47
471	205/45	*55	440/53	218	344/53
475	289/47	*56	107/46	233	337/45
484	469/45	56	400/45	234	32/47
489	212/45	57	336/46	236	275/47
492	163/45	*58	489/53	237	278/47
493	121/46	64	563/45	241	214/47
502	424/45	65	420/45	250	255/52
508	122/47	73	122/53	254	13/48
512	180/45	79	343/45	257	335/48
526	631/44	81	526/45	260	519/53
538	526/45	*82	489/53	264	114/50
552	234/45	84	208/47	265	585/45
553	116/47	85	558/45	267	478/45
560	311/47	89	386/52	278	321/47
567	222/45	*90	440/53	279	33/46
584	205/45	91	140/45	282	370/46
588	97/47	*94	408/53	286	43/46
599	469/45	*100	489/53	288	559/45
603	442/50	102	182/45	290	556/45
605	440/45	104	321/47	*291	497/53
606	100/46	105	218/45	296	400/45
614	22/50	*106	*6/48	305	224/47
618	469/45	116	599/45	324	321/47
619	4/49	*116	*43/53	327	59/51
	127/51	120	} 122/47	329	432/53
625 - Part	164/51	121			
627	234/45	*123	432/53	330	48/50
628	122/47	128	450/45	331	369/47
629	122/53	130	336/46	337	503/45
639	331/51	135	3/46	338	149/46
649	279/45	*136	347/52	341	202/47
656	13/48	140	113/47	349	43/52
660	213/45	142	551/45	364	247/50
664	463/51	143	60/46	375	463/51
666	229/47	145	175/49	386	114/50
680	218/45	*145	440/53	391	320/49
686	140/46	*150	489/53	392	556/45
		154	247/50	393	493/53
1945		156	300/46	408	299/47
*7	548/45	160	337/45	413	10/47
9	200/45	*162	} 489/53	414	428/51
*13	*82/45	*163			
16	229/47	*165	440/53	420	325/46
*17	440/53	166	556/45	421	406/47
*18	432/53	*169	*12/48	424	357/51
23	393/45	169	116/49	430	147/47
*24	440/53	170	432/53	439	493/53
*25	500/45	172	229/51	440	384/46
*30	*43/53	174	265/48	448	556/45
33	172/45	176	229/47	451	48/50
34	469/45	*178	432/53	466	} 122/47
36	43/52	180	265/45	467	
*37	440/53	*180	*43/53	469	384/47
*44	*94/45	183	289/47	476	556/45
*45	489/53	184	338/45	479	473/53
		198	385/46	481	21/47
				482	572/45
				484	114/50

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1945-ctd.</u>		<u>1946-ctd.</u>		<u>1947-ctd.</u>	
497	91/47	276	324/49	144	370/51
498	349/48	282	*3/50	153	172/49
500	300/46	296	48/50	160	} 317/51
514	397/49	300	246/47	161	
515	99/47	308	250/51	162	47/51
526	284/47	310	28/52	165	496/53
529	175/47	312	247/50	170	164/49
556	114/46	313	153/47	183	440/53
558	297/48	318	298/47	184	284/50
575	275/46	319	403/47	185	235/51
576	114/50	321	366/51	192	440/53
580	366/46	326	65/49	193	321/48
602	376/46	330	180/52	196	294/47
		339	120/49	201	373/47
<u>1946</u>		345	285/52	203	350/51
*5	*40/49	364	315/50	205	153/53
7	224/47	372	94/47	214	332/52
*14	440/53	373	242/47	216	235/51
*15	*3/50	374	48/50	219	157/51
21	209/48	376	88/50	225	224/48
*22	*2/48	381	69/53		51/49; 322,
*23	*5/51	384	249/50		411/50;
*25	*3/50	386	173/51	230-- Part	230/51
*30	*35/51	392	30/47	241	167/51
*33	*13/50	395	359/47	242	186/48
*34	489/53	396	231/48	249	328/49
56	72/48	401	402/50	256	*20/49
60	357/51			271	247/50
77	276/46	<u>1947</u>		272	210/48
81	2/48	*5	*2/48	276	169/50
91	410/51	*9	*22/50	285-- Part	188/50
120	30/47	9	214/47	299	497/53
134	115/47	*13	*6/50	303	2/48
138	168/51	*16	*5/51	304	265/51
140	317/51	*18	*22/50	312	209/51
149	245/50	*19	*6/50	314	177/50
152	355/46	*21	*8/49	321	31/50
155	208/47	*22	*24/48	324	378/50
167	44/47	23	347/47	328	50/50
182	15/47	25	142/47	329	410/52
184	321/47	26	90/47	334	127/50
187	102/47	30	215/47	344	151/51
190	48/50	32	274/50	345	324/49
193	325/52	44	22/48	346	238/52
197	250/52	48	369/47	347	212/49
208	174/47	51	267/53	350	41/49
209	294/46	60	216/49	351	*43/53
211	363/47	67	430/52	353	207/50
212	432/53	80	118/50	359	266/50
228	344/53	82	*3/50	363	384/50
238	284/47	87	268/50	371	103/50
249	374/52	98	224/52	376	191/48
250	307/50	105	215/47	387	31/50
256	432/53	115	248/48	391	116/49
261	64/50	118	352/49	392	248/48
262	384/47	119	489/53	393	282/52
266	107/48	132	311/49	396	287/50
272	180/52	134	*3/50	407	268/50
274	349/50	142	191/48	409	349/48
275	180/48	143	364/49		

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1948</u>		<u>1948-ctd.</u>		<u>1949-ctd.</u>	
*2	*29/52	210	236/49	56	245/53
2	247/48	212	155/51	57	177/52
*3	*8/49	215	295/49	58	489/53
*6	*43/53	216	298/49	63	46/51
*7	*36/53	220	57/49	79	118/53
*13	*29/52	224	238/49	80	464/51
*14	} 489/53	224	230	81	320/51
*15		230	351/48	83	385/53
*17		231	15/50	84	139/50
*18		232	435/50	88	385/53
*20	463/51	234	206/52	97	209/51
*21	*20/49	235	15/49	98	301/50
22	200/48	239	} 239/52	99	337/49
		240		241	103	110/52
*25	*39/52	241	246	105	279/52
*27	*4/49	246	247	106	36/52
*28	489/53	247	248	117	331/50
*30	*18/50	250 - Part	248	120	75/50
32	248/48	260 - Part	250 - Part	132	120/52
33	221/49	262	262	134	349/49
34	510/53	263	263	136	402/51
41	396/49	265	265	137	125/51
43	410/52	275	275	138	70/53
44	110/48	286	286	149	421/51
48	224/48	288	288	167	48/50
49	440/53	289	289	169	310/52
55	191/48	295	295	182	368/53
64	142/51	297	297	184	489/53
69	428/53	299	299	190	104/52
70	223/48	302	302	192	385/53
72	197/50	308	308	194	375/50
78	181/49	311	311	201	385/53
82	268/50	321	321	210	376/53
96	62/49	324	324	211	177/52
100	369/51	326	326	215 - Part	186/50
104	385/53	333	333	216	329/51
105	50/49	342	342	218	49/53
106	274/48	346	346	220	327/53
113	455/53	348	348	226	48/50
130	131/51	353	353	227	228/50
134	423/50			232	120/50
136	15/49	<u>1949</u>		233	247/50
137	212/49	2	10/49	234	266/50
144	261/50	*4	*20/50	235	473/53
146	173/53	*14 - Part	*16/50	236	440/53
151	455/53	*19	*22/50	237	254/50
154	440/53	*20	*32/52	238	256/50
162	255/53	*23	*10/50		257/50
170	334/50	*28	*20/50		407/49
172	385/53	*32	*18/50	242 - Part	144/50
173	31/50	*33	*20/50		193/50
179	240/52	34	2/53	257	255/50
181	229/51	*37	*20/50	260	334/51
184	272/48	41	434/53	263	144/53
186	237/49	*42	*13/51	264	106/51
191	257/49	42	137/53	266	385/53
192	267/53	*43	*28/51	276	419/51
193	139/49	49	118/50	278	137/53
194	337/49	50	412/52	281	98/50
206	107/52	54	2/53	282	489/53

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
1949 - ctd.		1950 - ctd.		1950 - ctd.	
285	404/53	52 - Part	243/50	325	395/52
291	452/53	53	173/53	339	315/51
299	56/51	54	301/50	348	99/51
301	489/53	56		350	86/52
308	166/50	57	385/53	354	299/51
309		58		356	334/51
310	385/53	63	510/53	360 - Part	219/51
313	415/51	65	257/52	363	464/53
322	484/53	72	242/51	371	497/53
323		75	382/52	385	259/51
324	12/52	80	435/53	394	299/51
325	419/51	83	173/53	396	314/51
328	212/51	88	194/53	408	455/53
349	301/50	99	452/53	409	210/51
352	268/50	102	173/50	411	436/53
354	152/51	104	401/52	418	330/52
357	510/53	115	282/52	423	326/53
378	139/50	120	151/53	424	56/53
379	257/50	125	412/52	425	473/53
384	359/50	130	14/52	429	173/53
398	22/50	139	188/51	438	385/53
400	489/53	143	344/52	439	275/53
402	66/50	152	435/53	440	389/51
405	242/51	156	14/52		
408	473/53	158	212/51	1951	
410	341/51	161	489/53	*2	19/51
417	144/53	164	383/52	3	137/53
419	242/51	165	42/51	*4	*24/53
430	157/52	167	14/52	*11	*43/53
437	2/53	169	176/53	*13	*36/52
439	496/53	172	3/52	16	252/51
449	146/52	173	46/51	*17	*16/52
452	363/53	176	407/51	17	6/53
		181	299/51	*19	*29/53
		187	184/53	*20	*24/53
1950		218	393/53	*23	*21/52
2	301/50	229	239/52	*24	*29/52
*3	*19/51	232	11/51	*25	*12/53
*5	*20/50	234	452/53	27	316/52
*7	*24/51	236	234/52	29	320/52
7 - Part	189/51	244	188/51	31	37/52
*8	*21/50	252	279/52	*35	*13/52
*10	*23/50	254	310/51	44	14/52
*12	*19/51	255	316/51	47	449/51
12	229/51	256	314/51	49	89/51
*13	*34/51	257	313/51	63	61/52
18	14/52	258	324/51	68	252/51
19	301/50	259	366/51	72	385/53
*20	*24/53	266	276/53	75	170/51
25	120/52	271	*5/52	80	165/51
*26	*24/53	273	263/53	82	267/53
*27	440/53	276	104/52	85	92/52
29	110/50	289	184/53	87	252/51
32	104/51	293	384/50	88	57/53
35	150/51	297	267/53	93	86/52
39	385/53	301	252/51	94	14/52
41	299/51	317	313/51	96	118/52
46	31/51	320	389/51	98	357/52
48	408/52	321	385/53	104	
49	385/53	322	411/50	105	239/52
50	223/51	324	385/53	107	473/53

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
1951 - ctd.		1951 - ctd.		1952 - ctd.	
108		443	385/53	276	284/53
109	473/53	463	523/53	277	286/53
117	61/52	464	92/53	278	285/53
118	438/53	468 - Part	452/53	299	278/53
124	473/53			302	323/53
137	311/51	1952		315	385/53
138	62/53	*4	*43/53	316	274/53
140	172/52	*5		330 - Part	78/53
141	436/53	*8		331 - Part	392/52
143	412/52	11 - Part		337	157/53
152	427/53	*13	*35/53	345	297/53
162	70/53	*16	138/53	352	267/53
165	252/51	*17	*29/53	362	385/53
175	204/53	*20	*24/53	368	126/53
187	436/53	*21	*21/53	373	318/53
194	213/53	*24	*37/53	376	523/53
195	267/53	*25	*18/53	377	385/53
201	436/53	27	436/53	385	433/52
202	412/52	28	335/52	386	158/53
207	343/51	34	137/53	394	385/53
210	394/52	*34	*48/53	396	311/53
218	233/51	*35	*17/53	398	114/53
220	463/53	37	403/53	418	436/53
222	242/53	42	162/52	431	355/53
227		47	28/53	437	101/53
230	436/53	48	118/53	439	290/53
232	239/53	49	387/52	448	385/53
237	61/52	51			
240 - Part	460/53	61	436/53	1953	
242	114/53	67	385/53	*2	*24/53
252	252/52	68	332/52	4	523/53
265	290/53	74	533/53	6	130/53
268	299/51	78	385/53	*8	*17/53
298	320/53	83	335/52	*9	*29/53
299	259/53	92	344/52	16	265/53
309	423/53	106	466/53	17	46/53
310		113	222/52	*17	522/53
311	258/52	114	412/52	*20	*29/53
312		131	222/52	23	385/53
313	345/52	144	387/52	33	502/53
314	53/53	154	412/52	37	385/53
315	277/52	159	493/53	38	526/53
316	278/52	162	437/52	48	385/53
319	276/52	171	523/53	53	307/53
329	418/52	172	414/53	56	244/53
343	76/53	175		62	308/53
355	125/52	185	436/53	66	327/53
363	493/53	186	385/53	78	436/53
364	59/53	195	228/52	83	452/53
367	*38/52	197	66/53	88	385/53
370	373/53	198	385/53	89	436/53
379	365/53	199	433/52	95	311/53
382	41/52	204	436/53	96	227/53
395	436/53	214	385/53	101	361/53
398	203/52	216	368/53	112	274/53
399	436/53	220	311/53	138	276/53
410	153/52	237	493/53	164	
416	444/51	239	385/53	166	385/53
417	188/52	243	523/53	172	436/53
422	150/52	252	235/53	204	268/53
	492/53	258	271/53	205	390/53

* Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by	
<u>1953-ctd.</u>		<u>1953-ctd.</u>		<u>1953-ctd.</u>		
211	} 385/53	225	451/53	278	466/53	
219		227	492/53	300	385/53	
220		418/53	231	385/53	301	418/53
223		436/53	247	502/53	335	492/53
				425	527/53	

* Denotes C.C.N.O.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th January, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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15	B.B.1920 Handbook for Naval Landing Parties.

1.

ISSUE OF NAVY ORDERS - 1952.

The last Navy Order issued for 1952 was No.457.

(3712/20/4)

2.

H.M.A. SHIPS - FUEL CONSUMPTION AND ECONOMICAL SPEED.

It is of great importance that the utmost economy in the consumption of oil fuel should be exercised by H.M.A. Ships at all times.

2. Fuel Allowance.-

The annual allowance of fuel for Light Fleet Carriers, Cruisers, Destroyers, Frigates (except on surveying duties) and Ocean Minesweepers is 70 days steaming at Economical Speed.

3. Economical Speed.-

Economical speed for H.M.A. Ships is to be regarded as -

Light Fleet Carriers	- 13 knots
Cruisers	- 12 "
Battle Class Destroyers	- 14 "
Tribal Class Destroyers	- 12 "
'Q' Class Conversions	- 12 "
Frigates	- 11 "
O.M.S.	- 10 "

4. Economical Speed of the Fleet.-

- With Light Fleet Carriers and Destroyers in company is normally to be 13 knots, but with Frigates or Cruisers in company with either Light Fleet Carriers or Destroyers is to be 12 knots.
- When proceeding independently ships are to proceed at the speed laid down in paragraph 3.

5. Economical speed as laid down in paragraphs 3 and 4 is not to be exceeded except -

- In an emergency.
- For exercises in which increased speed is necessary to make them realistic.
- To allow for the requirements of a Carrier operating aircraft.
- For the purpose of carrying out annual and quarterly full power trials in accordance with B.R.16(50), "Engineering Manual", Article 471.
- For frigates when employed as surveying ships.

6. Surveying Ships.-

Frigates, when employed as surveying ships, may operate at speeds up to 135 revolutions both on passage and on the surveying ground in the following circumstances :-

- When long passages are involved and increased speed results in additional time gained on the surveying ground.
- When increased speed on the surveying ground results in definite gain in output of ship sounding and in greater operational freedom in the surveying area to service boats, camps and detached parties.

7. Except in the case of carriers when operating aircraft and attendant destroyers, the following details are to be given in the report of proceedings for each occasion of economical speed being exceeded :-

- Number of hours economical speed exceeded.
- Average speed.
- Fuel expended for all purposes per hour.
- Distance run per ton of fuel.
- Reason and authority for excess.

8. Attention is drawn to Consolidated Orders and Regulations Article 511, to which an amendment to paragraph 2 thereof will be promulgated.

9. Navy Order 34 of 1949 is hereby cancelled.

(3531/4/24)

3.

H.M.A.S. KUTTABUL - NAMESHIP.

Approval has been given for Motor Boat No.251 to be considered the nameship for H.M.A.S. KUTTABUL.

(3212/27/772)

4.

A.B.C.D. TRAINING.

Appendix 1 of Navy Order 376 of 1952 is to be amended by the addition of "LEEWIN" opposite "JUNIOR" Courses under the Column headed "LOCATION".

(4006/61/5)

5.

A.B.C.D. - INSPECTION OF ARRANGEMENTS IN H.M.A. SHIPS.

The inspections referred to in Admiralty Fleet Order 2273/1952 will be carried out by Officers from the Defence School, H.M.A.S. PENGUIN, in conjunction with representatives of the Engineering and Construction Branch, Navy Office, and the Equipment and Trials Unit of the Electrical School.

2. Naval overseers or dockyard officers should be associated with these inspections ship's officers if they have been appointed should also attend.

3. A report of the inspection is to be forwarded by the Officer-in-Charge, Defence School, H.M.A.S. PENGUIN, to the Naval Board, with copies to all concerned.

4. Navy Order 463 of 1951, paragraph 6, is relevant.
(3031/13/106)

6.

EFFECT OF REHABILITATION COURSES ON CONTINUITY OF SERVICE FOR FURLOUGH OR EXTENDED LEAVE PURPOSES.

With reference to Navy Orders 141 of 1950 and 17 of 1951 the conditions regarding effect of rehabilitation courses on continuity of service for furlough or extended leave purposes have been reviewed and approval has now been given for periods of training under the Commonwealth Reconstruction Training Scheme to be counted as admissible for furlough purposes, provided that -

(a) None of the individual periods between -

(i) discharge from the Services following wartime service (or commencement of leave from other Commonwealth or State employment to undergo course if person returned to such employment prior to commencement of course) and commencement of Reconstruction Training Course, and

(ii) completion of period of training under Reconstruction Training Course and entry or re-entry into the Permanent Naval Forces (or re-commencement of other Commonwealth or State employment if returned thereto prior to entry or re-entry into the Permanent Naval Forces)

was in excess of twelve (12) months, and

(b) the periods at (a) (i) and (ii) do not, together with any other absences where the member had previous Commonwealth or State service prior to his wartime service with the Forces, result in total absences exceeding one seventh of the total period that has elapsed since the commencement of the first period of service or civilian employment which may be included for furlough or extended leave purposes.

2. The approved conditions are subject also to provisos that -

(a) leave with or without pay to undertake the course has been granted by the Commonwealth or a State or an Approved Authority, and

(b) in cases where such leave has been granted by a State body the period of training would be regarded by that body as service for furlough purposes.

3. In cases where leave to undertake the course was not granted by the Commonwealth or a State or an Approved Authority, or where leave to undertake the course was granted by a State body and the period of training would not be regarded as admissible for furlough purposes under the relative State furlough provisions, the period of training is not admissible for furlough purposes but, even if the period of the course exceeds twelve (12) months, continuity of service for furlough purposes is not broken, provided the aggregate of the absences from Commonwealth or State employment immediately prior and subsequent to the course does not exceed twelve (12) months.

4. Any serving members of the Permanent Naval Forces who consider they are eligible to count, for furlough or extended leave purposes -

- (a) any period of service prior to a period of training under a Reconstruction Training Course, and/or
- (b) a period of training under a Reconstruction Training Course,

should submit applications through their Commanding Officers supported where possible by documentary evidence of the period or periods of service or training which they wish to have noted in records of service maintained in Navy Office.

5. Navy Order 17 of 1951 is hereby cancelled.

(4016/16/10)

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

7.

EXAMINATIONS OF ENGINE ROOM RATINGS - SEPTEMBER, 1952.

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

Official Number	Name	Present Rating	Application Received From	Result
E.R.A. for Chief E.R.A. and Mechanician 1st Cl. for Chief Mechanician.				
34991	L.D. CARR	E.R.A. 3	ANZAC	Satisfactory
37438	D.M. CARR	E.R.A. 2	PARKES	Satisfactory
27799	K.H. COOKE	E.R.A. 3	SYDNEY	Satisfactory
28203	N.G. EUSTON	E.R.A. 3	CERBERUS	Satisfactory
35121	J.A. FAHEY	E.R.A. 3	WOOMERA	Satisfactory
40060	P. McEVOY	E.R.A. 3	MELVILLE	Satisfactory
35073	G.T. ROLLEY	E.R.A. 3	PENGUIN	Satisfactory
21134	H. TRAIN	Mech. 1st Cl.	CERBERUS	Satisfactory

a/E.R.A. 4th Class for Confirmation and Mech. 2nd Cl. for Mechanician 1st Cl.

44591	J. CALDWELL	a/E.R.A. 4th Cl.	TOBRUK	Superior
44405	J.E. COX	a/E.R.A. 4th Cl.	AUSTRALIA	Satisfactory
38666	B.L. CRANITCH	a/E.R.A. 4th Cl.	CULGOA	Satisfactory
39581	R.L. DONNELLY	a/E.R.A. 4th Cl.	COLAC	Satisfactory
39295	R. GOULD	a/E.R.A. 4th Cl.	TOBRUK	Satisfactory
39279	J. HAZELDINE	a/E.R.A. 4th Cl.	SYDNEY	Satisfactory
38986	W.J. McGARRY	a/E.R.A. 4th Cl.	COLAC	Satisfactory
39335	A.S. MORISON	a/E.R.A. 4th Cl.	PLATYPUS	Satisfactory

Official Number	Name	Present Rating	Application Received From	Result
44582	W.S. MURRAY	a/E.R.A. 4th Cl.	PLATYPUS	Satisfactory
26661	W.R. ORENSHAW	Mech. 2nd Cl.	SYDNEY	Satisfactory
39651	J.M. PURDON	a/E.R.A. 4th Cl.	AUSTRALIA	Satisfactory
39394	S.N. FETERSEN	a/E.R.A. 4th Cl.	SYDNEY	Satisfactory
44164	W.K. STAPLEY	a/E.R.A. 4th Cl.	BARCOO	Satisfactory
39505	R.J. SMITH	a/E.R.A. 4th Cl.	SYDNEY	Superior
39672	D.M. TEMPLETON	a/E.R.A. 4th Cl.	COWRA	Satisfactory
39242	K.J. TREAGLE	a/E.R.A. 4th Cl.	SYDNEY	Satisfactory
25343	A. WEBB	a/E.R.A. 4th Cl.	MILLURA	Satisfactory

Petty Officer Stoker Mechanic for Chief Petty Officer Stoker Mechanic.

30800	R.M.W. HUXTABLE	P.O.S.M.	WARRAMUNGA	Satisfactory
33937	J.F. MASTERS	P.O.S.M.	SYDNEY	Satisfactory
20560	W. MATHIESON	P.O.S.M.	PENGUIN	Satisfactory

2. The necessary notations 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 Director of Manning, Navy Office.

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

(4007/33/25)

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

8.

ELIGIBILITY OF EX-NAVAL RATINGS FOR LICENSES TO ENGAGE IN ELECTRICAL WIRING WORK ASHORE.

The eligibility of ex-Naval electrical ratings to obtain licenses to operate as electrical wiremen or other appropriate designation, on shore after discharge from the Navy has been the subject of negotiations with the various licensing authorities in the States of Australia.

2. The following extracts from letters addressed to the Naval Board indicate the concessions which have been granted in New South Wales, Victoria, Queensland and Tasmania. No license is required to operate as a wireman in South Australia.

(A) NEW SOUTH WALES

From the Electrical Contractor's and Electrician's Licensing Committee of New South Wales, 132 George Street, North Sydney,

" The Electrical Contractor's and Electrician's Licensing Committee grant permission to attend the Electricians Licensing examination to any ex-Naval rating who has been satisfactorily electrically trained in the Navy, and who -

- (a) has attended the special section of the Electrical Trades Course at the Sydney Technical College dealing with the S.A.A. wiring rules, and
- (b) produces satisfactory evidence of having had at least 12 months practical house wiring experience ashore under the supervision of a properly licensed person."

(B) VICTORIA

From the State Electricity Commission of Victoria, 22-32 William Street, Melbourne,

- " (a) In the case of Electrical Artificers, Chief Electricians, Electricians, L.E.M.'s and Electrician's Mates,

Naval electrical wiring work or training up to a maximum period of 4½ years will be regarded as electrical wiring work for the purpose of licensing as an electrical mechanic. An ex-Naval rating with not less than 4 years electrical wiring experience in the Navy will be granted a "B" grade permit to work for a stated employer for a period sufficient to enable him to complete 5 years experience in electrical wiring work required under the Licensing of Electrical Mechanics Regulations. On completion of this period, but not until he has had at least 6 months experience in the electrical wiring work as defined for licensing purposes, he will be permitted to sit for the "B" grade electrical Mechanics examination and thenceforward will be dealt with on the same basis as any other applicant for a license.

- (b) In the case of Chief Electricians (Air) Electricians (Air) L.E.M.'s Air and Electricians Mates (Air),

Naval electrical wiring work or training up to a maximum period of 4 years will be regarded as electrical wiring work for the purpose of licensing as an electrical mechanic. An ex-Naval rating with not less than 4 years electrical wiring experience in the Navy will be granted a "B" grade permit to work for a stated employer for a period sufficient to enable him to complete 5 years experience in electrical wiring work required under the Licensing of Electrical Mechanics regulations.

On completion of this period, but not until he has had at least 12 months experience in electrical wiring work as defined for licensing purposes, he will be permitted to sit for the "B" grade electrical mechanics examination and thenceforward will be dealt with on the same basis as any other applicant for a license."

(C) QUEENSLAND

From the Electrical Worker's Board, Corner Edward and Margaret Streets, Brisbane,

" Ex-Naval Ratings may be permitted to sit for examinations to enable them to obtain a license to work in this state as an electrician. I desire to advise that this Board is agreeable to the following :-

- (a) That ex-Electrical Artificers who have been engaged in electrical work in the Navy for a period of at least five years and who have undergone the electrical course prescribed by the Admiralty or Naval Board and who, in addition, have had at least 12 months electrical fitting work on shore, be permitted to sit for examination for an Electrical Fitter's Certificate. To obtain the necessary shore experience, an improvers' license may be granted without the obligation to attend a technical education course.
- (b) That ex-Chief Electricians, Electricians, L.E.M.'s Electrician's Mates, Chief Electricians (Air), Electricians (Air), L.E.M.'s (Air) and Electricians' Mates (Air) who have had 5 years experience on electrical work in the Navy, and who can produce evidence of having undergone the course of instruction prescribed by the Admiralty or Naval Board and who, in addition, have had 12 months experience on electrical mechanical work on shore, be permitted to sit for examination for a certificate as electrical mechanic. To obtain the necessary Shore experience, an improvers license may be granted without obligation to attend a technical education course."

(D) TASMANIA

From the Hydro Electric Commission, Hobart,

" The Commission is prepared to offer as follows :-

- (1) That it will, without examination, grant Naval ratings who present a discharge showing that they have received not less than 3 years practical electrical training in the Navy, and have passed the technical examination prescribed by the Navy in respect to such a course, a tentative "B" grade Wireman's license, or its equivalent, which license will permit the holder thereof to execute or to be engaged on electrical work, subject to the conditions prescribed by the Regulations.
- (2) The holder of such tentative "B" Grade license will be permitted to enter for examination for a full "B" Grade license, upon submission of evidence to the commission that he has received a further 6 months practical installation experience ashore, but in default of his passing the "B" grade examination within twelve months of the date upon which the tentative "B" grade license was issued to him, then such tentative "B" grade

license will, at the discretion of the Commission, be subject to cancellation.

- (3) The candidate, having secured a "B" grade license by examination will be in exactly the same position as any other holder of a "B" grade license, and when he can produce evidence of two years practical experience ashore as the holder of a "B" grade license, he will become eligible to enter for examination for an "A" grade license."

3. The Electricity Act, 1945, of Western Australia grants the following concession to ex-Naval Ratings, (State Electricity Commission of Western Australia, Perth),

"Paragraph 25.

Notwithstanding anything contained in the foregoing regulations the Board may, on application for any grade of license from a person who has served for the stipulated time on any of Her Majesties Ships in an electrical capacity, as defined by the Department of Navy, and who is in possession of an honourable discharge from the Service, and who fails to pass the examination for the license for which he has made application, grant a permit for such an applicant to work under the constant supervision of an "A" or "B" grade license holder. Such permit may be for such periods as the Board may decide and may be renewed as the Board may desire."

4. Naval Electrical Ratings, on discharge from the Royal Australian Navy, eligible and desirous of taking advantage of the concessions outlined in this order should make application direct to the appropriate authority at the address indicated for each State, and should be prepared to show proof of service to comply with the required conditions.

5. Navy Order 69 of 1937 is hereby cancelled.

(4016/16/13)

9.

FORMATION OF No.850 (FIGHTER) SQUADRON.

Navy Order 423 of 1952 is to be amended by deleting the letters "C.B." and inserting the letters "F.B." in lieu.

(3391/25/8)

10.

NAVAL AVIATION - DUTIES OF COMMODEORE (AIR) AUSTRALIA
AND DUTIES OF FLAG/SENIOR OFFICERS ADMINISTERING
ROYAL AUSTRALIAN NAVAL AIR STATIONS.

Navy Order 412 of 1952 is to be amended as follows :-

Paragraph 5(b) NOTE. For "Paragraph 6(VII)" read
"Paragraph 6(g)".

(3031/13/102A)

11.

DRAFTING FROM SEA AND HOME SERVICE ROSTERS.

Navy Order 439 of 1949 is to be amended as follows :-

Paragraph 6 (a) (vi) delete the words "Carrier Air
Group" and insert the words "First Line Squadron".

Paragraph 6 (b) add new sub-paragraph (v) - "Service
in Training and Miscellaneous Squadrons".

(4013/5/82)

12.

NAVAL AVIATION BRANCH - CATEGORIZATION OF SEA
AND SHORE SERVICE.

The following constitutes Sea and Shore service in the
Naval Aviation Branch :-

(a) Sea Service.

Aircraft Carriers.
First Line Squadrons.

(b) Shore Service.

Naval Air Stations and detached units.
Training Establishments.
Training and Miscellaneous Squadrons.

2. Sea and Home service rosters are maintained in the
Manning Department, Navy Office, and drafting will be carried
out in accordance with Navy Order 439 of 1949 as far as the
exigencies of the Service permit.

3. An overall assessment of the complement requirements
for all Naval Aviation Branches shows that personnel from
Able to Chief rate inclusive may expect, during a three
year period, to serve one year in Sea Service and two years
in Shore Service. This assessment includes advancement
courses from the Able Rate onwards, and covers non-technical
and technical branches including semi-skilled and skilled
rates. It is emphasized that the assessment is a very
general one and is not related to any particular rate or
category.

(4002/53/19)

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

13.

MEDICAL INSTRUCTIONS FOR NAVAL AIRCREW PERSONNEL.

Navy Order 435 of 1949 is to be amended by the deletion
of paragraph 56 and substitution of the following in lieu :-

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, and in the use of personal and aircraft
oxygen equipment.
- (ii) All aircrew required to fly at heights of
30,000 feet and above are to pass the high
altitude selection test, and are to be
indoctrinated into the use of pressure breath-
ing equipment, including experience in rapid
decompression.
- (iii) The above tests and instructions are normally
carried out at the R.A.N. Air Station, Nowra.
- (iv) There will in future be three categories for
high altitude flying, viz. -
- A. Fit for all high altitude flying duties;
- B. Not fit for flying above 30,000 feet,
except in pressurised aircraft;
- C. Unfit for flying above 30,000 feet.
- (v) Any aircrew personnel in categories A. or B.
who are grounded for medical reasons which
may, in the opinion of the Medical Officer,
affect their high altitude categories, are
to be re-tested; a re-test is to be carried
out in all of the above cases where the
period of grounding exceeds six months.
- (vi) All aircrew in categories A. and B. are to be
re-tested every four years, or earlier if
thought advisable by a medical officer.
- (vii) A record of these tests and instructions is
to be made in the Flying Log Book. High
altitude categories are to be noted in the
appropriate place in the Flying Log Book
and a report rendered on Form M.246.

(4007/35/150)

14.

IDENTIFICATION MARKING OF VENTILATION FANS.

It has been decided to introduce a new system of
identification marking of ventilation fans in R.A.N. Ocean
Minesweepers and above.

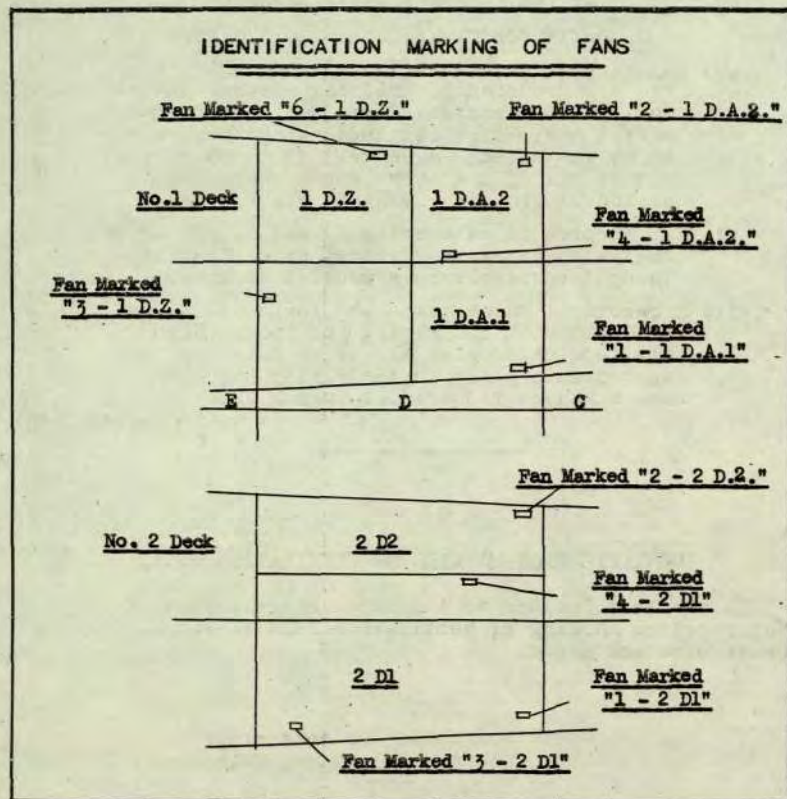
2. The fans situated in each group of compartments within each lettered section of the ship (Admiralty Fleet Order 2022/52 is relevant) and on each deck are to be numbered serially commencing at the fore end of the group and proceeding from forward to aft odd, to starboard and even to port. The serial number is to be followed by the full identification marking of the compartment in which the fan is situated; e.g. in the section of the ship lettered "D" the fans are to be marked -

- 1 - 1 DA1, 3-1DZ on the starboard side of the group of compartment on No.1 Deck.
- 2 - 1 DA2, 4-1DA2, 6-1DZ on the port side of the group of compartment on No.1 Deck.
- 1 - 2D1, 3-2D1 on the starboard side of the group of compartment on No.2 Deck.
- 2 - 2 D", 4-2D1 on the port side of the group of compartment on No.2 Deck.

see diagram.

3. Commanding Officers of ships concerned should raise Form A.S.1182 for an alteration and addition item quoting this Order as authority.

(4276/4/178)



15.

B.R.1920 HANDBOOK FOR NAVAL LANDING PARTIES.

The following note is to be inserted in all copies of B.R.1920 A (6) - Aid to Civil Power, immediately after the heading "Introduction" on page V -

" Attention is also called to A.C.B.273, Instruction for the guidance of Officers of the Royal Australian Navy in the Aid of Civil Authority."

(4139/13/548)

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Faint, illegible text at the bottom of the page, possibly bleed-through from the reverse side.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

13th January, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Brumby

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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No.	Subject
16	Application from Royal Australian Navy Personnel to Join other Fighting Services.
17	Short Service Officers Course.
18	Surveying Recorders - Qualifying Course.
19	4.5" Twin Mark 6 Mountings - 'P' Classification for Parts for Retrospective Modification.
20	Oxygen Masks, Type H - Replacement of Microphones.
21	Monthly Return of Flying.

16.

APPLICATIONS FROM ROYAL AUSTRALIAN NAVY PERSONNEL TO JOIN
OTHER FIGHTING SERVICES.

A number of Royal Australian Navy personnel have forwarded applications for permission to appear before Selection Boards of the Other Services, with requests for guidance whether, in the event of selection, their discharge from the Royal Australian Navy will be approved.

2. Some ratings have appeared before Selection Boards without prior Naval Board approval, the first information in Navy Office being a request from the Department of Army or the Department of Air for the release of the man concerned.

3. It has now been arranged that agreement at Departmental level will be reached before a candidate from one Service is permitted to appear before a Selection Board of another Service.

4. In future, applications from Naval personnel are to be forwarded through the normal Service channels for the consideration of the Naval Board. If the member can be released, his application will be referred to the Department concerned and the Commanding Officer will be informed of the decision reached.

(4001/10/2)

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

17.

SHORT SERVICE OFFICERS COURSE.

Navy Orders 390 of 1951 is to be amended as follows :-

Insert new sub-paragraph 2 (d) -

- "(d) (1) Officers failing to obtain 60% of the total marks for the Course will be penalised by the loss of one month's time. They will also be required to undergo the complete course again.
- (ii) Officers failing to obtain 50% in any subject will be penalised by the loss of one month's time for each subject failed. If they also fail as in (i) above loss of time will be additional, e.g. an officer who obtains 58% of the total marks and fails in 1 subject would lose 2 months' time. Officers failing in 2 or more subjects will be required to undergo the complete course again.
- (iii) Officers passing on re-examination will be given a 'Pass' certificate.
- (iv) A second failure in any examination will entail liability to discharge from the Service."

(4007/11/44)

18.

SURVEYING RECORDERS - QUALIFYING COURSE.

Ratings qualifying for Surveying Recorder, Third Class, in the Royal Australian Navy will, in future, undergo a six months' course on board one of the surveying ships to enable candidates to gain the necessary theoretical and practical experience. On completion of this period, ratings will be examined on board and successful candidates, if recommended, will be granted the Part II qualification of Surveying Recorder, Third Class.

2. Names of successful candidates are to be reported to the Secretary, Naval Board, and to the Senior Officer, Hydrographic Service.

3. Syllabus of training is contained in the appendix to this Order.

4. Qualifications for advancement to Surveying Recorders, Second Class and First Class, are as laid down in "Queen's Regulations and Admiralty Instructions, Appendix XII, Part 25".

5. Navy Order 295 of 1948 is hereby cancelled.

(4002/85/5)

APPENDIX

SYLLABUS OF TRAINING - SURVEYING RECORDER

BACKGROUND:

1. The requirements and use of a survey.
2. The use of a chart.
3. The organisation of the Hydrographic Service.
4. The life of a Surveying Recorder.
5. Survey measurements - distance, angle, bearing, latitude, longitude and time.
6. How these may be determined.
7. Elementary geometry and trigonometry with its application to survey, e.g., triangulation, etc.

SECOND SEXTANT ANGLE AND WRITING DOWN:

1. The sextant and its errors.
2. The ability to use and adjust.
3. Ability to write down legibly, accurately and intelligently all field work (except astro observations).

BOAT SOUNDING AND E/S GEAR:

1. Boat sounding methods and organisation of crew.
2. Sound devices E/S elementarily.

BOAT HANDLING, ETC.:

1. Knowledge of duties of coxswain of a surveying boat.
2. The duties of an S.R. III as part of a surveying boat's crew.

SWEEPS AND TAUT WIRE GEAR:

1. Sweeping methods.
2. Taut wire measurement, its use in surveying.

INSTRUMENTS, STORES, USE AND CARE OF:

1. Theodolite and levels, principles.
2. Knowledge of the names and use of all surveying instruments.
3. Knowledge and use of all special surveying stores.

19.

**4.5" TWIN MARK 6 MOUNTINGS - 'P' CLASSIFICATION
FOR PARTS FOR RETROSPECTIVE MODIFICATION.**

In order to maintain the efficiency of equipments in service by the incorporation of retrospective modifications to design, a system of classified modifications has been introduced, and a procedure for supply of certain modification parts for retrospective fitting (termed 'P' parts) is now being instituted.

2. Future modification lists will indicate, by the letter 'P' in a column on the list, those modifications for which certain parts are being supplied by the manufacturers for retrospective fitting.

3. These parts will be supplied to Gunnery Equipment Depots direct from the manufacturers, and will be identified with the type and registered number of the equipment and the modification number concerned.

4. The work of fitting (and the supply of any items required other than 'P' parts) will, unless otherwise indicated, continue to be undertaken by the ships' refitting authorities in the normal manner.

5. Modification lists already promulgated, and attached to Gunmounting History Sheets, are to be amended by the addition of the letter 'P' against the following modification numbers :-

Admiralty Nos.: 94, 151, 154, 157, 159, 161, 171,
173, 174, 177, 179, 180, 196, 197,
198, 202, 216.

A.N. Nos.: 33.

(4429/123/83)

20.

OXYGEN MASKS, TYPE H - REPLACEMENT OF MICROPHONES.

Oxygen Masks Type H, Ref. Nos. 6D/814 to 816 inclusive, frequently become unserviceable because of defective microphones. It has accordingly been decided that a stock of replacement microphones should be held by services to maintain supplies of serviceable masks to meet operational requirements.

2. Initial supplies will be to the following scale, and demands should be lodged accordingly on Naval Store Officer (Air) R.A.N. Air Store Depot, Randwick, by whom issue will be made as soon as supplies are received from United Kingdom :-

Ref. No.	Description	Air Stations	Carriers
10A/15999	Microphone Assembly Type 57	12	12
10A/5	" " " " 66	"	"

(4403/14/334)

21.

MONTHLY RETURN OF FLYING.

The following instructions which revise and replace Chapters 13 and 13A of A.S.N.A. are to be observed :-

General instructions -

(a) A monthly return of flying is to be rendered by every unit holding naval aircraft -

- (i) on Form S.1209 (revised); and
- (ii) in summary by restricted signal.

(b) The returns are to cover all flying carried out during the calendar month up to 2359 on the last day of the month. When no flying has taken place a "nil" return is to be made by signal but Form S.1209 need not be forwarded.

Submission of returns.

2. (a) Responsibility for forwarding returns (covering the whole of the month) rests with the Commanding Officer of H.M.A. ship or naval air station holding the aircraft at the end of the month, except where a Flight is still detached on the last day of the month, when the Senior-Officer is to signal to the Squadron or Unit Commander the details of the flying carried out while detached so that a consolidated return for the squadron or unit for the whole month may be rendered. When a unit is disbanded, the Commanding Officer of the ship or station last holding the unit is responsible for forwarding the return.

(b) Returns are to be completed as soon as possible after the end of the calendar month and should normally be forwarded not later than the fourth day of the next month. Form S.1209 is to be despatched by the quickest means available, making use of air mail or microgram facilities where applicable.

Definitions and rules for recording flying.

3. (a) A sortie is to be taken as a single flight from take-off to landing where the aircraft stops and completes the flight.

(b) A deck landing is to be recorded on every occasion when an aircraft lands on the deck of an aircraft carrier (to include accidents in the course of landing).

(c) A touch down is to be recorded on every occasion when an aircraft carries out a landing other than a deck landing. When carrying out a series of, say, six A.D.D.L's. or "circuits and landings" in one continuous operation without stopping between landings, the whole series will comprise one sortie and six touch downs.

(d) Average serviceable and available is to be taken as the daily average number of aircraft which are serviceable and in all respects ready for flight.

(e) Embarked flying is to be taken as -

(i) flying by aircraft of squadrons or units embarked and other aircraft temporarily aboard ships for D.L. training or trials. The embarkation flight is to be included but not the disembarkation flight provided that another ship or station assumes the custody of the aircraft;

(ii) flying from ships or shore stations and back again, so long as the aircraft are not detached for duty away from the parent ship.

(f) Disembarked flying is to be taken as all other flying.

Instructions for completing Form S.1209.

4. (a) Copies of Form S.1209 are to be rendered as follows :-

- 1 to Secretary, Naval Board
- 1 to Administrative Authority
- 1 to Captain (Air) Australia if not the Administrative Authority.

(b) Form S.1209 is to be completed, for all units holding Naval aircraft, to show in the appropriate columns :-

(i) on the front, flying by day and night for each type and mark of aircraft in terms of -

- (a) Hours flown;
- (b) Sorties;
- (c) Deck landings and touch downs.

(ii) on the back, the number of -

- (a) Times each Arrestor Wire caught;
- (b) Times each Safety Barrier engaged;
- (c) Catapult launches.

(The information needed to compile this will be available from the Flight Deck Log (Form A.56).)

(c) The following notes refer to the relevant columns in Form S.1209. Additional information is printed on the back of the Form.

(i) Squadron No. of unit: For flying by aircraft not on Squadron establishment an appropriate description entry is to be made in this column, e.g. -

Station flight
Ferry pool
Test flying
Delivery flights
Miscellaneous, etc.

(ii) Aircraft type, mark and role: Each mark of aircraft must be shown separately for each squadron or unit, e.g., Firefly, Mark 6. See Fury FB, Mark 11.

(iii) Hours : Day and night - Enter the number of hours flown to the nearest hour, separately by day and by night;

(iv) Sorties : Day and night - Enter the number of sorties covered by the hours flown;

(v) Deck landings or touch downs : Day and night - Enter the numbers of deck landings and touch downs covered by the hours flown;

(vi) Barriers - If an aircraft has caught a wire and also entered a barrier, the entry should be made in both columns.

Instructions for rendering signalled summary of monthly flying.

5. (a) The signalled summary is to consist of the appropriate entries from Form S.1209 showing the total hours flown and deck landings or touch downs recorded for each squadron, flight or unit by day and by night under each type and mark of aircraft. Reports of sorties are not required in the signalled summary.

(b) Form of Signal.-

(i) Occasion: Immediately on completion of Form S.1209 as soon as practicable after the 1st of the month.

(ii) Addressed to: A.C.N.B.

Info: Administrative Authority
Captain (Air) if not the Administrative Authority.

(iii) Heading: Monthly Return of Flying - Followed by the month in which flying took place.

(iv) Text: The squadron, flight or unit followed by type and mark of aircraft followed by extracts from Form S.1209 under the following sub-headings :-

- (A) Hours flown by day;
- (B) Hours flown by night;
- (C) Deck landings (DL) and/or touch downs (TD) by day (e.g., C.9 DL 34 TD);
- (D) Deck landings and/or touch downs.

Each letter is to be followed by the appropriate total (including nil when applicable) from the Form S.1209.

(v) Examples of signals are given below -

(A) Carrier in H.M.A. Fleet, squadrons embarked during month.

To: A.C.N.B. From: Ship.
Info: F.O.C.A.F. Captain (Air)

MONTHLY RETURN OF FLYING - JULY

805. Squadron Sea Fury	A.58	B.111	C.16DL	45TD	D.111
Mark 11					
816. Squadron Firefly	A.39	B.10	C.11DL	39TD	D.12DL
Mark 5					
Total	A.97	B.10	C.27DL	74TD	D.12DL

(B) R.A.N. Air Station.

To: A.C.N.B.
Info: Captain (Air)

From: R.A.N.A.S.

MONTHLY RETURN OF FLYING - SEPTEMBER

809. Squadron Sea Fury Mark 11	A. 127 B. 11 C. 534	TD D. 21	TD
817. Squadron Firefly Mark 6	A. 15 B. Nil C. 7	TD D. Nil	
Station Flight Wirraway Mark 2	A. 2 B. Nil C. 6	TD D. Nil	
Dakota C.47A	A. 4 B. Nil C. 5	TD D. Nil	
Total	A. 146 B. 11 C. 552	TD D. 21	TD*

(3325/3/86)

RESTRICTED

22/53

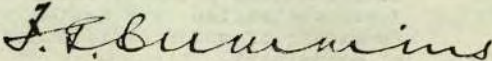
(FOR OFFICIAL USE ONLY.)COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

14th January, 1953.

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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No.	Subject
22	Administration, Accounting and Equipping of Naval Aircraft, Power Plants and Aero-Engines. (Short Title: A.E.N.A.).

ADMINISTRATION, ACCOUNTING AND EQUIPPING OF NAVAL AIRCRAFT,
POWER PLANTS AND AERO-ENGINES.

(SHORT TITLE: A.E.N.A.)

INTRODUCTION

This Order replaces "A.S.N.A.", and incorporates those changes in procedure introduced into the Royal Navy by Admiralty Fleet Order 1522/1951 ("E.M.A.") which are applicable to the Royal Australian Navy.

2. This Order will be brought into force on a date to be promulgated by "R.I." Message. This date is dependent on the availability of the necessary forms, which will be issued without demand as soon as possible.

3. Extra copies of this Order may be obtained on application to Navy Office.

4. The provisions of the following have been adopted for compliance in the Royal Australian Navy :-

- A.P.(N) 380 series., Aircraft Equipment Standards.
- C.B.4485 A., Aircraft Gunwharf Stores.

5. The principle changes in procedure introduced by this Order are -

- (a) "Aircraft Equipment Standard" (Short Title: A.E.S.) tables for the F.A.E. and T.A.E. replace the "Standard Airframe Transfer Lists" and "M" Lists in the A.P.(N) 380 series. (They do not, however, as in the Royal Navy, replace the Retrospective Modifications Booklet, which is retained in the Royal Australian Navy as the authority for the demanding of modifications and for their priority of embodiment).
- (b) Checking of aircraft will be to the "Aircraft Equipment Standard". Checking of Power Plants and Engines is to be to the Volume III, Part 1.
- (c) A revised Form A.A.11 will replace existing Forms A.A.11, A.A.12, and A.44. The revised A.A.11 does not list the equipment fitted, but instead shows in what way the aircraft differs from the "Aircraft Equipment Standard".
- (d) Form A.A.23 will be pasted inside Form A.701 instead of being filed separately. When Form A.701 is next revised, Form A.A.23 will be abolished.
- (e) Form A.59 becomes obsolescent, and will be abolished when alternative instructions have been promulgated in the Royal Australian Naval Aircraft Maintenance Manual.
- (f) Form A.A.9a is abolished.
- (g) Power plant and engine cases and stands will be accounted for by Custodians.
- (h) Extra classifications are introduced for power plants and aero-engines.
- (i) The number and meanings of the sub-divisions of the P.F.S. and L.T.S. classifications are altered.

(j) Instructions for Monthly Returns of Flying and Monthly Catapult and Deck Landing Returns are in course of promulgation.

6. Amendments to A.P.(N) 380 series to replace existing Standard Airframe Transfer Lists and "M" Lists by Aircraft Equipment Standard tables will be issued as soon as possible, but it will be some time before all amendments have been issued. A copy of the Instructions which will appear in the revised A.P.(N) 380 series is given in Appendix I to this Order.

7. When this Order is brought into force it will be fully applicable to Sea Fury F.B. Mark 11 and Firefly A.S. Mark 6 aircraft, as A.E.S. tables for these aircraft are given in Appendix 2 to this Order. Tables 5 and 6 are not applicable to the Royal Australian Navy as the R.A.N. Retrospective Modification Booklet remains the authority for the demanding of modifications and for their priority of embodiment.

8. When this Order is brought into force, the following procedure will apply to aircraft types for which no revised A.P.(N) 380 is held :-

- (a) Checking will continue to be to the existing Standard Airframe Transfer Lists and "M" Lists.
- (b) The wording above the signature on revised Forms A.A.11 should be amended to agree with sub-paragraph (a) above.

9. The duties of the Air Equipment Authority are carried out by the Director of Aircraft Maintenance and Repair at Navy Office.

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<u>Chapter II</u>	- Administrative Terms.
<u>Chapter III</u>	- Aircraft etc. - Classifications.
<u>Chapter IV</u>	- Damage and Repair Categories.
<u>Chapter V</u>	- Routine Instructions, Reports and Returns.
	(1) Instructions.
	(2) Reports.
	(3) Returns.
<u>Chapter VI</u>	- Equipment and Modification Publications, Standards and Concessions.
	(1) Publications.
	(2) Equipment Standards.
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- Chapter VIII - Ledgers, Supporting Vouchers and Removal from Records.
- (1) Ledgers.
 - (2) Supporting Vouchers.
 - (3) Removal from Records.
- Chapter IX - Instructional Aircraft Classifications, Routine Reports and Returns and Accounting.
- (1) Classifications.
 - (2) Routine Reports and Returns.
 - (3) Accounting.
- Chapter X - Power Plant and Engine Cases and Stands - Accounting and Returns.
- (1) Accounting.
 - (2) Returns.
- Chapter XI - Supply and Receipt Notes - Table showing Disposal of Copies.
- Appendix 1 - Copy of revised Instructions from A.P.(N) 380.
- Appendix 2 - A.E.S. Tables - Sea Fury F.B.11 and Firefly A.S.6 Aircraft.

CHAPTER IADMINISTRATIVE RESPONSIBILITIES:

- (1) The Australian Commonwealth Naval Board is responsible for -
- (a) Arranging the provision of aircraft etc. to meet the requirements of the Naval Board.
 - (b) Promulgating Squadron establishments.
 - (c) Promulgating the standards to which aircraft etc. are to be equipped and modified and arranging the provision of the necessary equipment and modification parts.
 - (d) The policy for repair and final disposal of aircraft etc.
- (2) The Air Equipment Authority is responsible for -
- (a) Control of all aircraft etc. and their allotment as necessary to maintain the squadron establishments.
 - (b) The allocation of aircraft etc. for repair in accordance with the approved repair policy.
 - (c) Keeping central records of all aircraft etc.
 - (d) Supervising the equipping and modification of aircraft etc. to the standards ordered by the Naval Board.
 - (e) Rendering returns to the Naval Board, and co-ordinating all returns from H.M.A. Ships and Establishments, in accordance with the instructions in Chapter V of this Order.

- (f) Forecasting the probable arisings of aircraft etc. for repair and the making of such other statistical calculations as may be required by the Naval Board.
 - (g) Recommending to the Naval Board the write-off and disposal of all lost, damaged or obsolete aircraft etc.
 - (h) Implementing the demands of the Administrative Authority for the provision of replacement aircraft, spare power plants and engines to meet the requirements of units and also for accepting for repair as necessary any aircraft, power plants, or engines.
- (3) The Administrative Authority is responsible that all units holding naval aircraft under his command comply fully with both Naval Board instructions and the Air Equipment Authority's instructions, in respect of aircraft returns and reports of aircraft movements, and clearance of discrepancy reports (see Chapter VII, paragraph 3). The Administrative Authority is also responsible for the salvage of aircraft, except from the sea.
- (4) The Commanding Officers of Ships and Establishments are responsible for all aircraft etc. in their charge, (except for those aircraft etc. which are allotted to Squadrons). They are responsible for accounting for such aircraft etc. in accordance with these instructions and for the rendering of all aircraft administrative reports and returns required by the Naval Board, the Administrative Authority and the Air Equipment Authority.
- (5) The Commanding Officers of Squadrons are responsible, through the Commanding Officers of their Ships and Establishments, for all aircraft etc. in their charge. They are responsible for accounting for such aircraft etc. in accordance with these instructions and for the rendering of all aircraft administrative reports and returns required by the Naval Board, the Administrative Authority and the Air Equipment Authority.
- (6) The Custodian is the officer detailed by the Commanding Officer in accordance with Standing Orders, to keep the accounting records of aircraft etc., to effect accounting transfer and to accept custody of all aircraft etc. allotted to, or taken on charge in any other way, by his Unit.

CHAPTER IIADMINISTRATIVE TERMS:

The following general terms are used in these instructions, with the meanings given below :-

- (a) Units - Squadrons and (for aircraft etc. not allotted to Squadrons) ships and establishments holding aircraft etc.
- (b) Aircraft - A complete aircraft.
- (c) Aircraft etc. - Aircraft, airframes, power plants, power plant structures, and aero-engines.
- (d) Airframe - The bare structure of an aircraft excluding the power plant or engine.

- (e) Power Plant - a self-contained section, easily and quickly detachable from the airframe, comprising the engine and those ancillary items which can be removed with it from the airframe with the smallest number of disconnections and the least disturbance of individual parts.
- (f) Power Plant Structure - a power plant excluding the engine.
- (g) Serviceable - an aircraft is serviceable for purposes of reporting unless it is shown as unserviceable in the Form A.700.
- (h) Transfer - the movement of aircraft etc. involving an alteration of charge.
- (i) Allotment - the executive order of the Air Equipment Authority for the transfer of aircraft etc. It is normally promulgated by signal.
- (j) Stocks - the total number of aircraft etc. on charge.
- (k) Establishment - the number of aircraft (excluding reserves) authorized by the Naval Board to be held by a unit.
- (l) Strength - the number of aircraft actually held by a unit against the Establishment.
- (m) Reserves - all aircraft, excluding those classified A.D.W., which are not on the strength.
- (n) Wastage - the number of aircraft removed from charge during a given period. Wastage rates are normally expressed as a percentage of establishment per month.
- (o) Replacement rate - the rate at which replacement aircraft are required to maintain a squadron at full strength.
- (p) Aircraft Equipment Standard - the minimum standard to which an aircraft should be equipped.
- (q) Aircraft Type - the aircraft's name, e.g. Sea Fury, Firefly.
- (r) Aircraft Role -
- | | | |
|--------|---|------------------------------|
| A.S. | - | Anti Submarine. |
| F. | - | Fighter. |
| F.B. | - | Fighter Bomber. |
| F.R. | - | Fighter Reconnaissance. |
| N.F. | - | Night Fighter. |
| T.F. | - | Torpedo Fighter. |
| T.R. | - | Torpedo Reconnaissance. |
| T.D. | - | Torpedo Divebomber. |
| T. | - | Trainer. |
| T.T. | - | Target Tower. |
| P.R. | - | Photographic Reconnaissance. |
| S.A.R. | - | Search and Rescue. |
- (s) Aircraft Mark - a numeral to distinguish aircraft of the same type which differ materially in construction. Mark numbers are given in Arabic figures.
- (t) Serial number - is given to each airframe. It normally consists of 2 letters and 3 numbers, e.g. WE.675.
- (u) Power Plant type - power plants used in the Royal Australian Navy are designed for a particular type and mark of aircraft, and are referred to by that aircraft's type and mark.

- (v) Power Plant Structure serial number - is given to each power plant structure.
- (w) Power Plant Structure assembly number - is also given to each power plant structure, and indicates its modification state.
- (x) Aero-engine type - the engines name, e.g. Centaurus, Griffon.
- (y) Aero-engine mark - a number to distinguish engines of the same type which differ materially in construction. Mark numbers are given in Arabic figures.
- (z) Aero-engines serial numbers - two are given to each engine, the first being the makers number and the second the service number.

NOTES:

- (i) Aircraft are always to be designated by type, role and mark - e.g. Sea Fury F.B.11. The serial number of the airframe(s) should follow if it is necessary to distinguish individual aircraft.
- (ii) Power plants and power plant structures are always to be designated by the aircrafts type and mark, followed by the words "power plant" or "power plant structure" as appropriate. The serial number of the structure(s) should follow if it is necessary to distinguish individual power plants or power plant structures.
- (iii) Engines are always to be designated by the type and mark. The serial number of the engine(s) should follow if it is necessary to distinguish individual engines.

CHAPTER IIIAIRCRAFT ETC. CLASSIFICATIONS:

(1) Every aircraft (unless allocated to the Instructional Aircraft Establishment) falls under one of the following classifications :-

F.A.E. (Front Line Aircraft Establishment)	] Aircraft held on the strength of a squadron or flight against the establishment.
T.A.E. (Training or Miscellaneous Aircraft Establishment)	
F.I.R. (Front Line Immediate Replacement)	] Aircraft held in immediate readiness as replacements for the F.A.E. or T.A.E. of specific squadrons or flights.
T.I.R. (Training or Miscellaneous Immediate Replacement)	
P.F.S. (Preparation for Service)	] Aircraft being prepared for service, excluding those classified L.T.S. or R.E.P.

NOTE: Aircraft classified P.F.S. are sub-divided as follows :-

- P.F.S.1 - Available within 2 days.
- P.F.S.2 - Available within 7 days.
- P.F.S.3 - Available within 21 days.
- P.F.S.4 - Not available for more than 21 days.

L.T.S. (Long Term Storage) Aircraft pre-
served in
long-term
storage.

NOTE: Aircraft classified L.T.S. are sub-divided as follows :-

- L.T.S.1 - Placed in Preservation Phase 1 in accordance with N.A.M.O. General G.1.
- L.T.S.2 - Placed in Preservation Phase 2 in accordance with N.A.M.O. General G.1.
- L.T.S.3 - Placed in Preservation Phase 3 in accordance with N.A.M.O. General G.1.
- L.T.S.4 - Placed in Preservation Phase 4 in accordance with N.A.M.O. General G.1.

REP. (Repair) Aircraft under-
going or
awaiting to
undergo repair
or modification
work which
requires the
facilities of
an A.R.Y.,
A.M.Y. or
civilian con-
tractor.

A.D.W. (Awaiting disposal and write-off) Aircraft held
on charge
awaiting Naval
Board approval
for write-off
and disposal
instructions.

(2) Aircraft re-classification - The following table shows how aircraft may be re-classified :-

- (a) To F.A.E., T.A.E., F.I.R. and T.I.R. - Automatic when required, (see notes (ii) and (iii)), if change of charge is not involved. Otherwise by allotment.
- (b) To P.F.S. - Automatic if the result of damage. Otherwise by allotment.
- (c) To REP - Automatic if the result of heavy damage. Otherwise by allotment.
- (d) To L.T.S. - By allotment.
- (e) To A.D.W. - Automatic if aircraft becomes a total loss or damaged beyond economical repair. Otherwise by allotment.

NOTES:

- (i) All re-classifications are to be reported by A.E.N.A.D. signal in accordance with Chapter V of these instructions, irrespective of whether they are automatic or ordered by allotment.
- (ii) An I.R. aircraft may only be transferred to the A.E. when the aircraft replaced is the subject of -
 - (a) an A.E.N.A.V. signal in accordance with Chapter V of these instructions, when paragraph (P) should state that a replacement is required for the I.R., quoting its serial number, or
 - (b) A.A.9 action, when the holding unit is to request by signal for replacement of the I.R., quoting its serial number, the serial number and date of the A.A.9, and any other references.
- (iii) I.R. aircraft are never to be used to replace A.E. aircraft withdrawn for second line servicing. They are only to be flown on essential test and delivery flights.
- (iv) Should it ever appear necessary to consider the transfer of an I.R. aircraft to the A.E. for reasons other than those contained in Note ii above, prior approval must be sought from the Air Equipment Authority.

(3) Power Plant and aero-engine classification - every uninstalled power plant and engine falls under one of the following classifications :-

- P.P.A. - power plant available for installation.
- P.S.A. - power plant structure available for installation.
- N.G.A. - engine available for installation.
- P.P.U. - power plant requiring repair or modification work within the capabilities of squadrons or stations.
- P.S.U. - power plant structure requiring repair or modification work within the capabilities of squadrons or stations.
- N.G.U. - engine requiring repair or modification work within the capabilities of squadrons or stations.
- P.P.R. - power plant requiring repair or modification work which requires the facilities of an A.R.Y., A.M.Y. or civilian contractor.
- P.S.R. - power plant structure requiring repair or modification work which requires the facilities of an A.R.Y., A.M.Y. or civilian contractor.
- N.G.R. - engine requiring repair or modification work which requires the facilities of an A.R.Y., A.M.Y. or civilian contractor.

(4) Power plant and aero-engine re-classification - the following table shows how power plants and engines may be re-classified :-

- (a) To P.P.A., P.S.A. and N.G.A. - automatic.
- (b) To P.P.U., P.S.U. and N.G.U. - automatic.
- (c) To P.P.R., P.S.R. and N.G.R. - automatic if due to heavy damage. Otherwise by allotment.

NOTE: All re-classifications are to be reported by A.E.N.A.D. signal in accordance with Chapter V of these instructions, irrespective of whether they are automatic or ordered by allotment.

CHAPTER IV

DAMAGE AND REPAIR CATEGORIES:

(1) Every aircraft etc. involved in an accident is to be placed in one of the following damage and repair categories, the categories being quoted in the signal reporting the accident (see Instructions for Naval Aviation), and in the A.E.N.A.V. signal (see Chapter V of these instructions):-

- S.S. - No damage.
- L.Q. - Light damage. Repairable by squadron.
- L.X. - Light damage. Repairable by ship or station.
- L.C. - Light damage. Repairable in ship or at station but requiring contractor's working party.
- L.Y. - Light damage. Not repairable by ship or station resources.
- H.X. - Heavy damage. Repairable by ship or station.
- H.C. - Heavy damage. Repairable in ship or at station but requiring contractor's working party.
- H.Y. - Heavy damage. Not repairable by ship or station resources.
- H.Z. - Heavy damage. Considered to be beyond economical repair. (Form A.A.9 to be forwarded).
- Z.Z. - Total loss. Clearly unrepairable. (Form A.A.9 to be forwarded).

NOTE: In the categories the first symbol relates to the damage; light damage is such that it would normally be repairable within a week at an air station; heavy damage is such that it would not normally be repairable within a week at an air station. The second symbol relates to the repair facilities available locally.

CHAPTER V

ROUTINE INSTRUCTIONS, REPORTS AND RETURNS:

(1) Instructions.-

(a) Air Equipment Authority's allotments -

- (i) All movements of aircraft, power plants or aero-engines which entail an alteration of charge are to be authorized by an Air Equipment Authority's Allotment. This includes disposal instructions for damaged aircraft. Allotments are to be prefixed with the code word A.E.N.A.L. and serial number. They are normally to be made by signal, but when a non-naval authority is concerned in the transaction Form A.A.8. is to be used.

(ii) A.E.N.A.L. signals are to be in the following form :-

"From A.E.A.

A.E.N.A.L. No.

1. Reference to previous signals etc.
2. Type, role, mark and serial number of aircraft.
3. Serial number of power plant (also type and mark if a spare power plant).
4. Type, mark and serial number of engine.
5. Location.
6. Destination.
7. Delivery Instructions.
8. Any special instructions or information."

(iii) Signals in the same form, as far as applicable, may also be used by the Air Equipment Authority to authorize power plants and engine changes and changes of classification of aircraft etc.

(iv) Until further notice, N.A.S. Nowra is to be included in the addressees of all A.E.N.A.L. signals.

(2) Reports.-

(a) Daily Report of Movements and changes in Classification -

- (i) All units are to make a daily report by signal to the Air Equipment Authority of all changes in charge or classification of aircraft etc. that have occurred during the 24 hours ending at 0001 on the reporting day.
- (ii) The code word A.E.N.A.D. is to be used for all such reports.

(iii) The report is to be made in four parts:

- I. Movements of squadrons and detached flights.
- II. Transfers.
- III. Changes in classification or in mark.
- IV. Power plant and engine changes.

NOTE: Parts under which there is nothing to report are to be omitted.

(iv) The receiving unit only is to render the report of changes made in respect of Parts I and II.

(v) The four parts are to be sub-divided:

- Part I - Into (A) Details of Movement.
(B) Type, role and mark of aircraft followed by number on strength of squadron or flight concerned.
(C) Numbers of any F.I.R. aircraft concerned in the movement.
- Part II - Into (A) Type, role, mark and serial number(s) of aircraft (or un-installed power plant(s) or engine(s)).
(B) Serial number(s) of power plant(s) and/or type, mark and serial number(s) of engine(s) installed.
(C) Classification.
(D) A.E.N.A.L. number.
(E) Details of movement.

NOTE: Part II is to contain details of receipts and despatches by custodians of aircraft, power plants and engines. In addition this part is to be used for reporting internal movements of aircraft, power plants and engines held on charge by any custodian, i.e. changes of location only.

- Part III - Into (A) Type, role and mark of aircraft etc. followed by (1) change in classification and (2) A.E.N.A.L. number (if applicable).
(B) Type, role and mark of aircraft, etc. before alteration followed by (1) change of role or mark and (2) A.E.N.A.L. number (if applicable).

- Part IV - Into (A) Type, role, mark and serial number of airframe or power plant in which the change has taken place.
(B) Serial number of power plant and type, mark and serial number of engine newly installed.
(C) Serial number of power plant and type, mark and serial number of engine removed, and classification.

(b) Requests for Instructions for Repair or Disposal -

- (1) When maintenance or repair required by an aircraft etc. is beyond the resources of the holding unit, a request for instructions as to repair or disposal is to be made by signal to the Air Equipment Authority.
- (ii) The code word A.E.N.A.V. is to be used for such requests.
- (iii) The signal is to be made in the following form :-
Reference to previous signals etc. (e.g. accident signal);
For A.E.A.
Code word A.E.N.A.V.
(A) Type, role, mark and serial number of aircraft, power plant and engine.
(B) Airframe and engine hours -
(a) since new; (b) since last overhaul.
(C) Condition of fuselage.
(D) Condition of mainplanes.
(E) Condition of tailplanes.
(F) Condition of tail unit (rudder and fin).
(G) Condition of undercarriage.
(H) Condition of propeller.
(I) Condition of power plant structure.
(J) Condition of engine.
(K) Whether a defect report (Form A.21) has been or will be rendered on the engine.
(L) Whether aircraft has turned over.
(M) Whether aircraft can be repaired by working party and flown out.
(N) Exact location, road facilities, condition of ground and other information of use to salvage party, and whether aircraft is towable.
(O) Damage and repair categories of airframe, power plant and engine.
(P) Whether replacement of aircraft, power plant or engine is required.

- NOTES:
- (i) Sub-headings and details, not applicable to the case, or in which the part of the aircraft referred to is serviceable, are to be omitted.
 - (ii) Until further notice A.E.N.A.V. signals are to be repeated to N.A.S., Nowra and N.A.E.O.
 - (iii) When sub-heading (J) indicates engines require shock load testing a further signal is always to be made reporting result of test or decision to waive test in accordance with R.A.N.A.M.O. Engines E/RR/10 paragraph 2(A) and (B).

(3) Returns.-

(a) Monthly Return of Holdings.

All ships and establishments holding aircraft etc. are to render to the Air Equipment Authority, copy to Administrative Authority, a return on Form A.A.10 showing the state of such aircraft etc. at 0001 on the 1st of each month. Flying hours are also to be recorded against each Rotol gear box installed in aircraft power plants and held as spares.

(b) Monthly Return of Aircraft Stocks.

- (i) The Air Equipment Authority is to render to the Naval Board a manuscript return of aircraft stocks as at 0001 on the 1st of each month.
- (ii) The code word A.E.N.A.S. is to be used for all such returns.
- (iii) The return is to be made in the following form :-

Code word A.E.N.A.S. followed by date return is due.

Type, role and mark of aircraft followed by numbers held under the following sub-headings :-

- (A) Total stocks.
- (B) Number at (A) classified F.A.E. and F.I.R.
- (C) Number at (A) classified T.A.E. and T.I.R.
- (D) Number at (A) classified P.F.S. (further sub-divided into P.F.S. (1), (2), (3) and (4)).
- (E) Number at (A) classified L.T.S. (further sub-divided into L.T.S. (1), (2), (3) and (4)).
- (F) Number at (A) classified REP.
- (G) Number at (A) classified A.D.W.

The return is to end with the total number of all types returned under each sub-heading.

NOTE: The total at (A) for each mark must equal the sum of the numbers under headings B - G.

(c) Monthly Return of Power Plant and Engine Stocks.

- (i) The Air Equipment Authority is to render to the Naval Board a manuscript return of power plant and engine stocks as at 0001 on the 1st of each month.
- (ii) The code word A.E.N.A.P. is to be used for all such returns.
- (iii) The return is to be made in the following form :-

Code word A.E.N.A.P. followed by date return is due.

Type and mark of power plant followed by numbers held under the following sub-headings :-

- (A) Total number of installed power plants.
- (B) Total number of uninstalled power plants.
- (C) Number at (B) classified P.P.A.
- (D) Number at (B) classified P.P.U.
- (E) Number at (B) classified P.P.R.

Type and mark of engine followed by numbers held under the following sub-headings :-

- (F) Total number of engines installed in aircraft or in uninstalled power plants.
- (G) Total number of uninstalled engines.
- (H) Total number at (G) classified N.G.A.
- (I) Total number at (G) classified N.G.U.
- (J) Total number at (G) classified N.G.R.

The return is to end with the total number of all types returned under each sub-heading.

NOTE: If power plant structures are held without an engine installed they are to be reported at the end as spare power plant structures.

(d) Monthly Return of Alteration in Stocks of Aircraft etc.

- (i) The Air Equipment Authority is to render to the Naval Board a manuscript return on the 1st of each month showing all aircraft etc. received or disposed of by the Royal Australian Navy, all aircraft etc. of which the role or mark has been altered by modification action, and net increase or decrease in total stocks during the previous calendar month.
- (ii) The code word A.E.N.A.T. is to be used for all such returns.

- (iii) The return is to be made in the following form :-

Code word A.E.N.A.T. followed by date return is due.

Part I - Received during(month)

Type and mark	Quantity	Received from

Part II - Disposed of during.....(month)

Type and mark	Quantity	Disposal

Part III - Alterations by modification during.....(month)

Serial No.	Type, Pole and mark	
	Converted from	Converted to

Part IV - Net increase or decrease of Stocks during.....(month)

Type and Mark	Total reported in AENAS/AENAP on 1st..... (previous month)	Increase or decrease from PtaI, II and III	Total reported in AENAS/AENAP on 1st..... (current month)

CHAPTER VI

EQUIPMENT AND MODIFICATION PUBLICATIONS, STANDARDS AND CONCESSIONS:

(1) Publications.-

- (a) Particulars of the equipment and modifications which can be fitted in aircraft are given in -
- (i) Appendix "A", Schedule of Airframe Equipment.
 - (ii) C.B.4485 A for Aircraft Gunwharf Stores.
 - (iii) S.P.(N) 380 series, Aircraft Equipment Standards.
 - (iv) R.A.N. Retrospective Modifications Booklet.
- (b) An Appendix "A" is issued by the Ministry of Supply (U.K.) for each type and mark of aircraft, and is the official list of all airborne equipment that can be fitted to or carried in the aircraft.
- (c) An A.P.(N) 380 is issued by the Admiralty for each type of naval aircraft, and covers all marks of that aircraft.
- (d) Owing to the continuous development of an aircraft type and the time lag in promulgating amendments it is rarely that an Appendix "A" gives a true picture of a particular aircraft. The A.P.(N) 380 or C.B.4485A is therefore to be followed for all types of naval aircraft.
- (e) Local amendments to A.P.(N) 380 may be issued by the Naval Board.

(2) Equipment Standards.-

- (a) Aircraft are turned out by contractors equipped for flight delivery to the Service. Some operational equipment is fitted by contractors, the remainder by units. The Appendix "A" shows what items are fitted at each stage of equipping the aircraft as follows :-

- (i) Items, the quantities of which appear in column 7, and which are marked C in column 6, are fitted by the contractor.
 - (ii) Items, the quantities of which appear in column 7, and which are marked S in column 6, are fitted by a Receipt and Despatch unit.
 - (iii) Items, the quantities of which appear in column 9, are fitted by the squadron as necessary for the role of the aircraft. These items are not considered to be part of the aircraft and are held by the squadron or parent unit, as squadron mobile equipment or maintenance stock.
- (b) The equipment standards for all aircraft, whatever their employment, are decided by the Naval Board.
- (c) The standard of equipment of aircraft of the same type and mark may vary between squadrons, but all aircraft of one type and mark in a squadron should normally be equipped to the same standard. Aircraft in the F.A.E. and T.A.E. are therefore grouped as follows :-

Equipment Standard

Group

F.A.E. A
 T.A.E., including Deck Landing .. B
 T.A.E., not including Deck Landing C

- In certain circumstances, however, instructions may be issued by the Naval Board for the use of Group A aircraft in the T.A.E., or Group B aircraft in the F.A.E.
- (d) The minimum equipment standards for each group are given in A.P.(N) 380 series, and the standard for an individual squadron will be the appropriate group plus any additional items ordered by the Naval Board.
- (e) The Air Equipment Authority will report to the Naval Board if any difficulty is foreseen in meeting a standard ordered.
- (f) The authorized standards for equipping aircraft do not provide authority for aircraft to be flown with specific equipment fitted. Aircraft types require clearance by the appropriate authority before being flown with new equipment fitted, and certain handling restrictions may be in force until full clearance is given. Detailed procedure will be found in Instructions for Naval Aviation and in the Pilot's Notes for the Aircraft.

(3) Modifications Standards.-

- (a) The standard of modification of aircraft of the same type and mark may vary between squadrons, but all aircraft of one type and mark in a squadron should normally be modified to the same standard.
- (b) The R.A.N. Retrospective Modifications Booklet is the authority for the demanding of modifications and for their priority of embodiment.

NOTE: The minimum modification standards given in A.E.S. tables 5 and 6 in A.P.(N) 380 series are not applicable to the Royal Australian Navy.

(4) Concessions - Equipment and Modifications.-

- (a) If, owing to lack of time or resources, it is not possible to embody in an aircraft intended for another unit an item of equipment shown in A.P.(N) 380 or a modification of XX or XXX classification shown in the R.A.N. Retrospective Modifications Booklet, the unit holding the aircraft is to seek a concession as follows :-

<u>Whereabouts of Aircraft</u>	<u>When Concession is to be sought</u>
F.A.E. and T.A.E.	On allotment to a unit under a different administrative authority.
In storage of R.D.U.	On reaching P.F.S.2 stage and again on allotment to F.A.E. or T.A.E., quoting any previous concession signals.
In Aircraft Maintenance Yard or C.R.O.	21 days before Test Flight stage.

- (b) If an item of equipment is added to A.P.(N) 380, Table 1, or a modification classified XX or XXX to the R.A.N. Retrospective Modifications Booklet after the dates shown in sub-paragraph (a) above and before transfer of the aircraft, a further concession is to be sought. A concession is not, however, required for items added to the other Tables of A.P.(N) 380, or for modifications classified less than XX added to the R.A.N. Retrospective Modifications Booklet, during this period.
- (c) Concessions are to be sought from the Air Equipment Authority, repeated to the Administrative Authority of the unit to which the aircraft is allotted, and to that unit.
- (d) Equipment and modifications for which a concession has been given are nevertheless to be embodied if time and resources permit.

CHAPTER VII

EQUIPMENT RECORDS, CHECKING AND DISCREPANCIES:(1) Equipment Records.-

- (a) When items of equipment listed in A.P.(N) 380, Tables 1 and 3, are fitted or removed, particulars are to be recorded on Forms A.701, airframe log cards. (Form A.A.23 is to be pasted inside Form A.701 for this purpose. When Form A.701 is next revised a suitable panel for recording Appendix "A" items will be included and Form A.A.23 abolished.) Removable equipment, (A.P.(N) 380, Tables 2 and 4), need not be recorded except when being embalmed with an aircraft, when arrangements are to be made with the Supply Officer for the items to be taken off charge in the Naval Store account. Consumable stores need not be recorded.
- (b) When an aircraft is being embalmed a signed and dated list of the Appendix "A" numbers of all permanent items and particulars of any permanent items of ground equipment fitted is to be attached to its log card. By this list the aircraft can be checked when disemalmed, or transferred to another accounting unit while embalmed, despite amendments to A.P.(N) 380 in the meantime.
- (c) Deviations, i.e. differences in permanent items and modifications between the equipment standard in A.P.(N) 380 and the aircraft's state, are to be shown on transfer to another accounting unit as surpluses and deficiencies on Form A.A.11, supply and receipt note.
- (d) The following particulars about equipment are also to be shown on Form A.A.11 in order that the receiving unit may expect the items and not demand them again :-
- (i) Valuable and attractive articles removed and despatched separately.
 - (ii) Transfer between Supply Officers of equipment and modification sets received but not fitted.
 - (iii) Demands for equipment and modification sets diverted to the receiving unit.
- (e) If items of removable equipment or ground equipment drawn from the Supply Officer, or on charge in the Squadron Inventory, have to be transferred with an aircraft, these should be reported to the Supply Officer for accounting action, and for transfer of charge to the Supply Officer of the receiving unit. Transfer should be effected by Form A.S.549, endorsed with details of the movement, (e.g. serial number and method of delivery of aircraft), and a copy should be attached to the aircraft's Form A.701.

(2) Checking.-

- (a) Aircraft, etc. are to be checked immediately before and after transfer between accounting units, except when embalmed. An officer or senior rating of the despatching unit is to be associated with the checking whenever this is possible, and Commanding

Officers of Carriers and Air Stations are to allow wherever possible for adequate time to complete the checking procedure. The Commanding Officer of a Carrier or Air Station may, however, approve checking being delayed, abbreviated or omitted for operational reasons if he makes a signal to that effect to the other unit repeated to the Administrative Authority and the Air Equipment Authority. Aircraft are to be checked before they are embalmed and again when they are disemalmed, but while embalmed they may be assumed to be correct.

- (b) Airframe checking is to be either by test flight in accordance with N.A.M.O. General F/4 and/or full functional test, and checking to A.P.(N) 380, Table 1, or by checking to A.P.(N) 380, Tables 1 and 3. A test flight and/or full functional test is preferable to checking to Table 3.
- (c) Power plant and engine checking is to be to the Engine Checking List in the appropriate Air Publication, Volume 3, Part 1, Schedule of Spare Parts.
- (d) Ferry Pilots are not responsible for checking, but they have a duty to deliver the aircraft in the same state as they receive it, so a measure of responsibility for equipment rests with them.
- (e) Officers or senior ratings in charge during non-flight delivery have the same responsibilities as ferry pilots; they are also to be associated with the checking of the aircraft.

NOTE: The items listed below are to be removed and returned to store from unembalmed aircraft transferred by non-flight delivery (e.g. on the following occasions for damaged aircraft)-

- (i) Before transfer to civilian contractors,
- (ii) before landing from a Carrier,
- (iii) when taken away by a Salvage Unit,
- (iv) when left behind with another accounting unit.

Items to be removed.-

Accumulators.
Cameras.
Camera Magazines.
Compasses, except the Gyro-magnetic type.
Cushions.
Dinghies.
Fire Extinguishers.
First Aid Outfits.
Guns.
Loose Gear in Sea Air Rescue aircraft.
Pilot's Notes, Travelling Servicing Notes, and their Perspex Covers.
Pilot's Mirrors.
Plotting Boards.
Portable Signal Lamps.
Sanitary Containers.
Signal Pistols.

(3) Discrepancies.-

- (a) If there are any discrepancies, i.e. differences in permanent items and modifications between the state shown on the Form A.A.11, (or A.P.(N) 380, Tables 1 and 3, or Engine Checking List, if no Form A.A.11 has been received), and the state found on checking, the receiving Custodian is to raise Form A.A.2, Discrepancy List, noting its number and date on the receipt copy of Form A.A.11 before signing the latter. Forms A.A.2 need not be raised for consumable stores.
- (b) The duty of clearing discrepancy lists rests with Custodians, but correspondence about them is to be between Commanding Officers of Carriers and Air Stations. A discrepancy list is not cleared until the missing equipment has been found or approval given for it to be treated as lost by accident or neglect, (Forms A.S.1096 or A.S.126).
- (c) If the missing equipment is found by the despatching unit it is to be returned to the Supply Officer and one of the following two courses of action taken, preferably the first :-
 - (i) (A) Supply Officer despatches the equipment to the Supply Officer of the receiving unit.
 - (b) Custodian endorses Form A.A.2 with particulars of despatch, (quoting Supply Officer's Form A.S.549, transfer note), and returns numbers 1 and 2 copies to the receiving unit, or
 - (ii) (A) Supply Officer retains the equipment.
 - (b) Custodian endorses Form A.A.2 with particulars of Supply Officer's voucher taking it on charge, and returns numbers 1 and 2 copies to the receiving unit.
 - (C) Custodian at receiving unit amends Form A.701 accordingly.
- (d) If the equipment cannot be found by either unit the loss is to be investigated by the Commanding Officer(s) in accordance with A.P.(N) 5, Naval Air Supply Instructions, Chapter 21. When approval is given for the item(s) to be treated as lost by accident or neglect the Form A.701 is to be amended accordingly, quoting the authority (Form A.S.1096 or A.S.126).
- (e) The Custodian of the Receiving Unit may demand from the Supply Officer the permanent stores needed to make good deficiencies on aircraft delivered. A copy of the concession, deviation or discrepancy list (Form A.2 or A.A.2) is to accompany the demand. The issue of a permanent item to make good a deficiency is not to prejudice the recovery at a later stage of the missing item from the despatching unit under the discrepancy list procedure.
- (f) When all discrepancies have been cleared up the receiving unit, Custodian is to endorse the Forms A.A.2 "Cleared", sign them and return No.1 copy to the despatching unit.

CHAPTER VIIIADMINISTRATIVE RESPONSIBILITIES:(1) Ledgers.-

- (a) Aircraft, etc. are classified under a separate Vote, and are accounted for as follows :-

<u>Whereabouts</u>	<u>How accounted for</u>
Charged to a unit by the Air Equipment Authority.	By the Custodian of the unit.
In transit, other than by H.M. or H.M.A. Ship, between the areas of two Air Equipment Authorities	By Navy Office (D.A.M.R.)
On loan to other Services	By the Air Equipment Authority.
On "Contract Loan" to a contractor	By the Naval Air Engineer Overseer or Navy Office (D.A.M.R.) as appropriate.

NOTE: The accounting unit of an aircraft which comes into the physical custody of another naval accounting unit due to damage or prolonged unserviceability, etc., is to apply to the Air Equipment Authority for an allotment to the latter unit, and is then to transfer charge by forwarding Forms A.A.11, (raised from the aircraft's Form A.701), and log cards.

- (b) The Commanding Officer of each carrier, air station, and aircraft repair or maintenance yard is to detail an officer as Custodian. Aircraft in training or miscellaneous squadrons and detached units are normally to be accounted for by the Custodian of the parent station, but the Commanding Officer of the parent station may at his discretion establish such a squadron or detached unit as a separate accounting unit with its own Custodian, informing the Air Equipment Authority so that allotments may be made accordingly.
- (c) Aircraft, etc. are to be taken on charge by custodians on ledger pages for airframes and aero-engines, (Forms A.A.53), enclosed in binder, (Form A.S.155).
- (d) An aircraft or power plant is to be taken on charge either by entering the airframe, power plant structure and engine on one ledger page, or by raising a separate page for each. Under the first method a power plant or engine change is accounted for by closing the ledger page for the power plant or engine being installed, and opening a page for the power plant or engine being removed. Under the second method the ledger pages for power plant structures and engines remain open whether they are installed or uninstalled, and when an aircraft or power plant is transferred all the ledger pages concerned are closed.

- (e) Forms A.A.53, ledger pages, are to be numbered if they are arranged in chronological order, but if arranged in type and mark they need not be numbered. Where a Custodian is relieved by another Custodian, the ledger is to be transferred to the relieving officer, and this procedure will be the only accounting action necessary on the change-over. The relieving Custodian is to satisfy himself that the aircraft, power plants, and engines transferred to his charge are correct to the standards laid down in A.P.(N) 380 and C.B.4485A, or that any deviations from the standards are properly recorded on the Forms A.701 and A.11 as appropriate.

- (f) Aircraft, etc. are taken on charge by one of the following forms :-

- (i) On transfer from another unit, by the supply note (Form A.A.11).
- (ii) On downgrading to Class II or III of the Instructional Aircraft Establishment, by Form A.A.9 approved by the Naval Board.

- (g) Aircraft, etc. are taken off charge by one of the following forms :-

- (i) On transfer to another unit, by ship's copy of Form A.A.11, confirmed by the receipted copy.
- (ii) If lost, destroyed, damaged beyond repair or reduced to spares and produce, by Form A.A.9, approved by the Naval Board.
- (iii) On downgrading to Class II or III of the Instructional Aircraft Establishment, by Form A.A.9 approved by the Naval Board.

(2) Supporting Vouchers.-

- (a) The following vouchers supporting the arrival and disposal entries in the ledger are to be numbered and filed in separate series beginning each 1st January, and the ledger entries are to quote the voucher serial numbers :-

<u>Form</u>	<u>Description</u>
A.A.11	Supply notes, (No.1 copies) for items received from other units.
R.A.A.F.E/A 48 or E/A.48a	Supply notes, (red copies), for items received from R.A.A.F. units.
A.A.11	Receipt notes and ship's copies, (Nos.2 and 3 copies married together), for items despatched to other units.
A.A.9	Authority for removal from records or downgrading to Class II or III of the Instructional Aircraft Establishment.

- (b) Forms A.A.2, discrepancy lists, are also to be serially numbered and, when cleared, are to be attached, with copies of any relevant correspondence, to the corresponding supply or receipt notes.

(c) An "Unexecuted" file is to be maintained for the following vouchers :-

(i) Ship's (No.3), copies of Forms A.A.11 awaiting return or receipted No.2 copies before filing as in (a).

(ii) Forms A.A.2 awaiting reply.

(iii) Ship's copies of Forms A.A.9 awaiting approval.

(3) Removal from Records.-

(a) Form A.A.9 (application for aircraft etc. to be removed from records), is to be raised in quadruplicate by the Custodian, and all four copies forwarded to the Air Equipment Authority whenever an aircraft etc. is -

(i) Lost or destroyed.

(ii) Seriously deteriorated or damaged to such an extent that repair is considered to be uneconomical.

(iii) Recommended for reduction to spares and produce.

(iv) Recommended for ground instructional use (except when to be maintained in a serviceable condition).

(b) Detailed instructions for its use are printed on the reverse of Form A.A.9.

(c) After final disposal of an aircraft, etc. the relevant Forms A.700 and A.701 are to be closed with a certificate in the following form :-

"Airframe } Written off charge and disposed
Power Plant } of in accordance with
Aero-engine }

H.M.A.S.

Date Commanding Officer."

The forms are then to be forwarded to the Air Equipment Authority for custody.

(4) Reduction to spares and produce.-

When approval is given for the final breakdown of aircraft, power plants, aero-engines and instructional assemblies to spares and produce all serviceable and repairable components are to be removed and disposed of as follows :-

(a) In Ships and Shore Establishments the returning unit is to -

(i) clean each item and render it "safe", e.g. fuel and oil to be removed from tanks;

(ii) complete a label (Form S.118A (Blue) amended to read "Unserviceable subject to Inspection Test") and attach to each item.

The label is to give the following particulars :-

1. Section and Reference Number.

2. Description.

3. From whom returned.

4. The type, mark, and number of the aircraft from which it was removed.

(iii) prepare Form S.1091 in the normal way;

(iv) take the labelled defective item and accounting vouchers to the Defective Equipment Sorting Section.

The D.E.S.S. is to accept the defective item and sign the Form S.1091 in the space for acknowledging receipt (the recipient is to sign "for O.I.C. of D.E.S.S.") and is to endorse the original copy of the S.1091 with the stamp "For Survey" and pass it to the main store.

Further action by the D.E.S.S. is to be in accordance with normal procedure as laid down in Navy Order 420 of 1949.

(b) In Civilian Repair Organizations, each item will be surveyed by the Naval Survey Committee and categorized as -

1. Serviceable.

2. Repairable.

3. Unserviceable - not worth repair.

The items are to be dealt with in accordance with the procedure for accounting, etc., for aircraft components, etc., requiring repair and Naval Embodiment Loan Stocks for the Civilian Repair Organization.

On completion of final breakdown a certificate is to be rendered to the Air Equipment Authority by the Custodian in the following form in duplicate :-

No. H.M.A.S.
Date

Aircraft }
Engines } Type and Mark.....
Power Plant } Serial No.

This equipment has been finally reduced to spares and produce in accordance with Form A.A.9, Serial No, and all components other than those which are useless and of no value, or which cannot economically be removed, have been returned to in accordance with A.E.N.A. Chapter VIII, paragraph (4).

.....
Signature of Custodian

Rank

(5) Reduction to instructional assemblies.-

On completion of final breakdown of an aircraft, power plant or aero-engine to instructional assemblies a certificate is to be rendered to the Air Equipment Authority by the Custodian in the following form. The Air Equipment Authority will then allocate instructional numbers for the group assemblies so produced.

No..... H.M.A.S.....
Date.....

Aircraft Power Plant Engine	}	Type and Mark.....
		Serial No.....

This equipment has been finally reduced to instructional assemblies as shown below in accordance with

Components not required for instructional use other than those which are useless and of no value or which cannot be economically removed have been returned to in accordance with A.E.N.A. Chapter VIII, paragraph (5).

.....
Signature of Custodian

Rank.....

LIST OF INSTRUCTIONAL ASSEMBLIES PRODUCED.CHAPTER IXINSTRUCTIONAL AIRCRAFT CLASSIFICATIONS, ROUTINE REPORTS AND RETURNS AND ACCOUNTING:(1) Classifications.-

(a) Aircraft are classified as follows :-

Class I. A new type or mark of aircraft, which must be maintained in such a condition that it could be returned for use as an F.A.E. aircraft after reconditioning.

Class II. A functionally complete and useable aircraft permanently allocated to the I.A.E., (prior approval on Form A.A.9 having been obtained), and which is therefore not required to be maintained in such a condition that it could be returned for use as an F.A.E. aircraft after reconditioning.

Class III. An aircraft damaged beyond economical repair and which has already been the subject of A.A.9 action.

(b) Power plants and engines are classified as follows :-

Class I. A new type or mark of power plant or engine which must be maintained in such a condition that it could be returned to a unit for normal use after reconditioning.

Class II. A functionally complete power plant or engine, permanently allocated (prior approval on Form A.A.9 having been obtained), to the I.A.E., and which is therefore not required to be maintained in such a condition that it could be returned to a unit for normal use after reconditioning.

Class III. A power plant or engine incomplete, exploded and/or sectioned which has already been the subject of A.A.9 action.

(c) Instructional Group Assemblies - these are portions of aircraft etc. not covered by the classifications in (a) and (b).

(2) Routine Reports and Returns.-

(a) Reports - the following reports are required in the normal way in respect of Class I Instructional Aircraft etc :-

(i) A.E.N.A.D. signals.

(ii) A.E.N.A.V. signals.

(b) Returns - the following return is to include Class I Instructional Aircraft etc :-

Form A.A.10

NOTE: No reports or returns in respect of Class II and III Instructional Aircraft etc. are required unless specially called for.

(3) Accounting.-

(a) Class I Instructional Aircraft etc. are accounted for in the same way as non-instructional aircraft etc.

(b) Class II and III aircraft, etc. are also accounted for in the same way, except as follows :-

(i) All equipment not required for instructional purposes is to be returned to the Supply Officer.

(ii) The Instructional Class is to be shown on ledger pages and vouchers.

(iii) For Class II and III airframes, Form A.701 is to be endorsed "Converted for Ground Instructional Use" quoting the Form A.A.9 serial number and date as authority.

(c) The following procedure applies to the removal of Instructional Aircraft etc. Classes II and III from records :-

(1) Authority and disposal instructions will be given by the Naval Board on the recommendation of the Air Equipment Authority -

(A) When the Custodian reports that the aircraft, etc. in question is no longer suitable for instructional purposes in any instructional class, or

(B) when an aircraft, etc. is surplus to requirements.

- (ii) Applications are to be made, and authority and disposal instructions will be given, in writing, stating type, mark, serial number, present instructional class, and any signal or other references.

CHAPTER X

POWER PLANT AND ENGINE CASES AND STANDS - ACCOUNTING AND RETURNS:

(1) Accounting.-

- (a) All cases and stands, including associated adaptor sets and back plates, for power plants and aero-engines, provided as air stores under R.A.F. vocabulary section 40 B, and purchased by the Royal Australian Navy under Treasury Vote for Air Stores (corresponding to Admiralty Vote 8/II) are to be transferred to the control of the Air Equipment Authority. Future requirements will be purchased under Treasury Vote for Aircraft and Aero-engines - Purchase (corresponding to Admiralty, Vote 8/III).
- (b) Accounting for the above items held by units will be the responsibility of the Custodian.
- (c) Items at present held by units are to be transferred by Form A.S.549 from the charge of the Supply Officer to the charge of the Custodian. The "receipt" copy of this voucher is to be used to credit the Permanent Loan Lists as well as the main ledger.
- (d) Cases and stands are to be accounted for by the Custodian on Forms A.A.53 enclosed in binders A.S.155.
- (e) Cases or stands lost, destroyed or damaged beyond repair are to be dealt with on Form A.S.126 or A.S.1096, as appropriate, prepared by the Custodian who is to retain one copy to support a provisional adjustment of his account. The Commanding Officer is to obtain, through the Air Equipment Authority, covering Naval Board approval for the write-off of the items.
- (f) Transfers of cases and stands between units are to be made on Forms A.A.11.
- (g) Stands under vocabulary Section 40, also spares of a consumable nature, provided under Section 40B, e.g. castor wheels for transportation stands, will continue to be dealt with as Air Stores.

(2) Returns.-

Details of all power plant and engine cases and stands held are to be included on Forms A.A.10.

CHAPTER XI

SUPPLY AND RECEIPT NOTES - TABLE SHOWING DISPOSAL OF COPIES:

(1)

- (a) The following table shows the forms used in transferring aircraft etc. and the disposal of the various copies :-

Nature of Transfer	Form	No. of Copies	DESPATCHING UNIT		RECEIVING UNIT			DESPATCHING UNIT		
			Taken by Ferry Pilot	Sent by Post	Keep as Ships Copy	Sent to (A)ACNB and/or (B)A.E.A.	Keep as Supply Note	Sign and forward to A.E.A.	Send to A.E.A.	Keep as Receipt
1	2	3	4	5	6	7	8	9	10	11
Between Naval Units To R.N.	A.A.11	4	No.1	No.2	No.4	(B) No.3	No.1	No.2	-	No.2
From R.N. To R.A.A.F.	A.A.11	5	No.1	No.2	No.5	(A) No.3 (B) No.4	No.1	No.2	-	No.2
From R.A.A.F. To R.A.A.F.	A.A.11	6	In accordance with R.N. Regulations	No.2	No.5	(A) No.3 (B) No.4	No.1	No.2	Extra Copy	No.2
From R.A.A.F. To R.A.A.F.	E/A.48 or E/A.48a	6	In accordance with R.A.A.F. Regulations				Red Copy	Brown Copy	Blue Copy and then to R.A.A.F.	No.2
From R.A.A.F. To R.A.A.F.	E/A.99	1	In accordance with R.A.A.F. Regulations				-	-	1	-

Discrepancies Form list	No. of Copies	RECEIVING UNIT		DESPATCHING UNIT		RECEIVING UNIT		DESPATCHING UNIT		
		Send to Despatching Unit	Keep as Ship's Copy	Explain and Return	Keep as Ship's Copy	Clear and Return	Keep	Send to A.E.A.	Send to A.E.A.	
1	3	4	5	6	7	8	9	10	12	
Discrepance list	A.A.2	Nos.1,2&3	No.4	Nos.1&2	No.3	No.1	No.2	No.1	Extra copy to each (When non-RAN units involved)	12

NOTE: The table shows the normal A.A.2 routine, but the procedure will become more complicated if correspondence is involved.

(b) The following notes amplify the instructions in the table :-

Nature of transfer

Notes

- (i) All
When transfer is by non-flight delivery the supply note, (ferry pilot's copy), is to be taken by the officer or rating in charge during transfer.
- (ii) From Royal Naval units
One extra copy of all forms and correspondence sent to or received from the Royal Naval unit is to be forwarded immediately after checking by the Australian custodian through his Commanding Officer to the Air Equipment Authority.
- (iii) To Royal Naval units and to R.A.A.F. units
(A) No transfers are to be made without instructions from the Naval Board.
(B) Transfers are to be made in accordance with the normal procedure for transfers to R.A.N. units, but an extra copy of all forms and correspondence sent to or received from the Royal Naval or R.A.A.F. unit is to be forwarded immediately after transfer by the Australian custodian through his Commanding Officer to the Air Equipment Authority.
- (iv) From R.A.A.F. units
(A) Transfers are to be made in accordance with normal R.A.A.F. procedure, by R.A.A.F. Forms E/A 48 and E/A 48a, supported by R.A.A.F. Form E/A 99.
(B) R.A.A.F. Form E/A 99 is the "Standard Schedule" issued for each individual aircraft. It is in book form, and each page has 25 columns as follows :-
Column 1 - Identification No. (Equivalent to Section and Reference No.)
Column 2 - Nomenclature.
Column 3 - Denomination of quantity.
Column 4 - Number fitted to complete aircraft.
Columns 5-25 - Quantity fitted.

(C) Only removable items, (but including items covered by functional test), are listed in E/A 99, which is thus an abridgement of the Appendix "A". Column 4 is the Appendix "A" figure for the items listed.

(D) Column 5 is completed on first issue of the aircraft and when changes of equipment occur the revised quantities are inserted in the next vacant column after Column 5, with a reference to the voucher No. at the head of the column.

(E) Periodically, and especially when an aircraft is transferred to the Royal Australian Navy, the quantities of every item fitted are carried forward to the next unused column. The serial number of the issue voucher Form E/A 48 or E/A 48a will be endorsed against this column.

(F) When an aircraft etc. is received by a Naval unit it is to be checked against, for an aircraft, Form E/A 99, or, for a power plant or engine, against the quoted checking list. R.A.A.F. regulations require every page of Form E/A 99 to be signed.

(G) If necessary, the Brown (receipt) copy of R.A.A.F. Form E/A 48 or E/A 48a should be endorsed "subject to discrepancies noted overleaf".

(H) Forms A.A.2 should be raised if necessary in accordance with normal procedure, except that, on receipt of the R.A.A.F. despatching unit's reply, if not clearing the discrepancy list by forwarding the missing items, a copy of the reply is to be sent direct to the Air Equipment Authority, quoting A.E.N.A. Chapter XI (1) (b) (iv) (H). Any further correspondence considered necessary will be conducted by the Naval Board, by whom authority for clearance of the discrepancy list will be issued.

(I) One extra copy of Forms A.A.2 and of any correspondence sent to, or received from the R.A.A.F. unit is to be forwarded immediately after checking by the Royal Australian Navy Custodian through his Commanding Officer to the Air Equipment Authority.

(3053/3/6)

APPENDIX I

INSTRUCTIONS

The tables in A.P.(N) 380 show the minimum standards to which aircraft in the Front Line Aircraft Establishment and Training or Miscellaneous Aircraft Establishment are required to be equipped and modified, as follows :-

<u>Equipment Standard</u>	<u>Group</u>
F.A.E.	A
T.A.E. including Deck Landing ...	B
T.A.E. not including Deck Landing ...	C

2. The Appendix "A" serial number is quoted at the beginning of each section.

3. Table 1 shows the equipment and modifications required to be fitted in aircraft in Groups A, B, and C, as follows :-

<u>Column</u>	<u>Explanation</u>
1	Provides "A.E.S." (short for Aircraft Equipment Standard) item numbers for ease of reference.
2	Describes the equipment.
3 and 4	List the modifications and Appendix "A" column 7 items to be embodied.
5	Shows the quantity for checking purposes.
6, 7 and 8	Indicate which items are required to be fitted in each of the Groups A, B and C. An item is required unless "No" is shown.

4. Sometimes an Appendix "A" column 9 item of equipment is prescribed in an equipment standard in column 6, 7 or 8. This means that only the fixed parts necessary for the equipment are required to be fitted before transfer of the aircraft, the equipment itself being fitted by the squadron under table 2.

5. Table 2 shows the removable modifications and more important Appendix "A" column 9 items which may be fitted by the user of the aircraft.

6. Table 3 lists the Appendix "A" column 7 items which are required to be fitted in aircraft in all groups.

7. Table 4 lists the Appendix "A" column 7 items which should not normally be transferred with the aircraft.

8. Tables 5 and 6 list the airframe and engine modifications which are to be embodied before the aircraft is transferred to another unit. They are to be embodied as soon as possible, and not later than the next minor inspection after receipt of leaflet and parts. The following abbreviations are used in Tables 5 and 6 :-

N.Q. Not quoted.

D.R. Direct replacement.

NOTE: These tables are not applicable to the Royal Australian Navy.

9. Checking.- Aircraft are to be checked as follows :-

When there is a test flight and/or full functional test. To Table 1. The test flight and/or full functional test will reveal the absence of any item in Table 3.

When there is no test flight or full functional test. To Tables 1 and 3. All items in these tables are permanent stores.

10. The armament items to be removed when an aircraft is returned to a contractor are given in C.B.4485(A). Other items to be removed when an aircraft is returned to a contractor are marked "M" in Table 1, column 5.

11. Items in Tables 2 and 4 should not normally be transferred with aircraft, as they are not considered to be part of it, and if permanent stores are on charge in the Squadron Inventory or a Permanent Loan List. If, however, such an item has to be transferred, it should be treated as a transfer between Supply Officers.

12. The Engine Checking Lists for power plants and aero-engines appear in the relevant Air Publications, Volume 3, Part 1, Schedule of Spare Parts.

APPENDIX II

A.P.(N) 380 (Fu)

SECTION 2

SEA FURY FB. Mark 11

Orders affecting release :- Appendix "A" Serial No. :-

1938

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 - REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
	<u>ARMAMENT:</u>								
1	Guns, Hispano, 20 mm., No.3, Mark 5*		1A	4					
2	Belt feed mechanism, Mark 1*		2A,3A	4					
3	Units, firing, electric Maxi-flux Star		5A	4					
4	Chutes, empty cartridge case		9A,10A	4					
5	Chutes, empty link		11A,12A	4					
6	Boxes, ammunition		15A to 22A	8					
7	Projector, rocket Mark 8, Type 13	N97 N121						N75 N504	31A
8	Sight, machine gun, G.G.S., Mark 4B	N59	44A	1					
9	Apparatus, sea rescue, Type C								68A
10	Window launcher		117A 118A	1 1					69A
11	Carrier, bomb, light series, Type EM, Mark 12								70A
12	Adaptor, light series, bomb carrier, Mark 3								71A
13	Carrier, unit, 100/1000 lb., Type EM/EF, No.1, Mark 1 (jettisonable)	N111 N149						N150 N186	72A
14	Release unit, manual Mark 1		79A	2					
15	Release gear		80A 81A 82A 83A	1 1 1 1					

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 - REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
16	Pistol, signal 1½", No.4, Mark 1*	N156	97A	1					
17	R.A.T.O.G.	N33 N95	112A 113A or 114A 115A	1 3					N118
18	Bomb release slip for tail parachute	N139	119A	1	No	No	No		
	<u>INSTRUMENT:</u>								
25	Altimeter, contacting Mark 3A	N188	27C	1					
26	Clock, fluorescent, Mark 2A, 2D or 4								28C or 29C or 30C
27	Board, plotting Mark 1		71C	1					
28	Compass, Type P.11		73C	1					
29	Compass, G.M., Mark 4*	N274 N327	76C to 80C	1					
30	Camera, F24	N13							N14 88C to 107C
31	Camera, G45B		108C to 113C						
32	Recorder, G.G.S. Mark 2	N229							116C to 118C
	<u>MISCELLANEOUS:</u>								
40	Dinghy, aircraft, Type K								16D to 18D
41	Tanks, drop. 90-gallon								N74 19D, 20D
42	Tanks, drop. 45-gallon								N73 21D 22D
43	Harness, safety Type ZB	N297	28D	1					
44	Tail parachute		52D	1	No	No			34D
45	Device, controls, locking		41D	1					

TABLE 1 - GROUP EQUIPMENT STANDARDS

A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	TABLE 2 - REMOVABLE EQUIPMENT	
								Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
46	Instrument flying practice equipment	N216						N275	
47	Deck landing and catapulting modifications	N17 N61 N91 N92 N258					No		
<u>RADIO:</u>									
50	ARI. 5307	N15							
51	Aerial		1E	1					
52	Receiver R-4/ARR2		2E	1					
53	Control unit		9E	1					
54	Connector set		19E	1					
58	ARI. 5679	N55							
59	Aerial		26E	1					
60	Receiver R. 5636							32E	
61	Control unit		37E 38E	1 1					
65	ARI. 5491	N506 N511 N512 N513							
66	Aerial		47E	1					
67	TR. 1934		48E	1					
68	TR. 1935		56E	1					
69	Crystals:		64E						
70	Channel A			1					
71	Channel B			1					
72	Channel D			1					
73	Connector set		68E	1					
74	Control unit		84E	1					

TABLE 3 - UNIVERSAL EQUIPMENT STANDARDS

TABLE 3 - UNIVERSAL EQUIPMENT STANDARDS							TABLE 4 - ITEMS NOT TO BE TRANSFERRED
Armament	Electrical	Instrument		Miscellaneous	Radio	Power Unit	
1	2	3	4	5	6	7	1
4A	1B	1C	120C	14D	6E	2F	1D
7A	2B	2C	or	59D	7E	5F	2D
8A	12B	3C	121C	62D	8E	6F	3D
28A	32B	4C	123C	65D	11E	7F	4D
46A	33B	6C	or		41E	8F	5D
47A	57B	7C	124C		65E	or	6D
or	59B	8C	or		or	9F	7D
48A	60B	9C	125C		66E	10F	8D
50A	107B	10C	126C		67E	11F	9D
84A	121B	11C	127C		81E	15F	25D
85A	123B	14C	134C		or	20F	38D
92A	124B	16C			82E	22F	39D
	155B	20C			85E	23F	40D
	156B	22C			112E	34F	45D
	157B	25C				35F	47D
	158B	35C				36F	49D
	159B	37C				37F	50D
	160B	40C				or	
	161B	42C				38F	
	162B	43C				39F	
	163B	44C				41F	
	or	45C				42F	
	164B	46C				43F	
	169B	52C				44F	
	170B	53C				49F	
	171B	or				50F	
	177B	54C				55F	
	or	62C				56F	
	178B	66C					
	181B	74C					
	182B	81C					
	185B	82C					
	184B						

SECTION 7

FIREFLY A.S. Mark 6

Orders affecting release :- Appendix "A" Serial No. :-
1903

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 - REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
1	ARMAMENT: Projector, Mark 8, rocket, Mark 8, Type 5A	570						516	1A
2	Sight, Machine gun, G.G.S. Mark 4B(G)		12A	1					
3	or Mark 4E (LG), Long Spigot		13A						
4	Carrier, bomb, 100/1000 lb.							39A 40A	
5	Carrier, bomb, light series, with A.S. switch Mark 3	33 372 622 667						49A	
6	Adaptor, light series, bomb carrier, Mark 3							50A	
7	Carrier, bomb, light series, Type EM, without A.S. switch, Mark 3							56A	
8	Carrier, D.R.S.B.							1025 1076 1077	58A
9	Release Unit, electro magnetic, Mark 3B		67A	4					
10	Slip, bomb release Mark 8		68A	2					
11	Pistol, signal 1½ in., No.4, Mark 1*		87A	2					
12	R.A.T.O.G.	394 (A) 578 1071	103A 104A	2 2				394 (B) 558 1074	

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 - REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
20	<u>ELECTRICAL:</u> Lamp, signalling, Type B		160B	1					
25	<u>INSTRUMENT:</u> Clock, fluorescent, Mark 2A or 2D								39C or 40C
26	Clock, luminous Mark 2D								41C
27	Board, plotting Mark 1	732	58C	1					
28	Compass, Type P.10		62C	1					
29	Compass, G.M. Mark 4B	882	73C to 78C	1					
30	Camera, G.45B		113C to 117C	1					
31	Recorder, G.G.S. Mark 2	431 625							120C to 122C
40	<u>MISCELLANEOUS:</u> Dinghy, Aircraft, Type K								19D to 21D
41	Extinguisher, fire, hand, methyl bromide No.5		24D	1					
42	Tanks, drop, 90 gallon	329, 569							26D
43	Tanks, drop, 45 gallon	426, 568							27D or 28D
44	Tanks, drop, 55 gallon	555							31D
45	Instrument flying practice equipment	826						855 1050	31aD or 31bD
46	Harness, safety, Pilot's, Type ZB	930	32D	1					
47	Harness, safety, Observer's, Type ZC	939	33D	1					
48	Device, controls, locking		38D	1					

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 - REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
49	Panels, detachable		59D to 63D	6					
50	Deck landing and catapulting modifications	323, 325, 538, 548, 549, 556, 572, 593, 626, 647, 662, 663, 705, 709, 711, 727, 751, 755, 766, 937							
	<u>RADIO:</u>								
55	A.1134A	563							
56	Amplifier		1E	1					
60	A.1271	952							
61	Aerial		34E	1					
62	Amplifier		36E	1					
63	Connector set		40E	1					
65	ARI.5284								
66	Aerial		45E	2					
67	T.R. Type RT-7/APN-1		46E	1					
68	Connector set		63E	1					
70	ARI.6307								
71	Aerial		78E	1					
72	Receiver, Type R.1585		79E	1					
73	Control Unit		86E	1					
74	Connector set		93E	1					

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 - REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
78	ARI.5669								
79	Aerial		101E	2					
80	T.R. Type RT-24/APX-2		104E	1					
81	Control units		115E 116E	1 1					
82	Connector set		117E	1					
85	ARI.5607								
86	TR. Type RT-5/APS-4		131E	1					
87	Connector set		154E	1					
90	ARI.5272	1032							
91	Aerial		170E	1					
92	Connector set		171E	1					
93	Control unit		178E	1					
94	TR.1520		179E	1					
95	Crystals		180E						
96	Channel A			1					
97	Channel B			1					
98	Channel D			1					
100	ARI.5491	945							
101	Aerial		186E 187E	1 1					
102	Connector set		188E	1					
103	Control unit		203E	1					
104	T.R.1934		207E	1					
105	T.R.1935		208E	1					
110	ARI.5487	1095							
111	Connector set			1					

NOTE: ARI.5272 is to be fitted until ARI.5491 is available.

RESTRICTED

TABLE 3 - UNIVERSAL EQUIPMENT STANDARDS

TABLE 4 -
ITEMS NOT TO
BE TRANSFERRED

Armament	Electrical	Instrument	Miscellaneous	Radio	Power Unit		
1	2	3	4	5	6	7	
11A	1B	1C	126C	14D	18E	2F	5D
15A	2B	2C	128C	15D	19E	4F	6D
or	22B	3C	or	44D	21E	5F	7D
16A	55B	7C	129C	51D	24E	6F	8D
17A	56B	11C	136C		31E	13F	9D
69A	57B	12C	136aC		33E	14F	10D
71A	58B	13C	146C		53E	17F	11D
72A	71B	15C			54E	25F	12D
76A	72B	16C			55E	26F	13D
82A	98B	17C			57E	28F	40D
83A	100B	18C			58E	29F	45D
	103B	19C			59E	31F	57D
	104B	20C			60E	or	or
	105B	34C			74E	32F	58D
	107B	43C			83E	33F	
	139B	44C			84E	34F	
	198B	45C			85E	35F	
	199B	46C			89E	36F	
	201B	47C			126E	37F	
	220B	48C			127E	38F	
	221B	50C			145E	39F	
	or	54C			146E	48F	
	222B	56C			150E	49F	
	223B	63C			162E	50F	
	224B	66C			165E		
	225B	70C			204E		
	227B	71C					
	309B	85C					
	310B	86C					
	311B	88C					
	312B	or					
	321B	89C					
	326B	92C					
	327B	93C					
	329B	94C					
	330B	95C					
	350B						

RESTRICTED

RESTRICTED

23-30/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th January, 1953.

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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25	Course of Cookery at William Angliss Food Trades School.
26	OML 2" Mortars - Maintenance and Preparation for Firing.
27	Mobile Cranes - Safety in Handling.
28	Civilian Repair Organization - Aircraft Accumulators Ref. 51/3254.
29	Loan Issue of Khaki Dustcoats for Naval Instructors in Mechanical Training Establishments and Royal Australian Naval Air Stations.
30	Demand, Supply and Return Procedure for Replace Technical Equipment and Spare Gear (Engineer's and Electrical) - Implementation.

AVIATION RATINGS - NAVAL AIRMAN BRANCH - AIRCRAFT
ARTIFICERS AND AIRCRAFT MECHANICIANS - TRAINING
AND ADVANCEMENT REGULATIONS.

Appendix 1 of Navy Order 239 of 1952 is to be amended as follows :-

- (a) Delete sub-paragraph (a) of "Time Lost" (page 25) and substitute -
- " (a) Examination for Part II (Technical) qualification - 2 months for each failure plus any period or periods of backclassing. The Technical Training Officer is to recommend to the Captain the backclassing of any rating who fails a phase examination of the Part II (Technical) course (the actual period or periods of backclassing are to be recorded on ratings' History Sheets and reported to Navy Office on Form A.A.161). Ratings who are backclassified during the Part II (Technical) Course for this reason will not be eligible to gain time at the final examinations. See paragraph (F) of Naval Airman 2 Mechanic (A) (E) or (O)."
- (b) Delete paragraph (F) at top of page 26 and substitute -
- " (F) The R.A.N.A.M.E.B. is to recommend whether Air Station experience, or further instruction in the Technical Training School, or both, is required for ratings who fail in the examination on completion of the Part II (Technical) Course. This recommendation is to be based on the results of the oral and written examinations. Where necessary, the advice of the Technical Training Officer is to be sought. Those ratings recommended for Air Station experience are to be lent to a Naval Air Station. All ratings who fail are to be re-examined by R.A.N.A.M.E.B. after three months. Those who pass are to be rated Naval Airman 2 Mechanic (A), (E) or (O). Those who fail are to be re-examined after a further period of three months in the Technical Training School or at the Naval Air Station or both. If unable to pass at the third attempt, their names are to be reported to the Naval Board, through Administrative Authority, with an expression of opinion by the Commanding Officer as to their suitability for retention in the Royal Australian Navy. Two months time will be lost for each failure, plus any period or periods of backclassing - see sub-paragraph (a) of "Time Lost" page 25.

(4002/53/12)

USE OF R.A.N. AIR STATIONS BY CIVIL AIRCRAFT.

Conditions of Use.-

Civil aircraft are not permitted to land or take-off from R.A.N. Air Stations except in emergency, or as provided in paragraph 2.

2. Any requests by Civilian Pilots to land at R.A.N. Air Stations other than in emergency are to be referred to the Administrative Authority.
3. Depending upon the nature of the request, the Administrative Authority may grant permission or refer the matter to the Naval Board.
4. Pilots of Civil Aircraft landing or taking off from R.A.N. Air Stations will be required to comply with the following regulations :-
 - (a) Before taking off they must report personally to the Air Traffic Control particulars of flight, crew, passengers and cargo and must obtain permission to take off. Meteorological information may be given if required, but the decision to proceed is the responsibility of the Pilot;
 - (b) When taking off and landing they must comply with the Standard Procedure agreed between all flying departments and set out in current instructions;
 - (c) After landing they must report to the Air Traffic Control all particulars of crew, passengers and cargo;
 - (d) When R.A.N. Air Stations are closed to Service aircraft and Civil aircraft are permitted to use the airfield, Air Traffic Control and Safety facilities will not be provided, the responsibility being borne by the pilot, department or association concerned.

Breach of Instructions.-

5. If a civil Pilot should commit a breach of these instructions, the Commanding Officer of the Air Station is to forward a report through the Captain (Air) to the Naval Board. Signed statements by witnesses should be included as appropriate.

Records.-

6. The Air Watch Log is to contain a record of all Civil aircraft using the airfield showing -
 - (a) Name of Pilot and Owner;
 - (b) Date and time of arrival and last stopping place;
 - (c) Date and time of departure and destination.

Accommodation.-

7. Parking space for civil aircraft at R.A.N. Air Stations may be agreed between the Commanding Officer and the Pilot. Hangar accommodation may be provided only if all Service requirements have been met, and, if provided, will be entirely at owner's risk.

8. A serving officer wishing to keep a civil aircraft at a R.A.N. Air Station must obtain the permission of the Captain (Air).

9. R.A.N. Air Stations are not responsible for providing messing, accommodation, telephone services, or car parking for civil crews or passengers, except in emergency at the Commanding Officer's discretion, or where special arrangements have been approved by the Naval Board.

Services.-

10. Aviation fuel and lubricating oil and other stores may be supplied at the discretion of the Commanding Officer, payment to be in accordance with Navy Order 340 of 1951.

Fees.-

11. Until further notice, fees for landing, housing or picketing aircraft are not to be charged.

Absence of Liability.-

12. Liability will not be accepted by the Naval Board, its servants or agents, or by any servant or agent of the Commonwealth of Australia for loss or damage to aircraft by accident, fire, flood, tempest, explosion or any other cause; nor for loss or damage from whatever cause arising to goods, mails or to other articles; nor for loss or injury, from whatever cause, to passengers or other persons (including pilot, engineers or other personnel or aircraft), landing at, departing from, or accommodated in or at any R.A.N. Air Station; even if such loss or damage or injury is caused by or arises from negligence on the part of the Naval Board's servants or agents or of any other servant or agent of the Commonwealth of Australia.

13. The use of any apparatus such as tractors, cranes, chocks, starting trolleys, etc., belonging to or under the charge of the Naval Board, by the personnel of aircraft or other persons making use of the airfield will be entirely at the risk of the person using such apparatus and no liability will be accepted for any loss, damage or injury caused by or arising from the use of any such apparatus (whether under the control or management of any servant or agent of the Naval Board or the Commonwealth of Australia or otherwise) which may result to the user thereof or to any person or thing. The use of such apparatus will be permitted only upon the understanding that the Naval Board and the Commonwealth of Australia will be held indemnified against all claims which may result from such use. The Naval Board do not in any way warrant the safety or fitness of any such apparatus or any equipment, gasoline, or oil supplied.

Security.-

14. Commanding Officers are to ensure that all reasonable precautions are taken to prevent the occupants of civil aircraft from gaining access to classified material or equipment.

(3163/1/12)

25.

COURSE OF COOKERY AT WILLIAM ANGLISS FOOD TRADES SCHOOL.

Cook ratings, who have been recommended to undergo a course for advancement to Leading Cook or Petty Officer Cook in accordance with Navy Order 57 of 1950, may be selected to undergo a course of cookery at the William Angliss Food Trades School, Melbourne. This course is normally held three times annually and is of 14 weeks duration.

2. Ratings who successfully complete the course will be regarded as having passed professionally for the rate of Petty Officer Cook (S) or Petty Officer Cook (O) if they have not previously qualified at the R.A.N. School of Cookery.

3. They will be issued with a Certificate of Competency by the School and action will be taken in Navy Office to promulgate results to Ships and Establishments, who are to ensure that the appropriate notations are made on History Sheets and Certificates of Service of ratings concerned.

(4007/38/71)

26.

OML 2" MORTARS - MAINTENANCE AND PREPARATION FOR FIRING.

Attention is drawn to the necessity for inspection and maintenance before firing of these weapons as there may be a high incidence of defective sears and/or mainsprings.

2. It is essential that, in addition to the normal maintenance laid down in B.R.1920 (B), Handbook for Naval Landing Parties, Part 5, each equipment is inspected by an Ordnance Artificer prior to firing.

3. A copy of this Order is to be placed in B.R.1920 (B), Part 5, Section 2.

(4428/31/7)

27.

MOBILE CRANES - SAFETY IN HANDLING.

A serious accident has occurred due to the driver of a Fowler Mobile Crane allowing the jib to foul an overhead beam which permitted the wires to slacken and leave their guide channel so that when the machine was reversed the jib fell and struck him across the back.

2. Action was taken in this instance to issue instructions to drivers that the jib must be in a horizontal position when travelling and a suitable guard has been fitted over the lower pulley.

3. Similar action should be taken in respect of other Fowler cranes in use in H.M.A. Ships or Establishments, and where applicable, for cranes of other makes also.

(3379/53/19)

28.

**CIVILIAN REPAIR ORGANIZATION - AIRCRAFT
ACCUMULATORS REF. 5J/3254.**

The procedure for the supply of aircraft accumulators for aircraft at the works of Fairey Aviation Co. of Australasia, Pty. Ltd., Bankstown, N.S.W. is as follows :-

- (a) The Company will maintain a pool of six serviceable accumulators at Bankstown.
- (b) Accumulators in excess of these six are to be returned to the Naval Stores Officer (Air), R.A.N. Air Store Depot, Randwick, for despatch to Garden Island for servicing and charging.
- (c) The accumulators of all aircraft flown in to Fairey Aviation Company, Bankstown, are to be removed and returned through the Embodiment Loan Store to Naval Store Officer (Air) unless the stay of the aircraft is short.
- (d) The accumulators of aircraft transported to Bankstown are to be removed before despatch.
- (e) Aircraft leaving Bankstown are to be fitted with a fully charged accumulator from the serviceable pool. Before fitting the accumulators should be capacity-tested to ensure that they are of at least 75% capacity. R.A.N.A.M.O. General/L.1 is relevant.

2. Navy Order 47 of 1952 is hereby cancelled.

(4403/10/22)

29.

**LOAN ISSUE OF KHAKI DUSTCOATS FOR NAVAL
INSTRUCTORS IN MECHANICAL TRAINING ESTABLISH-
MENTS AND ROYAL AUSTRALIAN NAVAL AIR STATIONS.**

With reference to Admiralty Fleet Order 1592/1952, which provide for personal loan issue of two khaki dustcoats to naval ratings continuously employed as instructors in mechanical and electrical training Establishments and naval aviation training establishment, demands for requirements, which will be supplied as soon as stocks can be procured, should be lodged with the nearest Victualling Yard.

(4433/35/12)

30.

**DEMAND, SUPPLY AND RETURN PROCEDURE FOR REPLACE
TECHNICAL EQUIPMENT AND SPARE GEAR (ENGINEER'S
AND ELECTRICAL) - IMPLEMENTATION.**

It has been decided that the provisions of Navy Order 207 of 1952 are to be introduced (except for Section III - Stock Accounting Arrangements) on 1st July, 1953. From that date the use of the Spare Gear Defect List for the procurement of spare parts is to be discontinued.

All current Spare Gear Defect Lists are, however, to remain the responsibility of the Dockyard.

2. Pending the eventual classification of items as "R" (Returnable) and "C" (Consumable) - vide paragraph 29, Notes (d) and (e) of Navy Order 207 of 1952 - items which are to be returned when demanding replacements are, in general, those which can be -

- (a) economically repaired for further use wholly or in part;
- (b) reduced to components which can be re-issued (after repair if necessary) as spare parts.

3. Until the accounting system is fully implemented, ALL spare gear appropriated to make good defects is to be entered in Form E56 (Spare Gear Day Book) in order to maintain a record of expenditure.

4. The provisions of Section III of Navy Order 207 of 1952 (Stock Accounting Arrangements) are to be introduced, in full, on 1st January, 1954.

5. It is essential that Fixture Lists and Lists of Portable Fittings, etc., are in a satisfactory condition to enable the system to function efficiently.

Commanding Officers and Authorities concerned are to make the necessary arrangements to ensure that the Lists, for which they are responsible, be correct in all respects by the date of full implementation of the new Accounting System (1st January, 1954).

6. In connection with the above, new Lists are to be raised if -

- (a) no List is in existence;
- (b) existing Lists are unsuitable because of age or condition.

7. The new Lists referred to in paragraph 6 hereof are to comply with the following instructions :-

- (a) (i) Separate Lists are to be raised for O.M.S. vessels and above, for the Engineer Officer and for the Electrical Officer (Part I - General Electrical Equipment). This action will also necessitate the raising of separate Lists for -

Electrical Officer (Part II Gunnery Equipment),
Gunner,
Ordnance Engineer Officer,
Boatswain,
Shipwright Officer.

- (ii) Combined Lists (Engineer's and Shipwright's) are to be raised for minor vessels, power boats and yard craft.
- (b) Details of parent equipment are to be inserted on Forms A.D.794 (revised 1950) - Make, Model, Serial Number etc., are to be included.
- (c) Items of Accessories and Spare Gear are to be described with the principal noun first (e.g. Chuck, 6" x 3 jaw, self centering; Spring, exhaust valve).
- (d) Actual quantities of items allowed are to be shown, even if not held on board at the time.
- (e) Terms such as "set" are not to be used as a denomination of quantity unless qualified by the actual number comprising the set. (e.g. Contacts (18 in set) Set, 1.)
- (f) Terms of reference such as "Quantities and Descriptions in accordance with Drawing No" or "Quantities as shown on page" Part O.U. 6137" are not to be used in relation to Spare Gear.

8. Directions for the raising of Fixture Lists for Shore Establishments are contained in Navy Order 371 of 1949.

Fixture Lists (as distinct from Lists of Portable Fittings, etc.) are to be raised for Floating Docks, and the directions in Navy Order 371 of 1949 are to be followed where appropriate.

9. Forms E.55 (Ledger Pages) machine stamped, and Forms E.56 (Spare Gear Day Book), are to be demanded as requisite, from the Officer in Charge, Central Machinery and Spares Depot, Sydney, and Superintending Naval and Air Store Officer, Sydney, respectively.

(3756/6/13)

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31-43/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th January, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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37	Aviation Ratings, Naval Airman Branch - Aircraft Artificers and Aircraft Mechanics - Training and Advancement Regulations.
38	Aviation Ratings, Naval Airman Branch - Amended Photographer 2 Course.
39	Instructions for Naval Aviation - Amendments - R.I.7-10/52.
40	Spare Gear for Gunnery Equipment - Admiralty Pattern (Naval Stores) Items - Transfer from Gunnery Equipment Charge to Naval Store Charge.
41	Lubricating Oils OMD.110 and OMD.111.
42	Uniform - Ratings "Schooner Rig" for Wear in Hot Weather.
43	Books and Forms.

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31.

**JOINT ORDERS UNDER REGULATION 4 OF THE DEFENCE
FORCE REGULATIONS - WOOMERA AND JAPAN.**

Joint Orders covering the integration of the three Services at the Long Range Weapons Establishment, Woomera and in Japan for purposes of command and discipline have been signed by the Chief of Naval Staff, the Chief of the General Staff and the Chief of Air Staff. The Orders will be gazetted shortly.

2. The effect of these Orders is to give powers of command and discipline, but not the power of punishment, to every Officer and rating down to and including the rank of Petty Officer (or the equivalent rank in the Military Forces or Air Force not below the rank of Sergeant) over all members junior to him in the Naval, Military or Air Forces.

3. As the Joint Orders do not confer powers of punishment, investigation of charges are to be carried out by the appropriate authority of the Service to which the accused belongs.

4. Naval personnel required as witnesses, etc. are to be made available to the appropriate Army and Air Force authorities.

(3712/5/25)

32.

**A.A. AND A.S. FRIGATES - A.S. PLOTTING - COMMUNICATIONS -
A's AND A's.**

Approval is given to raise Forms A.S.1182 for the following alteration and addition item to be carried out in A.S. and A.A. Frigates :-

- (a) to provide one way sound powered telephone communication from the Range and Bearing Recorder operators' positions to a split headphone at the plotting table.
- (b) to provide lamp call up to the Range and Bearing Recorder operators' positions from the plotting table.

2. The work is to be carried out by Ship's Staff and completion reported to Navy Office.

3. Compensating weight is not required.

(4283/1/74)

33.

A.J.A.S.S. COURSES FOR FIRST TERM 1953.

The following courses have been arranged at the Australian Joint Anti-Submarine School during the first half of 1953 :-

Modified J.U.C. (H.M.A.S. SYDNEY Air Group)	5th-16th January
No.3 J.T.C. (H.M.A.S. SYDNEY Operations Team)	19th-30th January
Advanced Joint A.S. Training Period (RAAF)	2nd-13th February
Joint A.S. Exercises	16th-21st February
R.A.A.F. Staff College Period	9th-14th March
No.4 J.U.C. (Air)	16th March-17th April
No.4 J.T.C.	27th April-8th May
No.1 J.O.C.	8th-13th June.

2. Applications for courses are to be made in accordance with Navy Order 153 of 1952, paragraph 7, as amended by Navy Order 306 of 1952.

(4007/103/33)

34.

EXAMINATIONS IN SUPPLY AND SECRETARIAT BRANCH.

Commencing with the examinations to be held during 1953, the following provisions will apply to the conduct of professional examinations in the Supply and Secretariat Branch.

2. The examinations affected are -

Examination for Leading Writer, Leading Stores Assistant (V) and (S), Leading Steward, Petty Officer Writer, Stores Petty Officer (V) and (S) and Petty Officer Steward.

3. The dates of the various examinations will be promulgated by Navy Order, which will include the date on which the returns of candidates for each examination will be due. As far as possible the examinations will be held as follows :-

Leading Writer	March and September.
Leading Stores Assistant (V) and (S)	March and September.
Leading Steward	March and September.
Petty Officer Writer	April and October.
Stores Petty Officer (V) and (S)	April and October.
Petty Officer Steward	April and October.

4. Papers will be distributed in specially prepared envelopes, which will bear name, rating and official number of the candidate and an examination number which alone must appear on the candidate's worked papers. The rating's name should not appear on the worked papers. In the event of a candidate having moved to another ship, the papers are to be forwarded to that ship by quickest possible means and Navy Office and Commodore Superintendent of Training, Flinders Naval Depot, informed by signal of action taken.

5. Schedules, which will be issued with the papers, are to be completed by the Supervising Officer and returned, with the worked papers, to the Examining Officer.

6. Nominal Lists of candidates who actually took the examination, with examination numbers, are to be forwarded separately to the Secretary, Naval Board.

(4007/38/73)

35.

DESERTERS AND ABSENTEES - STRAGGLING CHARGES.

It is apparent that doubt exists in connection with the correct method of assessment of charges against deserters and absentees on apprehension or surrender. Pending the issue of Interim Pay Instructions regarding the matter, the relevant provisions of Naval Financial Regulations and Instructions, Articles 99, 148 and 242, are to be applied strictly in accordance with this Order.

2. The only items to be debited as straggling charges against the pay earned subsequent to arrest of a recovered deserter or absentee are -

- (i) The cost of passage of the deserter or absentee from place of apprehension to the Ship or Establishment to which he is brought. (Q.R. and A.I., Article 595.)
- (ii) The amount expended on or advanced for his subsistence in returning to the Ship or Depot.
- (iii) The reward (if any) paid for the arrest of the deserter or absentee.

3. In connection with paragraph 2 (i) hereof, the cost of passage of the deserter or absentee is limited to the journey from place of apprehension to the first Ship or Establishment in which he could be dealt with for the offence of absenteeism or desertion (Q.R. & A.I., Article 588). Any travelling instructions issued to the rating thereafter (e.g. the Brisbane-Sydney portion of the journey of a deserter apprehended in Townsville but tried in Sydney for Service administrative reasons) can but be regarded as drafting instructions and travelling must accordingly be effected in the normal way at Departmental expense.

4. The amount chargeable as at paragraph 2 (ii) hereof does not include the cost of subsistence of a recovered deserter while in police custody awaiting escort. This charge applies whilst being returned to Ship or Depot and refers only to subsistence provided over the same portion of the journey as that for which cost of travel is the offender's liability (vide paragraph 3).

5. The cost of telegrams sent concerning deserters or absentees is not to be charged against them.

6. Payment of claims is to continue on the basis of Naval Financial Regulations and Instructions, Article 242.

(4011/21/15)

36.

MASSING OF SERVICE BANDS - PROVISION OF MUSIC.

In order to ensure that a common repertoire of marches is held by all Service bands for use at ceremonies where the massing of bands takes place, the following music is to be maintained in the library of each band :-

(i) Quick Marches,-

The Voice of the Guns	The Middy
The Thin Red Line	Semper Fidelis
The Contemptibles	The Mad Major
The Great Little Army	Washington Post
Colonel Bogey	Old Comrades
On the Quarter Deck	Eagle Squadron

(ii) Slow Marches,-

Pageantry
The Colours
Scipio
The T.T.T. Books

(iii) The Official R.A.F. March.

(4512/40/65)

37.

AVIATION RATINGS, NAVAL AIRMAN BRANCH - AIRCRAFT ARTIFICERS AND AIRCRAFT MECHANICIANS - TRAINING AND ADVANCEMENT REGULATIONS.

The following amendments are to be made to Navy Order 239 of 1952 :-

(i) Section 1, paragraph 6 (a) (ii), delete -

"Photographer 2 - 33 weeks
Syllabuses of all technical courses for Naval Airmen are contained in B.R.1927"

and substitute the following -

"Photographer 2 - 24 weeks
Syllabuses of all technical courses for Naval Airmen are contained in B.R.1927 with the exception of that for Photographer 2, which will be promulgated by Navy Order".

(ii) Section III, paragraph 19, line 3, for "33 weeks" substitute "24 weeks".

(4007/35/162)

38.

AVIATION RATINGS, NAVAL AIRMAN BRANCH - AMENDED PHOTOGRAPHER 2 COURSE.

Following are the details of the amended Photographer 2 Course referred to in Navy Order 37 of 1953 :-

WEEK 1.

Theory of light, speed and composition.
Spectrum, laws of Refraction and Reflection.
Types of Optical Glass and Refractive Index.
Conjugate Foci and object/image ratio.
Types of lens and mounts.
Methods of finding focal length.
Lens apertures and marking systems.
Calculations.
Hyperfocal distance - depth of field and definitions.
Depth of focus calculations and tables.
Pin hole camera.
Practical focussing.

WEEK 2.

Dispersion of light.
Chemical and Infra Red Focus.
Practical experiments on depth of field. Depth of focus and object/image.
Nodal points.
Lens aberrations and optical flare.
Camera shutters - types and tests.
Speed system H & D curves.
Photographic emulsions.
Telephoto lens, and calculations.

WEEK 3.

Daylight exposure considerations - Theory of development.
Cameral Pattern 8340, introduction to.
Practical exterior photography.
Practical development.
Chemical mixing and Photographic chemicals.
Perspective and composition.
Sensitometry.

WEEK 4.

Exposure meters.
Practical 8340.
Printing processes.
Printer.
Types of photographic papers.
Print finishing - glazing etc.
Polarization of light.

WEEK 5.

$\frac{1}{2}$ watt light, its composition and calculation of exposures camera work under all conditions of lighting.
Use of wide angle lens.
Enlarging and enlargers, theory and practical.

WEEK 6.

Enlarging continued. Use of reducing attachments on enlargers. Paper negatives. Infra red and Ultra. X-Rays and development of.
Copying using 8303.

WEEK 7.

Theory and practical with controlled interior lighting.
Use of press camera.
Practical press work.
Use of flash.
Written examination.

WEEK 8.

Press camera continued.
Use of filters.
Photographer of coloured charts - Dufay colour.

WEEK 9.

Matched printing. Negative spotting, blocking out and retouching.
Theory of Reversal process.
Theory of reduction and intensification.
Stain developers and removal of stain.
Print glazing without machine.
Practical spotting and retouching of prints.
Toning of prints.

WEEK 10.

Fine grain developers.
Use of minative cameras.
Fine grain development of 35 m.m. film.
Enlarging of 35 m.m. film.
Calculation and solutions of triangles.
Simple trig and use of tables.

WEEK 11.

Theory of low angle marking.
Low angle marking camera.
Organization and records of L.A.M.C.
Construction of graphs.
Plotting instrument for L.A.M.C.
Gunnery cameras Mk. II and III dial camera.
Processing dial camera films.

WEEK 12.

Practical sea experience with L.A.M.C.
Other Naval 35 m.m. cameras.
Introduction to 16 m.m. cameras.
Practical use of 16 m.m. cameras.
Processing 16 m.m. film using slit method.
Reversal of 16 m.m. film.

WEEK 13.

Rapid printing.
Resume.
Half term examinations.

WEEK 14.

Naval Air photography.
Use of air photography - types of air photo.
Exposure considerations.
Introduction to F24 - Mountings - Film and component parts.
Map reading.

WEEK 15.

F.24 practical.
Flight familiarization.
Flying with F.24 obliques and pin points.
Use of spool developing apparatus.
F.24 film development.
Spial processing development - practical use of.

WEEK 16.

Flying. Vertical photography - mosaic calculation and practical processing of F.24 - titling and stowage of mosaics.

WEEK 17.

Film processing tropical development. Scale enlarging and reduction. Wet printing and laying down of mosaics. Titling and Stowage of air negatives. Section organization and camera logs. Introduction to G.45.

WEEK 18.

Introduction to K.20.
Flying using K.20 camera. Pin points etc.
A.S1 camera.
Examination in practical ground photography.

WEEK 19.

Practical G.45 camera installation.
Magazine loading and development of films.
Gunnery assessing.
Flying small mosaic.
Laying down mosaic.

WEEK 20.

Flying mosaics for examinations.
Resume of work in air.

WEEK 21.

Spare week - to include visit to Kodak if possible.

WEEK 22.

F.52 and F.46 cameras, details of phot. reconnaissance aircraft.
Practical installation of F.24 in Sea Fury aircraft.

WEEK 23.

Resume and practical examinations.

WEEK 24.

Resume final ground and air examinations.

(4007/35/162)

39.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENTS - R.I.7-10/52.

Articles 56A (Chapter II, Section IV) and 57 (Chapter II, Section V) of Instructions for Naval aviation are cancelled. New Article 57 embodies a reprint of Article 56A.

2. Article 105 as contained in R.I.7-10/52 is cancelled, the correct Article being as promulgated in Navy Order 117 of 1952.

3. After Article 112 paragraph (2) "x x x" is to be inserted.

4. The word "ditches" in line 1 of paragraph 1 of Instructions for Naval Aviation, Article 187, is to be underlined.

(3712/50/45)

40.

SPARE GEAR FOR GUNNERY EQUIPMENT - ADMIRALTY PATTERN (NAVAL STORES) ITEMS - TRANSFER FROM GUNNERY EQUIPMENT CHARGE TO NAVAL STORE CHARGE.

Existing "C" and "D" sets of spare gear, for maintenance of Gunnery Equipment, contain Naval Store items of "Admiralty Pattern", which are also used for other services. In accordance with the revised Admiralty policy, "C" and "D" sets now being supplied from the United Kingdom do not contain items of Naval Stores, except for those embodied in assemblies and sub-assemblies.

2. The scale of requirements for Naval Store items required for the various equipments will be shown in amended Spare Gear Lists (B.R.226 series) with the notation "N.S." (Naval Store) against them in a "Classification" column. This requirement is only for the INFORMATION of "user" officers, and the actual items will not be included in the sets of spare gear. Pending amendment of the relevant Establishments of Naval Stores, the information should be made available to Supply Officers in order to ensure that adequate stocks of the Naval Stores concerned are maintained.

3. The provisions of this Order do not apply to spare gear lists which have not as yet been amended and classified.

4. Spare gear lists to which this Order applies are shown in the Appendix hereto.

5. This Order authorized all items of Naval Stores (except those embodied in assemblies and sub-assemblies), included in these lists, to be transferred from Gunnery Equipment charge to Naval Store charge on Forms A.S.549.

6. Ships and authorities concerned should render reports to the Naval Board showing particulars of Naval Stores transferred in accordance with the preceding paragraph, and the equipment for which the items are held. In addition, ships are to raise Forms A.S.197 to abate these items from lists of "Portable Fittings and Spare Gear etc.".

(4429/1/71)

A P P E N D I X.

1. B.R.226(A) (49) Part 1.

B.R.226(B) (45) to Amendment List No.4. Folios No.3, 4, 18, 29, 36, 48 and 68.

B.R.226(C) Part 2. Folios No.1 to 10 inclusive.

Part 3. Folios No.1, 2, and 5 to 10 inclusive.

B.R.226(D) Advance Folio A. (Squid Marks 1 to 4).

B.R.226 (B) (45) Advance Folio 21 (4.5" R.P.41 Mark 6 and 6*)

A.B.R.226 (UW) Folio 1. (21" P.R. Mk.4 Torpedo Tubes).

2. A.B.R.226 Folio 14 (and amendments) is cancelled. The list of Spares contained in Admiralty Fleet Order 3040/1952, amended as hereunder, is to be substituted in lieu -

Section C.-

Index No.1. Quantity per "C" set - delete 2. insert 1.
" " 2. " " " " - " 4. insert 2.

Section L.-

Index Nos.1 and 2. Classification - delete "C" insert R.
" " 45 and 46. Add remark "NOT mountings Reg. No.2000 series".

Add new Index 56. Mount resilient. Mackay Silentruba Type M148/60. Quantity per "C" set 4. Classification C. On charge to Electrical Officer. Add remark "Mountings Reg. No.2000 series only".

Section M.-

Index No.7 Add remark "NOT mountings Reg. No.2000 series".

Section MC.-

Index No.1 Classification - delete C. insert R.
Index Nos.2, 41, 110, 112 Add remark - "NOT mountings Reg. No.2000 series."

Section S.-

Add new index No.5 Box spare parts. Classification R. Quantity per "C" set 1. Add remark "Mountings Reg. No.2000 series only".

The quantity per "D" set for all items is to be twice the number per "C" set.

3. B.R.226 (B) (45), Folio 66 for 40MM Bofor Twin RP.50 Mark 5 (British), has not yet been classified by the Admiralty. As sets of spare gear for the Royal Australian Navy being received from the United Kingdom do not include Naval Store items, the following amendment - to be known as Amendment A.100 - is to be made to Folio 66 in B.R.226 (B) (45) and a notation on the Amendment page of BR.226 (B) (45) is to be inserted quoting this Order as the authority.

Pages 1 to 16.-

- (a) Heading of column 5 - Delete "A" insert "Classification"
(b) Heading of column 8 - Subdivide into two columns and insert second heading "ON CHARGE TO SHIPS DEPT."

Classification On Charge to

SECTION B.

Index Nos.1, 2, 3, 9 to 15 (INC) C Ordnance Engineer.
Index Nos.4 to 8 (INC) R "

SECTION E.

Index Nos.1 to 7 (INC) C "

Classification On Charge to

SECTION F.

Index Nos.1 to 8 (INC) 13, 14 C Ordnance Engineer
" " 19, 24, 25 C Electrical Officer
" " 9 to 12 (INC) R Ordnance Engineer
" " 15 to 18 (INC) R Electrical Officer
20 to 23 (INC)

SECTION G.

Index No.1 C Ordnance Engineer

SECTION K.

Index No.1 and 2 C "

SECTION L.

Index Nos.2 to 8 (INC) 12, 23, 24, 33, 35, 39, 40, 42, 47, 48, 50, 51, 53, 54, 62 to 70 (INC), 72, 74, 78, 80, 81, 83 to 87 (INC), 88 to 93 (INC), 98, 100 to 105 (INC), 108 to 112 (INC), 119, 120, 123, 127 to 139 (INC), 141 to 147 (INC) C Electrical Officer
Index Nos.1, 9, 10, 11, 26 to 32 (INC), 34, 36 to 38 (INC), 41, 43 to 46 (INC), 49, 52, 55 to 61, 71, 73, 75 to 77 (INC), 79, 82, 88, 94 to 97 (INC), 99, 106, 107, 113 to 118 (INC), 121, 122, 124 to 126 (INC), 140 R "

Index Nos.13 to 22 (INC) N.S. Supply Officer

SECTION M.

Index No.21 C Ordnance Engineer
" " 1 to 18 (INC) 20 R "
" " 19 N.S. Supply Officer

SECTION MC.

Index No.16 to 63 (INC) C Ordnance Engineer
" " 1 to 15 (INC) R "

SECTION P.

Index Nos.2 to 4 (INC), 6 to 10 (INC), 12 to 16 (INC), 20, 21, 42, 47, 74, 78 to 85 (INC), 89, 92A to 111 (INC), 113 to 116 (INC), 118 to 122 (INC), 125 to 132 (INC). C Electrical Officer

	<u>Classification</u>	<u>On Charge to</u>
<u>SECTION P</u> (continued)		
Index Nos. 1, 5, 11, 17, 19, 22 to 28 (INC), 87, 88, 90, 92, 112, 117, 123, 124.	R	Electrical Officer
" " 18, 29 to 41 (INC), 42 to 46 (INC), 48 to 73 (INC), 75 to 77 (INC), 86, 91	N.S.	Supply Officer

SECTION R.

Index No. 1	C	Ordnance Engineer
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SECTION S.

Index Nos. 2, 3	C	"
" " 1	R	"

4. The following Admiralty Fleet Orders contain lists of spare gear which will be embodied in BR.226 in due course, or which due to the obsolescent nature of the equipment concerned will not be further promulgated :-

A.F.O. 2643/1948 - Appendix 2 only - Remainder of A.F.O. incorporated in B.R.226 (C) Part 2.

A.F.O. 2247/1950 - ALL.

A.F.O. 669/1951 - Appendix 1 only - Remainder of A.F.O. incorporated in B.R.226 (C) Part 3.

A.F.O. 1178/1951 - Appendix 1 only - Remainder of A.F.O. incorporated in B.R.226 (C) Part 3.

A.F.O. 536/1952 - ALL.

A.F.O. 1782/1952 - ALL.

A.F.O. 3040/1952 - As amended in paragraph 2 above.

A.F.O. 3299/1952 - ALL.

41.

LUBRICATING OILS OMD.110 and OMD.111.

Pattern 9505 Heavy Duty Lubricating Oil OMD.111 to U.S.N. Specification 14/0/13A, which was introduced by Admiralty Fleet Order 1629/1952, is now available and is to replace Pattern 9503 Oil OMD.110 to D.E.F. Specification 2101 for all uses.

2. To avoid the possibility of contamination during the change over to Oil OMD.111, the instructions contained in paragraph 5 of Admiralty Fleet Order 1629/1952 are to be strictly observed.

(5113/31/6)

42.

UNIFORM - RATINGS - "SCHOONER RIG" FOR WEAR IN HOT WEATHER.

It has been decided to introduce a special dress for wear on board or as an optional dress for libretymen in hot weather on the Australia Station, as an alternative to other dresses at present authorized.

2. This dress, to be known as No.2A, consists of No.1 or No.2 trousers and blue belt with white tropical shirt for ratings in Class I and III uniform and with white cotton flannel for men in Class II uniform. Rating badges are to be worn by Petty Officers and Leading rates.

3. Libretymen must be warned that, although No.2A dress is now an authorized uniform, it is of an informal nature. If they elect to land in this dress they must not attend functions or enter places where exception might be taken to their attire.

(4716/1/91)

43.

BOOKS AND FORMS.

First supply of the undermentioned publications has been distributed. Further copies of B.R.1856(2) and B.R.1856(3) are being obtained to complete distribution -

B.R.37	Merchant Ships' Papers (British). (L.C.A.F.O. 147/1952) (4139/112/106)
B.R.70	Signal Letters of British Ships - April and May Supplements. (L.C.A.F.O. 218/1952 and A.F.O. 2749/1952) (4139/13/410)
B.R.122	Alphabetical List of Call Signs (15th edition). (A.F.O. 3170/1952) (4139/13/310)
B.R.129(4)	List of Fixed Stations - Supplement No.3. (L.C.A.F.O. 218/1952) (4139/13/310)
B.R.226B(45)	Establishment of Spare Parts, Tools and Accessories for Gun Mountings of all sizes up to and including 6 in. hand worked - Amendment No.4. (L.C.A.F.O. 82/1952) (4139/112/136)
	Establishment of Spare Parts, Tools and Accessories for Gunnery and Torpedo Control Equipment :
B.R.226(C)	Guard Book
B.R.226(C)(2)	Part 11. H.A.C.S. Calculating - Tables and Transits. Admiralty Fire Control Tables and Plane Converter Equipment.

- B.R.226(C)(3) Range finder Directors and A.A. and A.A./
Su Directors Marks 3 to 5, and M and
associated Instruments - 1950.
(L.C.A.F.O. 218/1952)
(4139/112/124)
- B.R.317C(84) Mining Drill Book - Loading Mines "A" Mark 8,
and Mines "O" Mark 1, on to Sea Hornet 20
Aircraft.
(A.F.O. 2514/1951)
(4139/13/438)
- B.R.323 Establishment of Naval Stores for Gunnery
purposes - Errata No.23.
(A.F.O. 2750/1952)
(4139/13/161)
- B.R.332A Establishment of Naval Stores for Flotilla
Leaders and Destroyers - Errata Nos.21,
22, 23, 24 and New page and Errata No.25.
(L.C.A.F.O. 150/1951, 11, 12, 114 and 172/1952)
(4139/13/407)
- B.R.359 Establishment of Naval Stores for Electrical
and Torpedo purposes - Errata Nos.24, 25
and New page.
(L.C.A.F.O.'s 193 and 234/1952)
(4139/13/286)
- B.R.362 Establishment of Naval Stores for Dockyard
and Certain Rescue Tugs - List of Errata
No.8.
(L.C.A.F.O. 235/1952)
(4139/13/368)
- B.R.363 Establishment of Naval Stores for Submarines -
Errata No.17.
(L.C.A.F.O. 195/1952)
(4139/112/63)
- B.R.368 Establishment of Naval Stores for Frigates
etc. - Errata No.25.
(L.C.A.F.O. 196/1952)
(4139/13/287)
- B.R.371 Establishment of Naval Stores for Boom
Defence Vessels - Errata No.11.
(A.F.O. 2753/1952)
(4139/13/164)
- B.R.382 Establishment of Naval Stores for L.C.T. and
Associated Types - Errata No.12.
(L.C.A.F.O. 201/1952)
(4139/13/285)
- B.R.384 Establishment of Naval Stores for A.S.
Frigates, "CASTLE" Class - List of Errata
No.10.
(L.C.A.F.O. 202/1952)
(4139/13/349)
- B.R.388 Establishment of Naval Stores for Minor
Landing Craft - Errata Nos.2 and 3.
(A.F.O.'s 1736 and 2236/1951)
(4139/13/404)

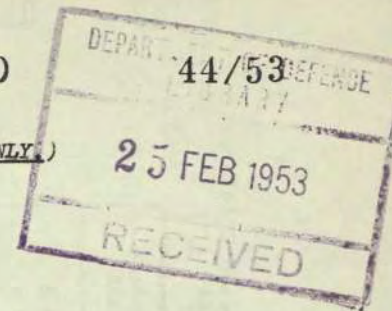
- B.R.664 Queen's Regulations and Orders for the
Army - Amendment No.94.
(A.F.O. 2749/1952)
(584/203/126)
- B.R.695 International List of Telegraphic Officers -
Annex Nos.3 and 4.
(L.C.A.F.O. 218/1952 and A.F.O. 317/1952)
(4139/13/10)
- B.R.763 List of Frequencies 16th Edition Parts 1
and 2 also Supplement No.1.
(L.C.A.F.O.'s 96 and 115/1951 and 9/1952)
(571/202/3416)
- Underwater Weapons - Instructions for Trials:
- B.R.1856(2) Pamphlet 2 - Depth Charge Equipment,
Releases and Depth Charge Firing arrange-
ments.
- B.R.1856(3) Pamphlet 3 - Hedgehogs. (A.F.O. 3170/1952)
(4139/112/114)
- Handbook for Naval Landing Parties :
- B.R.1920A(8) Vol.1, Part 8 - Operation Orders and
Liaison.
- B.R.1920B(8) Vol.11, Part 8 - Grenade No.36 and 92 Tear
Smoke.
(L.C.A.F.O. 47/1952)
(4139/13/332)
- B.R.1972 Technical Staff Monographs, 1939-1949
German Torpedoes - Part 1 Torpedoes;
Part 2 Development of German Torpedo
Control.
(L.C.A.F.O. 218/1952)
(4139/112/129)
- B.R.1992 Divisional Officer's Handbook.
(A.F.O. 2436/1952)
(4139/13/472)

(4139/13/588)

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RESTRICTED

(FOR OFFICIAL USE ONLY.)



COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

28th January, 1953.

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.*

TABLE OF CONTENTS

No.	Subject
44	Higher Educational Test - October, 1952 - Results.

HIGHER EDUCATIONAL TEST - OCTOBER, 1952 - RESULTS.

The total number of candidates who sat for the Higher Educational Test held from 20th to 24th October, 1952, inclusive, was 165. A summary of the results obtained in the various subjects is as follows :-

Subject	No. of Papers taken	1st Class Passes	2nd Class Passes	Failures	Percentage Passed
General Knowledge	62	4	39	19	69.3
English History	17	2	6	9	47
Geography	39	7	23	9	76.9
Navigation	35	5	19	11	68.57
Practical Mathematics ..	60	13	19	28	53.3
Special Mathematics ..	8	1	4	3	62.5
Mechanics	12	3	7	2	83.3
Magnetism and Electricity	22	1	13	8	63.63
English Expression	90	13	50	27	70
TOTAL	345	49	180	116	66.4

2. The pass marks gained by the candidates in the subjects taken by them are given hereunder. Included in these results are the pass marks gained by each candidate at previous examinations where such marks are higher than those obtained at the October, 1952, examination.

Name	Rating	Official Number	Where serving at time of examination	Papers								Remarks	
				I	II	III	IV	V	VA	VI	VII		VIII
				General Knowledge	English History	Geography	Navigation	Practical Mathematics	Special Mathematics	Mechanics	Magnetism & Electricity	English Expression	
A'CHURCH, Alan V. ACTON, William R.R.	Petty Officer P.O.Sto.Mech.	30797 31953	ALBATROSS CERBERUS	67(m) 56(k)		64(k)	56(m)	90(k)		80		56(j)	Q.Ed.C.R., H.E. Cert. 2nd Class
ANDERSON, Kenneth R. ANDREWS, Colin W.	A.O.A. 4th Cl. S.B.C.P.O.	47831 40663	CERBERUS PENGUIN	59	67	65						58 68	Q.Ed.C.R., H.E. Cert. 2nd Class
ANTLEY, Richard F.W. ARNOTT, Laurence J. BAILLEY, Harold L. BELL, Kenneth J. BOOTH, Trevor	S.B.C.P.O. A/E.R.A. 4th Cl. Chief Airman Rec. (E.A.) El.Mate 1st Cl.	45929 47624 A.25238 47837 36999	PENGUIN CERBERUS ALBATROSS CERBERUS TOBRUK			75		66	68		72	62(m)	
BREWSTER, Martin E. BRIEN, Lindsay A. BROOMHAM, Ronald L. BROWN, Frederick J. BUZZACOTT, Basil P. CALEY, Raymond P. CARR, David M.	Ldg.El. Mate Petty Officer Mech. 2nd Cl. P.O. Tel. S.B.P.O. Ch. R.E. E.R.A. 2nd Cl.	27782 22665 26424 23692 40112 40650 37438	SYDNEY CERBERUS AUSTRALIA CERBERUS CERBERUS TOBRUK PARKES	55(k) 66			59(k)	96(k) 76 63			70	70(m)	Q.Ed.C.R., H.E. Cert. 2nd Class
CASSERLEY, John R.	Ldg. Tel.	29066	MELVILLE	64 68(1) 83			75		80	81	55	85	Q.Ed.C.R., H.E. Cert. 1st Class
												55(1)	

RESTRICTED

Name	Rating	Official Number	Where serving at time of examination	Papers								Remarks	
				I	II	III	IV	V	VA	VI	VII		VIII
				General Knowledge	English History	Geography	Navigation	Practical Mathematics	Special Mathematics	Mechanics	Magnetism & Electricity		English Expression
ROSE, Victor A. ROSENGRAVE, Geoffrey R.	C.A.F.(E) A/C.E.A.	A. 27225 34310	CERBERUS II VENGEANCE	55			71	100			76		
ROUSE, Patrick D. SARA, Arthur W.	Petty Officer A.A. 3rd Cl.	35126 A. 31731	MORETON ALBATROSS	76 56(1)				57		75		72(j) 66(l)	Q.Ed.C.R., H.E. Cert. 2nd Class
SCRUTTON, Harold G. SELP, George A. SHAW, Edward J. SMITH, Geoffrey F. SNODGRASS, John C. SORRELLE, Norman D. STAHLHUT, Reginald H. STANTON, Eric L. THOMAS, Kenneth R. TIMMONS, Peter J.	A.B. Ldg. Airman Ord. Tel. Radio Elect. Ldg. Air (P.M.) Sto. Mech. P.O. Sto. Mech. A.B. P.O. Writer C.P.O.	37200 A. 36175 37199 31796 A. 35696 31700 26662 35898 28079 25065	AUSTRALIA AUSTRALIA MELVILLE TARANGAU ALBATROSS CERBERUS CERBERUS RUSHCUTTER CERBERUS RUSHCUTTER	55(k) 55 55 55 65(m)			56 72 55(m)				56	61 69 62 75	
TOWNSEND, Graeme W. TREDREA, John T. TRETT, Howard A. VANCE, Thomas W.	A.B. EL. Art. 3rd Cl. C.A.F. Ch. E.A.	39405 35806 A. 40206 25694	VENGEANCE TOBRUK SYDNEY ALBATROSS		55(1)		55	76 64			60	59(m) 56(f)	Q.Ed.C.R., H.E. Cert. 2nd Class

VANGELDER, James P. VOGHT, Roy J.	Rec. (Snn) Ldg. Snn.	47982 34916	CERBERUS PENGUIN	72		69		94 70				75 66	Q.Ed.C.R., H.E. Cert. 2nd Class
WALKER, Fred WATERS, John H. WATSON, Phillip R.H.	S.B.A. Stoker Radio Elect.	25082 44051 29423	WARREGO WARREGO VENGEANCE	57(i) 69		69		60 59			69	75(i) 71	Q.Ed.C.R., H.E. Cert. 2nd Class
WHITBY, Harold H.	A.B.	37683	HARMAN	70	75		72					72	Q.Ed.C.R., H.E. Cert. 2nd Class
WIGHTMAN, Edward F. WILLEY, Sydney A.J. WILLIAMS, Griffith WILLIAMS, Leslie J.	A/E.R.A. 4th Cl. P.O. Writer Ch. A.F. S.B.C.P.O.	47020 15873 A. 40451 25034	CERBERUS CERBERUS ALBATROSS VENGEANCE	75 65 87(m)			71	76 71(m)				60 75 75 61(m)	Q.Ed.C.R., H.E. Cert. 2nd Class
WILLIAMS, Sydney R. WILLIS, John R.E. WILSON, Edward L. WITHEY, Keith N. YOUNG, Frank	C.P.O. Ch. Airman P.O.A.F.(E) S.B.P.O. Ldg. Writer	25168 A. 19311 A. 26663 29429 37217	CERBERUS LEEUWIN CERBERUS II PENGUIN SYDNEY	61 57 56 84		60 64 75				60		77 76 66(m) 79	Q.Ed.C.R., H.E. Cert. 1st Class

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- (a) Marks obtained at May, 1946 examination.
- (e) Marks obtained at April, 1948 examination.
- (f) Marks obtained at October, 1948 examination.
- (g) Marks obtained at April, 1949 examination.
- (h) Marks obtained at October, 1949 examination.
- (i) Marks obtained at April, 1950 examination.
- (j) Marks obtained at October, 1950 examination.
- (k) Marks obtained at April, 1951 examination.
- (l) Marks obtained at October, 1951 examination.
- (m) Marks obtained at May, 1952 examination.

Maximum marks in each subject 100.

75 per cent of marks is a first class pass.

55 per cent of marks is a second class pass.

3. The marks obtained by candidates in subjects in which they did not pass are not shown. 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 Certificate and Qualified Educationally for Commissioned Rank (Q.Ed.C.R.) should be made on the Service Certificates of the rating's concerned.

(4017/7/62)

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

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DEPARTMENT OF DEFENCE
LIBRARY. RESTRICTED

45-54/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

3rd February, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. T. Cunningham

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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45.

DEFENCE FORCES RETIREMENT BENEFITS ACT 1948/51 -
CHANGE OF ADDRESS SUBSEQUENT TO DISCHARGE.

With reference to Navy Order 419 of 1951, it is essential that any change in the address of a member, subsequent to discharge and prior to receipt of any benefits payable under the Defence Forces Retirement Benefits Act, be immediately notified to the Director of Navy Accounts, Navy Office, Melbourne.

2. This action is necessary to obviate delay in payment of benefits.

(4196/1/62)

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

46.

PILOTS AND OBSERVERS - ENTRY, TRAINING AND PROMOTION.

Navy Order 453 of 1952 is to be amended as follows :-

Under Appendix insert new paragraph -

" 4. Failures. -

(i) Officers failing to obtain 60% of the total marks for the Course will be penalized by the loss of one month's time. They will also be required to undergo the complete course again.

(ii) Officers failing to obtain 50% in any subject will be penalized by the loss of one month's time for each subject failed. If they also fail as in (i) above loss of time will be additional, e.g. an officer who obtains 58% of the total marks and fails in 1 subject would lose 2 months' time.

Officers failing in 2 or more subjects will be required to undergo the complete course again.

(iii) Officers passing on re-examination will be given a 'Pass' certificate.

(iv) A second failure in any examination will entail liability to discharge from the Service."

2. Navy Order 17 of 1953 is hereby cancelled.

(4007/11/44)

47.

T.A.S. BRANCH - INTRODUCTION OF R.A.N.R. SPECIALIST
QUALIFICATION OF UNDERWATER MINESWEEPING (U.M.).

Approval has been given to the introduction of a R.A.N.R. Seaman Specialist qualification of Underwater Minesweeping (U.M.). The rate will be included within the framework of the T.A.S. Branch. There will be three grades - 1st Class,

2nd Class, and 3rd Class. U.M. rates will not be eligible for advancement to T.A.S.I.

2. The duties of U.M. rates will be -

(a) The streaming, recovery and operation of all types of sweeps and minesweeping equipment in Ocean and Inshore Minesweepers.

(b) The maintenance of sweeps and sweeping equipment, which is not the responsibility of another Department.

3. War Complements of U.M. rates will be as follows :-

Ocean Minesweepers	1 UM1, 2 UM2, 7 UM3
Inshore Minesweepers	1 UM2, 4 UM3.

4. The badge for the U.M. Branch will be the basic T.A.S. badge with the letter M below.

(4002/105/16)

48.

ELECTRICAL BRANCH RATINGS - ADVANCEMENT.

Paragraphs 94, 95, 96 and 97 of Navy Order 104 of 1948 are to be deleted and the following paragraphs inserted in lieu :-

" 94. Before undergoing the course in the Electrical School ratings must pass a provisional examination held by a qualified Electrical Officer. Application for this examination should be made on Form A.S.442 to the Commanding Officer. Where a rating is serving in an area remote from an Electrical Officer, application should be made by the Commanding Officer to the Commodore Superintendent of Training, Flinders Naval Depot, for a provisional examination paper to be set and, after completion, marked by the Officer-in-Charge of the Electrical School. The purpose of the provisional examination will be to test the candidate's ability to obtain the necessary high standard in the qualifying examination after a course at the Electrical School.

On successful completion of the provisional examination one copy of the Form A.S.442 is to be enclosed with the applicant's Service Certificate and the other forwarded to the Director of Manning. No rating will be appropriated for the qualifying course or will be advanced in rating, until the Manning Department copy of the Form A.S.442 has been received.

In the case of failures in the provisional examination the Examining Officer is to recommend on Form A.S.442 the period which should elapse before re-examination (subject to a minimum period of three months) and both copies of Form A.S.442 should be retained with the Service Certificate.

A candidate is not normally to be allowed to make more than three attempts. Where a candidate is successful after re-examination, a new Form A.S.442 is to be completed, one copy of each form being forwarded to the Director of Manning, and one copy of the form, in respect of the examination at which the candidate was successful, being retained in the Service Certificate.

95. As from 30th June, 1953, the basic date for advancement will be the last day of the quarter in which a rating made application on Form A.S.442 for the provisional examination, provided that he was in fact successful in that examination. In the case of initial failure and re-examination, the basic date will be the last day of the quarter in which the rating passed at such re-examination. This basic date will fix the initial position on the Advancement Roster. Ratings who have already obtained a basic date on the Advancement Rosters before 1st April, 1953, under previous regulations, will retain that basic date.

Ratings with the same basic date of passing will be placed on the roster in order of seniority in rating. Should two ratings have the same basic date of passing and the same seniority in rating, their length of service will fix their relative positions on the roster. Should two or more ratings be equal in all respects as regards basic date of passing, seniority in rating and length of service, their relative positions on the roster will be determined on the marks obtained in the qualifying examination in the Electrical School.

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).

96. Failure in any of the examinations of the course in the Electrical School entails cancellation of the provisional examination and removal of name from the Advancement Roster. A further application on Form A.S.442 to take another provisional examination is not to be made until at least one year from date of failure in the Electrical School, and this period may be extended by such period as is endorsed on the rating's History Sheet by the Officer-in-Charge of the Electrical School. After a second failure in the Electrical School no further recommendations are to be made.

97. Should a rating, who has passed the provisional examination, decline to undergo the qualifying course when appropriated, he will not again be appropriated for such course for at least one year, and during this period his name will be removed from the Advancement Roster. On eventual successful completion of the course, the basic date he originally obtained will be retarded by one year. Ratings who decline the course for adequate private reasons may, however, be exempt from this penalty."

Paragraph 98, is to be deleted and the following paragraph inserted in lieu :-

" 98. The required technical qualifications for advancement are as laid down in current Admiralty Fleet Orders."

(4008/4/36)

49.

ELECTRICAL, RADIO, T.A.S. AND ORDNANCE BASE STAFFS, SYDNEY - ORGANIZATION AND FUNCTIONS.

The Electrical, Radio, T.A.S. and Ordnance Base Staffs in Sydney have the following functions :-

- (a) They are responsible for the maintenance of certain equipment for which the Commanding Officer, H.M.A.S. KUTTABUL is directly responsible, and for material assistance, when required, to the vessels under the administration of the Flag Officer-in-Charge, East Australian Area.
- (b) They are available to act in an advisory capacity to H.M.A. Ships requiring their assistance in maintenance problems, when the appropriate Squadron or Fleet Staffs are not available.
- (c) As a special case, the base ordnance staff will perform ordnance maintenance of H.M. Submarines on loan to the Royal Australian Navy.

2. Consequent on adjustment of complement, the Base Staffs are now unable to maintain equipment in H.M.A. Ships except as stated in paragraph 1 (c).

3. Navy Order 218 of 1949 is hereby cancelled.

(4012/131/44)

50.

ROYAL AUSTRALIAN NAVY SKI CLUB.

A Ski Club has been formed in the Royal Australian Navy with the title "Royal Australian Naval Ski Club".

2. Committee.

The club committee for the period ending 31st December, 1953, will be -

CHAIRMAN	Lieutenant-Commander (E) G.P. HOOD, R.A.N.
MEMBERS	Lieutenant-Commander J.P. STEVENSON, R.A.N. Lieutenant-Commander G.R. GRIFFITHS, D.S.C., R.A.N. Lieutenant R.J. TULIP, R.A.N. Lieutenant (P) P.B. COOPER, R.A.N.
HONORARY SECRETARY AND TREASURER	W.R.A.N. M.F. STAINFIELD.

3. Aims.

To gather together all those in the Navy who have skied at one time or another, or who are interested in skiing in the future, for their mutual benefit and for the encouragement of ski-ing as a Naval sport.

To collect information regarding ski-ing facilities in the Australia, New Zealand, Japan areas.

To assist in the organization of ski-ing parties.

To form a Naval ski team to represent the Service.

4. Membership.

Open to all members of the R.A.N., R.N., R.A.N.R., R.A.N.V.R. and W.R.A.N.S.

Associate membership, limited to one per member, is permitted on a temporary basis for relatives and friends of members. Associate members will pay club subscription for the current year.

Cadets of the Royal Australian Naval College will be eligible for membership without subscription, but will not receive the journal.

5. Members.

Candidates must be proposed by one and seconded by another member of the club. The Committee has the power to accept or reject any candidate.

6. Subscription.

The annual subscription is payable on election or on the 1st January each year. It is ten shillings and entitles a member to receive the journal of the Federation of Victorian Ski Clubs, published monthly, in addition to other club facilities.

A member whose subscription is three months in arrears shall cease to be a member.

7. Club Badge.

It is hoped to design a club badge in the near future.

(3473/21/24)

51.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Article 74 of Instructions for Naval Aviation is to be deleted and the following substituted therefor :-

" Flying of Naval Aircraft by Civilian pilots or pilots of the Naval, Military or Air Forces of the Commonwealth of Australia or other countries of the British Commonwealth of Nations.

Contractors' test pilots authorized by the Naval Board, and qualified pilots of the Naval, Military or Air Forces of the Commonwealth of Australia or other countries of the British Commonwealth of Nations, may act as pilots of naval aircraft subject to the permission of the Commanding Officer."

(3712/50/40)

52.

NAVAL ARMAMENT STORES - ALLOWANCES FOR H.M.A. SHIPS - GUNNERS' WARRANTS.

Admiralty Fleet Order 3789/1952 announces a change in procedure for preparation and amendment of Ships' Warrants of Naval Armament, Torpedo and Mine Stores, which, instead of being the responsibility of Naval Armament Depots, will in future be centralized at the Admiralty.

2. It is intended to conform with this procedure in the Royal Australian Navy, and a further Navy Order will be issued when the necessary arrangements have been completed. In the meantime, existing procedure will continue.

(4426/2/10)

53.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH.

The following are the prices operative until 30th June, 1953, at which ratings' made-to-measure uniforms may be obtained from the Sydney and Perth contractors viz., Messrs. Esquire Pty. Ltd., 4 Railway Parade, Burwood, Sydney, Champion Tailors, 16 Tivoli Arcade, Perth., and the National Clothing Co. Pty. Ltd., 40 King Street, Perth :-

Item	Esquire	Champion	National
	Pty.Ltd., Sydney	Tailors, Perth	Clothing Coy. Perth
	£ s. d.	£ s. d.	£ s. d.
Jacket, diagonal serge, double breasted for -			
(a) Naval Dockyard Police with white metal buttons	8.19. 3	-	-
(b) C.P.O's, with gilt buttons	9. 4. 9	10. 5. 5	-
(c) P.O's with gilt buttons	9. 3. 7	10. 5. 5	-
(d) Other ratings with black horn buttons	8.17.10	10. 5. 5	-
Trousers, diagonal serge with fly	4.10. 0	4.12. 1	-

Item	Esquire	Champion	National
	Pty.Ltd., Sydney	Tailors, Perth	Clothing Coy. Perth
	£ s. d.	£ s. d.	£ s. d.
Jackets, seamen's serge, single breasted for -			
(a) G.P.O's with gilt buttons	7.19. 6	8. 4. 0	-
(b) P.O's with gilt buttons	7.18. 4	8. 4. 0	-
(c) Other ratings with black horn buttons	7.13. 7	8. 4. 0	-
Trousers, seamen's serge with fly	3.14. 8	3.16. 0	-
Jumpers, seamen's serge	3.13. 2		4.10. 0
Trousers, seamen's serge, with fall	4. 3. 0		4.14. 0
Overcoats, cloth, for C.P.O's and P.O's with gilt buttons	12.17.10	14. 6. 0	-
Overcoats, cloth, for other ratings with black horn buttons	12. 5. 1	14. 6. 0	-
Extra Charges			
Attachment of zip fasteners (supplied by personnel) on trousers fall front	2. 2		
Sewing on Badges and Chevrons	10	1. 6	1. 0
Taping of bottom of trousers with dark material to tone with serge	1. 2	-	1. 4
Extra inside pocket in single breasted jacket	1. 4		
All other extras are allowed for in contract prices.			

2. The conditions of the contracts are -

- (a) When ordering garments, the rating 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 in paragraph 1.

- (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 personnel 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 313 of 1951 is hereby cancelled.

(4532/91/23)

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

54.

BOOKS AND FORMS.

First supply of the undermentioned publications has been distributed -

B.R.128(1) Post Office Guide, Part 1 - Supplement No.9
Post Office Guide, Part 1 - Overseas
Telegrams Supplement.

(A.F.O. 3170/1952)
(571/202/3345)

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B.R.1742B Replenishment at Sea - Transfer of Liquids
at Sea - Addendum No.1 to B.R.1742.

(A.F.O. 3107/1952)
(4139/13/436)

B.R.1917 (1) Minor Modifications to Radio Equipment,
and (2) Parts 1 and 2 - Amendment No.7.

(A.F.O. 3170/1952)
(4139/112/116)

(4139/13/603)

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55-63/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

10th February, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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55.

SURVEY AND MAINTENANCE OF MAJOR WOODEN VESSELS.

Notwithstanding the instructions laid down in Navy Order 25 of 1951 for the survey and maintenance of Major Wooden Vessels, a number of instances has occurred where wooden vessels have been condemned or have had to undergo extensive repairs due to the ravages of dry rot undetected in the early stages due to restricted time for carrying out surveys.

2. Operating and Surveying authorities are to arrange for the availability of the vessels for thorough and comprehensive surveys to be carried out before or when due.

3. Only in most exceptional circumstances will deferment of surveys be approved by the Naval Board.

(3211/1/50)

56.

'B' TYPE LIGHTERS - POLICY FOR ALLOCATION AND MAINTENANCE.

The policy for allocation and maintenance of 'B' Type Lighters is as set out hereunder.

2. Three lighters are allocated as follows :-

(a) Marine Section, Jervis Bay - one.

(b) Captain Superintendent, Sydney - two.

3. Captain Superintendent, Sydney, maintains one craft at 24 hours' notice for harbour use and the other at 30 days' notice for service elsewhere. The lighter at 24 hours' notice has engines inhibited and is available only as a dumb lighter.

4. The normal method of unloading aircraft at Sydney is to be direct from ship to shore.

5. The present allocation by type numbers is as follows :-

B.22 - Jervis Bay.

B.21 } - Sydney.
B.24 }

6. Navy Order 424 of 1950 is hereby cancelled.

(3211/15/34)

57.

ANNUAL MEDICAL EXAMINATION OF OFFICERS.

All Officers of the Commonwealth Naval Forces, and all officers on loan or exchange from the Royal Navy, are to be medically examined and the results recorded on Form A.M.6 (in duplicate) before the 31st March of each year.

2. Tables 1 and 4 of Form A.M.6 are not required to be used for this examination but one copy of the form, otherwise completed, is to be forwarded promptly to the Director of Naval Medical Services. The other copy is to be put with the

Medical History Documents of the officer concerned.

3. An appropriate entry is to be made on each officer's Medical History sheet - Form A.M.46Y - under the heading "Special Medical Examination".

4. Officers of the rank of Captain and above are to be examined where practicable by a medical officer of the rank of Surgeon Captain or above, otherwise by the most senior Naval Medical Officer available. All other officers including Cadet Midshipmen are normally to be examined by the medical officer attached to, or responsible for the health of the personnel in, the Ship or Establishment in which such officers are serving. When this cannot be effected arrangements are to be made for the examination to be carried out in the nearest Ship or Establishment carrying a medical officer. In circumstances where no Naval medical officer is available, officers are to be examined by a medical officer of the Army or Air Force. Failing this, arrangements are to be made for examination by a private medical practitioner who is to be supplied with two copies of Form A.M.6 for the purpose of recording the result of the examination.

5. Navy Order 88 of 1951 is hereby cancelled.

(4018/4/42)

58.

R.A.N.R.(S) OFFICERS - TO BE BORNE FOR PAY ON SHIPS LEDGERS DURING TRAINING.

Attention is drawn to the provisions of Naval Financial Regulations and Instructions, Article 30, in regard to R.A.N.R.(S) officers being borne on the ledger for pay and allowances during periods of training.

2. Rates of pay and allowances payable during training are under same conditions as laid down for R.A.N.R. personnel vide Pay Code Signal No.87.

3. Supply Officers, in H.M.A. Ships or Establishments, should make final payment to R.A.N.R.(S) officers on completion of their training and render Form A.S.1031Z to Navy Office.

(3943/2/73)

59.

EXAMINATIONS IN THE SUPPLY AND SECRETARIAT BRANCH.

Commencing with the examinations to be held in March and April, 1953, the following changes will operate.

2. Leading Writer and Leading Stores Assistant (V) and (S). - The exemption provisions at present in force in examinations for Petty Officer rates will be extended to cover examination for Leading Writer and Leading Stores Assistant (V) and (S), except that a 65% pass in Typewriting will be required for exemption in that subject.

3. Stores Petty Officer (V) and (S) and Petty Officer Writer.- The number of marks required for exemption in Typewriting has been increased from 50% to 65%.

4. Leading Stores Assistant (V) and Stores Petty Officer (V).- Victualling I and Victualling II will be regarded as separate subjects and exemption provisions will apply to each subject.

5. Leading Stores Assistant (S) and Stores Petty Officer (S).- Stores (S) ratings who require to pass only Naval Air Stores for confirmation as Leading Stores Assistant (S) or Stores Petty Officer (S) will be required to do so not later than the examinations to be held in March and April, 1954, after which Stores (S) ratings will be required to take Naval Air Stores at the first attempt in conjunction with the other subjects of the examination. Attention is drawn to the provisions of Navy Order 111 of 1951, which provides for correspondence courses on this subject. Ratings who fail to qualify in Naval Air Stores by the examination to be held in March and April, 1954, will be reverted to a lower rating, time spent in the higher rating not being permitted to count for seniority or incremental purposes in the event of subsequent re-advancement to the higher rating.

6. Leading Writer and Petty Officer Writer.- Shorthand has been excluded from the examinations for Leading Writer and Petty Officer Writer.

7. Examination for Leading Steward and Petty Officer Steward.- Questions in Carving at examinations for Leading Steward and Petty Officer Steward will be conducted by a Supply Officer not below the rank of Lieutenant-Commander (S) or a Lieutenant (S) (if in Supply Charge) who shall allot marks out of a possible 20. The results of these examinations are to be forwarded with worked papers.

8. Navy Order 363 of 1951 is hereby cancelled.

(4008/3/24)

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

60.

INSTRUCTIONS FOR NAVAL AVIATION.

Article 192 of Instructions for Naval Aviation is cancelled. The following is to be substituted therefor :-

192. Inspection of Log Books.- The Log Books of all pilots appointed (P) or (F) to aircraft carriers, naval air stations, and squadrons are to be inspected and signed in accordance with the following procedure :-

<u>Occasion</u>	<u>Pilots Appointment</u>	<u>Inspecting Officer</u>
(a) On joining a new unit.	(1) Squadron.	Squadron Commander and Medical Officer.
	(11) Ship or Station.	Commander (Air) and Medical Officer.
(b) Monthly.	(1) Squadron.	Squadron Commanden
	(11) Ship or Station.	Commander (Air).

<u>Occasion</u>	<u>Pilots Appointment</u>	<u>Inspecting Officer</u>
(c) Quarterly.	(1) Squadron.	Squadron Commander and Commander (Air).
	(11) Ship or Station.	Commander (Air).
(d) Annually (Jan.1st).	All appointments.	Commanding Officer of Ship or Station.

2. The log books of all pilots (P) or (F) in general service appointments are to be inspected and signed by the Commanding Officer when they join and thereafter quarterly.

3. The Squadron Commander is responsible that any pilot who flies an aircraft in his squadron is qualified to carry out the exercise ordered.

4. Log books are to be produced at a Flag Officer's inspection.

5. Assessments are to be entered in accordance with Article 194.

6. At a coroner's inquest into a fatal accident the flying log book of the pilot concerned is, if requested, to be produced for inspection.

2. Article 194 is to be amended as follows :-

Delete Sub-Paragraph (4) and substitute -

(4.) Annually, on the 1st January, an assessment is to be recorded in the Flying Log Book and signed by the Commanding Officer. This assessment should agree with the one made in accordance with paragraph 3 of Admiralty Fleet Order 3355/1952. (Officers - Procedure for Rendering reports on Pilot and Observer Officers - Abolition of Form S.206E.)

3. These amendments will be included in R.I. series.

(3712/50/50)

61.

COMMUNICATIONS DEPARTMENTS - ALLOWANCE OF OFFICE EQUIPMENT IN H.M.A. SHIPS AND ESTABLISHMENTS.

The column headed "Typewriters" in Navy Order 369 of 1951 is to be amended as follows :-

Against Coonawarra W/T - Amend "8" to read "12".
Against C.C.O. Sydney - Amend "2" to read "5".

(4476/32/182)

62.

**WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE -
MADE-TO-MEASURE UNIFORMS FOR RATINGS.**

Made-to-measure uniforms for ratings of the Women's Royal Australian Naval Service may be obtained from Messrs. V.F. Langford Tailoring Co., 327 Bourke Street, Melbourne. The prices are -

Jacket, diagonal serge, horn buttons	£13.16. 0d. each
Skirt, diagonal serge	£ 4. 0. 3d. "

2. The conditions of contract are as set out in paragraphs 2, 3 and 4 of Navy Order 53 of 1953.

3. Navy Order 138 of 1951 is hereby cancelled.

(4533/81/138)

63.

REPAYMENT SERVICES - CHARGES FOR PACKING CASES AND CRATES.

The following amendments of Naval Financial Regulations and Instructions, Article 219(1), have been approved to operate forthwith :-

FIRST SCHEDULE

Instruction (b) is to be deleted and the following substituted :-

- (b) The percentage rates shown do not cover the cost of wooden packing cases and wooden crates issued to repayment services which are to be charged for as follows :-

<u>Cases</u>	<u>Crates</u>
3/6d. cubic foot	2/6d. cubic foot

Cases and Crates specially made are to be charged for at direct labour cost plus prescribed percentage (Clause 2) and direct material cost plus 5%.

Credit for cases and crates returned in good order and condition is to be given at 75% of the repayment rate charged. In other instances credit is to be given at local valuation.

SECOND SCHEDULE

Instruction (b) is to be amended as follow :-

Delete the rates "2/- c.ft. and 1/9d. c.ft." appearing under the headings "Cases" and "Crates", respectively and insert in lieu thereof the rates "3/2d. cubic foot" and "2/7d. cubic foot".

After the word "Cases" in the seventh line insert the words "and Crates".

THIRD SCHEDULE

Instruction (b) is to be amended as follow :-

Delete the rates "3/- c.ft." and "1/9d. c.ft." appearing under the headings "Cases" and "Crates", respectively and insert in lieu thereof the rates "3/6d. cubic foot" and "2/6d. cubic foot".

After thw word "Cases" in the seventh line insert the words "and Crates".

These amendments will be included in R.I. series.

(4200/13/23)

RESTRICTED

RESTRICTED

64-75/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

17th February, 1953.

The following Orders are promulgated for information.
guidance and necessary action.

By direction of the Naval Board,

J. F. 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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REPLENISHMENT AT SEA - DESTROYERS, FRIGATES, OCEAN
MINESWEEPERS - RECEPTION HIGH POINTS.

With reference to Navy Order 25 of 1952, the number and types of rigs, and stores required for same, to be fitted in H.M.A. Ships for replenishment at sea purposes, are as indicated hereunder -

CLASS	LIGHT JACKSTAY STORING TRANSFER			FUELLING, ONE TON & TWO TON TRANSFERS	
	NO. OF RIGS	PER	STORES	NO. OF RIGS	-
<u>DESTROYERS</u>					
Tribal Class	1	A.F.O. Diagram 16/51 Plan A	Vide A.F.O. 644/51	Nil	Reception arrangements only consisting of: 1 No. Pattern 1915 Slip and Shackle, 1 No. Pattern 5221A Block for Jackstay Fuelling Rig vide A.F.O. Diagram 95/50 (1)
Battle Class	1	"	"	"	
Daring Class	1	"	"	"	
<u>FRIGATES</u>					
A.S. Frigates (Converted Fleet Class)	1	"	"	"	
A.A. Frigates (Modified River Class)	1	"	"	"	
A.A. Frigates (Sloops)	1	"	"	"	
<u>MINESWEEPERS</u>					
Ocean Mine- sweepers (Bathurst Class)	1	A.F.O. Diagram 16/51 Plan A.A.	"	"	

2. Arrangements for fitting of rigs are as follows :-

Battle Class Destroyers - Fitted during construction.

Daring Class Destroyers - To be fitted during construction.

H.M.A. Ships ARUNTA and WARRAMUNGA - To be fitted during modernization.

A.S. Frigates (Converted Fleet Class) - To be fitted during conversion.

Ocean Minesweepers - 12 No. to be fitted during conversion for comprehensive minesweeping.

All other ships concerned - A & A item in accordance with Admiralty Fleet Order 3588/1950.

(4276/4/196)

RECEPTION OF NAVAL PERSONNEL ARRIVING BY SEA AT SYDNEY.

Navy Order 371 of 1952 is to be amended as follows :-

- (i) Delete the words "Superintending Naval and Air Stores Officer, Sydney" from paragraph 2(a) and substitute the words "Captain Superintendent, Sydney repeated to H.M.A.S. PENGUIN".
- (ii) Add to paragraph 2(b) the words "and should inform each member that it will be necessary to attend during Customs examination of baggage, or to nominate a member of the Naval and Air Store Branch to act as his agent during the examination".
- (iii) Delete paragraph 2(c) and substitute -
"Members may report in person or by telephone to Naval and Air Store Branch (Shipping Section) Garden Island (F.A.0444 Ext.454), or alternatively supply the necessary details to the Sea Transport Officer's representative on the wharf, for onward transmission to that section."
- (iv) Add paragraph 2(d) -
"The information required by the Shipping Section would be -
(a) Name of member and ship.
(b) Particulars of heavy baggage (i.e. No. of cases and markings, etc.).
(c) The address to which baggage is to be delivered.

(4675/21/9)

AIR TRAVEL ON OFFICIAL BUSINESS.

Following a review by the Government of Airline policy it has been decided that, in respect of air travel on routes served by both Trans-Australia Airlines and Australian National Airways, Pty. Ltd., the individual holder of a Government voucher shall be free to exercise a personal choice as to the airline service to be used. The exercise of this option is, of course, subject in all cases to considerations of departmental convenience and economy, as affecting commencement and completion of the duty in respect of which air travel is authorized.

2. There has been no change of policy in regard to the following categories of Government air transport requirements, which shall be arranged through Government owned services as heretofore -

- (i) Overseas air travel.
- (ii) Travel within Australia of personnel for whom it may be necessary from time to time to arrange movement by air in organized parties or groups under departmental arrangements, i.e. in circumstances which do not permit of the exercise of any individual choice of airline.

(iii) Conveyance of air freight on Government account.

3. For the purposes of clarification of items (ii) and (iii), it should be noted that when it becomes necessary to arrange the movement by air on Government account of an organized party or a consignment of freight over a route or routes operated by T.A.A., the business will be directed to T.A.A. subject to suitability of timetables and availability of space to meet the requirements of the despatching authority at the time the movement is to be effected.

4. Navy Orders 314 of 1948 and 312 of 1949 are amended accordingly. Navy Order 197 of 1952 is hereby cancelled.

(4676/7/9)

67.

SHORT COURSES FOR OFFICERS IN R.A.N. SHORE ESTABLISHMENTS.

The Appendix to this Order gives the courses available in R.A.N. Establishments for R.A.N. and Reserve Officers.

COURSES FOR R.A.N. OFFICERS.-

2. The Naval Board attach great importance to the refresher courses available for Officers in the Technical Schools. With the present rapid changes in equipment and procedure, officers knowledge rapidly becomes obsolete unless periodical refresher courses are undertaken.

COURSES FOR RESERVE OFFICERS.-

(a) For R.A.N.R. Officers qualifying for Lieutenant

3. The following courses are available :-

- | | |
|-------------------------------|---------|
| (i) Gunnery | 2 weeks |
| (ii) Navigation and Direction | 2 weeks |
| (iii) Communications | 2 weeks |
| (iv) T.A.S. | 2 weeks |
| (v) Standard Damage Control | 1 week. |

Courses (i) (ii) (iii) and (iv) are carried out in two parts - the Basic Course and the Qualifying Course for Lieutenant R.A.N.R. Each part may be carried out either in a technical school or in a Reserve Establishment.

(b) To qualify Reserve Officers for Reserve Specialist Appointments.

4. The following courses are available :-

- (i) Gunnery - 4 weeks - to qualify a Reserve Officer to be Gunnery Officer of a ship up to A.S. Frigates.
- (ii) A.S. - 4 weeks - to qualify a Reserve Officer to be A.S. Officer of a ship up to A.S. Frigate.
- (iii) Communications - 6 weeks - to train an officer as a Reserve (CE) Officer.
- (iv) Navigation - 4 weeks - to train an Officer to be Navigating Officer of a ship up to an A.S. Frigate.

(c) To qualify Reserve Officers for Command

5. The syllabuses are given in Navy Order 298 of 1951. The following courses would be useful refresher courses for these Officers :-

Communications	Course No. 9	(1 week)
Gunnery	Course No.17	(First week of Part 1)
Navigation Direction	Course No.22	(1 week)
T.A.S.	Course No.27	(1 week)
Damage Control	Course No. 6	(1 week)

(d) Additional Courses

6. Periodical courses will be arranged to train Reserve Officers designated as potential Ocean Minesweeper Commanding Officers. The course will last for 13 days, and will be concentrated on training officers in stationkeeping and handling minesweepers.

(4007/11/45)

APPENDIX

SHORT COURSES FOR OFFICERS IN R.A.N. SHORE ESTABLISHMENTS

	PLACE	SUBJECT	LENGTH	OFFICERS FOR WHOM SUITABLE	R/A SEE NOTE 1	REMARKS
1	R.A.A.F. Station, Williamstown.	Senior Officers Land/Air Warfare Course.	<u>AIR</u> 3 weeks	Commanders R.A.N. and above.	R	
2	R.A.A.F. Station, Williamstown.	Intermediate Land/Air Warfare Course.	6 weeks	Officers Lieut.-Cdr. and below.	R	
3	Defence School, F.N.D.	Preliminary Defence Course	<u>A.B.C.D.</u> 1 week	Officers without previous knowledge of A.B.C.D.	R	
4	Defence School, H.M.A.S. PENGUIN	Standard D.C. course.	1 week	All Officers.	R	
5	Defence School, H.M.A.S. PENGUIN	Standard A.B.C. course.	1 week	All Officers.	R	
6	Defence School, H.M.A.S. PENGUIN	Advanced D.C. course.	1 week	All Officers.	R	
7	Defence School, H.M.A.S. PENGUIN	Advanced A.B.C. course.	1 week	All Officers.	R	

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8	Signal School, F.N.D.	Basic Communications course.	<u>COMMUNICATIONS</u> 1 week	(1) Short service Officers. (2) Reserve Officer without previous knowledge.	R	
9	Signal School, F.N.D.	R.A.N.R. Lieutenants Communication Course.	1 week	(1) R.A.N.R. Officers who have completed course No.8 or who have completed equivalent training in R.A.N.R. Establishments. (2) Refresher course for Reserve Officers qualifying for Command.	R	An examination in communications for Lieutenant R.A.N.R. will be held on completion of this course.
10	Signal School, F.N.D.	Commanding Officers Communication Course.	1 week	Small ship Commanding Officers designate.	A	
11	Signal School, F.N.D.	Reserve (CE) Officers course.	6 weeks Part 1 - 2 weeks Part 2 - 2 weeks Part 3 - 3 weeks.	Selected Reserve Executive or Special Branch Officers.	A	Officers successfully completing this course will be entitled to the notation (CE) against their names.
12	H.M.A.S. RUSHCUTTER	Shallow Water Diving Course.	<u>DIVING</u> 1½ weeks	All Officers who are medically fit.	A	Medical Standard - AFO.24/1953 paragraphs 8 and 9.

	PLACE	SUBJECT	LENGTH	OFFICERS FOR WHOM SUITABLE	R/A SEE NOTE 1	REMARKS
13	H.M.A.S. RUSHCUTTER	Diving Supervision Course.	1 week	All Officers.	A	B.R.155/43 paragraph 663 refers.
14	F.N.D.	Divisional Course	<u>DIVISIONAL</u> 2 weeks	Newly commissioned Officers.	R	
15	Gunnery School, F.N.D.	Basic Gunnery Course.	<u>GUNNERY</u> 1 week	(1) Short Service Officers. (2) R.A.N.R. Officers without previous gunnery knowledge.	R	
16	Gunnery School, F.N.D.	R.A.N.R. Lieutenants Gunnery course.	1 week	R.A.N.R. Officers who have completed course No.15 or equivalent instruction in a Reserve Establishment.	R	An examination in gunnery for Lieutenant R.A.N.R. will be held on completion of this course.
17	Gunnery School, F.N.D.	Reserve Officers (g) Course.	<u>GUNNERY</u> 4 weeks Part 1 - 2 weeks. Part 2 - 2 weeks.	(1) Reserve Officers qualifying as Reserve (g) Officers. (2) The first week of Part 1 only, Reserve Officers qualifying for Command.	R	Officers successfully completing this course will be entitled to the notation (g) against their names.

18	Gunnery School, F.N.D.	Gunnery Refresher Course.	1 week	R.A.N. Executive Officers.	A	
19	Gunnery School, F.N.D. and T.A.S. School, H.M.A.S. RUSHCUTTER	Short Armament Maintenance Course.	3½ to 5½ weeks	Engineer Officers of small ships.	A	
20	F.N.D. or H.M.A.S. PENGUIN	Instructional Technique.	<u>INSTRUC-TIONAL TECHNI-QUE</u> 1 week	Officers appointed for instructional duties.	A	
21	N.D. School, H.M.A.S. WATSON.	Basic N.D. Course.	<u>N.D.</u> 1 week	(1) Short Service Officers. (2) R.A.N.R. Officers without previous N.D. knowledge.	R	
22	N.D. School, H.M.A.S. WATSON.	R.A.N.R. Lieutenants N.D. Course.	1 week	(1) Short Service Officers. (2) R.A.N.R. Officers who have completed course No.21 or equivalent instruction in a Reserve Establishment. (3) Refresher course for Reserve Officers qualifying for command.	R	An examination in N.D. for Lieutenant R.A.N.R. will be held on completion of this course, for officers who require this qualification.

	PLACE	SUBJECT	LENGTH	OFFICERS FOR WHOM SUITABLE	R/A SEE NOTE 1	REMARKS
22	N.D. School, H.M.A.S. WATSON	R.A.N.R. Lieutenants	1 week	(4) Refresher course for R.A.N. Officers.	R	
23	N.D. School, H.M.A.S. WATSON	Instructor Officers N.D. course.	8 weeks	All Instructor Officers during their initial training.	R	
24	N.D. School, H.M.A.S. WATSON	Reserve (n) Officers course.	4 weeks Part 1 - 2 weeks. Part 2 - 2 weeks.	Reserve Officers qualifying for Reserve (n) Officers.	R	Officers successfully completing this course will be entitled to the notation (n) against their names.
25	N.D. School, H.M.A.S. WATSON	Senior Officers short N.D. course.	1 week	Captains, Commanders, and Lieut. Commanders in command.	A	Forenoons only.
26	T.A.S. School, H.M.A.S. RUSHCUTTER	Basic T.A.S. course.	<u>T.A.S.</u> 1 week	(1) Short Service Officers. (2) R.A.N.R. Officers without previous T.A.S. knowledge.	R	
27	T.A.S. School, H.M.A.S. RUSHCUTTER	R.A.N.R. Lieutenants T.A.S. course.	1 week	(1) Short Service Officers. (2) R.A.N.R. Officers who have completed course No.26 or equivalent instruction in a Reserve Establishment.	R	An examination in T.A.S. for Lieutenant R.A.N.R. will be held on completion of this course, for officers who require this qualification.

				(3) Refresher course for Reserve Officers qualifying for command.		
28	T.A.S. School, H.M.A.S. RUSHCUTTER	Reserve (a/s) Officers course.	Part 1 - 2 weeks Part 2 - 2 weeks.	(1) Reserve Officers qualifying for Reserve (a/s) Officers. (2) Part 2 - Refresher course for R.A.N. Officers.	R	Reserve Officers successfully completing the course will be entitled to the notation (a/s) against their name.
29	A.J.A.S.S., Nowra	Joint Anti-Submarine Tactical course. (Short title - J.T.C.)	2 weeks	(1) R.A.N. Officers. (2) Reserve (a/s) Officers. (3) Reserve Officers qualified for command.	R	
30	A.J.A.S.S., Nowra	Junior Officers. Joint Anti-Submarine course. (Short title - J.O.C.)	1 week	(1) Junior Lieutenants, Sub-Lieutenants, Midshipmen of the R.A.N. (2) R.A.N.R. Officers who have completed course No.27.	R	

NOTE 1. R = Routine courses, commencing dates of which are promulgated by Navy Order or Item Message.

A = Courses arranged on application.

PROGRAMME OF PROFESSIONAL EXAMINATIONS - 1953.

The programme of Professional Examinations to be conducted from Navy Office during 1953, is as follows :-

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE AT NAVY OFFICE
Commissioned Electrical Officer (L), (R), (A.L.), and (A.R.)	Thursday, 29th January, 1953 Friday, 30th January, 1953	5th January, 1953
Commissioned Air Engineer	Monday, 2nd February, 1953 Tuesday, 3rd February, 1953	5th January, 1953
Acting Sub-Lieutenant (L)	Tuesday, 17th February, 1953 Wednesday, 18th February, 1953 Thursday, 19th February, 1953	21st January, 1953
Leading Wran. Sick Berth Attendant	Tuesday, 24th February, 1953	15th January, 1953
Leading Writer	Wednesday, 18th March, 1953 Thursday, 19th March, 1953	1st February, 1953
Leading Wran. Writer (G.D.)	Wednesday, 18th March, 1953 Thursday, 19th March, 1953	1st February, 1953
Leading Wran. Writer (Pay)	Wednesday, 18th March, 1953	1st February, 1953
Leading Stores Assistant (V)	Wednesday, 18th March, 1953 Thursday, 19th March, 1953	1st February, 1953
Leading Stores Assistant (S)	Wednesday, 18th March, 1953 Thursday, 19th March, 1953	1st February, 1953
Leading Wran. Stores Assistant (V)	Wednesday, 18th March, 1953	1st February, 1953
Leading Wran. Stores Assistant (S)	Wednesday, 18th March, 1953	1st February, 1953
Leading Steward	Tuesday, 24th March, 1953	16th February, 1953
Leading Wran. Steward (G)	Tuesday, 24th March, 1953	16th February, 1953
Leading Dental Assistant	Tuesday, 24th March, 1953	16th February, 1953
Petty Officer Dental Assistant	Tuesday, 24th March, 1953	16th February, 1953
Lieutenant-Commander (S) Part II	Monday, 23rd March, 1953 Thursday, 26th March, 1953	1st March, 1953
Petty Officer Writer	Tuesday, 21st April, 1953 Wednesday, 22nd April, 1953	16th March, 1953
Stores Petty Officer (V)	Tuesday, 21st April, 1953 Wednesday, 22nd April, 1953	16th March, 1953
Stores Petty Officer (S)	Tuesday, 21st April, 1953 Wednesday, 22nd April, 1953	16th March, 1953
Petty Officer Steward	Tuesday, 21st April, 1953 Wednesday, 22nd April, 1953	16th March, 1953
Commissioned Wardmaster	Tuesday, 28th April, 1953 Wednesday, 29th April, 1953	16th March, 1953

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE AT NAVY OFFICE
Leading Sick Berth Attendant	Tuesday, 26th May, 1953	15th April, 1953
Sick Berth Petty Officer	Tuesday, 26th May, 1953	15th April, 1953
Sick Berth Chief Petty Officer	Tuesday, 26th May, 1953	15th April, 1953
Commissioned Ordnance Engineer	Tuesday, 18th August, 1953	15th July, 1953
Acting Sub-Lieutenant (E)	Tuesday, 25th August, 1953 Wednesday, 26th August, 1953 Thursday, 27th August, 1953 Friday, 28th August, 1953	15th July, 1953
Leading Wran. Sick Berth Attendant	Tuesday, 25th August, 1953	15th July, 1953
Wran. Sick Berth Petty Officer	Tuesday, 25th August, 1953	15th July, 1953
Leading Writer	Tuesday, 8th September, 1953	1st August, 1953
Leading Wran. Writer (G.D.)	Tuesday, 8th September, 1953 Wednesday, 9th September, 1953	1st August, 1953
Leading Wran. Writer (Pay)	Tuesday, 8th September, 1953	1st August, 1953
Leading Stores Assistant (V)	Tuesday, 8th September, 1953 Wednesday, 9th September, 1953	1st August, 1953
Leading Stores Assistant (S)	Tuesday, 8th September, 1953 Wednesday, 9th September, 1953	1st August, 1953
Leading Wran. Stores Assistant (V)	Tuesday, 8th September, 1953	1st August, 1953
Leading Wran. Stores Assistant (S)	Tuesday, 8th September, 1953	1st August, 1953
Leading Steward	Tuesday, 15th September, 1953	1st August, 1953
Leading Wran. Steward (G)	Tuesday, 15th September, 1953	1st August, 1953
Leading Dental Assistant	Tuesday, 22nd September, 1953	15th August, 1953
Petty Officer Dental Assistant	Tuesday, 22nd September, 1953	15th August, 1953
Lieutenant-Commander (S) Part I	Monday, 21st September, 1953 Thursday, 24th September, 1953	15th August, 1953
Petty Officer Writer	Tuesday, 15th October, 1953 Wednesday, 14th October, 1953	1st September, 1953
Petty Officer Wran. Writer (G.D.)	Tuesday, 15th October, 1953 Wednesday, 14th October, 1953	1st September, 1953
Petty Officer Wran. Writer (Pay)	Tuesday, 15th October, 1953 Wednesday, 14th October, 1953	1st September, 1953
Stores Petty Officer (V)	Tuesday, 15th October, 1953 Wednesday, 14th October, 1953	1st September, 1953

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE AT NAVY OFFICE
Stores Petty Officer (S)	Tuesday, 13th October, 1955 Wednesday, 14th October, 1955	1st September, 1955
Petty Officer Wran. Stores Assistant (V)	Tuesday, 13th October, 1955 Wednesday, 14th October, 1955	1st September, 1955
Petty Officer Wran. Stores Assistant (S)	Tuesday, 13th October, 1955 Wednesday, 14th October, 1955	1st September, 1955
Petty Officer Steward	Tuesday, 13th October, 1955 Wednesday, 14th October, 1955	1st September, 1955
Petty Officer Wran. Steward (G)	Tuesday, 13th October, 1955	1st September, 1955
Commissioned Wardmaster	Tuesday, 27th October, 1955 Wednesday, 28th October, 1955	1st September, 1955
Leading Sick Berth Attendant	Tuesday, 24th November, 1955	15th October, 1955
Sick Berth Petty Officer	Tuesday, 24th November, 1955	15th October, 1955
Sick Berth Chief Petty Officer	Tuesday, 24th November, 1955	15th October, 1955
Commissioned Writer Officer	Tuesday, 1st December, 1955 Wednesday, 2nd December, 1955	1st November, 1955
Commissioned Stores Officer	Tuesday, 1st December, 1955 Wednesday, 2nd December, 1955	1st November, 1955
Commissioned Engineer and Commissioned Mechanician	Wednesday, 9th December,	1st November, 1955

2. Commanding Officers should ensure that candidates are qualified in every respect before submitting returns to Navy Office.

(4007/3/48)

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

69.

FIRED CARTRIDGE CASES - TO BE WASHED BEFORE BEING LANDED.

Attention is again drawn to the instructions in paragraph 153 of B.R.932 (1945) requiring fired cartridge cases and primers to be washed, dried and lubricated as soon as possible after firing, and before return to Naval Armament Depots.

2. The object of this treatment is to remove the acid deposited on the metal during firing. If this is left for any time it eats into the metal and leads to cracking of the mouth of the case during reforming operations. Such cracked cases have to be condemned.

3. The following cases are not "reformed" and therefore do not require this treatment and may be returned to Naval Armament Depots, unwashed :-

40 m.m. Bofors
6 pdr.
3 pdr.
2 pdr.
20 m.m. and below

4. Cases that have been washed should be marked with a flash of white paint.

5. Navy Order 381 of 1946 is hereby cancelled.

(4434/56/42)

70.

JACK, NESTOR JOHNSON - REF. 4Q/NIV/903 - ALLOWANCES.

Consequent on the Jack, Nestor Johnson Ref. 4Q/NIV/903, having proved suitable for maintenance work on aircraft when they are embarked, this type jack will be included in the permanent establishment of ground servicing equipment of H.M.A. Aircraft Carriers.

2. The following revised scale of allowances of the Jack, Nestor Johnson Ref. 4Q/NIV/903, is approved :-

H.M.A. Aircraft Carriers 2
N.A.S. Nowra 8(a)
N.A.S. Schofields 4(b)
A.M.T.E. Schofields 2
R.A.N.S.A.M. Schofields 1

(a) 4-No. for armament and 4-No. for general air engineering purposes.

(b) to be demanded on a progressive basis as commitments for which this jack is suitable are allocated to the Station.

3. Navy Orders 138 of 1949 and 162 of 1951 are hereby cancelled.

(4403/4/181)

71.

STORAGE OF WATERPROOF CLOTHING.

The following procedure, vide B.R.93 (Victualling Manual), for the storage of waterproof clothing in H.M.A. Ships and Naval Establishments is promulgated for guidance :-

(1.) Waterproof clothing on board ships should be stored in as dry, cool, and airy a place as is available, as far as possible from boilers, galleys, etc. Garments made from plastic coated fabrics should be left in the ventilated fibreboard containers in which they are supplied. Garments made from oilskin fabrics should similarly be left in the ventilated fibreboard cases, unless after a period of storage, there is definite evidence of deterioration. In this event, the articles should be hung up with as free access of air around and through them as circumstances permit. The coats, jackets, and trousers should be hung by means of two "S" hooks to parallel wires or rails 20 inches apart, the "S" being passed through the hanging loops provided for the purpose on the garments. By this means, the garments are opened out. Gloves, sou'westers, and hoods can best be hung by means of one hook. If space permits, the garments should not be stowed closer than 10 items per foot (hoods 7 per foot). It is, however, better to stow closer, and on single wires by the centre tab, than to leave the garments not hung up.

(2.) Oilskin clothing should never be piled in heaps, owing to the danger of spontaneous combustion.

(3.) Wet waterproof clothing should be carefully dried before being put away in store. The cloak-room system for kneeboots, oilskins, etc., should be adopted wherever practicable.

2. Waterproof clothing will, in future, be supplied in the fibreboard containers of the type referred to in the above instructions. These containers will be accountable.

3. Navy Order 530 of 1943 is hereby cancelled.

(4533/31/28)

72.

CLAIMS FOR OUTFIT ALLOWANCE.

Claims for payment of Outfit Allowance under Navy Order 147 of 1952 will not be allowed unless the items in respect of which the claim is made were necessarily bought after and by reason of the appointment or draft overseas. The member must submit a declaration to that effect with the claim.

2. Claims made are to indicate the nature and cost of each item and are to be supported by receipts.

3. A residual value of 50% of cost has been decided on in respect of travelling equipment purchased. The amount payable in respect of such equipment therefore will be 50% of cost of £15 whichever is the lesser.

4. Residual value will not be taken into account in assessing amounts payable in respect of formal wear. The maximum rates payable in this regard are set out in Navy Order 147 of 1952.

5. Navy Order 147 of 1952 should be endorsed accordingly.

(4716/31/28)

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

73.

CLAIMS FORWARDED TO OTHER ESTABLISHMENTS FOR PAYMENT.

It has come to notice that quite frequently insufficient information is shown on Forms A.S.22 forwarded to other offices for payment under cover of Form N.A.5, to enable full particulars of payment to be furnished to the payee, thus causing considerable inconvenience not only to the payee but also to the office effecting payment.

2. Attention is drawn to the necessity for inclusion in Forms A.S.22 of sufficient information, particularly invoice or other creditor's reference numbers, to enable payments to be readily indentified by the payees.

(3023/2/57)

74.

SHIPS LOGS (FORM A.S.322) - DISPOSAL.

Completed Ship's Logs are to be forwarded monthly by H.M.A. Ships and Establishments, through their Senior Officer to their Administrative Authority for inspection. After inspection, they are to be returned to their respective Ships or Establishments and retained there for purposes of reference, and for final disposal as in paragraph 2.

2. They are finally to be transmitted to the Senior Officer, Hydrographic Service in batches of twelve on the expiration of two years from the first Ship's Log of the series, e.g. Ship's Logs for the months of February, 1953 to January, 1954, would be forwarded in one batch in February, 1955.

3. In the case of ships paying off, all completed Ship's Logs still held on board are similarly to be forwarded to Senior Officer, Hydrographic Service.

4. Those portions of Consolidated Orders and Regulations, Article 303, referring to disposal of Ship's Logs, are to be held in abeyance.

(4336/41/14)

75.

**BOOM DEFENCE EQUIPMENT - STOREKEEPING AND ACCOUNTING -
H.M.A. BOOM DEFENCE DEPOTS.**

1. Purchase and Supply.

- (i) The supply of equipment specially provided for Boom Defences is the responsibility of the Director of Boom Defences who will raise all Contract Demands and issue all covering orders on Contractors. He will also raise all Requisitions for orders to be placed by the Department of Defence Production.
- (ii) Orders placed will generally provide for delivery F.O.R./F.O.B. or into store capital city of state of manufacture, but in exceptional cases may provide for delivery at port of manufacture (e.g. Geelong or Newcastle) or for delivery ex works.
- (iii) Instructions regarding the destination of equipment will be issued from Navy Office, the contractors being informed as necessary by the N.O.I.C., R.N.O., Inspecting Officer or B.D.O., depending upon circumstances.

2. Inspection During Manufacture.

- (i) In states other than Victoria, the inspection of items of Boom equipment in course of manufacture by contractors is carried out by the technical staff under the control of the Director of Engineering (Naval). For this purpose, the Director of Boom Defences forwards a copy of the Official order and relevant drawings to the Principal Naval Overseer or Inspecting Officer in the State where manufacture is undertaken.
- (ii) In Victoria, inspection of equipment is carried out by the technical staff of the Director of Boom Defences.
- (iii) The Inspecting Officer will prepare a Certificate or Report of Inspection covering equipment accepted as being satisfactory. In the case of orders placed by the Director of Boom Defences, the original and one other copy will be forwarded to the Officer responsible for signing as "Person incurring expense" on the contractor's claim for payment.

For orders placed by the Department of Defence Production, the Inspection Certificates should be distributed as follows :-

- | | |
|------------|--|
| Original | - To the contractor to support his claim for payment. |
| One Copy | - To the Boom Defence Officer in States where a Boom Depot exists. To the N.O.I.C. or R.N.O. in States where there is no Boom Depot. |
| Two copies | - To the Director of Boom Defences. One copy to be signed for attachment to claim for re-imburement. |

3. Shipment, Railage, etc.

- (i) Arrangements for shipment or other means of transport of Boom Equipment will normally be made by the Naval Store organization on behalf of the Director of Boom Defences, Boom Defence Officer, N.O.I.C., or R.N.O., when so requested and where facilities exist. Where there is no Naval Store organization at the point of shipment etc., arrangements made will depend upon circumstances. Arrangements made by the Naval Store organization will include the preparation of all necessary documents such as Bill of Lading, Consignment Notes, etc., and if necessary, transshipment arrangements at an intermediate port, railhead, etc.

4. Payment for Equipment.

- (i) To obviate delays in the settlement of contractor's claims against orders placed by the Director of Boom Defences, provision is made in all cases for payment to be authorized by the Certifying Officer in the State in which manufacture is carried out.

Contractor's claims against orders placed by the Department of Defence Production will be paid by that Department, re-imburement being effected at Navy Office.

- (ii) In States where a Boom Depot exists at the port of the Capital City or at the port of manufacture, the items will be taken on charge in the accounts of the Boom Defence Depot and the necessary charge certificate, vide Naval Account Regulations and Instructions, Article 207, furnished by the Boom Defence Officer (see paragraph 10 hereof).

On orders placed by the Director of Boom Defences, the charge certificates are to accompany the contractor's claims for payment (see paragraph 10 hereof).

Claims rendered by the Department of Defence Production will be paid at Navy Office immediately on receipt without any degree of check in accordance with Naval Account Regulations and Instructions Article 170A. After payment, claims will be forwarded to the authority concerned for insertion of charge certificate and return to Navy Office.

- (iii) In States (other than Victoria) where there is no Boom Depot, approval is given for payment against orders placed by the Director of Boom Defences in accordance with approved requisitions to be made to contractors on production of (a) a signed copy of Bill of Lading or Railway or Road Consignment Note, or (b) receipted copy of "Custody Only" voucher in cases where custody is taken by N.O.I.C./R.N.O. pending despatch of the equipment to its destination.

For orders placed by the Department of Defence Production, see 4 (i) hereof.

In both cases details of shipment, supported where applicable by copies of documents, should be forwarded to Navy Office where the necessary charge certificate will be completed. The record of the supply to the Depot concerned will be effected by the Director of Boom Defences, using Form A.S. 549.

- (iv) In Victoria, payment will be effected at Navy Office, the Director of Boom Defences being responsible for the necessary charge certificates and for record of supply to the Depot concerned.

5. Responsibility for Accounts.

- (i) The Boom Defence Officer is responsible for the custody of and the accounting for all equipment stored at his Depot. He is also responsible for the accounting for all equipment supplied by contractors within his area.
- (ii) The duties of "Officer-in-Charge of Stores" may be delegated if considered necessary but the responsibility is to remain with the Boom Defence Officer (or his deputy during his absence).

6. Form of Account.

- (i) Items of Boom Equipment, held in the custody of the Boom Defence Officer-in-Charge of a R.A.N. Boom Depot, are to be accounted for on loose-leaf ledger Forms A.S.153, enclosed in binders A.S.154. The quantities to be maintained according to the Schedule should be shown in the space provided on the ledger page for the quantity "Allowed by Establishment". The allowance should be shown under the following headings :-

- (a) Allowed for Boom.
(b) Allowed as Spare.

NOTE: The Schedule of Material for each defence is to be regarded as the standard list of equipment. Details (a) and (b) above are to be left blank pending receipt of the Schedule from Director of Boom Defences.

- (ii) A separate account is to be maintained for each defence stored and another account for equipment in excess of quantities shown on schedules. The various accounts will therefore be -
- (a) Defences of the port where the Boom Depot is situated;
- (b) One for each defence stored for other ports;
- (c) "Stock" - Equipment in excess of (a) and (b) above but held for custody.

NOTE: Traffic in equipment will normally be in that accounted for in the "Stock" ledger.

- (iii) The Boom Equipment accounts are additional to the ordinary Naval Store and Machinery Accounts which are intended for items allowed for the maintenance of the Depot and for maintenance and repairs to Boom equipment. All such Permanent and Consumable Naval Stores and all stores issued to attached Boom vessels should be dealt with in accordance with the Naval Storekeeping Manual - B.R.4. Machinery items are to be dealt with as laid down in existing instructions. Navy Order 207 of 1952 is relevant.

Note "A" Permanent and Consumable Stores for Maintenance of the Boom Depot and Permanent Stores in attached vessels are to be mustered in accordance with Chapter XVI of B.R.4 as varied by Navy Order 372 of 1950.

Note "B" Care should be taken during stocktaking that items held on charge under the different accounts are properly identified and mustered. As a rule, all items of one description held in the Depot should be mustered at the one time and the total quantity found compared with the sum total of the various accounts.

7. Receipt and Survey.

- (i) Upon receipt of Boom Equipment at a Boom Defence Depot, in accordance with official order and/or instructions, from a contractor situated within the same state, a Delivery Note - Form A.S.133z - is to be prepared from particulars shown on the Contractor's invoice or delivery ticket.
- (ii) Any discrepancies between the quantities or descriptions of the stores received and those shown on the Contractor's invoice or delivery tickets are to be investigated immediately and notification as necessary furnished to the contractor.
- (iii) Items accepted should be taken on charge in the Boom Equipment account from the Form A.S.133z, (see paragraph (8) hereof) particulars of the registered number of the A.S.133z being endorsed at the same time on the copy of the order.

8. Posting to Ledgers.

- (i) All equipment is to be taken on charge in the appropriate ledger, as follows :-
- (a) From Form A.S.549 when received from another Depot or from a Contractor in another state (see paragraph 4 (iii) and paragraph 9 hereof).
- (b) From Form A.S.133z when received direct from a contractor within the State, whether the equipment is intended for a local defence or is to be shipped to another Depot (see paragraph 7 hereof).

- (ii) The appropriate ledger mentioned in (i) will be indicated in instructions from Navy Office regarding distribution of equipment from contractors or traffic between Depots. All equipment received from contractors for shipment to another Depot should be taken on charge in the "Stock" ledger and dealt with in accordance with paragraph 9 hereof.

9. Transfers between Depots, etc.

- (i) Equipment is to be supplied to other Boom Depots (or to other Establishments and Ships) only on instructions received from, or with the permission of, Navy Office. Instructions regarding transfer of equipment will be issued by the Director of Boom Defences. The equipment should be issued from "Stock" (unless otherwise directed) using Form A.S.549. Five copies of the form should be prepared and distributed as follows :-

- | | |
|-----------|---|
| Copy No.1 | To be marked "SUPPLY NOTE" and retained by consignee for debiting the Boom Equipment Account. |
| Copy No.2 | To be marked "RECEIPT NOTE" and signed by consignee and returned to consignor for retention. This copy is to be used to credit the consignor's Boom Equipment "Stock" account. |
| Copy No.3 | To be signed by consignee and returned to the consignor who is to forward them to the Director of Boom Defences, who will, in turn, forward them to the Director of Naval and Air Stores. |
| Copy No.4 | |
| Copy No.5 | To be marked "SHIP'S COPY" and retained by consignor. |

10. Check by Boom Defence Officer of Contractors' Claims.

- (i) Immediately upon receipt, the claim is to be allotted a registered number, starting with No.1 at the beginning of each financial year, and entered in a register of claims.
- (ii) It is then to be checked in detail by the Boom Defence Officer, who is to furnish in the body of the account the following certificate :-

"I certify that the goods referred to in this account have been correctly received and taken on charge in the Boom Equipment Account, and that an account for these articles has not previously been certified.

...../...../19....

 Boom Defence Officer"

- (iii) The certificate as to receipt of stores is to be prepared independently of the ledger-keeper, and the Boom Defence Officer is to ensure that its correctness is vouched by a member of his staff not associated with the posting of the ledgers. In every case the details covered by the certificate must be checked direct with the original entries in the ledgers independently of the ledger-keeper, and the initials of the person preparing the certificate are to appear at the foot thereof in cases where the check is not made by the person signing it.
- (iv) Concurrently with the preparation of the abovementioned certificate an endorsement is to be made on the order as follows :-
- Account No..... £..../.../... passed for payment/..../19....
- The Form A.S.133z is also to be completed with particulars of the claim and date passed for payment and to be initialled by the person concerned.
- (v) Before the certificate of "Person Incurring the Expense" is given on the account (Form N.A.4), such account is to be properly completed and checked as to description, quantities, rates, computations, castings, references to contracts, requisitions, orders, insertion of total amounts in figures and words, and to ensure that all deliveries of stores and notations as to accounts passed for payment are properly shown on the relative orders.
- (vi) The claim is to be supported by the original of the certificate or Report of Inspection mentioned in 2 (iii) hereof.

11. Conversion of Boom Equipment.

The making up of items of Boom Equipment by conversion of other Boom Store items is to be controlled by Conversion Voucher-Form A.S.127. Detailed accounting procedure will be as follows :-

- (a) Form A.S.127 detailing the item required to be made up together with the components required is to be prepared.
- (b) The components are to be issued to the Charge Hand (Riggers) on Forms A.S.156 endorsed with the registered number of the relevant A.S.127. Such items should be written off charge in the ledgers in the normal manner.
- (c) The Form A.S.127 should be retained in the Naval Store Office as a record of such issues and to facilitate follow up of return of the converted article.
- (d) On completion of the work, the made up item is to be returned to store on a Form A.S.1091 endorsed with the registered number of the relevant A.S.127. The made up item should be brought on charge in the ledger from the A.S.1091 in the normal manner.

- (e) Any items drawn but not used for the conversion should be returned separately on Form A.S.1091.
- (f) The Certificate on the Form A.S.127 that the stores have been converted into the article specified and that the latter has been taken on charge should be completed by the Officer-in-Charge of stores, who will be responsible for ensuring that all items issued have been used in the conversion or returned separately.
- (g) The Form A.S.127 should be filed as a supporting document to the transaction.

12. Survey and disposal of obsolete and unserviceable equipment.

- (i) Unserviceable and obsolete equipment is to be surveyed by a Board of Survey on Forms A.S.331z.
- (ii) Four copies of Forms A.S.331z should be prepared, copies 1, 2 and 3 being forwarded to Navy Office and copy No.4 retained at the Depot.
- (iii) The following particulars are to be included on the Form A.S.331z :-
 - (a) Date of receipt of the items being surveyed.
 - (b) Source of Supply.
 - (c) Original or estimated original value of each item.
 - (d) Reasons for Survey.
 - (e) The proposed method of disposal of items.
- (iv) After Naval Board approval has been obtained, copy No.3 will be returned to the Depot for disposal action as approved.
- (v) When destruction is approved, a list of the items to be destroyed should be forwarded to the local representative of the Commonwealth Auditor-General in sufficient time for him to be represented at the destruction should he so desire. The appropriate certificate of destruction on Form A.S.331z should be completed and the Form A.S.331z used as a supporting voucher for writing the items off charge.
- (vi) When reduction to arisings is approved the appropriate certificate on Form A.S.331z should be completed and the voucher used to support the writing off charge of the condemned items from the Boom Account and the taking on charge of the arisings in the relevant account.

13. Examination of Accounts.

The Boom Equipment accounts, Naval Store Account, and inventories of attached vessels will not be closed on change of Boom Defence Officer (or accounting officer) but will be examined periodically by a representative of the Naval Store Branch.

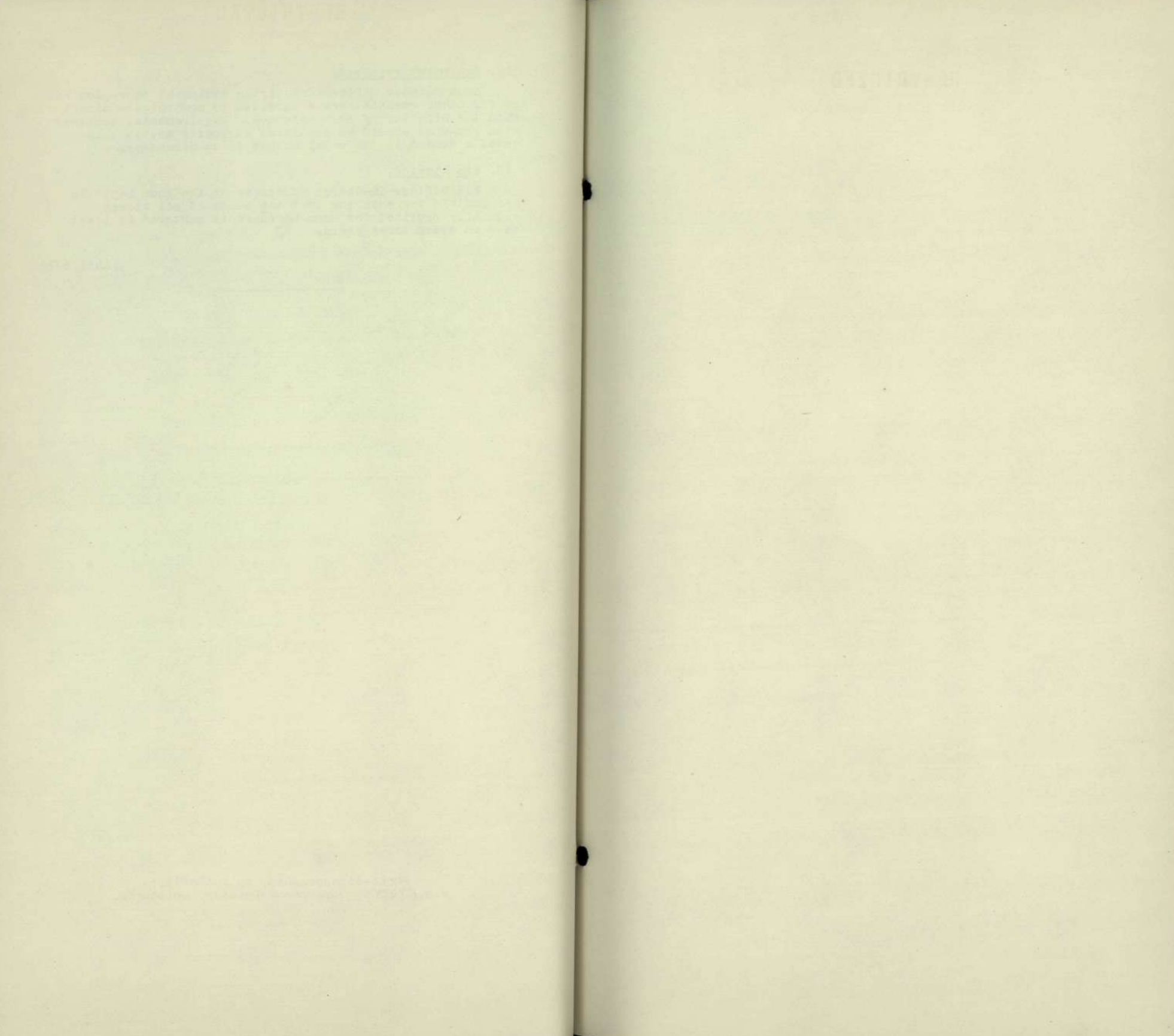
14. Equipment required.

Boom Defence Officers requiring equipment to replenish or for other reasons, are authorized to communicate direct with the Director of Boom Defences. Requirements, together with reasons, should be submitted by letter as, in this case, a demand in the usual manner is unnecessary.

15. Stocktaking.

The Officer-in-Charge of Stores at the Boom Depot is responsible for ensuring that the stock of all stores specially provided for Boom Defences is mustered at least once in every three years.

(4451/6/1)



RESTRICTED

RESTRICTED

76/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

18th February, 1953.

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.*

TABLE OF CONTENTS

No.	Subject
76	Harbour Servicing Craft for H.M.A. Naval Establishments.

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

The Appendix to this Order shows the allocation of harbour servicing craft to the various Naval Authorities.

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

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

System of Identification

4. With the older craft there is no system of numbering to aid identification, but since 1944 the undermentioned system has been generally adopted. Letters (which are the initial letters 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.

5. 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.B. - Diving Boat.
- 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.D.L. - Self-propelled Derrick Lighter.
- S.P.L. - Steel Phillippine 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.

Allocations

6. Allocations in the Appendix to this Order, 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.

7. Where craft, not immediately required, can be leased advantageously to a civil Government authority or to a private firm, without detriment to the Naval Service, the Flag Officer, Naval Officer-in-Charge or Resident Naval Officer concerned is to forward his proposals to the Secretary, Naval Board, for consideration. The Flag Officer, Naval Officer-in-Charge or Resident Naval Officer 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.

8. Navy Order 329 of 1951 is hereby cancelled.

(3211/1/2)

APPENDIX

Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks
(1)	(2)	(3)	(4)	(5)
F.O.I.C. East Australian Area	22	Australian Work Boats	A.W.B. 404 407 "Achilles" 417 418 419 420 421 422 424 425 427 430 433 436 438 439 440 441 442 443 444	S.A.S.O. Commander of Dockyard H.M.A.S. RUSHCUTTER S.N.S.O. R.E.V. Yard S.A.S.O. S.N.S.O. R.E.V. Yard Commander of Dockyard H.M.A.S. PENGUIN S.N.S.O. Commander of Dockyard (no engine) Commander of Dockyard S.N.S.O. Held by S.N.S.O. for Fleet S.N.S.O.
	12	Motor Dories	D.R. 1 2 3 5 6 9	S.N.S.O. (now condemned) Boom Depot S.N.S.O. (stock) S.N.S.O. Commander of Dockyard S.N.S.O. (stock)

			11 12 13	S.N.S.O. (stock) Commander of Dockyard Commander of Dockyard for
			14 68	D.I.N.O. Commander of Dockyard S.N.S.O. (unserviceable hull only)
			138	Commander of Dockyard
1	Diesel Tug	D.T.932 (Bronzewing)		Commander of Dockyard
4	General Purpose Vessels	G.P.V. 951 963 964 961		H.M.A.S. RUSHCUTTER On loan to F.E.S. H.M.A.S. RUSHCUTTER R.A.N.A.S. Nowra - Nameship for H.M.A.S. ALBATROSS
5	Motor Stores Lighters	M.S.L. 701 703 (Boronia) 705 706 707		Tender to H.M.A.S. PENGUIN for S.M.4 Commander of Dockyard for S.N.S.O. Commander of Dockyard Commander of Dockyard S.N.S.O.
2	Motor Water Lighters	M.W.L. 254 257		Commander of Dockyard Commander of Dockyard
1	Self-propelled Diesel Lighter	S.P.L. 615		R.A.N.T.F.
2	Tow Boats	T.B. 7 9		Commander of Dockyard S.A.S.O.
33	Miscellaneous Motor Boats	D.B. 1 2		H.M.A.S. RUSHCUTTER H.M.A.S. RUSHCUTTER
	Torpedo Recovery Vessel	T.R.V. 1		R.A.N.T.F.

Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks
(1)	(2)	(3)	(4)	(5)
F.O.I.C. East Australian Area (contd)		45' Motor Boat	171	Commander of Dockyard
		38' Barge	168	H.M.A.S. RUSHCUTTER
		46' Motor Boat	191	S.A.S.O.
		37' Motor Boat	195	R.E.V. Yard
		13' Skiff	198	Boom Depot
		45' Motor Boat	203	Commander of Dockyard
		25' Barge	206	Captain Superintendent
		35' Barge	250	Commander of Dockyard
		16' Motor Boat	255	S.A.S.O.
		30' Motor Boat	251	Commander of Dockyard
		25' Motor Boat	264	S.N.S.O.
		21' Motor Boat	266	Commander of Dockyard
		40' Motor Boat	296	H.M.A.S. PENGUIN
		36' Motor Boat	300	Boom Depot
		35' Motor Boat	308	S.A.S.O.
		25' Motor Boat	313	Commander of Dockyard
		25' Motor Boat	314	Commander of Dockyard
		25' Motor Boat	316	Commander of Dockyard
		25' Motor Boat	317	S.A.S.O.
		25' Motor Boat	319	H.M.A.S. PENGUIN
		46' Motor Boat	373	S.A.S.O.
		40' Motor Boat	464	Commander of Dockyard
		38' Motor Boat	585	R.A.N.T.F.
		38' Motor Boat	586	R.A.N.T.F.
	25' Motor Boat	587	R.A.N.T.F.	
	25' Motor Boat	588	R.A.N.T.F.	
	30' Motor Boat	745	Commander of Dockyard	
	30' Motor Boat	746	S.N.S.O.	
	16' Motor Skiff	884	S.A.S.O.	

		35' Motor Boat (Boat named KUTTABUL)	887	S.N.S.O.
		Steam Vessel (Wattle)	336	Commander of Dockyard
		Steam Vessel (Waratah)	522	Commander of Dockyard
		25' Motor Cutter	815	H.M.A.S. RUSHCUTTER
1		Seaward Defence Motor Launch	SDML.1321	Nameship for H.M.A.S. RUSHCUTTER
30		L.C.V.Ps.	C54798	S.N.S.O.
			C54937	
			C79636	
			C55027	
			C70877	
			C32977	
			C17738	
			C23690	
			C31298	
			C32192	
			C70185	
			C71072	
			C71076	
			C70497	
			C71067	
			C71071	
			C71077	
			C44452	
			C71061	
			C71075	
			C44249	
			C79611 (K8)	
			C71119	
			C33834	
			C70078	
			C70529	
			C71113	
			C77275 (W7)	

Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks
(1)	(2)	(3)	(4)	(5)
F.O.I.C. East Australian Area (contd)	3	Philippine Lighters	A.B.1283 2262 2263	S.A.S.O. S.A.S.O. S.A.S.O.
	4	Tobruk Lighters	1306 1309 1332* 1343* *(Hulls condemned)	Commander of Dockyard Commander of Dockyard Commander of Dockyard Commander of Dockyard
	1	Floating Docks	A.D.1002	Commander of Dockyard
	15	Concrete Ammunition Lighters	C.A.L. 101 102 201 202 203 204 205 206 207 208 209 501 503 504 508	S.A.S.O.
	1	Distillate Lighters	D.L. 1	Commander of Dockyard

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15	Flat Top Lighters	F.T.L. 260 } 262 } 601 } 602 } 603 } 604 } 605 } 606 } 607 } 608 } 610 } 615 } 616 } 764 } 765 }	Pontoons	Commander of Dockyard
11	Harbour Sullage Lighters	H.S.L. 273 } 274 } 276 } 541 } 542 } 543 } 544 } 545 } 546 } 584 } 771 }		Commander of Dockyard
2	Lock Up Lighters	L.U.L. 501 507		R.E.V. Yard S.A.S.O.
6	Oil Fuel Lighters	O.F.L. 2 O.F.L.(S) 3 O.F.L. 4 1201 1202 1205		Commander of Dockyard Commander of Dockyard Commander of Dockyard - on loan to C.O.R. S.N.S.O. Commander of Dockyard Commander of Dockyard

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Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks
(1)	(2)	(3)	(4)	(5)
F.O.I.C. East Australian Area (contd)	6	Steel Ammunition Lighters	S.A.L. 1 2 3 6 7 1302	S.A.S.O.
	4	Steel Barge (Ship Shaped)	S.B. 375 592 602 693	S.A.S.O.
	5	Sectional Steel Lighter	S.S.L. 551 552 553 555 560	Commander of Dockyard
	1	Self-propelled Derrick Lighter	B. 26 S.P.D.L. 1 (No. 768)	S.A.S.O. Commander of Dockyard
	12	Wooden Ammunition Lighter	W.A.L. 9 10 11 12 13 14 15 16 301 302	S.A.S.O. S.N.S.O. S.A.S.O.

R.N.O. Queensland	9	Miscellaneous Lighters	303 304	S.A.S.O. S.A.S.O.
		50 ton Steel Lighter	Scow 1291	Boom Depot
		B. Lighters	S.L. 1 S.L. 2 B. 21 B. 22 B. 24	S.A.S.O. S.A.S.O. Jervis Bay H.M.A.S. PENGUIN Jervis Bay
		80 ft. Dumb Pontoon Lighter	D.P.L. 1	Commander of Dockyard
		Dumb Lighter for mooring	D.P.L. 3	Commander of Dockyard
		Well Lighter	277	R.E.V. Yard
	1	Sectional Steel Lighter (4 sections)	unnumbered	Commander of Dockyard
	1	39' Motor Boat	180	
	2	Australian Work Boats	A.W.B. 431 432	
	1	Motor Dory	D.R. 15	Boom Depot
	1	General Purpose Vessels	G.P.V. 957	
	2	Tobruk Lighters	A.B. 1325 1335	
	1	Sectional Steel Lighter	S.S.L. 615	
	1	Steel Barge	S.B. 766	Stowed ashore at Boom Depot
	1	Floating Dock	A.D. 1001	At present refitting at Brisbane

Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks	
(1)	(2)	(3)	(4)	(5)	
N.O.I.C. South East Australian Area	4	Australian Work Boats	A.W.B. 426 428 437 445	Mine Depot, Swan Island H.M.A.S. LONSDALE II H.M.A.S. LONSDALE II Mine Depot, Swan Island	
	2	General Purpose Vessel	G.P.V. 962 968(Tallarook)	H.M.A.S. LONSDALE Surveying in Pt. Phillip Area	
	1	Diesel Tug	D.T. 933(Mollymawk)	Williamstown Dockyard	
	2	Miscellaneous Motor Boats 39' Motor Boat 35' Motor Boat	172 139	H.M.A.S. LONSDALE II Mine Depot, Swan Island	
	1	Philippine Lighter	A.B.1303	Mine Depot, Swan Island	
	2	Steel Philippine Lighters	S.P.L. 101 102	Mine Depot, Swan Island Mine Depot, Swan Island	
	1	Oil Fuel Lighter	O.F.L. 1203		
	2	Lock-Up Lighters	L.U.L. 508 509	H.M.A.S. LONSDALE II H.M.A.S. LONSDALE II	
	1	Sectional Steel Lighter	S.S.L. 562	Mine Depot, Swan Island	
	1	Miscellaneous Lighter 25 ton Steel Lighter	280	Mine Depot, Swan Island	
	N.O.I.C. North West Australian Area	1	Diesel Tug	D.T.931(Emu)	
		1	Motor Dories	D.R.16	

N.O.I.C. North East Australian Area	1	Motor Boat - 25 ft.	247	
	3	Philippine Lighters	A.B. 1282 1287 1288	For disposal For disposal
	2	Steel Ammunition Lighters	S.A.L. 30 31	(100 ton) - For disposal (50 ton) - For disposal
	2	Steel Barge (Ship Shaped)	S.B. 622 678	
	2	Sectional Steel Lighters	S.S.L. 554 604	For disposal For disposal
	1	Oil Fuel Lighter	O.F.L. 1204	
	1	Australian Work Boat	A.W.B. 409	
	2	Motor Refrigerated Lighters	M.R.L. 251 253	
	1	Motor Store Lighters	M.S.L. 708	
	2	Motor Water Lighters	M.W.L. 253 255	
	2	Tow Boats	T.B. 5 6	
	1	Seaward Defence Motor Launch	S.D.M.L. 1327	
	1	Miscellaneous Motor Boat Maringo - Launch No.	1310	
	1	Floating Dock	A.D. 301	
	2	Concrete Ammunition Lighters	C.A.L. 502 506	
	1	Flat Top Lighter	F.T.L. 766	(Ex U.S. Army - salvaged)

Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks
(1)	(2)	(3)	(4)	(5)
N.O.I.C. North East Australian Area (contd)	2	Oil Fuel Lighters	O.F.L. 1207 1208	
R.N.O. Tasmania	1	Australian Work Boat	A.W.B. 423	Nameship for HUON
	1	General Purpose Vessel	G.P.V. 952	
	1	Motor Boat Arcadia No.	24	
C.S.T. F.N.D.	3	Australian Work Boats	A.W.B. 412 434 435	
	2	Tow Boats	T.B. 10 1548	
	3	Landing Craft Vehicle Personnel	L.C.V.P. 42413 43316 54840	
	1	Miscellaneous Boat Triton - Yacht No.	709	
S.O.R.F.	8	General Purpose Vessels	G.P.V. 948 (H.M.A.S. LIMICOLA) G.P.V. 949 953 958 960 965 968 (TALLAROOK) 966	C.O.R.S. Fremantle (E.4) C.O.R.S. Sydney (E.4) C.O.R.S. Sydney (Fleet) C.O.R.S. Geelong C.O.R.S. Sydney (E.4) C.O.R.S. Sydney (Fleet) C.O.R.S. Geelong C.O.R.S. Sydney (Fleet)

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	5	Australian Work Boats	A.W.B. 405 410 415 416 429	C.O.R.S. Sydney C.O.R.S. Fremantle C.O.R.S. Fremantle C.O.R.S. Sydney C.O.R.S. Melbourne
	2	Seaward Defence Motor Launches	S.D.M.L. 1324 1325 }	C.O.R.S. Sydney (Mod. E)
	1	Motor Dory	D.R. 10	C.O.R.S. Sydney
	3	Motor Stores Lighters	M.S.L. 252 702 704	On loan to Department of Territories C.O.R.S. Sydney (E.4) C.O.R.S. Fremantle
	2	Motor Water Lighters	M.W.L. 251 256	C.O.R.S. Fremantle (E.4) C.O.R.S. Geelong (Tender)
	1	Miscellaneous Motor Boat 25' Motor Boat	318	C.O.R.S. Sydney
	1	Oil Fuel Lighter	O.F.L. 1	C.O.R.S. Fremantle (E.4)
R.N.O. South Australia	1	Australian Work Boat	A.W.B. 403	
F.O.C.A.F.	3	General Purpose Vessels	G.P.V. 953 965 966 }	Held in "D" Class Reserve by C.O.R.S. Sydney for use of Fleet
	6	Australian Work Boats	A.W.B. 438 439 440 441 442 443 }	Held by S.N.S.O. Sydney for use of Fleet

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Command	Number of Craft	Description	Identification Numbers	Establishment or Department to which allocated and Remarks
(1)	(2)	(3)	(4)	(5)
F.O.C.A.F. (contd)	1	General Purpose Vessels	G.P.V. 967 (Jabiru)	Surveying Hawkesbury River Area.
N.O.I.C. West Australian Area	3	Australian Work Boats	A.W.B. 406 411 413	H.M.A.S. LEEUWIN Boom Depot Boom Depot
	2	Tow Boats	T.B. 11 12	H.M.A.S. LEEUWIN H.M.A.S. LEEUWIN
	1	Miscellaneous Motor Boats 39 ft.	179	Nameship for H.M.A.S. LEEUWIN
	3	Sectional Steel Lighters	S.S.L. 563 564 566	N.A.S.O.
	1	Steel Philippine Lighter	S.P.L. 303	N.A.S.O.
	1	Flat Top Lighter	F.T.L. 611	On loan to Perth Yacht Club
	1	Motor Refrigerated Lighter	M.R.L. 252	
	1	Oil Fuel Lighter	O.F.L. 1206	On loan to Whaling Commission

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77-86/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

24th February, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. J. Cunningham

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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**REPLENISHMENT IN HARBOUR AND AT SEA -
INSPECTION OF ARRANGEMENTS.**

With reference to Admiralty Fleet Order 3242/1952, paragraph 3, the inspections of arrangements for replenishment in Harbour and at Sea for H.M.A. Ships building, modernising or refitting will be carried out by a representative of the Director of Training and Staff Requirements, Navy Office; arrangements being made for his attendance through the usual channels.

(4276/4/200)

PASSAGES OVERSEAS.

The conditions governing the grant of overseas passages as promulgated in Pay Code Signals Nos. 67 and 95 have been varied as follows :-

(i) Member who marries overseas.

Where a member is serving overseas and the duration of his appointment or draft is two years or more, the Naval Board may approve of the grant of family passages to Australia where the member marries at any time during that appointment or draft. This provision does not apply to a member serving in one of H.M.A. Ships abroad or to a member appointed or drafted overseas as a member of a party (e.g. for the commissioning of a ship).

(ii) Member who returns to Australia in advance of his family.

Where a member has been granted passages at departmental expense to the United Kingdom for his family and it is his intention to return to Australia with his family, but unexpectedly for Service reasons this arrangement cannot be adhered to, return passages for the family will be granted by the next available passenger ship. In any such case the Overseas Living Allowances payable, whilst the family remain in the United Kingdom awaiting the first available passage to Australia, will be those to which the member is entitled under Interim Pay Instructions, instruction 68, paragraph (9).

If the failure of the family to accompany the member on his return is due to other than Service reasons, passages may be granted subject to the approval of the Naval Board, if the case merits special consideration.

(iii) Member, not initially entitled to passages, whose appointment overseas is extended.

- (a) Where family remains in Australia.**-
Where a member proceeds overseas on an appointment or draft which does not entitle him to family passages, the family remain in Australia, and subsequently the period of his

appointment or draft is extended so that he is expected to be absent from Australia for at least two years, passages may be granted, subject to the approval of the Naval Board, where the extension will permit the family to be with the member for at least eighteen months.

- (b) Where member takes family overseas at own expense.**- Where a member takes his family overseas at his own expense and his appointment is subsequently extended so that he is expected to be absent from Australia for at least two years, the Naval Board may approve of reimbursement of the passage costs of the member's family. The amount of such reimbursement will not exceed the amount which would have been paid from departmental funds had the member initially had an entitlement to family passages (i.e. reimbursement will be in accordance with the approved grade of shipboard accommodation less departmental discount). In no case will the reimbursement exceed the actual amount paid as fares.

(iv) Member whose family precedes him overseas.

There is no entitlement to family passages overseas at departmental expense where, for private or domestic reasons, the member's family proceeds overseas prior to the member's appointment or draft. Return passages may be granted if family passages would have been granted to the overseas destination but for the fact that the family preceded the member. Where the family precedes the member overseas, Overseas Living Allowances will be payable from the date of the member's arrival and cease on the date of his embarkation for return to Australia.

(v) Transfer expenses within United Kingdom etc.

Where family passages overseas have been granted and the member is appointed or drafted from one place to another (e.g. within the United Kingdom) the cost of fares of the family and of removal of personal effects of the member and his family will be a departmental liability.

(vi) Return passage of child who reaches 21 years of age whilst overseas.

In the case of a child of a member whose passage overseas was granted at departmental expense and who reaches the age of twenty one years whilst overseas, a return passage will be granted, subject to the normal rules.

(vii) Member who does not maintain his family in his own home.

Where -

- (a) the member is a widower; or
(b) a Court Order for maintenance is in existence against the member,

and he maintains his children but not in his own home, family passages will not normally be granted.

(viii) Officer who applies to travel by lower grade of accommodation.

While the grades of accommodation shown under paragraph 2 of Pay Code Signal No.95 are an officer's normal entitlement, on occasions it may be necessary for him to travel in a lower grade (e.g. where the officer must travel by a particular ship and there is no vacancy in the grade of accommodation to which he is entitled). An officer is not entitled by reason of a compulsory reduction in class or grade to claim any "fare-saving" as an offset against the cost of his wife's fare. Where the officer applies to travel either in a one class ship or in first class accommodation of a lower grade than his entitlement, the measure of the "fare-saving" which may be applied towards the cost of his wife's fare will be the difference between his actual fare and the fare for the class and grade (not being higher than that laid down for his rank) by which he would otherwise be required to travel.

(ix) Baggage Allowance.

- (a) Departmental Baggage Allowance.- Where passages have been granted at departmental expense, the Department will in all cases bear the cost of transport of up to 80 cubic feet of baggage in the case of an adult and 40 cubic feet in the case of a child. These amounts include those carried free by the shipping lines.
- (b) Shipping companies' baggage allowance.- The amount of baggage which will be transported free by either the P. & O. or the Orient Line where the fare is paid by the Department is as follows :-

	<u>Member</u> <u>Cubic Feet</u>	<u>Wife</u> <u>Cubic Feet</u>
Commodore and above	92	96
Captain and Commander	68	96
Lieutenant-Commander	56	88
Lieutenant and Officers of lower rank	48	80
Chief Petty Officer and Petty Officer	28	64
Other ratings	20	64

Children will be allowed 12 cubic feet or the baggage allowance in accordance with the passage ticket, whichever is the greater. One pram per family will be carried free in addition.

Note 1. The aforementioned figures should be converted at the rate of 8 cubic feet to 1 cwt.

Note 2. In the case of senior officers and all officers' wives, departmental liability for baggage charges does not arise as the amounts carried free by the shipping lines are in excess of the departmental allowance.

- (c) Baggage allowance where member entitled to transfer expenses within United Kingdom etc.- With reference to sub-paragraph (v) hereof, the amount of baggage which may be removed at departmental expense will be limited to the amount carried free from Australia to the member's destination.
- (x) Insurance on baggage.
- (a) Where a member proceeds overseas on duty or travels between overseas countries on duty, he should take out insurance cover against loss or damage of his baggage, and that of his family where passages have been granted, and claim reimbursement of the premiums from the Department. The insurance policy should be produced when claiming reimbursement.
- (b) Insurance cover to the officer should be arranged on a "door to door" basis and should be limited to the period while the baggage is in transit and/or store, from the residence from which they have been removed, to the residence to be occupied.
- (c) Reasonable risks incidental to the removal may be covered by insurance, e.g. loss or damage consequent upon collision, sinking, stranding or burning of a ship, or damage in transit due to handling or rough weather and loss or damage while in store. Reimbursement of premiums for policies covering other risks will not normally be approved.
- (d) The maximum amounts for which an insurance policy may be taken out are as follows :-

	<u>Maximum cover</u> <u>(£ Australian)</u>
Officers on short term duty visits	200
Members appointed or drafted overseas -	
(i) Married members where family passages have been granted	600
(ii) Married members where family passages have not been granted, and unmarried members	250

- (e) A member may take out additional insurance at his own expense if he so desires.
- (f) In cases where baggage has to be stored after arrival at an overseas destination and the period of the original cover has expired, it will be the responsibility of the officer to arrange for an extension of the insurance cover for the additional period involved if he requires an extension. Reimbursement of the cost of the premium should be claimed as indicated in sub-paragraph (a).
- (g) Where passages overseas have been granted in respect of the member's family and the member is entitled to removal of his furniture to and from store and storage, insurance cover under this Order is additional to that to which the member is entitled under paragraph 32 of Navy Order 330 of 1952.

2. The full conditions governing the grant of family passages will be published at an early date in the Interim Pay Instructions.

3. Clause (ii) and following clause, paragraph 36, of Navy Order 330 of 1952 are hereby cancelled.

(4677/11/38)

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

79.

OFFICERS' REFERENCE AND UNIT LIBRARIES.

The book entitled "What Bird is That" - author Neville Cayley - is to be added to the list of books comprising the Royal Australian Navy Officers' Reference Library, (vide Navy Order 299 of 1951, as amended by Navy Orders 119 and 201 of 1952) for all Ships and Establishments. This book replaces "An Australian Bird Book" but Ships and Establishments in possession of the superseded book may retain their copy.

2. "Fish and Fisheries of Australia" is to be added to the list of books authorized for "Destroyers, Fleet Minesweepers, Frigates and Ships of similar complements and duties."

3. Supply will be made by Royal Edward Victualling Yard, Sydney, without demand.

(3716/2/12)

80.

CINEMA OPERATORS.

The courses for cinema operators referred to in Admiralty Fleet Order 1115/1952 can now be given at Flinders Naval Depot and the Gunnery Instructional Centre, Sydney.

2. Applications for course for ratings serving in the South East Australian Area should be made to the Commodore Superintendent of Training, Flinders Naval Depot, and to the Flag Officer-in-Charge, East Australian Area, for ratings serving in the East Australian Area and in the Fleet.

3. Applications are not to be made for ratings serving in other areas. The present Electrical Bra 1 Operators in those areas are to continue to operate projectors until relieved by operators trained as in paragraph 2.

(4007/49/18)

81.

EXPLOSIVE STORES LOST OVERBOARD IN PORT WATERS.

Attention is drawn to the possible damage to harbour installations as a result of explosion of ammunition dropped overboard in port waters.

2. Great care is to be taken on all occasions of handling explosives, and, in the event of losses of such stores overboard in port waters, the details and location of the stores are to be reported to the harbour authorities through the port administrative authority and every endeavour is to be made to recover them.

(4081/4/3)

82.

IDENTIFICATION MARKING OF FANS.

Paragraph 2 of Navy Order 14 of 1953 is to be amended as follows :-

"2-2D" is to read "2-2D2".

(4276/4/178)

83.

DRILL GARMENTS - AMENDED SCALE OF SIZES.

The specifications and scale of measurements for Jumpers, white drill, and trousers, white drill, with fall, have been revised.

2. The amended scales of measurements are as shown hereunder -

Jumpers, white drill.

Size No.	Height of Man	Length of Sleeve	Length of Body	Width across top
1	5' 4"	21"	26"	16
2				17
3				18
4				19
5				20

Jumpers, white drill.

Size No.	Height of Man	Length of Sleeve	Length of Body	Width across top
6	5' 6"	22"	27"	16
7				17
8				18
9				19
10				20
11	5' 8"	23"	28"	16
12				17
13				18
14				19
15				20
16	5' 10"	24"	29"	17
17				18
18				19
19				20
20				20½
21	6' 0"	25"	30"	17
22				18
23				19
24				20
25				20½

Trousers, drill, fall

Size No.	Waist	Inside Leg Seam	Bottom	Corresponding old size No.
N.1	30	28½	24½	1
N.2	31	28	24½	2
N.3	32	28½	25½	3
N.4	33	29	25½	
N.5	34	29	27½	
N.6	30	30	25½	4
N.7	31	30	25½	5
N.8	32	30	26½	6
N.9	33	30	26½	7
N.10	34	30	27½	8
N.11	35	30	28½	9
N.12	30	32	27½	11
N.13	31	32	27½	12
N.14	32	32	27½	13
N.15	33	32	27½	14
N.16	34	32	27½	15
N.17	36	32	28½	17
N.18	38	32	28½	
N.19	40	32	28½	
N.20	32	34	27½	
N.21	33	34	28½	
N.22	34	34	28½	18
N.23	36	34	28½	19
N.24	38	34	28½	20
N.25	40	34	28½	

In addition the following superseded sizes will continue to be issued until stocks are exhausted :

10	36½	30½	28½
16	35½	32½	28½

3. The new pattern trousers are readily identifiable by the positioning of the pockets, which are worked into the fall instead of into the bearer.

4. The labels of old pattern trousers, drill, fall, remaining in stock are to be altered as necessary to accord with the new scale of sizes, and the new size numbers are to be used in future when demanding supplies from Victualling Yards. To avoid confusion between the new size numbers and the old, the prefix 'N' is invariably to be added to the new size numbers in demands and correspondence.

5. Navy Order 291 of 1949 is to be amended accordingly.

(4532/92/84)

84.

PROVISION OF AUGUILLETTES, ROYAL CYPHERS ETC.

The provisions of Admiralty Fleet Order 2865/1952 have not been adopted in the Royal Australian Navy. The procedure outlined in Navy Order 229 of 1949 regarding the issue of Auguillettes, Shoulder Cords, etc., will therefore continue to apply.

(4533/24/50)

85.

AIRCRAFT DEFECTS - COMPILATION OF FORM A.21.

In order that defects and failures in aircraft and equipment may be investigated and subsequently eliminated with the least possible delay, it is essential that all units holding aircraft or aircraft equipment should provide the Naval Board with comprehensive and accurate evidence regarding all types of defects as soon as they occur.

2. It is therefore essential that Form A.21 should be carefully completed and that it should contain sufficient information to enable the details of the defect or failure to be fully appreciated in Navy Office.

3. The Form A.21 is to be completed in accordance with the instructions printed on the cover of the A.21 pads.

4. In respect of defects and failures discovered in aircraft and aircraft equipment undergoing repair or reconditioning in, or which are held by, the Civilian Repair Organization, the Radio Test Room or the Naval Air Stores Repair Party, the following instructions are to be adhered to :-

- (a) Forms A.21 raised within the Civilian Repair Organization will normally be originated by the Naval Resident Technical Officer, or by the Officer-in-Charge of either the Radio Test Room or of the Naval Air Stores Repair Party. When a Form A.21 requires to be originated in a Civilian Repair Establishment where a Naval Resident Technical Officer is not borne, a responsible technical officer of the firm may originate the form completing its paragraph 6 and forwarding it to the Naval Air Engineer Overseer for subsequent action.

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(b) Paragraph 7 is to be completed by the Naval Air Engineer Overseer or by his delegated technical officer. This paragraph is always to be completed in the form laid down in the instructions printed on the cover of the A.21 pad. The word "forwarded" is not enough.

(c) Paragraph 8 is to be completed by the Naval Air Engineer Overseer.

5. Forms A.21 for radio defects and failures are to be raised in strict conformity with Navy Order 172 of 1952.

6. The distribution of Form A.21 is to be as follows :-

(a) Original and one copy with two photographs attached, to Navy Office (D.A.M.R.);

(b) One copy with photograph to the administrative authority;

(c) One copy with photograph to Captain (Air) if he is not the administrative authority;

(d) One copy with photograph to the ship or station;

(e) One copy with photograph to the originator.

7. These instructions will be incorporated in the Royal Australian Navy Aircraft Maintenance Manual.

(3325/3/103)

86.

MONTHLY RETURN OF FLYING.

Navy Order 21 of 1953 is amended by the addition of the words "by night" after "touch downs" in paragraph 5(b) (iv) (D).

(3325/3/86)

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87-95/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

3rd March, 1953.

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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87.

IAN MACDONALD MEMORIAL PRIZE.

The Ian Macdonald Memorial Prize for 1950 has been awarded to Sub-Lieutenant I.K. Wilson, Royal Australian Navy.

(3593/41/18)

88.

CLASSES AND PROFESSIONAL EXAMINATION FOR SEAMAN PETTY OFFICER AND LEADING SEAMAN.

Navy Order 332 of 1952, paragraph 4, is to be amended as follows :-

Delete "3 Lieutenant Commanders or Lieutenants".

Insert "4 Lieutenant Commanders or Lieutenants (1 of these officers is to conduct Damage Control examination)."

(4007/32/60)

89.

ADDITIONAL ALLOWANCE FOR SERVICE PERSONNEL ON DUTY IN THE UNITED KINGDOM IN CASES WHERE FAMILY PASSAGES ARE NOT PROVIDED AT DEPARTMENTAL EXPENSE.**Introductory.**

Approval has been given for the payment of an allowance of 5/- sterling per diem to a married member appointed or drafted for duty in the United Kingdom, where the member is not eligible for passages for his family. Where a member is entitled to the grant of family passages (or subsequently becomes entitled) the allowance may be paid, at the member's option, as an alternative to acceptance of the passage concession. This allowance is payable in addition to Overseas Living Allowances.

Definition of "Married Member".

2. For the purposes of this Order "married member" means a member who has a wife or children whom he voluntarily maintains by allotment or otherwise and who is in receipt of the full rate of Marriage Allowance or a consolidated rate of pay.

Members not eligible to receive the Allowance.

3. The allowance is not payable to members who -

- (a) marry whilst appointed or drafted for duty in the United Kingdom;
- (b) are granted free family passages to the United Kingdom or who receive reimbursement in respect of family passage costs; or
- (c) are on short term duty visits to the United Kingdom and are eligible to receive short term duty rates of Travelling Allowance.

Payment of Allowance.

4. The allowance is payable on and from the date of arrival of the member in the United Kingdom until and including the date prior to the member's departure from the United Kingdom.

5. Where a married member becomes eligible for the grant of family passages or the reimbursement of family passage costs under paragraph 1(iii) of Navy Order 73 of 1953, because of an extension of his appointment or draft overseas, the following procedure will apply :-

- (a) where the member's family is still in Australia and the member becomes eligible for and accepts family passages to the United Kingdom - the amount of allowance already credited to the member will be recovered in the member's ledger account;
- (b) where the member has taken his family to the United Kingdom at his own expense and reimbursement of the passage costs is approved - the member will be reimbursed the passage costs less the amount of the allowance credited to him since his arrival in the United Kingdom;
- (c) where the member does not accept family passages to the United Kingdom - credit of the allowance will be continued.

Date of Operation.

6. The allowance is payable on and from 22nd October, 1952, or from the date of disembarkation of the member in the United Kingdom, whichever is the later and in no circumstances will payment prior to that date be approved. Members already serving in the United Kingdom who on 22nd October, 1952, were not granted family passages may be paid the allowance from that date. Adjustments will be effected by the Naval Liaison Officer, London.

Reference.

7. This allowance is to be credited in the ledgers as A.U.K.A. (Additional United Kingdom Allowance).

(3943/6/49)

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

90.

JEWISH SACRED FESTIVALS - 1953.

Subject to the exigencies of the Service, leave of absence may be granted to members of the Royal Australian Navy belonging to the Jewish faith who may desire to observe the undermentioned festivals :-

Feast of Passover	- 31st March, 1st, 6th and 7th April.
Feast of Pentecost	- 20th and 21st May.
New Year	- 10th and 11th September.
Atonement	- 19th September.
Tabernacles	- 24th and 25th September and 1st and 2nd October.

2. When practicable, the leave will be of a duration to enable the member to proceed to his home, or, if his home is too far distant, to the nearest Synagogue or other place of observance. In each case, the Festival begins at sunset on the previous day, and members who are granted leave should be permitted to reach their destinations before that time.

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

(4022/1/75)

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

91.

INSPECTIONS - INCLUSION OF REMARKS ON HULL STRUCTURE - ADMIRALTY FLEET ORDER 3226/1952.

Attention of all concerned is drawn to Admiralty Fleet Order 3226/1952.

2. In future, annual inspection reports of H.M.A. Ships made in accordance with Queens Regulations and Admiralty Instructions, Article 1022, paragraph 9, are to include a report on the condition of the hull structure as required by paragraph 4 of Admiralty Fleet Order 3226/1952.

3. These reports are to be signed by the Engineer Officer on the staff of the Administrative Authority.

(4276/4/203)

92.

OVERSEEING AND TECHNICAL DUTIES FOR NAVAL AIRCRAFT MANUFACTURING AND REPAIR WORK IN NEW SOUTH WALES.

The procedure described in Appendices "A" to "D" of this Order governs the overseeing and technical duties connected with naval aircraft manufacturing and repair work in New South Wales. They apply only to work carried out by civilian firms and by civilian-manned Service establishments. The term "aircraft" where used, is to be taken as referring also to airborne equipment.

2. These duties and responsibilities are defined as follows :-

- Appendix "A" - Naval Air Engineer Overseer.
- Appendix "B" - Naval Resident Technical Officers.
- Appendix "C" - Aeronautical Inspection.
- Appendix "D" - Naval Air Stores Repair Party.

3. Navy Order 464 of 1951 is hereby cancelled.

(3031/13/108)

APPENDIX "A"

NAVAL AIR ENGINEER OVERSEER.

An Officer is appointed to the staff of the Director of Aircraft Maintenance and Repair for duty outside the Navy Office as the Naval Air Engineer Overseer, New South Wales (Short Title: N.A.E.O.).

2. The duties of the N.A.E.O. are as follows :-

(a) Overseeing:

- (i) To ensure that the aircraft manufacturing and repair work carried out by civilian firms meets Naval requirements.
- (ii) To act as the custodian of all aircraft, power plants and engines in the civilian firms. He is authorized to correspond direct with administrative authorities, ships and establishments about the transfer of such equipment to and from his custody.
- (iii) To arrange for such technical information as may be required by the civilian firms for work on Naval aircraft and ancillary equipment to be made available to them. This responsibility will normally be delegated to the Naval Resident Technical Officer (Short Title: N.R.T.O.) where one is appointed.
- (iv) To keep the Flag Officer-in-Charge, Eastern Area, and the Captain Superintendent, Sydney, informed as to the technical requirements for aircraft manufacture and repair by civilian-manned Service establishments.
- (v) To give the Flag Officer-in-Charge, Eastern Area, and the Captain Superintendent, Sydney, technical advice on aviation matters, as required.
- (vi) To ensure that no aircraft, power plant or engine leaves a civilian firm unless he is satisfied that the work required has been satisfactorily completed.
- (vii) To notify the relevant authorities of the requirements for Naval Check or Test Pilots for aircraft worked on by the civilian firms.
- (viii) To certify firms' claims for payment, as to reasonableness of man-hours claimed and as to quantities and types of materials supplied for the work.

- (ix) To advise the Captain Superintendent, Sydney, upon the reasonableness of fixed-price tenders, as required.
- (x) To see that proper technical standards and practices are employed within the Naval Air Stores Repair Party (see Appendix "D").

(b) Inspection:

- (i) To keep the appropriate aeronautical inspection authority attached to the Royal Australian Navy informed of the work to be done on Naval aircraft and ancillary equipment by civilian firms and civilian-manned Service establishments and to provide that authority with the technical information necessary to enable aeronautical inspection to meet Naval requirements.

- (ii) The N.A.E.O. is authorized to give Naval sanction to Concessions and Production Permits. He will normally delegate this power to the N.R.T.O. where one is appointed.

(c) Design and Development:

The N.A.E.O. is responsible to D.A.M.R. for design and development matters. These include the following particular aspects :-

- (i) Acting as the local design and development representative of D.A.M.R.
- (ii) Approving designs, accepting drawings and authorizing the sealing of drawing instruction sheets (D.I.S.).
- (iii) Progressing, accepting and reporting on trial installations.
- (iv) Giving technical approval to locally designed modifications and repair schemes.
- (v) Acting as the Chairman of relevant Australian Local Technical and Modification Committees.

He will normally delegate these five responsibilities to the N.R.T.O. in firms to which such an officer has been appointed.

Matters requiring approval of design, local modification, repair schemes and concessions, which may involve operational limitations, are to be submitted to D.A.M.R.

3. Civilian Technical Officers with appropriate qualifications will be appointed to the N.A.E.O.'s staff as Overseer's Assistants. They may be attached to one or more civilian firms. Overseer's Assistants are to be responsible to the N.A.E.O. for carrying out duties delegated by him.

4. The N.A.E.O. is to be provided with copies of all orders for the manufacture or repair of Naval aircraft and ancillary equipment placed with civilian firms or in civilian-manned Service establishments whether or not the orders are placed direct or through the Department of Defence Production, Division of Aircraft Production.

5. The N.A.E.O. is authorized to correspond as follows :-

- (a) Direct with the Director of Aircraft Maintenance and Repair, Navy Office, on technical matters not concerned with policy;
- (b) Direct with the Captain Superintendent, Sydney;
- (c) Direct with the Naval Store Officer (Air), Randwick, on air store matters;
- (d) Direct with the Flag Officer-in-Charge, Eastern Area;
- (e) About equipment, direct with the Commanding Officers of ships and establishments, in accordance with paragraph 2(a)(ii) of Appendix "A" to this Order.

6. All correspondence between civilian firms and Naval authorities on matters for which the N.A.E.O. is responsible is to be passed through the N.A.E.O., except as provided for in paragraph 3 of Appendix "B" of this Order.

7. For local domestic matters, such as works, motor transport, employment of non-technical civil staffs, etc., the N.A.E.O. is to be considered as under the administration of the Captain Superintendent, Sydney.

8. The office of the N.A.E.O. is in the Naval Store Depot, Randwick, Sydney, N.S.W., telephone number FJ3087.

APPENDIX "B"

NAVAL RESIDENT TECHNICAL OFFICERS.

Civil Technical Officers with appropriate qualifications will be appointed to the staff of the Naval Air Engineer Overseer for duty outside the Navy Office as Naval Resident Technical Officers. A Naval Resident Technical Officer will be attached, as required, to civilian firms engaged upon repair and reconditioning of Naval aircraft and their components.

2. The N.R.T.O. attached to a civilian firm will normally have delegated to him by N.A.E.O. the responsibility for the matters specified in paragraphs 2(a)(iii), 2(b)(ii) and 2(c) of Appendix "A", together with any other matters as determined by the N.A.E.O.

3. The N.R.T.O. is authorized to correspond direct with D.A.M.R., copy to N.A.E.O., on detailed technical matters for which the N.R.T.O. is responsible. All other correspondence is to be directed to N.A.E.O.

4. All correspondence between civilian firms and Naval authorities on matters for which the N.R.T.O. is responsible is to be passed to the N.R.T.O. attached to the firm.

APPENDIX "C"AERONAUTICAL INSPECTION.

It is a fundamental requirement of Naval aviation that all manufacturing and repair work carried out on Naval aircraft and ancillary equipment in civilian firms and in civilian-manned Service establishments should be subject to independent inspection. At present this requirement is met by the services of the Aeronautical Inspection Directorate (A.I.D.) of the Department of Air.

2. For this purpose an officer of the A.I.D. is attached to the staff of the N.A.E.O. as the Aeronautical Inspection Directorate Liaison Officer, Naval (Short Title: A.I.D., L.O.(N)) and other officers of the A.I.D. are attached, as necessary, to civilian firms and to civilian-manned Service establishments to meet Naval requirements. These officers are responsible that all work carried out in the Civilian Repair Organization meets current A.I.D. and Naval Technical standards.

3. Notwithstanding the arrangements described in paragraph 2, the ultimate authority for aviation technical standards in the Royal Australian Navy is the Director of Aircraft Maintenance and Repair, who is responsible to the Naval Board for these matters.

4. The N.A.E.O. as D.A.M.R.'s representative may at his discretion, overrule the decision of A.I.D. in respect of Naval work, immediately informing D.A.M.R. of the circumstances, and seeking covering approval.

APPENDIX "D"NAVAL AIR STORES REPAIR PARTY.

A Naval Air Stores Repair Party (Short Title: N.A.S. Re.P.), consisting of an Air Engineer Officer and ratings of the air engineering and air electrical branches, has been established for work at the Naval Store Depot, Randwick, Sydney, N.S.W. The officers and men of the N.A.S.Re.P. are borne on the books of, and accommodated in, H.M.A.S. PENGUIN.

2. The function of the N.A.S.Re.P. is to meet the requirements of the Superintending Naval and Air Store Officer, Sydney, in respect of the following :-

- (a) Maintenance, repair and modification of air stores and naval stores used for aviation purposes;
- (b) providing technical assistance to the A.I.D. attached to the Naval Store Depot, Randwick.

3. The N.A.S.Re.P. may also be required to meet such other commitments for the maintenance and repair of Naval aircraft and ancillary equipment as are within its workshop capacity.

4. The Officer-in-Charge of the N.A.S.Re.P. is responsible to the N.A.E.O. for the proper performance of the technical duties of the party.

5. The Commanding Officer, H.M.A.S. PENGUIN, is responsible for the administration of the N.A.S.Re.P., except for the duties carried out at the Store Depot. As regards reference to higher authority, the Commanding Officer, H.M.A.S. PENGUIN, is to be guided by the instructions laid down in Navy Order 412 of 1952, outlining the duties and responsibilities of Captain (Air).

93.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENTS.Article 188. INFORMATION RELATING TO AIRCRAFT ACCIDENTS - INFORMATION TO THE PRESS.-

- (a) Normally all statements to the press on Naval matters are made by the Minister for the Navy. In the event of an aircraft accident, a priority message is to be sent to the Naval Board in accordance with Consolidated Orders and Regulations, Article 544, so that a Ministerial statement may be prepared.
- (b) If press representatives witness the accident, the Commanding Officer of the ship or establishment to which the aircraft belongs should give them sufficient factual details to prevent the publication of incorrect or distorted newspaper reports. He should tell them that if they require any other information they should seek it from the Minister.
- (c) If the press representatives are aware of the names of the personnel involved in the accident, they are to be asked to withhold publication until the next-of-kin have been informed. They are not to be given the victims' full addresses; Any information supplied is to be limited to the names of the cities or towns in which the next-of-kin live.

2. This amendment will be included in R.I. series.

(3712/50/54)

94.

BOOKS AND FORMS.

The undermentioned form has been adopted for use in the Royal Australian Navy in lieu of the existing form. First supply will be effected, without demand -

S.228 (Revised June,1950) - Outbreaks of Fire-Reports.

(A.F.O. 2089/1952)
(3526/12/563)

2. The undermentioned form has been adopted for use in the Royal Australian Navy in lieu of the existing Forms A.S.290 and A.S.300. First supply will be effected without demand -

S.300 (Revised September, 1950) - Return of Annual Range Practices of
HMS
(A.F.O. 3640/1951)
(3526/12/703)

3. The undermentioned forms have been introduced for use in the Royal Australian Navy. First supply will be effected on demand -

A.S.92 - First Provisions Received from Contractors,
etc. - Inset Pages.
(3526/12/373)

A.S.1246T - History Sheet for Aircraft Artificer.
(A.F.O. 1053/1949)
(3526/12/536)

4. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form S.1303 (Air). First supply will be effected, on demand, when stock of the existing form is exhausted -

A.S.1303 (Air) - Naval Airman Branch (Non-Mechanic Categories) - Advancement Regulations.
(A.F.O. 1769/1951)
(3526/12/710)

5. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the existing Forms A.S.346 (Revised June, 1949) and S.346 (Revised June, 1949). First supply will be issued on demand -

A.S.346 (Revised 1952) - Reports of Trials of Main Machinery at Sea.
(3526/12/503)

6. The undermentioned forms have been revised. First supply will be issued, on demand, when stock of the existing form is exhausted -

A.S.92 - Fresh Provisions Received from Contractors etc.
(3526/12/373)

A.S.198 - Return of Half Yearly Recommendation for Warrant Rank, for half-year ending
(retitled "Report on Candidate for Branch Rank").
(3526/12/440)

(3526/12/739)

NEW MESSAGE FORMS - INTRODUCTION.

With reference to Navy Orders 220 and 396 of 1952, an initial distribution (without demand) of the F. Sigs. 52 series will be made shortly, in order to familiarize

personnel with their use, and to have the forms available when A.C.P. 121 (B) is distributed.

2. Subsequent requirements of the new forms are to be demanded as laid down in Navy Order 220 of 1952.

3. The new message forms are for use from the date of introduction of A.C.P. 121 (B), which contains instructions for their use.

4. Forms S.1320 series will continue in use in accordance with the policy outlined in the Navy Orders quoted in paragraph 1 hereof.

(3526/10/18)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

10th March, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Burnumins

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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REPATRIATION/RE-ESTABLISHMENT BENEFITS - H.M.A. SHIPS
ALLOCATED FOR DUTY IN KOREAN OPERATIONAL AREA SINCE
26TH JULY, 1950.

With reference to Navy Order 341 of 1952, following are particulars of H.M.A. Ships allocated for duty with United Forces in Korea :-

SHIP	DEPARTURE DATE FROM LAST PORT OF CALL IN AUSTRALIA	RETURN DATE TO FIRST PORT OF CALL IN AUSTRALIA	PERIOD FOR WHICH ALLOCATED (DAYS)
SHOALHAVEN	DARWIN 17/1/50	SYDNEY 22/9/50	57 days from 26/7/50
BATAAN	DARWIN 10/6/50	DARWIN 6/6/51	361
WARRAMUNGA	DARWIN 14/8/50	DARWIN 29/8/51	380
MURCHISON	SYDNEY 9/5/51	SYDNEY 19/2/52	286
ANZAC	DARWIN 6/8/51	FREMANTLE 17/10/51	72
SYDNEY	SYDNEY 31/8/51	FREMANTLE 23/2/52	176
TOBRUK	SYDNEY 31/8/51	FREMANTLE 23/2/52	176
BATAAN	DARWIN 17/1/52	DARWIN 25/9/52	252
WARRAMUNGA	FREMANTLE 17/1/52	DARWIN 8/8/52	235
CONDAMINE	DARWIN 3/7/52	-	-
ANZAC	DARWIN 6/9/52	-	-

2. Additional information will be published in Navy Orders from time to time.

(4016/11/4)

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

97.

DIVING - RESPONSIBILITY AND TRAINING ORGANIZATION
IN THE ROYAL AUSTRALIAN NAVY.

With reference to paragraph 3 of Admiralty Fleet Order 3/1953, paragraph 5 of Navy Order 320 of 1951 is to be amended as follows :-

5. Responsibility.-

The T.A.S. Officer is responsible to the Captain for the conduct of diving operations. In ships, establishments or units, where no specialist T.A.S. Officer is borne, the responsibility for diving should be delegated to one of the following, selected according to availability and circumstances :-

- Clearance Diving Officer.
- Senior Commissioned or Commissioned Boatswain (Q.D.D.), or officer promoted therefrom.
- Senior Commissioned or Commissioned Gunner (T.A.S.) or Officer promoted therefrom, qualified as an Instructional Diving Officer.
- The Officer detailed for T.A.S. duties if qualified in Diving Supervision.
- Any other Officer qualified in diving supervision.

The choice must depend on circumstances; for instance in a ship with divers, but no Clearance Divers, in which a Commissioned Boatswain (Q.D.D.) is borne it would be appropriate for the latter to be in charge of diving even if there is a Clearance Diving Officer in the ship.

(3383/27/3)

98.

INCLINING EXPERIMENT - PRESENCE OF FREE LIQUIDS.

In order to obtain accurate readings and results from an inclining experiment it is essential to eliminate all avenues of error, and free liquids in the ship must be reduced to a minimum consistent with the requirements of oil fuel and water. To this end free surface can be accepted only in those tanks which are essential for the working of auxiliary machinery required during the period of the experiment. All other tanks containing liquids are to be either empty and dry or pressed, and bilge water is to be eliminated.

2. The instructions contained in Consolidated Orders and Regulations, Article 318, and sub-clause (f) in particular, are, therefore, to be complied with.

(4276/4/225)

99.

OIL FUEL TANKS - DESLUDGING.

With reference to Navy Order 38 of 1952, the use of Lissapol N.300 is to be extended to the cleaning of oil fuel tanks.

2. To obtain good results the Lissapol and water mixture in the tank should be agitated as much as possible. The motion of the ship in a sea way will provide the necessary agitation and for this reason opportunity should be taken to clean tanks by this method before entering harbour.

The procedure to be adopted is as follows :-

(a) First Treatment:

- (i) Empty the tank of its oil contents as far as possible.
- (ii) Flush the tank with sea water to remove as much contamination as possible.
- (iii) Two-thirds fill the tank with sea water and add Lissapol N.300 at the rate of 10 lbs for every thousand gallons of sea water used.
- (iv) If heat is available, either by steam coils or by live steam, heat the mixture to about 100°F. This is not vital, but does assist with the cleaning.
- (v) Allow the mixture to remain in the tank for at least 48 to 72 hours and then pump out the compartment, followed by flushing. A minimum of 48 hours is required for each treatment, exclusive of pumping time, and this period may be extended if passage time permits.

(b) Second Treatment:

Repeat (iii), (iv) and (v), using 5 lbs only of Lissapol N.300 to every thousand gallons of water used.

3. Where it is not possible to clean tanks at sea and cleaning must be done in harbour the mixture must be agitated by mechanical means. This can best be done by using pumping arrangements and the Dockyards will be authorized to carry suitable equipment for this purpose.

The following procedure is to be adopted :-

- (i) Empty the tank of its oil contents as far as possible.
- (ii) Fill the tank with salt water so that its level is about 18 inches from the top.
- (iii) Add Lissapol N.300 at the rate of 30 lbs for every thousand gallons of water in the tank.
- (iv) Rig the circulating pump in such a way that the suction end is in the bottom of the tank and the discharge end is under the surface of the water.
- (v) If possible raise the temperature of the solution to 100°F and allow it to remain under agitation for a minimum of three days. A longer period of four to five days under these conditions is advantageous.
- (vi) If a clean top is required press the solution right up and reduce it on alternate days.
- (vii) Pump out and follow by flushing.

4. Owing to the limited facilities available in port for dealing with large quantities of oily water the method described in paragraph 2 should be used whenever practicable.

(4512/81/56)

100.

H.M.A. SHIPS - ALLOWANCES OF NAVAL STORES FOR ELECTRICAL ACTION REPAIR PURPOSES.

The allowances of Naval Stores for Electrical Action Repair Parties shown in the relevant Admiralty Printed Establishments of Naval Stores, are applicable to H.M.A. Ships, except as varied in the Appendix to this Order.

2. The allowances shown in the appendix to this Order are the total allowances of the items included therein for the various classes of ships, and are not on a locker basis as shown in the Admiralty Establishments. Where lockers and boxes are provided for this purpose, stores allowed for Electrical Action Repair Purposes should be stowed therein. Ships not provided with lockers or boxes should arrange convenient stowages for the stores allowed.

3. Where allowances shown in the Appendix for H.M.A. Ships are in excess of Admiralty allowances, the additional quantities and items are to be regarded as Special Allowances for the H.M.A. Ships concerned.

4. Ships in commission and in "D" Class commission in Reserve should lodge demands (Form A.S.134d) with the appropriate Storing Yard to complete to the revised allowances. Dormant demands for ships in "E" Class commission in Reserve, and for ships under construction or undergoing modernization will be prepared by the appropriate Storing Yard in the normal manner.

5. For the purpose of computing allowances of Electrical Action Repair Stores, ships have been classified into nine categories as indicated hereunder -

- | | |
|-----------------|---|
| <u>Class 1.</u> | Light Fleet Carriers. |
| <u>Class 2.</u> | Cruisers over 6000 tons, Armed Merchant Ships and Ships in the Fleet Train over 10,000 tons. |
| <u>Class 3.</u> | Cruisers under 6000 tons, Fleet Depot and Repair Ships over 4000 tons, Armed Merchant Ships and Ships in the Fleet Train over 5000 and under 10,000 tons. |
| <u>Class 4.</u> | Destroyers over 2000 tons, other Warships 2000 - 4000 tons. |
| <u>Class 5.</u> | Destroyers under 2000 tons, Armed Merchant Ships and Ships in the Fleet Train over 3000 and under 5000 tons. |
| <u>Class 6.</u> | Frigates, Sloops L.S.T.(2) and L.S.T.(3). Armed Merchant Ships and Ships in the Fleet Train over 2000 tons but under 3000 tons. |
| <u>Group 7.</u> | Corvettes, O.M.S. Vessels. Fleet Tugs over 600 tons, Armed Merchant Ships and Ships in the Fleet Train over 1000 but under 2000 tons. |
| <u>Group 8.</u> | Boom Defence Vessels, Seagoing Tugs under 600 tons. Small vessels of steel construction. |
| <u>Group 9.</u> | M.L.'s Search and Rescue Vessels, Coastal Force Craft, and small vessels of wood construction. |

6. After a period of twelve months, Administrative Authorities are to report on the suitability of the revised allowances.

(4476/2/14)

APPENDIX

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Class and Group	Patt. No.	P or C	Description	Classes of Ships and quantities of stores allowed																		
				Denom.	1a	1b	2a	2b	3a	3b	4a	4b	5a	5b	6a	6b	7a	7b	8a	8b	9a	9b
B.11	102	P	Axes hand 5 1/2 lb.	No.																		
B.11	141	C	Bars Pinch 2' x 3/8" round	No.																		
	3923	P	Battery 6V for Patt. 17100 Floodlight - Spares	No.																		
	W2317	P	Battery 12V for Patt. 17061 Floodlight - Spares	No.	4	6																
	14074	C	Battery for torch Patt. 19570 - Spares	No.	6	9																
B.11	2190	C	Blades for saws Patt. 2818	No.	-	36	-	18	-	12	-	6	-	6	-	6	-	6	-	3	-	3
B.11	2178 } 2179 }	C	Blades for hacksaws	No.																		
	X951146	C	Bulbs for Patt. 19570 torches - Spares	No.	-	12	-	6	-	4	-	2	-	2	-	2	-	2	-	1	-	1
B.11	9251A	C	Compound Henleys	Lbs.																		
	2232B	C	Chisels 3/4"	No.																		
	13721	C	Connectors Cable	No.																		
	13722	C	" "	No.																		
	14011	C	Connectors battery spring clip	No.																		
	5494A	C	Clamps Jointing	No.																		
	1888	C	Cable Electric in 100' lengths	No.																		
			" " " 50' "	No.																		
	19237	P	Extractors Fuse	No.																		
	19238	P	" "	No.																		
	6438A	C	" "	No.																		
B.11	788	C	Files half round rough 10"	No.																		
B.11	85C	C	Files round bastard 12"	No.																		
F2B		C	Fuses 5-7 Amp.	No.																		
"		C	" 10 Amp.	No.																		

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F2B		C	Fuses 20 Amp.	No.																
"		C	" 30 Amp.	No.																
"		C	" 40 Amp.	No.																
"		C	" 80 Amp.	No.																
"		C	Fuse Wire 5-7 Amp.	Reels																
E.12	400	C	Gloves India rubber	Frs.																
E.11	4023 } 4024 } 4025 }	C	Gauntlets cotton (pair of each size)	Sets																
B.11	2174	C	Frames Hacksaw 9"	No.																
B.11	1203	C	Hammers ball pein 2 lb.	No.																
B.11	4658	C	Keys combination	No.																
B.11	1528	C	Knives Riggers 5 1/4" x 1 1/2"	No.																
F2A			<u>Lamps (Spare) for floodlights</u>																	
"	X953233	C	12 Volt for Patt. 17081	No.	6	18	6	18	4	12	2	6	2	4	1	4				
"	X964790 } or } X964780 }	C	12 Volt for Patt. 17069	No.	6	24	6	24	4	16	2	8	2	6	1	6				
"		C	Lamps Incandescent 40 Watt.	No.																
F2B	7992A	C	Lampholders	No.																
D.5	C.1563	C	Lines Cod 80 yards	No.																
E.12	1022	C	Mallet Timmens	No.																
B.11	1850	C	Pliers Insulated 8"	No.																
B.11	1840	C	" Quick Grip 7"	No.																
B.11	2188	P	Saws cutting 12"	No.																
B.11	2276	C	Screwdriver 6"	No.																
F1C	13726	C	Screws Grub for connectors Patt. 13721/2	Pkts.																
E.2	2596	C	Sleeves rubber for Patt. 5494 Jointing Clamps	No.																
B.11	2419	C	Spanners adjustable 6"	No.																
B.11	25A } 54A } 55A } 40A }	C	Spanners S.E. } 1 of each to a set	Set																

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Class and Group	Patt. No.	P or C	Description	Classes of Ships and quantities of stores allowed																				
				Denom.	1a	1b	2a	2b	3a	3b	4a	4b	5a	5b	6a	6b	7a	7b	8a	8b	9a	9b		
B.11	42A } 45A }	C	Spanners S.E. } 1 of each to a set	Set										1	2	1								
B.11	1599	C	Spanners Box Ebonite Tube	No.										2										
B.11	2421	C	" Adjustable 11"	No.										2										
B.11	6407	C	" D.E. Ring $\frac{1}{2}$ " x $\frac{3}{8}$ "	No.										2										
B.11	6426	C	" S.E. 1"	No.										1	2									
F2B	6654 or 6654A	P	" for H.R.C. Fuses	No.																				
D.5		C	Spun yarn	Lbs.										2	4									
B.11	2549	P	Tool Stripping for Electrical Cable	No.										2										
B.11	3903	C	Shears Timmans 12"	Frs.										1										
F2A	500	C	Tape insulating adhesive 1"	Lbs.										1										
B.11F	3025	F	Tape Para Rubber self vulcanising $\frac{1}{2}$ "	Lbs.										1										
"	3021	C	Wrenches Pipe Stillson 14"	No.										1	2									
F2B	19570	P	Wrenches Pipe Footprint 9" Torches Gasproof complete with batteries and bulbs	No.										1	20	10	20							10

NOTES. A = Present total Admiralty allowances of stores to ships for Electrical Action Repair Parties.

B = Revised R.A.N. allowances of stores to ships for Electrical Action Repair Parties.

C = As torches are not supplied complete, demands should include sufficient bulbs and batteries to cover immediate requirements and the authorized spares shown above.

101.

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLIGENCE.

Charges in respect of specific losses by neglect of loan bedding dealt with as Naval Stores should be based on replacement costs which will be promulgated in Navy Orders quarterly. Present replacement costs are as follows :-

Patt. No.	Description	Replacement Cost
		£ s. d.
37	Pillows, hair, 28" x 18"	16. 0
-	Pillows, kapok, 28" x 18"	15. 3
37a	Covers for Patt. 37 pillows	3. 6
5	Cases, pillow, substitute linen, 17" x 31"	5. 0
T324 & "Like"	Blankets, white, hospital and officers' bedsteads, 96" x 72"	3.18. 6
T362 & "Like"	Blankets, white, officers' bedberths, 96" x 62"	3.18. 6
-	Blankets, underlay, 26 oz. 68" x 30"	1. 4. 0
-	Blankets, underlay, 68" x 36"	1. 3. 8
-	Blankets, seamens, (white or coloured)	As promulgated in Fixed Issuing Clothing Price List.
34	Sheets, white cotton, 72" x 108"	15.10
37	Sheets, substitute linen, 72" x 108"	1.12. 0
25	Coverlets, blue and white cotton	1. 8. 6
295	Counterpanes, white cotton	2. 1.11
21	Mattresses, coir, 6'4" x 2'6"	2. 7. 1
399	Mattresses, coir, 6' x 2'2"	3.10. 5
-	Mattresses, coir, 6' x 2'6" x 4"	2.15. 6
-	Mattresses, coir, 6'4" x 3' x 4"	3. 9. 6
-	Mattresses, fibre, 6'2" x 3' x 4"	3.11.10
T372	Mattresses, hair, 6'4" x 2'6"	6.15. 1
T373	Mattresses, hair, 6' x 2'2"	4.17. 9
T374	Mattresses, hair, 5'4" x 1'10"	6. 5. 2
-	Mattresses, hair, 6' x 3'	9.10. 9
-	Mattresses, hair, 6'6" x 3' x 4"	6. 2. 6
17a	Covers for mattresses patt. T374	12. 0
19a	Covers for mattresses patt. T372	2. 2. 0
-	Covers for mattresses 6'2" x 3' x 4"	1. 3.11
-	Covers for mattresses khaki 6'5" x 3'1" x 4"	2.11. 6

2. Navy Order 437 of 1952 is hereby cancelled.

(3190/1/49)

102.

UNSERVICABLE FURNITURE.

The Naval Board is concerned at the short period of service being obtained from furniture items in certain Shore Establishments. Indications are that deterioration is caused in some instances by carelessness or misuse rather than fair wear and tear.

2. In view of the heavy expenditure involved in repair and replacement steps should be taken to ensure that inquiry is made into all cases of apparently careless damage and, where relevant, charges made in accordance with instructions contained in B.R.4, Chapter XII.

(3541/11/163)

103.

NAVAL WIRRAWAY AT POINT COOK.

The following instructions for the maintenance and employment of the Naval Wirraway at Point Cook are to be observed :-

- (a) the aircraft is normally to be flown only by the Senior Naval Officer, Point Cook; by R.A.A.F. pilots of R.A.A.F. Point Cook, as necessary for check or test purposes; and by qualified naval pilots serving in the Melbourne area. Requirements for its use are to be co-ordinated by the Senior Naval Officer, Point Cook;
- (b) the aircraft may not be used for ferry or communication flight purposes, without the prior approval of the Captain (Air) Australia;
- (c) all flying in the aircraft is to be carried out in accordance with current R.A.A.F. local orders;
- (d) the aircraft will be maintained by naval ratings at Point Cook in accordance with existing maintenance instructions under the supervision of the responsible R.A.A.F. officer;
- (e) requirements of spares and materials will be met by the R.A.A.F. Point Cook, in accordance with the procedure laid down in Air Board Order E 34/12, but any ground equipment, air publications and tools considered necessary for the handling and maintenance of the aircraft are to be transferred from the Royal Australian Naval Air Station, Nowra. Modification sets authorized to be fitted are to be demanded from the Supply Officer, Nowra;

- (f) qualified pilots in Navy Office requiring flying practice are to communicate direct with the Senior Naval Officer, Point Cook, giving at least 24 hours' notice. They are to inform the Senior Naval Officer immediately if they become unable to keep an engagement to fly.

(3055/13/26)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

17th March, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. E. Cummings

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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104.

H.M.A.S. JUNEE - COMMISSIONING.

H.M.A.S. JUNEE commissioned on 25th February, 1953, under the operational and administrative control of the Naval Officer-in-Charge, South East Australian Area.

(4284/20/12)

105.

H.M.A.S. NIRIMBA - NAME VESSEL.

Work Boat 418 has been allocated as name vessel of H.M.A.S. NIRIMBA on commissioning.

(3211/1/46)

106.

NAVAL AVIATION - DUTIES OF COMMODORE (AIR) AUSTRALIA AND DUTIES OF FLAG/SENIOR OFFICERS ADMINISTERING ROYAL AUSTRALIAN NAVAL AIR STATIONS.

Navy Order 412 of 1952 is to be amended as follows :-

(i) Delete clause (h) of paragraph 10 and the note relating thereto;

(ii) Insert heading and new paragraph 10 (a) -

STAFF ENGINEER OFFICER TO COMMODORE (AIR)

10a. The Staff Air Engineer Officer to Commodore (Air) is available to advise the Flag Officer Commanding H.M. Australian Fleet upon air engineering matters.

(3031/13/125)

107.

HOME PORTS.

The following home ports apply for officers and ratings of the Permanent Naval Forces :-

Brisbane, Sydney, Melbourne, Adelaide, Fremantle and Hobart.

2. On entry to the Permanent Naval Forces a member will normally be allocated to the home port of the State from which he is appointed or recruited.

3. Changes of home port require Naval Board approval and applications should clearly state the reasons why the change is desired.

4. A change in home port will not automatically entitle a member to a removal of family, but the new home port will govern his entitlement on subsequent occasions of appointment or draft qualifying the member for removal at departmental expense.

5. Election of home ports in the case of ex-Royal Navy ratings who intend to apply for free passages to Australia for their dependents in accordance with Navy Order 51 of 1949 may be deferred until necessary arrangements for accommodation have been made and applications forwarded.

6. All other ex-Royal Navy ratings are to elect their home ports prior to completion of re-entry course at Flinders Naval Depot, but should be informed that they may apply to change home port at a later date under the normal rules.

7. Subject to the exigencies of the Service, ex-Royal Navy ratings will be appropriated to the shore establishment or division of the Reserve Fleet nearest to the address of the nominator before the arrival in Australia of their dependents. Ratings concerned are to be informed accordingly and instructed to report to their Commanding Officer for transmission to the Naval Board, details of passage arrangements made for their dependents as soon as they are known.

8. Navycircs 471 Item of 7th January, 1949, and 499 I of 18th February, 1949, are hereby cancelled.

(4002/12/7)

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

108.

ROYAL NAVY EXCHANGE OFFICERS - OVERSEAS FAMILY ALLOWANCE.

Royal Navy Exchange Officers may be credited (as an Admiralty liability) with both Royal Navy Overseas Family Allowance and cost of living addition. Application for these allowances should be forwarded to Director of Navy Accounts, Navy Office, in accordance with Article 213, of Naval Pay Regulations (B.R. 1950).

2. It will be noted that Admiralty Fleet Order 3636/1952 increases the rate of Overseas Family Allowance from 5/- to 8/- per week per eligible child as from 2nd September, 1952.

3. Loan personnel are not entitled to Overseas Family Allowance but are eligible for Commonwealth Child Endowment, vide Navy Order 56 of 1951.

4. Navycirc 252 Item of 12th October, 1951 is hereby cancelled.

(3943/51/18)

109.

ROYAL NAVY LOAN PERSONNEL - LEAVE ENTITLEMENTS.

The leave entitlements of a member on loan from the Royal Navy are calculated on his total period of absence from the United Kingdom (i.e. the periods of passage each way are included).

2. The scales of local and foreign service leave are -

Local Leave 14 days a year, calculated at the rate of 1 day for each complete month's absence from the United Kingdom plus 1 day for each completed period of 6 months.

Foreign Service Leave 2 days for each complete month's absence from the United Kingdom (for any period of absence up to 6 years).

3. The entitlements to leave of a member appointed for the usual loan period of 2½ years, during which he would be absent from the United Kingdom about 2 years 4 months, would be -

Local Leave - 32 days.
Foreign Service Leave - 56 days.

4. Leave years are not taken into consideration when granting local leave, but as far as practicable leave should be taken during the normal leave periods, viz. mid-summer and mid-winter.

5. A loan member may take local leave in Australia up to the full Royal Australian Navy scale, but such leave taken in excess of the member's entitlement will be deducted from foreign service leave credits e.g. -

Local leave credits for 2 years 4 months - 32 days
Leave taken (say 4 periods of 14 days) - 56 days

Local leave taken in excess - 24 days

Foreign service leave credits - 56 days
Less excess local leave - 24 days

Foreign service leave entitlement - 32 days.

6. Foreign service leave will normally be taken on return to the United Kingdom on completion of the period of loan service. The Naval Board may grant approval, however, for such leave to be taken in Australia provided that the member's return passage can be arranged to ensure that he will be available for duty with the Royal Navy on his normal date of reversion.

7. The entitlement of a member to local leave accrued and not taken prior to his relief in his last appointment or draft for duty prior to passage will lapse.

8. Pay Code Signal No.71 (Navycirc. 600 I of 30th June, 1949) and Navycirc. 922 I of 2nd October, 1950, are hereby cancelled.

(4022/1/79)

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

110.

NAVAL STORES (CLASS E, GROUP 5) - BOOSTER PUMPS, PATTERN 1476 - MODIFICATION TO DRYING ELEMENTS.

With reference to Admiralty Fleet Order 2879/1952, all ships and authorities concerned are to forward reports to Navy Office by 30th April, 1953, stating the number of Booster Pumps held fitted with Felt driers. Arrangements will then be made for the supply of Silica Gel drying units to enable the pumps to be modified.

(4512/50/88)

111.

FLEET CANTEEN - NAVAL STORES.

The following has been adopted as a policy in regard to the provision of Naval stores and equipment for use in Royal Australian Navy Service system canteens :-

- (a) The building and permanent fixtures for the canteen will be supplied at Departmental expense, in accordance with the scale laid down in the "Standards of accommodation for Services in peace," which will be promulgated shortly.
- (b) The canteen will be considered as a recreation space, and cleaning equipment provided under normal Service conditions, e.g. electric floor polishing machines may be provided under the principles laid down in Navy Order 86 of 1952.
- (c) Special equipment which is employed in making money, e.g. ice-cream cabinet, beer coolers and siphons, etc., will be the responsibility of the Canteen.
- (d) Office equipment, such as cash registers, typewriters, adding machines, etc., will be the responsibility of the Canteen.
- (e) A clock, tables and chairs, will be provided at Departmental expense as for recreation rooms.

(4476/4/17)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

24th March, 1953.

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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112.

COURSES - AIRCRAFT ARMAMENT COURSES FOR
AIR ENGINEER OFFICERS.

Navy Order 316 of 1952 is to be amended as follows :-

Paragraph 1 : Delete "Air Maintenance Training Establishment R.A.N. Air Station, Nowra" and substitute "School of Aircraft Maintenance (Engineering), R.A.N.A.S., Schofields".

Paragraph 4 : For "Nowra" substitute "Schofields".
For "Commodore (Air)" substitute "Captain (Air)".

(4007/13/13)

113.

SCHOOLS OF AIRCRAFT MAINTENANCE.

For accuracy and clarity, it has been decided to change the titles "Air Maintenance Training Establishment" (A.M.T.E.), "R.A.N. School of Aircraft Maintenance" (R.A.N.S.A.M.) and "Technical Training School" (T.T.S.).

2. The schools of aircraft maintenance are at the R.A.N. Air Station, Schofields, and are to be described as follows :-

- (a) School of Aircraft Maintenance (Engineering) (short title, S.A.M.(E));
- (b) School of Aircraft Maintenance (Electrical) (short title, S.A.M.(L)).

3. The two schools are separate, each with an Officer-in-Charge responsible to the Commanding Officer of the station.

4. Instructions for the School of Aircraft Maintenance (Engineering) are laid down in Navy Order 114 of 1953.

5. The School of Aircraft Maintenance (Electrical) will conduct Flight Servicing Courses for Air Electrical ratings, and Pilot's Mates and such other courses as may be laid down in orders issued by Captain (Air).

6. Navy Order 242 of 1951 is being replaced by Navy Order 114 of 1953.

(3163/64/83)

114.

AIR ENGINEERING TECHNICAL TRAINING ESTABLISHMENTS.

This Order outlines the functions of and instructions for the School of Aircraft Maintenance (Engineering), short title S.A.M.(E), (formerly A.M.T.E. and R.A.N.S.A.M.) and the Royal Australian Naval Aircraft Maintenance Examination Board, short title R.A.N.A.M.E.B.

I. The School of Aircraft Maintenance (Engineering).
This school is divided into two departments, (A/E) and (O). Both of these departments conduct courses of two types : basic technical training, including advancement courses; and specialist technical courses on particular types of equipment.

2. Basic Technical training embraces the following courses :-

- (a) Initial Part II training of Naval Airman Mechanics (A), (E), (O).
- (b) Initial Part II training of Naval Airman Fitters (A), (E), (O).
- (c) Advancement and conversion courses required by Appendix I of Navy Order 239 of 1952 (e.g. Pilot's mate course).
- (d) Initial training of Aircraft Artificers.
- (e) Aircraft Mechanician (A/E) and (O) training.

3. Specialist technical training courses are styled S.A.M.C.(A), abbreviation for School of Aircraft Maintenance Course (Australia). Various courses are available for officers and ratings of the Air Engineering and aircrew branches. Each course deals with a particular type of aircraft or equipment from the servicing and maintenance aspect. There are also Aircraft Armament Courses for A/E officers and Gunnery officers as required.

4. Application for Courses.

- (a) Details of courses available will be promulgated in General Orders issued by Captain (Air).
- (b) Application for courses should be made by signal to N.A.S. Schofields, info Captain (Air) and A.C.N.B.
- (c) The Commanding Officer, R.A.N.A.S. Schofields, is to inform Commanding Officers concerned of the dates on which Officers and men are to be sent on the courses requested.
- (d) Commanding Officers are to lend Officers and men to R.A.N.A.S., Schofields for the period of their courses.

Notation on Completion of Course.-

5. Ratings.

- (a) On completion, an assessment is to be made of the rating's reception of and ability on the course, including, where applicable, the knowledge shown on local examination. This assessment should be one of the following :-

Poor
Fair
Good
Very Good.

- (b) The rating is to be informed of the assessment given.
- (c) An entry is to be made in the rating's History Sheet to show -

- (i) Course taken, e.g. "S.A.M.C.(A) No.6 - Firefly advanced".
- (ii) Dates of commencement and completion of course.
- (iii) Assessment.
- (d) A certificate is to be raised by the School for each rating on completion of the course, and disposed of as follows :-
- Original retained in S.A.M.(E)
- Duplicate forwarded to Captain (Air)
- Triplicate forwarded to rating's Commanding Officer for completion and onward transmission direct to Navy Office.
6. Officers. A report is to be made to Captain (Air) of all officers completing courses, giving details of courses taken. Copies of the report are to be forwarded to the Commanding Officers of the Ships and Establishments concerned.

II. The Royal Australian Naval Aircraft Maintenance Examination Board.

7. The R.A.N.A.M.E.B. has its headquarters at R.A.N.A.S. Schofields, where all relevant records are kept by a small permanent staff -

- (a) The R.A.N.A.M.E.B. is administered by Captain (Air).
- (b) Duties -

- (i) The Board is to see that a consistent standard is maintained in all categories of examination.
- (ii) The Board is to make recommendations where results of examinations are considered to call for modified standards of instruction.

(c) Board Members:

President: The Staff Air Engineer Officer to Captain (Air).

- (d) An Air Engineer Officer (part time).
- 1 Chief Aircraft Artificer.
- 1 Chief Aircraft Artificer (O).

8. Boards are convened by Captain (Air) and may consist of all or some of the permanent Board members mentioned in paragraphs 7 (c) and (d) above. The appointment of one officer as Senior Officer of the Board will always be made, together with at least two other members according to the following scale :-

<u>Examination for</u>	<u>Minimum composition of Board</u>
(a) All Aircraft Artificer and Aircraft Mechanician rates, and all other Chief and Petty Officer rates.	1 Lieutenant Commander (E) (A/E) 1 Lieutenant (E) (A/E) 1 Commissioned Air Engineer.

<u>Examination for</u>	<u>Minimum composition of Board</u>
(b) All leading rates	1 Lieutenant (E) (A/E) 1 Commissioned Air Engineer 1 Aircraft Artificer.
(c) Naval Airmen Mechanics	1 Commissioned Air Engineer 2 Chief Aircraft Artificers.

9. An Air Engineer Officer qualified in Air Ordnance and an Air Weapons Officer or Armament Stores Officer are always to be members of the board for examinations of Ordnance ratings.

10. An Air Electrical Officer is always to be on the Board when ratings are being examined in an electrical subject.

Authority to correspond direct.

11. The President is authorized to correspond direct with Navy Office (D.A.M.R.) and with the President of the N.A.M.E.B. of the Royal Navy, on matters of technical standards only.

Methods of Convening Board and Applying for Examinations.

12. For all ratings completing their basic Technical Training in the School of Aircraft Maintenance (E) -

- (a) Boards will generally be made up of officers and ratings available at R.A.N.A.S. Nowra and R.A.N.A.S. Schofields.
- (b) At least one week before the examination, R.A.N.A.S. Schofields is to inform Captain (Air) of the following :-
- (i) Date of proposed examinations.
- (ii) Category of ratings being examined.
- (iii) Total number of candidates.
- (iv) Proposed names and ranks or rates of examiners.

13. The Board is not to sit without the prior approval of Captain (Air).

14. This order applies both to Royal Australian Navy and Royal Navy Loan ratings.

15. For ratings other than those completing basic technical training -

- (a) Examination Boards for higher rates will be convened by Captain (Air) and held during the second week of January, May and September each year. Whenever possible, officers from an aircraft carrier and from a front line squadron are to be included in the Board.
- (b) Forms A.S.442, in duplicate, are to be raised for each rating, both copies being forwarded to the Commanding Officer, R.A.N.A.S. Schofields.

R.A.N.A.M.E.B. Action on Completion of Examinations.

16. On completion of examinations the Senior Officer of the Board is to raise and/or complete the following forms :-

- (a) For all ratings completing basic technical training, Forms A.S.429 are to be raised, in triplicate, for each rating, for distribution as follows :-

Original Captain (Air).
 Duplicate To the rating's Commanding Officer for inclusion in the rating's Service documents.
 Triplicate Retained at R.A.N.A.M.E.B. Headquarters.

- (b) For all ratings other than those completing basic technical training, Forms A.S.442 are to be raised in duplicate and both copies completed by the Examining Officers for distribution as follows :-

Original To Captain (Air) for information and onward transmission to Navy Office. In the case of Royal Navy Loan ratings, the original will be forwarded by Navy Office to the Commodore, Royal Navy Barracks, Lee-on-Solent.
 Duplicate To the rating's Commanding Officer for notation and inclusion in the rating's Service documents.

17. In forwarding the originals of the forms referred to in the preceding paragraph, the Senior Officer of the Board is always to include two copies of the Summary of the examination results made out in four columns under the following headings :-

Name and Official No.	Candidate for	Date of Application	Date of result

18. The results of all examinations are also to be reported on Forms A.S.161.

19. Royal Navy ratings are to be distinguished from Royal Australian Navy ratings throughout by quoting Royal Navy official numbers and not their Royal Australian Navy numbers.

20. Navy Orders 242 of 1951 and 398 of 1952 are hereby cancelled.

(3031/13/126)

115.

ROYAL NEW ZEALAND NAVAL PERSONNEL UNDERGOING COURSES ETC. IN H.M.A. SHIPS AND ESTABLISHMENTS - PAY ACCOUNTING.

In order to facilitate quarterly balancing of pay accounts, the New Zealand Naval Board requires full particulars of the pay accounts of Royal New Zealand personnel undergoing courses etc, in Australia to be furnished quarterly on Form A.S.45 Transfer List.

2. Full extracts of Ledger Accounts of such personnel borne in ledgers of H.M.A. Ships and Establishments during the whole or any portion of a quarter should therefore be forwarded immediately at the close of each quarter direct to H.M.N.Z. PHILOMEL.

(3325/3/111)

116.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Sub-paragraph (b) of Article 17 of Instructions for Naval Aviation is to be deleted and the following inserted in lieu :-

" That whenever flying is being carried out from ships at sea, a seabat is maintained in instant readiness for use as a crash boat. Flying shall not normally take place from aircraft carriers unless a Search and Rescue Helicopter is available or a follow-up vessel is in company. Where a helicopter is available for search and rescue duties and escort vessels are in company, one of the escorts should normally be detailed to act as stand-by follow-up vessel whenever multi-seater aircraft are operating. A medical officer should, if possible be embarked in ships acting as follow-up vessels."

2. This amendment will be included in R.I. series.

(3712/50/58)

117.

UNIFORM - RAINCOATS FOR RATINGS - NEW PATTERN.

The modified pattern of ratings' raincoat referred to in Admiralty Fleet Order 2335/1952, is being introduced in the Royal Australian Navy, and will be issued when stocks of the present pattern are exhausted.

2. The detachable warm lining for wear with the new pattern raincoat is not being introduced in the Royal Australian Navy.

(4532/94/12)

118.

LEMON AND ORANGE POWDERS - INTRODUCTION FOR ISSUE IN THE ROYAL AUSTRALIAN NAVY - EXTRA ISSUES.

With reference to the extra issues of Fruit Juices authorized in Navy Order 79 of 1949, the supply of Lime Juice and Canned Citrus Juices will be discontinued on exhaustion of present stocks of these items, owing to the unsatisfactory keeping qualities of the latter and to the frequent condemnations of these packs. Lemon Powder and Orange Powder will be available from Victualling Yards for use in lieu of the lime and citrus juices in H.M.A. Ships and Establishments. Canned Tomato Juice will, however, continue to be available.

2. A daily issue of tomato juice or of Lemon or Orange juice prepared from the powder concentrate may be made to Naval personnel serving ashore or afloat, within the tropics, north of 20 degrees south latitude as follows :-

- (a) Tomato Juice One fifth of one pint (four fluid ounces) per head; or
- (b) Lemon or Orange Powder prepared in accordance with the following formula :-

Dissolve $3\frac{1}{2}$ ozs. of powder and 15 ozs. of sugar in water and make up to 10 pints with water; one half-pint of the mixture so obtained is equivalent to one ration. The mixture should be well stirred before being issued. Each can of powder contains 33 ozs. and is equivalent to 200 rations. As the mixture is liable to deteriorate if kept, only sufficient should be prepared for immediate requirements.

3. Stocks of tomato juice are held at Victualling Yards in limited quantities only, due to the restricted turnover of this item. Adequate supplies of lemon powder and orange powder are also held, but it is essential that demands for all three items lodged by H.M.A. Ships and Establishments be restricted to minimum anticipated requirements, and that stocks held on board be consumed in strict order of age and within a reasonable period after receipt.

4. Navy Orders 79 of 1949 and 48 of 1952 are hereby cancelled.

(4528/13/40)

119.

MESSAGES FOR RESIDENT NAVAL OFFICERS.

Unless urgent action is required, encrypted messages, addressed to Resident Naval Officers, which would be received outside ordinary office hours, should be prefixed "For morning delivery".

2. Note (111) of Postal and Telegraphic Addresses in the Navy List is relevant.

(4363/11/82)

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W.M.HOUSTON, Government Printer, Melbourne.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st March, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. F. Burnham

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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120.

H.M.A.S. NIRIMBA - COMMISSIONING.

H.M.A.S. NIRIMBA, R.A.N. Air Station, Schofields, commissioned on 1st April, 1953, under the command of Captain D. Sanderson, D.S.C., R.N., Captain (Air) Australia.

2. Postal address is -

Commanding Officer,
H.M.A.S. NIRIMBA,
R.A.N. Air School,
SCHOFIELDS. N.S.W.

(3163/164/7)

121.

SEARCH AND RESCUE ORGANIZATION AND TRAINING.

Navy Order 421 of 1951 is to be amended by deleting existing paragraphs 2, 3 and 4 and inserting the following in lieu :-

" 2. The craft will be directly under the operational command of the Resident Naval Officer, Jervis Bay. Two spare craft will be maintained in reserve at Sydney.

3. These craft will be incorporated into the R.A.A.F. Search and Rescue Organization 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.

4. These craft are to be at the following notice, except when otherwise approved by the authority responsible for operating them :-

Jervis Bay - One craft - Mondays to Fridays -
0800 - 1600 - Immediate.

Jervis Bay - One craft at all other times -
one hour."

(3391/25/11)

122.

**LEGAL ASSISTANCE TO MEMBERS OF THE FORCES -
LEGAL SERVICE BUREAUX.**

Legal Service Bureaux are established to give free legal advice and assistance to members of the Forces (including ex-members) and their dependants. The Service is carried out by qualified lawyers who are themselves ex-servicemen.

2. The term "member" means a person (male or female) who served under certain conditions in the Defence Force of the Commonwealth of Australia in the 1914-18 War, the 1939-45 War or in the Korea or Malaya Operations.

3. The Bureaux are available to hear the legal difficulties of members, and their dependants, and to advise them in matters affecting rehabilitation or re-establishment (including tenancy and moratorium matters) and to act as the member's solicitor in seeing to the enforcement or protection of his rights. In other legal matters, the Bureaux are available to advise and if, after hearing all the facts of the case, an officer of the Bureau considers that proceedings or other steps are necessary to assert or enforce the member's rights, he will, if the member has no solicitor of his own and does not desire to choose a solicitor for himself, place the member in contact with a solicitor who is willing to act for him at a reasonable fee.

4. If a member has a legal problem, he is advised to talk it over with an officer of a Bureau. The service is free, but the member will be treated in the same way as a person who is paying for legal advice and, if it is possible to do so, practicable help will be given.

5. If the wife of a member has any legal problems, she should take them to the Bureau.

6. Where it is not possible to consult the Bureau personally, correspondence on any matter on which legal advice is desired may be addressed to the Officer-in-Charge of a Bureau, preferably in the home State of the inquirer.

7. The addresses of the various Bureaux are as follows :-

Sydney	-	15 Hamilton Street.
Melbourne	-	2nd Floor, Miller House, 357 Little Collins Street. (Near Elizabeth Street).
Brisbane	-	T. & G. Building, Queen Street.
Adelaide	-	Epworth Building, 33 Pirie Street.
Perth	-	44 St. George's Terrace.
Hobart	-	Police Buildings, Franklin Wharf.

8. Navy Orders 629 of 1944 and 73 of 1945 are hereby cancelled.

(3406/21/51)

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

123.

LONG LEAVE FOR PERSONNEL SERVING AT WOOMERA.

With reference to Pay Code Signal No.46, paragraph 2(c) (11), the Long Range Weapons Establishment at Woomera is regarded as a remote locality for leave purposes, and additional leave in respect of Woomera is to be reckoned on the basis of 14 days per annum, pro rata to the period of service in the locality.

2. Leave credits on joining Woomera are to be calculated in accordance with Naval rules, vide Pay Code Signal No.46, paragraph 2, less any leave already taken during the current leave year.

3. The leave granted while serving at Woomera is to be determined in accordance with leave instructions applicable to Army personnel serving in the same establishment.

4. Leave credits on leaving Woomera are to be calculated in accordance with Naval rules, less leave actually taken during the current leave year.

5. Navycircs 267 I of 6th May, 1948, and 524 I of 24th March, 1949, are hereby cancelled.

(4022/1/77)

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

124.

MARRIED QUARTERS FOR NAVAL PERSONNEL -
CONDITIONS OF LEASE, ETC.

Navy Order 417 of 1950 is amended by the insertion of the following new paragraph 14 (a) :-

- 14 (a) Personnel serving at R.A.N.A.S. Nowra may qualify for occupancy of an "Unmarked House" provided they have an expectation of a further three months' service in that establishment.

(3021/54/23)

125.

PATTERN 4617 OIL ZX-8 FOR USE IN COLD WEATHER - ALLOWANCES.

With reference to Admiralty Fleet Order 4261/1951, arrangements have been made for stocks of Pattern 4617 Oil ZX-8, referred to therein, to be maintained at Sydney.

2. H.M.A. Ships required to proceed to Korean or other cold weather waters should each carry this oil for use on exposed winches, gears of cranes etc. Demands as necessary to complete to the allowances shown hereunder should be lodged with the Superintending Naval and Air Store Officer, Sydney -

Carriers and Cruisers ..	..	..	10 gallons
Destroyers, Frigates, Ocean Minesweepers and Survey Ships ..	..	..	4 gallons
Other Ships ..	..	..	1 gallon.

(4512/90/87)

126.

FORM A.S. 542 - ROUTE ORDER AND TRAVELLING EXPENSE CLAIM.

With reference to Naval Financial Regulations and Instructions, Article 149, Form A.S. 542 - Route Order and Travelling Expense claim - based on the lines of Form S. 542, was instituted for use in the Royal Australian Navy in 1943. Instructions as to preparation and use of the form were promulgated in Navy Order 135 of 1943, which is no longer extant.

2. As it has come to notice that many issuing authorities are not completing the Form as required, thereby unduly delaying the payment of claims for travelling expenses, the instructions are re-promulgated for general information and action will be taken in due course to include the relevant provisions in R.I. Series.

In this regard, particular attention is invited to paragraphs 3 and 4 of this Order regarding the necessity for -

- (a) Insertion of full details regarding warrants issued and completion as requisite by Commanding and Supply Officers.
- (b) Forms to accompany the member and not be forwarded by post as is done in some cases.

3. A Route Order (Form A.S. 542) should invariably be issued to Officers and men before the journey is commenced and should be signed by the Officer authorizing the journey. Any officer who is on leave within an appointment and receives a fresh appointment whilst on leave should be furnished with a Route Order by his last Ship or Establishment.

4. The nature of the duty should always be stated in sufficient detail to show whether the expense is a proper public charge and any travelling expenses should be reclaimed on the same form. Such claim should be rendered as soon as possible after the completion of the duty (Article 149 (1) Naval Financial Regulations and Instructions).

5. Hours of departure and of arrival on a journey should always be inserted on the claim to enable the travelling allowance payable to be correctly computed.

6. Where a member is without funds to meet expenses en route (except in cases provided for under Article 149 (12), Naval Financial Regulations and Instructions) an advance of pay not in excess of the amount of travelling allowance to which he would normally be entitled may be given, and necessary charge made against the member's ledger account, thus obviating delays in settlement of travelling expense claims, which otherwise occur frequently due to non-receipt of Transfer Lists, etc.

7. When a draft is travelling, Form A.S. 542, supplemented by a list of the names of the ratings, should be issued to the officer or rating in charge of the draft. A.S. 542 should show details of the arrangements made for provision of meals, etc. en route, for the information of the Accountant Officer of the Ship or Depot to which the draft is proceeding.

8. Form A.S. 542 has been designed for use as a payment voucher in the Monthly Cash Account, and where several payments are involved should be scheduled on Form A.S. 27.

9. Navy Order 368 of 1952 is hereby cancelled.

(3325/3/109)

RESTRICTED

6

127

127.

BOOM DEFENCE EQUIPMENT - STOREKEEPING AND ACCOUNTING -
H.M.A. BOOM DEFENCE DEPOTS.

The following amendments are to be made to Navy Order
75 of 1953 :-

Delete paragraphs 2 (iii) and 10 (vi) and insert
the following in lieu :-

" 2. (iii) The Inspecting Officer will prepare
a certificate of inspection cover-
ing equipment accepted as being
satisfactory. Where the orders
have been placed by the Director
of Boom Defence, copies of this
certificate will be forwarded to -

The Contractor - for information
(original) and retention.

The Consignee (the Boom Defence
Officer in States
where a Boom Depot
exists, or the
N.O.I.C. or R.N.O.
in States where
there is no Boom
Depot).

The Ordering Officer.

The Paying Officer (as defined
in the order).

Where the orders have been placed by
the Department of Defence Production,
copies of the certificate will be
forwarded to -

The Contractor - for information
(original) and retention.

The Consignee (as defined above).

The Ordering Officer } Department of
The Paying Officer } Defence Production.

The Director of

Boom Defences - 2 copies, one of
which will be retained
by him and the other
attached to the claim
for reimbursement
when received from
the Department of
Defence Production.

NOTE: Where it appears that two or
more of these addressees are the
same person, the full distribution
of inspection form should be
maintained."

"10. (vi) The claim is to be supported at each step
by the appropriate copy of the Certificate
or Report of Inspection mentioned in
paragraph 2 (iii) hereof."

(4451/6/2)

RESTRICTED

RESTRICTED

128/53

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

1st April, 1953.

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

By direction of the Naval Board,

J. E. Cummings

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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128.

RETURN OF SIGNALLING WITH BRITISH MERCHANT SHIPS
FOR YEAR ENDED 31ST DECEMBER, 1952.

General.-

The return shows a total of 567 successful exercises, while there were only four failures to establish communication reported.

2. Successful exercises reported by individual H.M.A. Ships were as follows :-

H.M.A. SHIP	SUCCESSFUL EXERCISES
CULGOA	118
AUSTRALIA	81
WAGGA	42
RESERVE	38
BARCOO	30
SYDNEY	29
ANZAC	26
WARREGO	23
LATROBE	21
COOTAMUNDRA	20
MACQUARIE	20
BATAAN	16
WARRAMUNGA	15
CONDAMINE	13
MURCHISON	13
GLADSTONE	13
SHOALHAVEN	12
MILDURA	12
COLAC	11
HAWKESBURY	8
KANGAROO	6
WOOMERA	6
KOALA	2

The number of exercises carried out by H.M.A. Ships CULGOA, AUSTRALIA, WAGGA, RESERVE and BARCOO is noteworthy, but the small number carried out by some other ships is disappointing.

3. Ships other than British are not to be included on Form S.174, and more care is to be taken in completing the Form with correct detail.

4. The following table shows the number of successful exercises carried out by various Shipping Companies. The table is not to be taken as an indication of the comparative signalling efficiency of the Companies listed. Companies concerned with less than 10 exercises have not been included.

NOTE: Reprints of this Order are being forwarded to the Shipping Companies listed below :-

COMPANY	SUCCESSFUL EXERCISES
Adelaide S.S. Co. Ltd.	39
Anglo-Saxon Petroleum Co. Ltd.	15
Australian United Steam Navigation Co. Ltd.	11
Australian Steamship Pty. Ltd.	18
British Tanker Co. Ltd.	13
Broken Hill Pty. Ltd.	45
China Navigation Co. Ltd.	11
Colonial Sugar Refining Co. Ltd.	11
Commonwealth of Australia	68
Ellerman Lines Ltd.	14
McIlwraith McEacharn Ltd.	12
Melbourne Steamship Co. Ltd.	26
Orient Steam Navigation Co. Ltd.	18
Peninsula and Oriental Steam Navigation Co. Ltd.	26
Port Line Ltd.	13
Ropner Shipping Co. Ltd., and Pool Shipping Co. Ltd.	28
Tempus Shipping Co. Ltd.	11
Union Steamship Co. of New Zealand Ltd.	11

5. The high standard of visual signalling on the part of Merchant Vessels generally, is being maintained. It is generally difficult to select vessels for special mention, and the following examples are typical of many :-

H.M.A. SHIP	DATE	WITH S.S.	REMARKS
ANZAC	13. 8.52	TEKOA	10 W.P.M. - Very good. Prompt in answering. 2 miles.
"	4. 9.52	BRAESIDE	10 W.P.M. - Excellent. BRAESIDE on several occasions has been very prompt in answering.
"	12. 1.52	ORONTES	10 W.P.M. - Very good.
AUSTRALIA	29.10.52	STRATHNAVER	10 W.P.M. - Very good 4 miles.
"	13.11.52	AMICUS	10 W.P.M. - Very good 12 miles.
BATAAN	1.10.52	BRITISH CONSUL	8 W.P.M. - Excellent 2 miles.
"	28.10.52	CAPE LEEUWIN	12 W.P.M. - Excellent 3 miles.
COLAC	5. 8.52	MALOJA	10 W.P.M. - Very good 5 miles.
COOTAMUNDRA	1.11.52	BAROOTA	12 W.P.M. - Excellent 1½ miles.
CULGOA	22.11.52	KANIMBLA	8 W.P.M. - Excellent 2 miles.
"	9. 8.52	IRON YAMPI	10 W.P.M. - Excellent 2 miles.
"	5. 8.52	DUNTROON	10 W.P.M. - Excellent 3½ miles.
"	28. 7.52	IRON DERBY	12 W.P.M. - Excellent 2 miles.

H.M.A. SHIP	DATE	WITH S.S.	REMARKS
CULGOA	26. 3.52	BARRAGUN	12 W.P.M. - Very good procedure.
KANGAROO	27. 6.52	BORDA	10 W.P.M. - Excellent operator.
LATROBE	19. 5.52	CITY OF BIRMINGHAM	12 W.P.M. - Very good 2 miles.
"	27. 5.52	STRATHEDEN	12 W.P.M. - Very good $\frac{1}{2}$ mile.
MACQUARIE	28.11.52	RIVER MURCHISON	10 W.P.M. - Excellent 2 miles.
"	8.12.52	MALOJA	10 W.P.M. - Excellent 2 miles.
"	29. 8.52	ORMISTON	12 W.P.M. - Standard excellent - 3 miles.
SYDNEY	26. 8.52	NEW COMAIA	10 W.P.M. - Very good 1 mile.
"	26.10.52	AEON	10 W.P.M. - Very good
WAGGA	21.11.52	MALEKULA	12 W.P.M. - Good procedure. Excellent morse.
WARRAMUNGA	10. 8.52	BRITISH CHIVALRY	10 W.P.M. - Very good.

(4363/11/78)

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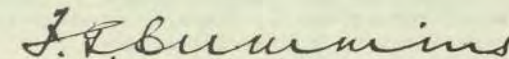
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th April, 1953.

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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129.

DEFENCE FORCES RETIREMENT BENEFITS ACT 1948/52 -
PAYMENT OF BENEFITS - PROCEDURE.

It has come under notice that approaches are being made by personnel of the Services direct to the Social Services Department in order to expedite payment of moneys due under the Defence Forces Retirement Benefits Act.

2. Payment of benefits under the Act are made by cheque only, posted to the address shown on the claim for benefits. Application to the Social Services Department can not result in expediting payment.

3. The Social Services Department also advises that applications by personnel for payment of benefits delay their officers in their ordinary duties and tends to delay payment of benefits.

4. In order that no delay may occur in the payment of benefits due, immediate action should be taken on the discharge of a member to forward to Navy Office the particulars referred to in paragraph 18 of Navy Order 419 of 1951. On receipt of the required information, the necessary application forms will then be forwarded to the member for completion.

5. The forms, on return to Navy Office duly completed, are forwarded to the Defence Forces Retirement Benefits Board, which issues the necessary authority for payment to the Department of Social Services.

(4196/1/68)

130.

EFFECT OF REHABILITATION COURSES ON CONTINUITY OF
SERVICE FOR FURLOUGH OR EXTENDED LEAVE PURPOSES.

With reference to Navy Orders 141 of 1950 and 6 of 1953, periods of training under the Commonwealth Reconstruction Training Scheme will be counted as admissible for purposes of furlough or extended leave, provided that -

- (a) leave with or without pay to undertake the course has been granted by the Commonwealth or a State or an Approved Authority, and
- (b) in cases where such leave has been granted by a State body, the period of training would be regarded by that body as service for furlough purposes.

2. In cases where leave of absence to undertake the course was not granted by the Commonwealth or a State or an Approved Authority, or where leave to undertake the course was granted by a State body and the period of training would not be regarded as admissible for furlough purposes under the relative State furlough provisions, the period of training is not admissible for furlough purposes but, even if the period of the course exceeds twelve months, continuity of service for furlough purposes is not broken, provided that -

- (a) The aggregate of any absences from Commonwealth or State employment immediately prior and subsequent to the course does not exceed twelve months, and
- (b) absences as at (a) together with any other absences do not exceed in the aggregate one-seventh of the total time occurring after the commencement of the first period of service or civilian employment which may be included for furlough or extended leave. For this purpose, the period of C.R.T.S. training is to be ignored, i.e. not counted as an "absence" nor as part of "total time".

3. Any serving members of the Permanent Naval Forces who consider they are eligible to count for furlough or extended leave purposes -

- (a) Any period of service prior to a period of training under a Reconstruction Training Course, and/or
- (b) a period of training under a Reconstruction Training Course,

should submit applications through their Commanding Officers, supported where possible by documentary evidence of the period or periods of service or training which they wish to have noted in records of service maintained in Navy Office.

4. Navy Order 6 of 1953 is hereby cancelled.

(4016/16/16)

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

131.

AIR RISK CLAUSES IN LIFE ASSURANCE POLICIES.

The position of aircrew in relation to air risk clauses in life assurance policies has been examined and the Life Offices Association for Australasia has advised as follows :-

- (a) Most life assurance policies in force in Australia provide cover to the extent of the full sum assured, even though the life assured should die as the result of flying.
- (b) In a minority of cases, however, the amount payable under the policy if death results from aviation is restricted to less than the full amount.
- (c) The Life Offices recently had this question under review, and some of them have decided in the national interest to waive the operation of certain aviation clauses on policies issued prior to 1st January, 1951, as regards flying risks incurred in the course of duties with the Australian Air Force, the Australian Army or the Australian Navy. No relaxation can be made as regards Temporary Assurances, Accident, and Disability Benefits in view of the low rate of premium payable.

(d) The relaxation of aviation restrictions referred to applies only to policies effected prior to 1st January, 1951, and any member of the Defence Forces who holds such a policy, containing an aviation clause, is advised to refer in writing to the Company with which he is assured and ascertain the degree to which he is now covered for such risks.

2. The attention of all aircrew is to be drawn to the importance of acting upon paragraph 1 (d).

(3133/101/2)

132.

'R.M.' TYPE RESUSCITATOR - ADOPTION FOR USE IN THE ROYAL AUSTRALIAN NAVY.

The 'Novox' type Resuscitation Outfits at present in use in the Royal Australian Navy, carried as medical stores, are being replaced by the 'R.M.' type resuscitator.

2. The Medical and Dental Store Officer will issue the 'R.M.' Resuscitator without demand to H.M.A. Ships and Establishments where a 'Novox' Resuscitator is at present held and to certain other authorities.

3. Upon receipt of the 'R.M.' Resuscitator, the 'Novox' Resuscitator and the spare cylinder are to be returned to the Medical and Dental Store Officer, Sydney.

4. The Scales of Medical Stores will be amended in due course.

5. Instruction in the correct method of resuscitation is to be given by R.A.N. Medical Officers to those personnel who are liable to be called upon to use the apparatus during the course of their duties, e.g. Sick Berth Staff, First Aid personnel, Action Station parties.

(4482/2/60)

133.

NATIONAL SERVICE TRAINING - GENERAL NAVAL INSTRUCTIONS.

The scales of allowances of Uniform to National Service Trainees promulgated in Navy Order 40 of 1952 are to be amended as follows :-

Statement "C".-

Class II Ratings

Delete all reference to Jumpers, white, drill and Trousers, white drill.

Class III Ratings

Delete all reference to Tunics, white drill and Trousers, white drill.

(4716/1/93)

134.

LIBRARY BOOKS - ACCOUNTING - TRANSFER TO INSTRUCTOR OFFICER.

As from 1st July, 1953, the accounting for Officers' Reference and Unit library books, also Ships' Fiction library books, vide Navy Orders 175 of 1949 and 299 of 1951, in H.M.A. Ships and Establishments, is to be transferred from the Supply Officer to the Instructor Officer (or Officer appointed for educational duties) which latter Officer shall render his library book store account to the Director of Educational and Vocational Training on the prescribed account form - Form A.S.1074. A first supply of these forms containing the necessary instructions for the preparation and rendition of the form will be made to Ships and Establishments without demand.

(3716/1/3)

135.

BOOKS - B.R.67 (I) (II) AND (III) - SEAMANSHIP MANUAL - REVISED EDITION - ISSUE.

The new "Manual of Seamanship" will be issued in three volumes of which the first is intended as a text book for Shore Training Establishments, the second as a text book and book of reference for Junior Officers and all ratings, and the third as a book of reference for seamen of more experience. The new volumes will be known as B.R.67 (I), (II) and (III), and on receipt of copies the present Volumes I and II, numbered B.R.67 and 68, will become obsolete and are to be disposed of in accordance with B.R. I.

2. Volumes I and II are now available for issue. Volume III is still in course of preparation, but it is hoped that it will be ready for issue some time in 1953.

3. Issue will be made on demand, Ships and Establishments applying to S.N.A.S.O. Sydney except in the case of Volume I which will be issued without demand.

4. Volume I is to be issued to all previous holders of B.R.67.

5. The scale of issue for Volume (II and III) will be as follows :-

Officers.-

- (a) Volume II to be issued gratuitously to all Executive Cadets on entry.
- (b) Volume III to be issued gratuitously to all Executive Cadets on promotion to Midshipmen.
- (c) On first publication Volume II is to be issued gratuitously to all serving Executive Officers (including Cadets, Midshipmen and Branch List Officers).
- (d) On first publication Volume III is to be issued gratuitously to all serving Executive Officers (including Midshipmen, and Branch List Officer but not Cadets).

Ratings.-

- (a) Volume (II) is to be issued gratuitously to all Seamen on passing professionally for Leading Seaman.
- (b) Volume (II) is to be issued gratuitously to all existing Seamen Chief Petty Officers, Seamen Petty Officers, Leading Seamen and Able Seamen passed for Leading Seaman.
- (c) Volume (III) is to be issued gratuitously to all ratings commencing courses for Branch List (Executive) and on first publication to all ratings undergoing such courses.
- (d) The Commodore Superintendent of Training, Flinders Naval Depot is to be provided with 30 copies of Volume (II) for issue on loan in the Recruit School.

Reference Libraries.-

One copy of each of Volumes (I) (II) and (III) is to be included on each Officer's Reference Library.

Establishments, for R.A.N.R. Training -
Volumes (I) (II) and (III) Reference Libraries.

H.M.A.S. LONSDALE and LONSDALE II	-	20 copies of Volume I 10 copies of Volume II 10 copies of Volume III	} each
H.M.A.S. RUSHCUTTER	-	20 copies of Volume I 10 copies of Volume II 10 copies of Volume III	
H.M.A.S. MORETON	-	20 copies of Volume I 10 copies of Volume II 10 copies of Volume III	
H.M.A.S. LEEUWIN	-	20 copies of Volume I 10 copies of Volume II 10 copies of Volume III	
H.M.A.S. TORRENS	-	20 copies of Volume I 10 copies of Volume II 10 copies of Volume III	
H.M.A.S. HUON	-	10 copies of Volume I 5 copies of Volume II 5 copies of Volume III	

Miscellaneous.-

<u>NAVY OFFICE</u>	-	18 copies of Volume I 18 copies of Volume II 18 copies of Volume III.
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6. The free issue of a volume to a rating is to be recorded on his kit list.

(4319/13/611)

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RESTRICTED 136-139/53

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th April, 1953.

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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2

136.

HABITABILITY - ENVIRONMENTAL CONDITIONS IN H.M.A. SHIPS.

Form S.1120 (May, 1950) has been adopted for use in the Royal Australian Navy.

2. This Form is to be completed and forwarded to the Naval Board at six monthly intervals and is to be prepared in accordance with the instructions in Admiralty Fleet Order 2587/1951.

Section VI of B.R.1472 "Environmental Warmth and its Measurement" should also be referred to as guidance in preparation of the reports.

3. Form S.1120 is also to be completed and forwarded with all proposed alterations and additions for improvement in ventilation of any compartments.

4. The first issue of Forms S.1120 will be made on the basis of 100 in number to Light Fleet Carriers and Cruisers, 50 in number to Destroyers and Frigates and 20 in number to Ocean Minesweepers, Boom Working Vessels and H.M.A.S. RESERVE.

(3526/12/754)

137.

HIGHER EDUCATIONAL TESTS R.A.N. - CORRESPONDENCE COURSES.

Correspondence Courses in all subjects of the Higher Educational Test are now available.

2. The courses, except those for English Expression and General Knowledge, are based on the Admiralty Courses with modification as required for use in the Royal Australian Navy e.g. the course in History includes a Section on Australian History and the course in Geography contains a section on the Pacific. (Reference Admiralty Fleet Order 1538/1951.)

3. Candidates must have passed, or be exempted from, Education Test I, vide Q.R. and A.I. Appendix XII, Part 20, Section III, paragraph 6.

4. Although these courses are primarily intended for use in Ships and Establishments where no Instructor Officer is borne, there is no reason why Instructor Officers should not use them for instructional purposes should they so desire. Correspondence courses, however, will only be conducted with ratings who are unable to receive personal instruction from these officers.

5. The operation of the courses in H.M.A. ships will be under the general supervision of the Fleet Instructor Officer, who will be kept informed of enrolments, changes of address and other relevant matters.

6. Application for courses should be made through Commanding Officers to -

The Director of Education and Vocational Training,
Navy Office,
MELBOURNE. S.C.I.

giving the following particulars :-

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Name in full; rating; O/N; Ship; subjects required.

NOTE. - Not more than two (2) courses will be conducted simultaneously with an individual candidate.

7. The necessary text books will be forwarded direct to the applicant, who must sign the accompanying receipt note and return it to the Director of Education and Vocational Training. Text books must be returned immediately the course is completed or when, for any reason, study is suspended, for a period greater than 3 months. A covering note should indicate by whom the books are returned.

8. Commanding Officers are requested, in co-operation with the Fleet or Command Instructor Officer, to give every encouragement to students. Where an Instructor Officer is not borne, the Acting Education Officer should interest himself in these courses and record them in the Education Officer's Journal.

9. Navy Orders 42 and 278 of 1949, 3 of 1951 and 34 of 1952 are hereby cancelled.

(4017/7/74)

138.

T.A.S. TRAINING - DIVING - SHALLOW WATER DIVING COURSE.

Paragraph 5 of Navy Order 266 of 1950 is to be amended as follows :-

" Ships should make arrangements direct with Commanding Officer, H.M.A.S. RUSHCUTTER, for at least one officer and two ratings to undergo a course in Shallow Water Diving. The course is of two weeks' duration and the syllabus, laid down in the Appendix to Admiralty Fleet Order 40/1952, must be strictly adhered to."

2. Navy Order 16 of 1952 is hereby cancelled.

(4007/70/15)

139.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Navy Order 93 of 1953 is to be amended as follows :-

"Article 188 is to be deleted and Article 189 inserted in lieu."

(3712/50/54)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st April, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. F. Cummings

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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PAY AND ALLOWANCES OF MEMBERS ON LONG TERM DUTY
IN NORTH AMERICA.

The following conditions govern the payment of pay, travelling allowance and living allowance to a member appointed for long term duty in North America. Conditions which have not been previously promulgated or which vary the existing approvals are scored in the margin -

(a) Pay.

Pay (including Marriage and Separation or Provision Allowances) less Australian commitments (including taxation deductions, D.F.R.B. contributions, allotments, etc.) will be converted at the current official rate (viz. in U.S.A. \$ 2.23230309 to £Al.). Australian debit and credit ledger balances on appointment will be converted at the same rate of exchange.

(b) Travelling Allowance whilst proceeding to and from place of duty in North America.

- (i) Whilst travelling by sea, air or rail where the fare paid includes meals - Shipboard Allowance will be payable in respect of each adult at a special rate of \$ 1.50 a day.
- (ii) Whilst in North America awaiting onward movement - hotel accounts will be reimbursed for normal accommodation (exclusive of meals) and Travelling Allowance will be payable at a daily rate of \$ 7 for an adult and \$ 4 for each child.
- (iii) Whilst travelling through North America where meals are not included in fares - Travelling Allowance will be payable at a daily rate of \$ 7 for an adult and \$ 4 for each child; (where the fare paid includes meals, Shipboard Allowance will be payable under (i)).
- (iv) North American Living Allowance will commence on arrival at place of duty (i.e. after allowances at (i), (ii) and (iii) cease to be payable).
- (v) During return journey, similar conditions will apply, but a limit of one month will be imposed on payment of the allowance at (ii).

(c) Settling-in Allowance.

Settling-in Allowance after arrival at place of duty in North America will be paid in accordance with Interim Pay Instructions, Instruction 71.

(d) Living Allowance in North America.

- (i) The rates of North American Living Out Allowance (payable after arrival at place of duty) will be as follows :-

Rate per Annum
Married Unmarried
\$ \$

Rear Admiral holding the appointment of Head of the Australian Joint Services Staff	9,500	7,500
*Captain holding the appointment of Australian Naval Attache	9,000	7,350
Commander and above	8,000	6,350
Lieutenant-Commander	7,000	5,350
Other Officers	5,500	3,850
Chief Petty Officers, Petty Officers and men	5,000	3,350

(* This rate is payable only when the appointment of Head of the Australian Joint Services Staff is not held by a naval officer.)

The married rate of this allowance will not be payable where the member's wife does not reside in North America, except with the prior approval of the Naval Board.

- (ii) Child Allowance will be paid at the rate of \$ 500 per annum for each child of the member under the age of 16 years maintained in North America.
- (iii) With effect from 5th September, 1952, a member who is required to pay rent in excess of his rent norm (standard monthly rental) as determined from the following scale, will be paid Rent Allowance equal to the difference between the actual rent paid and his rent norm, subject to a maximum of \$ 75 per month :-

Rent norm - \$ per month
Married Unmarried
\$ \$

Captain and above	175	125
Commander	150	100
Lieutenant-Commander	125	75
Other officers and ratings	100	50

In the case of an unmarried member, "Rental" means the amount paid for room only at an hotel etc.

- (iv) In the case of a member in North America on long term duty on 5th September, 1952, a Non-Reduction Allowance will be paid where the drawing rate available to the member on 4th September, 1952, exceeds that to which the member is entitled under this Order. Where Non-Reduction Allowance is payable it will be reduced by the amount of any future increases in pay and allowances resulting from promotion, incremental advancement, active pay addition or other causes. A member in receipt of Non-Reduction Allowance is eligible for payment of Rent Allowance, vide (iii), but any payments made will be taken into account in assessing the amount of Non-Reduction Allowance.

(e) Travelling Allowance in North America.

- (i) With effect from 1st February, 1953, the following rates of Travelling Allowance will be payable (concurrently with North American Living Allowance) where a member appointed to North America is required to travel away from headquarters on duty :-
- | | |
|----------------------------|-------------------|
| Commander and above | \$ 12.50 per day |
| Lieutenant-Commander | \$ 12.00 per day |
| Other officers and ratings | \$ 10.00 per day. |

Where an officer is required to attend a high level conference such as the United Nations General Assembly, he may, in lieu of Travelling Allowance be reimbursed hotel accounts for normal meals and accommodation (excluding liquor, newspapers, laundry, gratuities, etc.) and be paid an allowance of \$ 1.50 a day.

- (ii) When the member is authorized to use his own car on duty, Mileage Allowance will be payable at rates and conditions approved from time to time by the Naval Board, and advised direct to the Naval Attache, Washington.

2. Pay Code Signals Nos.100 and 176 are hereby cancelled. Interim Pay Instructions will be amended in due course.

(3943/6/45)

141.

CONDUCT OF EXAMINATIONS (NON-SERVICE).

A number of examinations are conducted by Universities, Technical Colleges, and other Institutions throughout Australia for the benefit of students in the Royal Australian Navy, viz -

- (1) National Service Trainees:
 (ii) Permanent Service Personnel taking a course under the Services Education Scheme;
 (iii) Personnel taking Professional Examinations.

2. In order to minimise the work of officers connected with the conduct of these examinations and at the same time ensure that the validity of the examinations will not be jeopardized, Commanding Officers are to see that the instructions laid down hereunder are adhered to strictly.

3. Students who are eligible to sit for examinations are to make their own arrangements with the Examining Authority concerned, at the same time informing the Commanding Officer and the Education Officer of the Ship or Establishment.

4. Examination papers will be sent from the Examining Authority direct to the Commanding Officer of the Ship or Establishment.

5. Examination papers, worked and unworked, are to be treated as confidential papers, and forwarded in accordance with rules governing the handling of confidential papers.

6. If a candidate signifies his intention of not sitting, the question papers must be returned unopened by the Commanding Officer to the Examining Authority, who supplied the papers.

7. In the event of a candidate being drafted to another Ship or Establishment prior to sitting for the examination, the question papers and stationery should be forwarded immediately to the Commanding Officer of the candidate's new Ship or Establishment for necessary action. If in doubt, the papers are to be returned forthwith to the Director of Education and Vocational Training by fastest available method, with a letter, explaining why the papers have been returned.

8. If, through Service conditions, a candidate is prevented from sitting for an examination on the proper date, he may take the examination at the earliest opportunity following that date, providing the conditions laid down in clause (j) of paragraph 11 of these instructions are complied with. The decision will rest with the examining institution as to whether his examination papers can be accepted.

9. Notwithstanding the provisions of this Order, if a candidate is able to present himself on the day of examination at the place where the examination is normally held, either while on leave, or with the permission of his Commanding Officer, he may sit for the examination in the same manner as a civilian, providing necessary arrangements can be made.

10. Clause (i) of paragraph 11 hereof details the correct procedure for the return of worked papers. It is essential that this procedure be carried out in every detail.

11. Instructions to Supervising Officers.-

- (a) The supervising officer should remain in the room during the whole of the examination, but, if compelled or required to leave for any reason, should not do so unless proper supervision is arranged.
- (b) A candidate should not be permitted to leave the room unless adequate supervision is arranged during his absence.

- (c) No books or memoranda should be accessible to candidates under examination unless specified in special instructions.
- (d) No one except candidates and those officially connected with the examination is allowed to enter the examination room.
- (e) Strict silence is to be enforced, and candidates should be seated in such a way as to guard against copying or any possibility of collusion.
- (f) Examination papers will be forwarded to the Commanding Officer in a sealed cover indicating the name of the candidate and the subject. The seal is to be broken by the supervising officer in the presence of the candidate at the time appointed in the time table, or as shown on the outer envelope, for the particular subject.
- (g) Supervising officers should make sure that candidates' worked papers are correctly filled in by the candidates i.e. giving examination number, subject and paper (first or second etc.).
- (h) The papers in each subject must be initialled by the supervising officer in the top right hand corner of the first page as soon as they are received from the candidate.
- (i) Immediately after each examination, the worked papers, with the necessary schedules, shall be forwarded by the Commanding Officer, in the envelopes supplied, to the University, College, Institution or Department conducting the examination. They are to be inserted in an outer envelope marked "Confidential". Supervisors are to initial the inner envelope indicating the particulars of the examination and candidate, as may be required by the Examining Authority as a guarantee that the examination has been held under the conditions laid down.
- (j) Should Service conditions make it impossible for the candidate to sit for the examination at the officially prescribed time and date, he shall be permitted to take the test as opportunity offers but not before the prescribed date, provided the worked papers are accompanied by a statutory declaration from the candidate and a letter from the Commanding Officer explaining the circumstances. The statutory declaration shall be to the effect that the candidate had no knowledge of the contents of the paper at the time of his sitting for the examination.
12. These arrangements are intended for peace routine. In time of war they will need amendment.
13. Navy Order 243 of 1945 is hereby cancelled.

(4007/1/5)

142.

CARTRIDGES, S.A. .22" RIMFIRE - STOCKS OF AMMUNITION MADE EARLIER THAN 1949.

The withdrawal of .22" Rimfire ammunition of manufacture prior to 1949, notified in Admiralty Fleet Order 2597/1952, does not apply to cartridges of Australian manufacture.

(4433/27/188)

143.

MACHINERY - MAIN TURBO-FEED PUMPS - LANDING OF CARRIED SPARE SPINDLE FROM DESTROYERS AND "Q" CLASS DESTROYER CONVERSIONS.

With reference to Admiralty Fleet Order 2807/1952, arrangements are to be made to land the carried spare turbo-feed pump spindle complete with small fittings (sleeves, oil slingers etc.) at Garden Island or Williamstown Dockyards. The spare set of sleeves (shown separately in Engineer's List of Portable Fittings, Spare Gear etc.) is also to be landed.

2. On receipt of these items, the Dockyards are to arrange for them to be surveyed, and if found serviceable, they are to be suitably preserved and forwarded to the R.A.N. Central Machinery and Spares Depot, Sydney, for retention as Depot Spares for the relevant class of vessel.

The Dockyard concerned is to raise, as necessary, Amendment Sheets (Forms A.S.197/A.D.526) to abate these items as shown in the "on Board" spares listed in the various Lists of Portable Fittings, Spare Gear, etc. A report stating the quantities landed and the condition of each item is to accompany the forms forwarded to Navy Office. Subsequently, when all reports have been received, directions as to the numbers to be retained as Depot Spares will be issued.

3. In consequence, any repairs which can be effected without removing the rotor from the spindle, should, in future, be made to a working spindle and rotor assembly. Otherwise the defective assembly is to be replaced by a complete depot spare.

NOTE.- The feed-pump impeller is not an integral part of the "Assembly", and should be removed from the spindle and retained on board for future use.

4. When a vessel is proceeding for service outside the Australia Station, a spare spindle, suitably preserved and packed, is to be placed on board prior to departure. Demands are to be forwarded accordingly to the Central Machinery and Spares Depot, Sydney.

Upon return to Sydney, the items are to be returned to the Depot.

(3765/14/13)

144

144.

X-RAY UNITS AND X-RAY UTENSILS - MEDICAL AND DENTAL.

The adjustment of X-Ray units is a specialized task, which should be carried out only by the makers or their accredited representative, otherwise serious damage can be done to a set. Interference by Ship's Staff may result in rendering void a guarantee given by the makers.

2. Ship's Staff are not to repair, or make mechanical or electrical adjustments to X-Ray units apart from connections to the Ship's supply of current. For minor defects the advice of the local representative of the apparatus concerned is to be obtained. Defective units are to be returned to Medical Store for attention by the appropriate authorities.

3. In view of the possibility of damage occurring to X-Ray tubes, consequent upon improper installation, Senior Medical Officers are to instruct Radiologists and Radiographers, 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 install the new tube and adjust the settings to suit.

4. INTENSIFYING SCREENS.- The number of Intensifying Screens, being brought forward for survey as unserviceable, is considered excessive. The normal life of these items is 18 months to 2 years according to the amount of use they get and the care taken in their handling. Many are made unserviceable due to splashes of solution in the darkroom, and faulty darkroom technique, e.g., unnecessary handling, unnecessary exposure to light, or lack of dusting to remove such foreign matter as dust and shreds of film or paper.

5. Until further notice no separate screens will be issued for local replacement purposes. Screens considered unserviceable are to be returned to the Medical and Dental Store Officer, still mounted in their cassettes, for technical investigation and replacement.

6. In order to ensure maximum efficiency and economy, Senior Medical Officers are to investigate the darkroom technique employed in the respective Ship or Establishment and periodically examine all X-Ray apparatus and allied utensils, particularly before the X-Ray Technician is relieved when drafted elsewhere.

7. Navy Orders 263 and 417 of 1949 are hereby cancelled.

(4481/30/3)

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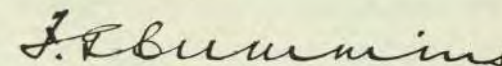
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th April, 1953.

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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145.

A.B.C.D. COURSES - JULY TO DECEMBER, 1953.

With reference to Navy Order 463 of 1951, paragraph 16, the commencing dates of Damage Control and A.B.C. Courses to be held at the Defence School, H.M.A.S. PENGUIN, are as follows :-

<u>Title</u>	<u>Duration</u>	<u>Commencing Dates</u>
Junior Damage Control	3 days	20th July 14th September 12th October 14th December
Junior A.B.C.	2 days	23rd July 17th September 15th October 17th December
Standard Damage Control	5 days	27th July 10th August 24th August 21st September 19th October 2nd November 30th November
Standard A.B.C.	5 days	27th July 10th August 7th September 21st September 2nd November 16th November 7th December
Advanced Damage Control	5 days	31st August 9th November
Advanced A.B.C.	5 days	17th August 28th September 23rd November
Passive Defence	2 weeks	19th October

2. Details of courses, including personnel eligible for each, are given in Navy Order 376 of 1952.

3. Defence School, H.M.A.S. PENGUIN, will close on 21st December, 1953, for maintenance and leave purposes.

4. The following courses will be held at the Defence School, H.M.A.S. CERBERUS :-

<u>Title</u>	<u>Duration</u>	<u>Commencing Dates</u>
Preliminary Defence	5 days	27th July 12th October.

(4007/3/54)

146.

PILOT AND OBSERVERS - ENTRY, TRAINING AND PROMOTION.

Paragraph 7 of Navy Order 453 of 1952 is to be amended by inserting the following new sub-paragraph :-

" Should a rating be suspended for inability to learn to fly he may be required to train as an Observer. The Senior Naval Officer concerned should include in the suspension signal a recommendation regarding Observer training, and whether the rating is a volunteer. The Naval Board, however, will decide if the rating is to be trained as an Observer (whether or not he is a volunteer) or disposed of as in paragraph 9."

(4002/53/24)

147.

RATINGS - ORDNANCE ARTIFICERS - SPECIALIZATION - REPORTS.

With reference to Admiralty Fleet Order 3704/1952, reports are to be rendered to the Secretary, Naval Board, through Administrative Authority by the Commanding Officers of all Ships and Establishments bearing Ordnance Artificers -

(1) Ordnance Artificers qualified 3rd class and above - within one month of the date of receipt of this Order.

(2) Remaining Ordnance Artificers - on completing training time in H.M.A.S. AUSTRALIA.

2. Reports are to contain the following information about each rating :-

- (i) Name in full;
- (ii) Official number;
- (iii) Rating;
- (iv) Whether qualified in T.A.S.;
- (v) Experience (Years) in Control (Including STAAG):
Experience (Years) in Weapons;
- (vi) Rating's own preference (C. or W.);
- (vii) Recommendation (C. or W.).

3. Ordnance Artificers already qualified for 3rd class and above will be classified as soon as the majority of reports have been received at Navy Office. Commanding Officers will be informed of the category awarded to each man. On receipt of this information Commanding Officers are to arrange for Service documents to be amended as necessary and for the changes to be reported on Form A.S. 161.

4. The courses given in Admiralty Fleet Order 3704/1952, paragraph 5 (a), (b) and (c), will apply in the Royal Australian Navy.

(4007/36/12)

148.

GUNMOUNTINGS - 4.5 INCH TWIN R.P. 41 MOUNTINGS
MK. 6, FITTED IN R.A.N. "BATTLE" CLASS
DESTROYERS - MODIFICATIONS.

Additional modifications, Admiralty Numbers 258-282 and A.N. Numbers 46-59, will be issued to Ships and Establishments concerned, together with amendments to previous lists, and are to be treated in the manner outlined in Navy Order 257 of 1951.

(4429/123/83)

149.

DESTROYERS - FENDERING STRINGER OR STRENGTHENING.

In destroyers special strengthening for fendering is fitted at about the mean waterline over the midship region.

2. In H.M.A. Tribal Class Destroyers, the strengthening consists of a fendering stringer extending from the forward boiler room bulkhead 74 to the after bulkhead of the engine room 130 at about the level of the mean waterline. This stringer is marked on the Docking Plan.

3. In H.M.A. Battle Class Destroyers the strengthening consists of short intermediate frames fitted between the main frames over the region of the boiler, engine and gearing rooms from 58 to 85 and extending from the 10th to the 12th longitudinal.

4. In H.M.A. A.S. Frigates, Converted "Q" Class and H.M.A. Destroyer QUALITY the strengthening consists of short intermediate frames fitted between the main frames over the region of the boiler, engine and gearing rooms from 42-64 and extending from the 9th to the 11th longitudinal.

5. All ships concerned are to raise a defect item to fit tally plates on the weather decks port and starboard indicating the forward and after limits of the stringer or strengthening. The plates are to be marked "Fendering Forward Limit" and "Fendering After Limit".

The docking Plan in the Captain's Ship's Book is to be suitably marked to indicate the extent of the strengthening and a copy of this Order is to be attached to the Docking Plan to direct attention to this matter.

(4276/4/199)

150.

DESTROYERS AND FRIGATES - MOTOR CUTTER DISENGAGING GEAR.

The motor cutters carried by Tribal and Battle Class Destroyers, H.M.A.S. QUALITY and A.A. and A.S. Frigates (Modified River) are to be fitted as seaboats. The slings are to be fitted with Robinson disengaging gear Patt. 1B (proof test 5 tons) if not already so fitted.

2. The motor cutter davits are to be modified as follows :-

Destroyers - Battles, Tribals and QUALITY only.

Rider plates 5" x 1/2" are to be welded to both flanges of the joist section forming the davit extending not less than 1'8" below and 1'3" above the point where the screw gear is attached.

Frigates A.A. and A.S. (Modified River).

No modifications required.

3. Testing of Davits. Before being put into service with the disengaging gear fitted, the davits on all vessels are to be tested with a static load of 4.08 tons and a running load of 3.06 tons based upon a boat lifting weight of 4.08 tons.

4. Ships concerned are to raise Form A.S.1182 for an A. & A. item covering -

- (a) fitting of disengaging gear Patt. 1B to the 25 ft. motor cutter if not already fitted;
- (b) modification of davits;
- (c) testing of davits;

quoting this Order as authority.

(4276/4/190)

151.

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

Navy Order 231 of 1949, paragraph 36, as amended by Navy Order 120 of 1950, is to be deleted and the following inserted in lieu :-

" 36. When aircraft are transferred to or from a contractor the Vote 9 armament stores are to be installed and transferred with the aircraft as follows :-

(i) For flight delivery.

In accordance with Navy Order 22 of 1953, Appendix I, Table I, Col. 5.

(ii) For Non-flight delivery.

As for (i) less the armament items listed in Navy Order 22 of 1953, Chapter VII, paragraph 2(e).

Stores removed are to be taken on charge as shown in paragraph 34, and vouchered and returned to the nearest R.A.N. Armament Depot. The Naval Air Engineer Overseer will be responsible for accounting of the Vote 9 stores installed on receipt at the contractor's works. He will also arrange for the removal of these stores, with the exception of buffer assemblies installed in Sea Fury aircraft, and transfer them to the nearest R.A.N. Armament Depot. The Naval Air Engineer Overseer will co-ordinate arrangements for re-equipping aircraft with Vote 9 stores before despatch from the contractor's works."

2. Navy Order 120 of 1950 is hereby cancelled.

(4426/1/6)

152.

CORRIGENDUM.

In paragraph 2 of Navy Order 120 of 1953 the word "School" is to be amended to read "Station".

(3163/164/7)

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W. M. HOUSTON, Government Printer, Melbourne.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th May, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. E. Cummings

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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RESTRICTED

153 - 154

2

153.

GUN SALUTES - PROCEDURE.

Admiralty Fleet Orders 2708/1951 and 588/1953 supersede Navy Order 205 of 1947, which is hereby cancelled.

2. With reference to Admiralty Fleet Order 588/1953, paragraph 1, H.M.A. Tribal class destroyers may fire salutes when engaged in Island cruises.

(3244/3/27)

154.

OFFICERS SHORT COURSES - JULY-DECEMBER, 1953.

With reference to Navy Order 67 of 1953, the following short courses for officers will be held in H.M.A. Schools in the period July-December, 1953 :-

- (a) Gunnery.
- | | |
|---------------------|----------------------------|
| Basic | 27th July
12th October |
| Lieutenant R.A.N.R. | 3rd August
19th October |
| Reserve (g) Part 1 | 24th August. |
- (b) N.D.
- | | |
|---------------------|---------------------------------|
| Instructor Officers | 20th July |
| Basic | 14th September
23rd November |
| Lieutenant R.A.N.R. | 21st September
30th November |
| Reserve (n) Part 1 | 5th October. |
- (c) Communications.
- | | |
|---------------------|-----------------------------|
| Basic | 3rd August
12th October |
| Lieutenant R.A.N.R. | 10th August
19th October |
- (d) T.A.S.
- | | |
|----------------------|---------------------------------|
| Basic | 7th September
16th November |
| Lieutenant R.A.N.R. | 14th September
25th November |
| Reserve (a/s) Part 1 | 5th October |
- (e) Divisional.
- | | |
|-------------------|------------------------------|
| Divisional Course | 13th July
28th September. |
|-------------------|------------------------------|

2. Commencing dates of A.B.C.D., A.J.A.S.S. and Land/Air Warfare courses will be promulgated separately.

(4007/11/50)

3

155 - 157

155.

OFFICERS' REFERENCE AND UNIT LIBRARIES.

The following item included in the list of books comprising the R.A.N. Officers' Reference Library, vide Navy Order 299 of 1951, is to be deleted therefrom :-

"Nimitz Pacific War".

(3716/2/13)

156.

FIRE PRECAUTIONS - DEEP FAT FRYERS.

Attention is directed to the instructions contained in Navy Order 243 of 1951, regarding precautions against fire.

2. A case has recently come under notice where a Deep Fryer was fitted with thermostatic control having a maximum temperature setting of 500°F. This temperature is dangerous. The safe maximum temperature of cooking fat is 400°F. Where Deep Fryers are fitted with thermostats inspections should be carried out to determine that the maximum setting does not exceed this figure. Any thermostats having a range in excess of 400°F are to be replaced.

(3513/1/18)

157.

URNS, TEA, INSULATED, FOR CAFETERIA MESSING.

The following is the authorized scale of urns, tea, insulated, for cafeteria messing in H.M.A. Ships and Establishments :-

- | | | |
|--------------------|--|--|
| 10 gallon (mobile) | - 1 No. for every 100 ratings* victualled plus 25% spare plus 100% spare infusers. | - For Establishments with complements of not less than 300 ratings*. |
| 8 gallon | - 1 No. for every 80 ratings* victualled plus 25% spare plus 100% spare infusers. | Alternative sizes for Carriers and Cruisers and for Establishments with complements of less than 300 ratings*. |
| 6 gallon | - 1 No. for every 60 ratings* victualled plus 25% spare plus 100% spare infusers. | |
| 3 gallon | - 1 No. for every 30 ratings* victualled plus 25% spare plus 100% spare infusers. | - For Destroyers, Sloops and Frigates. |

* Other than C.P.O. and P.O.'s who normally have enclosed messes. Urns may, however, be provided for such messes if considered desirable.

2. The fixed issuing prices (each) of the urns and spare infusers are as follows :-

RESTRICTED

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157 - 159

10 gallon (mobile)	-	£47.19. 0
Spare infusers for	-	£ 2.15. 0
8 gallon	-	£26. 8. 0
Spare infusers for	-	£ 2.12. 0
6 gallon	-	£19.16. 0
Spare infusers for	-	£ 2. 6. 0
3 gallon	-	£16. 0. 0
Spare infusers for	-	£ 1.13. 0

3. Navy Order 337 of 1952 is hereby cancelled.

(4530/22/20)

158.

HATS, GRASS, WIDE-BRIMMED.

It has been decided that the Army type felt hat authorized, vide Navy Order 386 of 1952, for personal loan issue to personnel serving in H.M.A.S. TARANGAU, H.M.A.S. MELVILLE and Boom Defence Depot, Darwin, is to be replaced by a more suitable wide-brimmed grass hat, requirements of which are to be demanded forthwith from Royal Edward Victualling Yard, Sydney.

2. The wearing of the hat is to be at the discretion of the Commanding Officer and confined to officers and ratings required to spend periods of employment exposed to the sun. The hats are not to be worn on ceremonial or formal occasions.

3. On receipt, in due course, of supplies of the grass hats, Army hats on issue to personnel are to be recovered and returned, together with remaining stocks, to Royal Edward Victualling Yard.

4. Navy Order 386 of 1952 is hereby cancelled.

(4532/55/15)

159.

EXPENDITURE OF AMMUNITION - HALF-YEARLY REPORTS.

Navy Order 382 of 1952 is to be amended by the addition of the following paragraphs :-

" 9. NIL returns are required.

10. Ships, whose accounts are closed during half-yearly periods, are to render reports of ammunition expended up to the date of closure of accounts, such reports being endorsed accordingly."

(4433/1/417)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

12th May, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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160.

DEATH OF HER MAJESTY QUEEN MARY.

On the death of Her Majesty Queen Mary a message expressing the deep sorrow of the Royal Australian Navy was sent to Her Majesty The Queen, and a wreath on behalf of the Royal Australian Navy was sent to St. Georges Chapel, Windsor.

2. The following has been received from Her Majesty :-

" I sincerely thank all ranks and ratings of the Royal Australian Navy for their kind message of sympathy which I greatly appreciate."

(4222/2/4)

161.

EMPLOYMENT OF MEDICAL PERSONNEL IN TIME OF WAR.

Article 24 of the Geneva Convention for the amelioration of the condition of the wounded and sick in armed forces in the field of August 12, 1949, reads -

"Medical personnel exclusively engaged in the search for, or the collection, transport or treatment of the wounded or sick, or in the prevention of disease, staff exclusively engaged in the administration of medical units and establishments, as well as chaplains attached to the armed forces, shall be respected and protected in all circumstances."

2. There is the greatest need to ensure that the terms of the Geneva Convention are applied in their strictest sense. Commanding Officers are to ensure, therefore, that medical personnel are not employed on any duties in time of war which might be construed as combatant.

(4018/4/44)

162.

OUTFIT GRATUITIES AND UNIFORM GRANTS PAYABLE TO ROYAL NAVY OFFICERS SERVING IN H.M.A. SHIPS AND ESTABLISHMENTS.

A direction has been received from Admiralty that Outfit Gratuities and Uniform Grants generally payable to Royal Navy Officers, should not be credited to Royal Navy Officers serving in H.M.A. Ships and Establishments until such payments have been approved by Admiralty.

2. Applications for Outfit Gratuities should therefore be forwarded to Navy Office for onward transmission to Admiralty. Authority to effect payment will be issued from Navy Office on receipt of Admiralty approval.

(4716/31/31)

163.

PETTY OFFICERS' SCHOOL - COURSES - JULY TO DECEMBER, 1953.

Courses at the Petty Officers' School, Flinders Naval Depot, will commence on the dates indicated during the period July to December, 1953 -

Course No.	Commencing	Completed
55	20. 7.53	14. 8.53
56	17. 8.53	18. 9.53
57	21. 9.53	16.10.53
58	19.10.53	13.11.53
59	16.11.53	11.12.53

(4077/31/26)

164.

AVIATION RATINGS, NAVAL AIRMAN BRANCH - AIRCRAFT ARTIFICERS AND AIRCRAFT MECHANICIANS - TRAINING AND ADVANCEMENT REGULATIONS.

It has been decided that the Naval Airman Fitter category of Naval Aviation technical ratings is to die out below the rate of Petty Officer, and recruiting for this category will not therefore be instituted. The rates of Chief and Petty Officer Airman Fitter are to remain.

2. Navy Order 239 of 1952 is to be amended as follows :-

Paragraph 2(a). Delete "Naval Airman Fitter (Airframes)
Naval Airman Fitter (Engines)
Naval Airman Fitter (Ordnance)"

Paragraph 2(b) line 2. Delete "Naval Airman Fitters"

Paragraph 4 line 3. Delete "and Naval Airman Fitter ...24"

Paragraph 5 line 17. Delete "Time gained 1 month"

Paragraph 6(a) line 11. Delete "They are not eligible to become Naval Airmen Fitters."

Paragraph 6(b)(i) and (ii). Delete entirely.

Paragraph 8 line 9. After the words "Leading Airman Fitter (A), (E) or (O)" insert the words "ex-Skilled Air Mechanics"

Paragraph 11(a) line 1. Delete "and Naval Airmen Fitters"

Paragraph 12(c). Delete the last sentence - "This course category". and substitute "Pass marks upon completion of this course are -

65% to 74% - Fair
75% to 84% - Good
85% to 100% - Very good."

Paragraph 15. Delete heading and paragraph entirely.

Paragraph 11 line 25. After the words "Leading Airman Fitters" add the words "ex-Skilled Air Mechanics"

Page 17. Aircraft Mechanician 3rd class. Paragraph (F) line 2 -

Delete "three" and substitute "two".

Paragraph (F), sub-paragraph (i) - Delete entirely. Re-number sub-paragraphs (ii) and (iii).

Page 18 line 29. Delete "Naval" and substitute "Leading".

Page 19. Petty Officer Airman Fitter. Paragraph B(ii). Delete "and qualifying examination in case of Leading Airman Fitter".

Page 20. Delete the first four lines "The basic date Airman Fitter".

Page 20. Leading Airman Fitter. Delete paragraphs (A) to (F) inclusive and substitute "These ratings are all former Skilled Air Mechanics. See page 26 for transitional advancement arrangements".

Page 21. Naval Airman Fitter. Paragraphs (A) to (F) inclusive. Delete and substitute "This rate can only be held by former Skilled Air Mechanics who have been disrated to Able rate".

Page 21. Naval Airman Fitter (Recruit). Delete heading and paragraph entirely.

(4002/53/25)

165.

REDUCTION ON UNSUITABILITY TO HOLD SPECIALIST QUALIFICATION.

Seamen ratings holding specialist qualifications may have their specialist rates reduced or cancelled under the terms of B.R.1066, paragraph 88.

2. When such action is taken, special reports are to be rendered in the case of the following ratings :-

- Petty Officers and above reduced to second class specialist qualifications.
- Leading Seamen and above reduced to third class specialist qualification.

3. The report should indicate whether the rating is recommended to retain his present professional rate or whether it is recommended that he should be reverted to a lower rate.

4. In the case of ratings deprived of a third class specialist qualification, a report is to be rendered stating whether the rating is considered to be suitable for retention in the Service.

5. Similar action is to be taken where applicable by the Commanding Officers of Training Establishments in the cases of ratings who fail in their specialist courses.

6. Ratings so reverted will not be eligible for readvancement until they have successfully qualified or re-qualified in the appropriate specialist rate.

(4002/80/1)

166.

ELECTRICAL BRANCH RATINGS, - ADVANCEMENT.

Paragraph 94 of Navy Order 104 of 1948, as amended by Navy Order 48 of 1953, is to be further amended by adding the following sub-paragraph :-

"The results of all provisional examinations are to be reported on Form A.S.161."

(4008/4/36)

167.

CARTRIDGES, S.A., .303", BLANK L, MARKS 5, 5Z - WITHDRAWAL OF CERTAIN MAKERS AND DATES OF FILLING.

Cartridges, S.A., .303", Blank L, Mark 5, 5Z, of the following makers and dates of filling are withdrawn from service because of unsatisfactory performance at proof :-

MJ	2/8/43
MW	23/4/45

2. H.M.A. Ships and Establishments should return to store all Cartridges, S.A., .303", Blank L, Mark 5, 5Z, of this make and filling date and demand ammunition of other makes and dates in lieu.

3. Stocks of the ammunition detailed above at R.A.N. Armament Depots, together with any returned as a result of this Order, should be sentenced Unserviceable and dealt with in accordance with current disposal instructions.

(4433/27/208)

168.

ADMINISTRATION, ACCOUNTING AND EQUIPPING OF NAVAL AIRCRAFT POWER PLANTS AND AERO-ENGINES (SHORT TITLE: A.E.N.A.).

Navy Order 22 of 1953, is to be amended as follows :-

Chapter VIParagraph 1(a)(iii)

Amend "S.P.(N) 380" to read "A.P.(N) 380".

Chapter VIIParagraph 2(e)

Under heading Items to be removed amend "Guns" to read "Guns, Belt Feed Mechanisms and Units, firing electric Maxiflux".

Chapter VIIIParagraph 2(a)

Amend "(Nos. 2 and 3 copies)" to read "(Nos. 2 and 4 copies)".

Paragraph 2(c)

Amend "Ship's (No.3)" to read "Ship's (No.4)".

Chapter XIParagraph 1(a)

Amend heading of Column 9 to read "Sign and return to despatching unit".

Delete "Brown Copy" in Column 9 and amend Column 10 to read "Brown and blue copies. Blue copy to R.A.A.F. by A.E.A.".

APPENDIX IParagraph 10

Delete existing paragraph 10 and insert new paragraph as follows :-

"The armament state of aircraft on transfer to or from a contractor is to be -

(a) For flight delivery.

In accordance with Table 1, Col. 5.

(b) For non-flight delivery.

In accordance with Table 1, Col. 5 less the armament items listed in Chapter VII, paragraph 2(e). Of the other items listed in Chapter VII, paragraph 2(e) which are to be removed before non-flight delivery; those which are also to be removed and returned to the Supply Officer before aircraft are transferred by flight delivery to a contractor are marked "M" in Table 1, Col. 5."

APPENDIX IISection 2Table 1

Insert new A.E.S. under ARMAMENT :

"Col. 1 - 19, Col. 2 - Buffer Assembly No.2, Col. 4 - 4A, Col. 5 - 4."

A.E.S. Item 27. Board, plotting Mark 1.

Delete "71C" in Col. 4 and insert "71C" in Table 2, Col. 2.

A.E.S. Item 31. Camera, G45B.

Insert "1. (M)" in Col. 5.

A.E.S. Item 60.

Amend "Receiver R.3636" to read "Receiver, R.T.22/APX-1". Delete "32E" in Table 2, Col. 2, insert "32E" in Table 1, Col. 4, and "1" in Col. 5.

Table 3 - UNIVERSAL EQUIPMENT STANDARDS.

Col. 2 delete items "59B", "177B or".

Col. 4 delete items "120C or", "123C or 124C or".

APPENDIX IISection 7Table 1

A.E.S. Item 30. Camera, G45B

Amend "1" in Col. 5 to read "1. (M)".

Table 3 - UNIVERSAL EQUIPMENT STANDARDS.

Col. 2 delete items "103B", "or 222B".
 Col. 4 delete item "136aC".
 Col. 5 delete item "51D".
 Col. 6 delete item "204E".

(3053/3/7)

169.

MEDICAL HISTORY DOCUMENTS - NOTATION
OF MEDICAL BOARDS OF SURVEY.

The following procedure is to be adopted in recording recommendations of Medical Boards of Survey in Medical History Documents :-

- (a) Ships and Establishments conducting the Survey are to make a notation in accordance with the following example on the second page of the Medical History Sheet (Forms A.M.46 (Ratings) and A.M.46Y (Officers)) :-

Rank or Rating	Ship, etc.	Date of Admission	Date of Discharge	No. of Days Sick	Disease or Injury	Disposal
O/Sea.	CERBERUS	31. 3.53	31. 3.53	0	Derma- titis	I.M.S. or F.M.S.

- (b) The decision of the Naval Board will be endorsed in the General Remarks column, at Navy Office, before the Medical History Documents are returned to the appropriate Ship or Establishment.

2. The practice of recording recommendations of Medical Boards of Survey with rubber stamps in the General Remarks column is to cease forthwith.

(3422/2/11)

170.

WEARING OF ZIP FASTENERS WITH UNIFORM TROUSERS.

With reference to Navy Order 217 of 1947, paragraph 2(f), zip fasteners are to be blue or black in colour, and are to be concealed by a flap or hem.

(4716/1/98)

171.

VICTUALLING STORES - FLIGHT DECK CLOTHING.

With reference to Admiralty Fleet Order 149/1953, stocks of the Smocks, Windproof, and Trousers, Windproof, referred to therein, will shortly be available from Royal Edward Victualling Yard, Sydney, and demands prepared on the basis

of the allowances outlined in paragraph 3 of that Order should be lodged accordingly.

2. The blue cotton surcoat, vide paragraph 2 of the Order, is not being adopted for use in the Royal Australian Navy, and Flight Deck Teams are to continue to be distinguished by the wearing of coloured helmets.

(4533/3/6)

172.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE -
UNIFORM AND CLOTHING - AUTHORIZED KIT.

In future, W.R.A.N.S. officers will be issued with one superfine cloth uniform and one of barathea instead of two superfine cloth uniforms as at present.

2. Paragraph 1 of Navy Order 61 of 1952 is to be amended as follows :-

Compulsory Kits - Officers.-

<u>Delete</u>	"Jackets, superfine	2 No."
	"Skirts, superfine	2 No."
and		
<u>Insert</u>	"Jackets, barathea	1 No."
	"Jackets, superfine	1 No."
	"Skirts, barathea	1 No."
	"Skirts, superfine	1 No."

(4533/81/148)

173.

ESTABLISHMENT OF TEXT BOOKS AND INSTRUMENTS
FOR EDUCATIONAL TESTS.

The following establishment of text books and instruments for instructional purposes and educational tests has been approved. Demands should be placed with the Superintending Naval and Air Store Officer, Sydney :-

B.R.	DESCRIPTION	F.N.D.	PENGUIN ALBATROSS+ NIRIMBA	CRUISERS	C.V.I.	DESTROYERS	FRIGATES SLOOPS	SHORE ESTABLISH- MENTS*
	Text Books							
45	Admiralty Manual of Navigation, Vol. I	10	4	4	6	2	2	2
46	Admiralty Manual of Navigation, Vol. II	4	1	1	1	1	1	-
46	Admiralty Manual of Navigation, Vol III	1	1	1	1	1	1	-

B.R.	DESCRIPTION	F.N.D.	PENGUIN ALBATROSS+ NIRIMBA	CRUISERS	C.V.L.	DESTROYERS	FRIGATES SLOOPS	SHORE ESTABLISH- MENTS*
	Text Books							
158/52	Examples in Electrical Calculations	30	12	12	18	6	4	6
	Short History of Australia (Ernest Scott)	30	12	12	18	6	4	6
451	Etymological Dictionary (Chambers)	1	1	1	1	1	1	1
454	Notes on Navigation	20	12	12	18	6	4	6
455	Arithmetic Notes and Examples	40	24	12	18	6	4	6
457	New School Atlas of Comparative Geography (Phillip & Son)	30	12	12	18	6	4	6
458	English for Technical Students (Potter)	30	12	12	18	6	4	6
463	Wall Map - The World (Phillip & Son)	1	1	-	-	-	-	1
	Wall Map - Australasia and East Indies (Robinson)	1	1	-	-	-	-	1
551	School Arithmetic (Workman)	20	12	12	18	6	4	6
552	National Certificate Mathematics (Abbot & Kerridge) Vol. I	30	12	12	18	6	4	6
552	National Certificate Mathematics (Abbot & Kerridge) Vol. II	10	4	4	6	2	1	2
553	Elementary Applied Mechanics (Morley & Inchley)	30	12	6	9	6	4	3
554	Electricity and Magnetism Part I (Reynolds)	20	12	12	18	6	4	3
555	Tables (Inmans)	20	4	6	9	6	4	2
557	Four Figure Tables (Godfrey and Siddons) or (Kaye and Laby)	40	24	12	18	6	4	6
560	Right Angled Triangle Tables	40	24	12	18	6	4	6
561	Groundwork of British History - Section IV (Warner & Marten)	30	12	12	18	6	4	6
563	Naval Side of British History (Callander)	30	12	12	18	6	4	6
564	The World - A General Regional Geography (Stembridge)	30	12	12	18	6	4	6
571	Navigation Examples for Cadets at Dartmouth	20	5	5	8	5	5	5
	Arithmetic at Work (Proudfoot) - Melbourne Technical College	30	12	1	1	1	1	1
572	Commercial Geography (Alnwick)	30	12	12	18	6	4	6
573	New English Course - Stage III (Moon & Laby)	30	12	12	18	6	4	6

B.R.	DESCRIPTION	F.N.D.	PENGUIN ALBATROSS+ NIRIMBA	CRUISERS	C.V.L.	DESTROYERS	FRIGATES SLOOPS	SHORE ESTABLISH- MENTS*
	Text Books							
605	Algebra (Baker & Bourne)	30	12	12	18	6	4	6
607	Notes on Naval History	30	12	12	18	6	4	6
	Trigonometry (Hall and Knight)	30	12	12	18	6	4	6
	Drawing Instruments							
	Instruments Geometrical (Pattern 489)	20	24	12	18	6	4	6
	Set Comprising -							
	1 No. Set Square 45°							
	1 No. Set Square 60°							
	1 No. Celluloid Protractor 6"							
	1 No. Compass Pencil 3½"							
	1 No. Divider, Compass 4½"							
	1 No. Divider 6" (Separate supply)							
	Protractors, Boxwood 6"	20	24	18	18	9	6	9
	Rulers Parallel (Roller)	20	12	12	12	3	2	3
	Rulers 12" (marked in centimetres and tenths of inch)	20	12	12	12	3	2	3

* Shore establishments comprise RUSHCUTTER, WATSON, LEEUWIN, LONSDALE, MORETON, MELVILLE, TORRENS, HUON, HARMAN, KUTTABUL and TARANGAU.

+ Six (6) additional copies of B.R.455 are allowed to ALBATROSS. (Navy Order 53 of 1950).

2. Demands for Hydrographic publications should be forwarded in accordance with Admiralty Fleet Order 578/1948 to the Senior Officer, Hydrographic Service, Sydney.

3. Navy Orders 146 of 1948, 53, 83 and 429 of 1950 are hereby cancelled.

(4476/32/208)

RESTRICTED

RESTRICTED 174-182/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th May, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cunningham

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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174.

CRESTS OF H.M.A. SHIPS - COLLECTION AT THE NATIONAL MARITIME MUSEUM, GREENWICH.

The Admiralty recently co-operated with the Director of the National Maritime Museum, Greenwich, London, S.E.10, by issuing Admiralty Fleet Order 3422/1952 regarding the collection by the Museum of crests of H.M. Ships.

2. The co-operation of the Royal Australian Navy regarding the collection of crests of H.M.A. Ships has now been sought. Any copies of crests which can be made available should be forwarded direct to the Museum.

(3583/14/29)

175.

ANNUAL MEDICAL EXAMINATION OF OFFICERS.

Line 1 of paragraph 2 of Navy Order 57 of 1953 is to be amended to read as follows :-

"Table 1 of Form A.M.6 is not required to be answered" X X X X X X X

2. Navycirc 713 (170640 April, 1953) is hereby cancelled.

(4018/4/42)

176.

JUNIOR OFFICERS OF THE SUPPLY AND SECRETARIAT BRANCH - TRAINING AND PROMOTION.

The training and promotion of Junior Officers of the Supply and Secretariat Branch of the Royal Australian Navy is governed by the provisions of Admiralty Fleet Order 3781/1952, with the following modifications :-

(a) After passing out of the Royal Australian Naval College, Cadet Midshipmen selected for the Supply and Secretariat Branch will remain at Flinders Naval Depot for three months' training in Royal Navy Accounting Regulations and Procedure, in order that they may obtain sufficient knowledge to enable them to take their places with their Royal Navy contemporaries during subsequent training;

(b) on promotion to Acting Sub-Lieutenant (S), seniority will be antedated 4 months to allow for this extra training and the travelling time involved in joining the Training Cruiser.

2. The foregoing applies to all future officers of the Supply and Secretariat Branch. The Special Entry (S) Officers now undergoing training in the Royal Navy will also have their seniority as Acting Sub-Lieutenant (S) antedated 4 months to cover the period involved in the extra training received at the Royal Australian Naval College and time on passage to the United Kingdom.

3. Navy Order 169 of 1950 is hereby cancelled. (4006/21/10)

177.

SICK BERTH RATINGS - PROFESSIONAL EXAMINATION - 27TH NOVEMBER, 1952.

The results obtained by candidates who passed in professional examination for advancement in the Sick Berth Branch on 27th November, 1952, are as given hereunder -

Exam. No.	Rating, Name and Official No.	Percentage of Marks Obtained					Rating for which passed	Where serving at time of Examination
		A Paper No. 1	B Paper No. 2	C Average Written	D Oral and Practical	Average of C & D		
1	SBA, WEIR, S.G., 36504	85	35	60	69	65	LSBA	AUSTRALIA
2	A/LSBA, SCOTT, T.E.J., 36489	65	64	65	75	70	SBPO	"
5	SBA, BAKER, J.M., 37241	80	51	66	65	66	LSBA	CEREBRUS
7	SBA, COOPER, B., 38486	90	38	64	63	64	LSBA	"
8	SBA, SMITH, K.W., 34544	99	71	85	61	73	LSBA	"
9	SBPO, WILLIAMS, A.L., 41048	73	73	73	78	76	SBCPO	"
10	SBA, MORGAN, D.J., 29281	100	82	91	65	78	LSBA	"
16	A/LSBA, SAMPSON, R.K., 36032	73	71	72	76	74	SBPO	CONDAMINE
18	LSBA, CHILBY, R.J., 28521	71	61	66	74	70	SBPO	HAWKESBURY
19	SBPO, JAMES, J.D., 29236	83	76	80	83	82	SBCPO	LONGSDALE
20	LSBA, GRAY, I.O., 35983	60	70	65	75	70	SBPO	"
31	SBA, WOOD, H.A., 39094	80	62	71	64	68	LSBA	ALBATROSS
33	SBPO, BRADSHAW, K., 40335	74	76	75	74	75	SBCPO	PENGUIN
35	LSBA, SKINNER, L.G., 28959	68	73	71	82	77	SBPO	"
37	LSBA, BROOKMAN, R.B., 28154	65	70	68	74	71	SBPO	KUTTABUL

Exam. No.	Rating, Name and Official No.	Percentage of Marks Obtained					Rating for which passed	Where serving at time of Examination
		A Paper No. 1	B Paper No. 2	C Average Written	D Oral and Practical	Average of C & D		
39	SBA, WRIGHT, N.W., 29929	77	27	52	70	61	LSBA	RUSHCUTTER
42	SBA, WILSON, J.C., 44360	80	51	66	72	69	LSBA	PENGUIN
44	SBA, PALMER, A.F., 39345	64	54	59	68	64	LSBA	"
46	LSBA, AGGAR, D.A., 29966	58	77	68	72	70	SEFO	"
47	LSBA, LOWE, A.B., 33218	54	77	66	74	70	SEFO	"
51	SBA, RAE, S.G., 33801	93	33	63	66	65	LSBA	SHOALHAVEN

2. The marks obtained by the candidates who failed have been communicated to the Commanding Officers of the Ships or Establishments in which the ratings were serving at the time of the examination.

3. The 27th November, 1952, is to be regarded as the basic date for the passing of this examination.

4. The original copies of Form A.S. 1237 and A.S. 1236 have been completed and forwarded to the Ships and Establishments concerned. The necessary notation should be made on the Service Certificates of Candidates.

(4007/37/33)

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

178.

GUNS, Q.F., 2 PDR, SUB-CALIBRE FOR Q.F.4"
MARK 16* GUNS - SUPPLY FOR TRAINING PURPOSES.

As the provisions of Admiralty Fleet Order 218/1951 apply in the Royal Australian Navy, Navy Order 397 of 1949 is hereby cancelled.

(4428/101/118)

179.

DEMOLITION STORES - PEACETIME ALLOWANCES.

Navy Order 15 of 1949, Appendix, is amended as follows :-
Item 2 - Fuze Safety No.11 Mark 2 (feet).

Remarks to read -

"Fuze, Safety, No.9, will be supplied in lieu of Fuze, Safety, No.11, Mark 2, when Detonators No.25 are supplied."

(4433/81/91)

180.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Article 58 of Instructions for Naval Aviation is to be deleted and the following substituted :-

58. Responsibility for aircraft explosives.- The responsibility for aircraft explosives - bombs, rockets, gun ammunition, pyrotechnics, rocket assisted take-off gear, torpedoes, mines, depth charges, A.S. bombs, etc. - in carriers and at air stations is to be allocated as shown in the following clauses :-

(2) In ships.-

- (a) It is provided in Q.R. and A.I., Article 1241, that the Executive Officer is responsible to the Captain for the safety of all explosives stowed on board.
- (b) The Gunnery Officer, assisted by the Senior Commissioned or Commissioned Airman, is to be responsible to the Executive Officer for all aircraft explosives except underwater explosives, but including the A.S. Training Indicators as regards -
 - (i) Maintenance and inspection.
 - (ii) Transport to and from bomb room and magazine.
 - (iii) Fuzing, preparation and testing before loading.
 - (iv) Supply to and from the aircraft.

- (c) The T.A.S. Officer, assisted by a Senior Commissioned or Commissioned Gunner T.A.S., is to be responsible to the Executive Officer for all aircraft underwater explosives as regards -
- (1) Maintenance and inspection.
 - (ii) Transport to and from torpedo body room, bomb room or magazine.
 - (iii) Fuzing, preparation and testing before loading.
 - (iv) Supply to and from the aircraft.
- (d) In ships where a T.A.S. Officer is borne but no Senior Commissioned or Commissioned Gunner T.A.S. is allowed, the Senior Commissioned or Commissioned Airman is responsible for supervising the provision and fitting of underwater explosives, the overall responsibility remaining that of the T.A.S. Officer. In ships where no T.A.S. Officer is borne the Gunnery Officer is to be responsible to the Executive Officer for aircraft underwater explosives.
- (e) The Air Engineer Officer, assisted by a Senior Commissioned or Commissioned Air Engineer Officer (Ordnance), is to be responsible for all aircraft explosives in -
- (i) Loading and removing them from the aircraft.
 - (ii) Final preparation for use after loading.
- (f) In the case of aircraft underwater explosives, the T.A.S. Officer is to be associated with their final preparation on the aircraft in the interest of weapon reliability and is to render such technical assistance to the Air Engineer Officer as may be necessary.
- (g) In the event of aircraft carrying explosives being involved in an accident, the Air Engineer Officer is to be responsible for the explosives, and for work on the aircraft, until the explosives can be handed over to the Gunnery or T.A.S. Officers. The Gunnery and T.A.S. Officers, or their deputies, should be available to advise the Air Engineer Officer on the best method of handling the explosives whilst still attached to the aircraft.
- (h) In the event of an aircraft returning to the carrier with explosives in an abnormal condition, the Air Engineer Officer is to be responsible for the explosives whilst still attached to the aircraft, calling on Gunnery and T.A.S. Officers, or their deputies, for advice, if required.

(3) At Air Stations.-

- (a) The division of responsibility for aircraft explosives at naval air stations is to be the same as in ships.
- (b) At naval air stations where no T.A.S. Officer is borne, the Gunnery Officer is to be responsible to the Executive Officer for underwater aircraft explosives.
- (c) Where no Gunnery Officer is borne, the Senior Commissioned or Commissioned Airman borne for explosive accounting duties is to be responsible to the Executive Officer for explosive stores which come under the Gunnery Officer in (a) or (b).
- (4) Before carrying out the duties outlined, Gunnery Officers will be required to carry out a week's course on air explosives as arranged by R.A.N. Air Station, Schofields.

2. This amendment will be included in R.I. series.

(3712/50/62)

181.

MESS GEAR - ROTARY EGG BEATERS.

Ships and Establishments, not already in possession of rotary egg beaters, are advised that this article is available for issue on demand as an alternative to whisks, wire.

2. Rotary beaters are shown on page 3 of the Fixed Issuing Price List for Mess Gear.

(4530/99/14)

182.

FORM OF ENGAGEMENT UNDER NAVAL DEFENCE ACT -
FORM A.S.55 SERIES.

Revised edition of Form A.S.55 Series, distribution of which will be made to Naval Recruiting Officers without demand, provide for two forms only -

A.S.55. To be used for -

- (a) New entries - other than recruits for 6 year engagements who are under the age of 18 at entry.
- (b) Boy Musician entry, the term of engagement being either "seven years and six months" or "thirteen years and six months", i.e. a period of 18 months' training plus a normal engagement of 6 or 12 years.
- (c) Re-entries and re-engagements.

The term of engagement or re-engagement is to be inserted in words in the blank space on the form.

A.S.55a. To be used for Recruits under the age of 18 engaging for 6 years from that age.

2. Present stocks of Form A.S.55 Series may continue to be utilised as described in Navy Order 188 of 1950.

(3526/12/819)

Photo-lithographed, by Authority:
W. M. HOUSTON, Government Printer, Melbourne.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

26th May, 1953.

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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183.

**BROADCASTING OF MUSIC IN ROYAL AUSTRALIAN NAVY
SHIPS AND ESTABLISHMENTS.**

An agreement has been entered into by the Australian Performing Right Association and the Commonwealth of Australia, whereby the Association has granted a licence to the Commonwealth.

2. The licence authorizes the loud speaker reproduction of all literary, dramatic, musical and other works, the copy-right of which is owned by the Association, and covers reproduction of gramophone records, matter picked up by radio receiver and sound tracks associated with films.

3. The licence applies to all Naval vessels, canteens, theatres, workshops, establishments and undertakings. The period of the agreement is ten years, dating from the first day of July, 1951.

(3630/3/4)

184.

**ENTRY OF CADET MIDSHIPMEN INTO THE
ROYAL AUSTRALIAN NAVAL COLLEGE.**

The following is a summary of the conditions now applying to the entry of Cadet Midshipmen, as a result of the discontinuance of the entry of boys of about 16½ to 18 years of age into the Royal Australian Naval College as Cadet Midshipmen (Special Entry) and Cadet Midshipmen (S), and alterations which have recently been made to the age limits and educational requirements for the entry of Cadet Midshipmen (Intermediate Entry) :-

2. There are two annual entries of Cadet Midshipmen into the Naval College. These are as -

Normal entry, for which boys must attain the age of 13 years during the calendar year in which they apply, for example, boys born in 1940 are eligible to apply in 1953.

Intermediate Entry, for which boys must attain the age of 15 years during the calendar year in which they apply, for example, boys born in 1938 are eligible to apply in 1953.

Applications are invited about April of each year, and should reach the Secretary, Department of the Navy, Navy Office, Melbourne, S.C.L., not later than 15th June.

Candidates for these entries are required to sit for qualifying educational examinations in September, and those who qualify are medically examined and interviewed between October and December. The selected candidates enter the Naval College about the end of January, the Cadet Midshipmen (normal entry) for a four years' course, and the Cadet Midshipmen (Intermediate Entry) for a two years' course.

Boys who enter under either of these schemes have the opportunity of serving in the Executive, Engineering, Electrical and Supply and Secretariat Branches. On completion of their training at the College, the subsequent careers of the Cadet Midshipmen who enter at 13 years and 15 years are similar.

Some of the annual vacancies for these entries are reserved for the sons of persons who have been on active service abroad with an expeditionary force of the Commonwealth or with the Royal Australian Navy.

Application forms and full details of these entries may be obtained from -

The Secretary, Department of the Navy, Navy Office, Melbourne, S.C.L, Victoria.

The Commanding Officer, H.M.A.S. RUSHCUTTER, Beach Road, Edgecliff, Sydney, New South Wales.

The Resident Naval Officer, Naval Staff Office, Edward Street, Brisbane, Queensland.

The Resident Naval Officer, Naval Staff Office, Fletcher Street, Birkenhead, South Australia.

The Resident Naval Officer, Naval Staff Office, Police Building, Franklin Wharf, Hobart, Tasmania.

The Naval Officer-in-Charge, Naval Staff Office, Cliff Street, Fremantle, Western Australia.

3. Navy Orders 187 and 289 of 1950 are hereby cancelled.

(4005/2/139)

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

185.

**SELECTION AND TRAINING OF RESERVE OFFICERS AS FIRST
LIEUTENANTS AND COMMANDING OFFICERS OF OCEAN MINESWEEPERS.**

(a) SELECTION AND TRAINING OF RESERVE OFFICERS AS
FIRST LIEUTENANTS OF OCEAN MINESWEEPERS.

There is a requirement for a number of Reserve Officers to be trained to fill complement billets as First Lieutenants of Ocean Minesweepers on mobilization. The officers to be trained will be selected from those who are fully qualified in all subjects for Lieutenant R.A.N.R.

2. Names of officers recommended are to be forwarded by Resident Naval Officers and Naval Officers-in-Charge to the Director of Reserves, Navy Office.

3. Reserve Training Establishments will be informed of the officers selected to be trained as First Lieutenants.

4. The syllabus of training, ashore and afloat, for these officers is shown in Appendix 'A'.

(b) SELECTION AND TRAINING OF RESERVE OFFICERS
FOR COMMAND OF OCEAN MINESWEEPERS.

There is a requirement for a number of Reserve Officers to be trained to fill complement billets as Commanding Officers of Ocean Minesweepers on mobilization. Officers will be selected from those who are fully qualified in all subjects for command. Preference will be given to those officers who have qualified or received sea experience as First Lieutenants of Ocean Minesweepers.

2. Names of officers recommended by Resident Naval Officers and Naval Officers-in-Charge are to be forwarded to Director of Reserves, Navy Office.

3. Reserve training establishments will be informed of the officers selected to be trained for command of Ocean Minesweepers.

4. The syllabus of training, ashore and afloat, of Reserve Officers for command of Ocean Minesweepers is shown in Appendix 'B'.

(4006/103/11)

APPENDIX 'A'

SYLLABUS OF TRAINING.

LIEUTENANTS R.A.N.R. QUALIFYING AS FIRST LIEUTENANTS
OF OCEAN MINESWEEPERS.

Part A - 13 two hour lectures in Reserve Training Establishments.

<u>Period 1</u>	Types of Sweeper; History of Minesweeping.
<u>Period 2</u>	Wire Sweeping; Principles of 'A' and 'O' sweeping.
<u>Period 3</u>	Passing 'A' sweeps with three or more ships.
<u>Period 4</u>	Oropesa sweeps.
<u>Period 5</u>	Arming sweeps; Behaviour of sweeps.
<u>Period 6</u>	The Mark 7 Oropesa sweep.
<u>Period 7</u>	Laying and lifting dan buoys.
<u>Period 8</u>	Earth's magnetic field. Magnetic fields of ships. Degaussing. Actuation of mines by horizontal and vertical magnetic fields.
<u>Period 9</u>	Sweeps ME Mark 6, ME Mark 106.
<u>Period 10</u>	Control equipment for magnetic sweeps. Sweep ML Mark 4.
<u>Period 11</u>	Theory of acoustics. Description of sweeps AH Mark 4, AO Marks 4 and 5, and AX Mark 3.
<u>Period 12</u>	Streaming and recovery of sweeps AH Mark 4, and AO Mark 4. Description, streaming and recovery of sweep AD Mark 3.

Period 13

Sweep AX Mark 3 - preparation of charges and drill.

T.W.M. Gear.

Part B - Sea Training - 13 days at sea (10 instructional days)

<u>Day.</u>		
1.	A.M.	Acquaintance with stowage position of all types of sweeps and spare gear; cutters, float wires, shackles, etc.
	P.M.	Operation of M/S winches. Reeling on new sweep wires. Use of chain stoppers. Fitting end cutters.
2.	A.M.	Preparation of 'O' sweeps. Fitting of kite and other slings. Differences between deep and shallow 'O' sweep. Preparation of static and explosive cutters.
	P.M.	Streaming of 'O' sweeps; calibration. Arming sweeps. Recovering sweeps.
3.		Preparation of 'A' sweep in slip and winch ship. Passing 'A' sweep from slip and winch ship. Turns and sighting sweeps.
4.		Preparation of dans for laying. Laying and lifting a line of dans. Preparation of datum dans.
5.		Preparation and streaming of Sweep A.D. Mark 3. Towing astern and towing alongside.
6.		Preparation of charges for Explosive Sweep; drill and operation. Preparation of Sweeps A.H. Mark 4 and A.O. Mark 4; streaming and recovery.
7.		Reeling on new magnetic sweep cables; fitting of towing gear. Repair of canvas covered electrodes. Preparation and streaming of magnetic sweep. Recovering sweeps.
8.		Preparation and streaming of loop sweeps; recovering loop sweeps.
9.	}	Each Officer is in turn to take charge of the sweeping operations involved in streaming and recovering Wire Sweep Mark 1 'A' and 'O' sweeps, AH 4, AO 4, AD Mark 3, ME Mark 106, and the laying and lifting of a dan buoy.
10.		

APPENDIX 'B'

SYLLABUS OF TRAINING.

R.A.N.R. OFFICERS QUALIFYING FOR COMMAND
OF OCEAN MINESWEEPERS.

Part A - 9 one hour lectures in Reserve Training Establishments.

- Period 1 The mine countermeasures problem.
The potential threat.
- Period 2 Operational aspects of wire sweeps.
Method of tackling a minefield.
Formation and turns.
- Period 3 Cross tide sweeping with wire sweeps.
- Period 4 Operational use of magnetic sweeps.
Formation and turns employed.
- Period 5 Magnetic sweeping. Making good holidays
in laps. Break down procedure.
Magnetic sweeping in cross tide.
- Period 6 Acoustic sweeps theory and sweeps in
service.
- Period 7 Theory of sweeping pressure mines and
pressure minesweeping material.
- Period 8 Operational aspect of offensive mine-
sweeping and sequence of sweeping.
Safety precautions.
- Period 9 Preparation of operation orders.

Part B - Sea Training - 13 days at sea (10 instructional days).

NOTE.- Two Ocean Minesweepers should be employed together on this training.

Day.

1. Ship Handling Manoeuvring a ship up to a Dan Buoy coming to Anchor, making a stern board in a crosswind, etc.
2. Acoustic Sweeps Streaming and recovery of AO Mark 4, AH Mark 4, AD Mark 3 and demonstration of AX Mark 3.
3. } Streaming and recovery of ME Mark 106
4. } Magnetic Sweep Station keeping in 'R' formation;
5. } turning with sweep streamed. Combined Magnetic-Acoustic sweeps. Pulsing synchronization.
6. Dan Laying Laying and Lifting of a line of Dams.
7. } Streaming of W Mark 1 - Station keeping
8. } Wire Sweeping in 'G' formation - Recovery of sweep.
9. } As above but cross tide sweeping with aid of station-keeping aids.
10. 'A' Sweep - streaming, sweeping and recovery.

186.

ROYAL NAVY LOAN PERSONNEL REVERTING TO ROYAL NAVY SERVICE
OR TAKING DISCHARGE IN AUSTRALIA - LEAVE PARTICULARS
REQUIRED FOR CALCULATION OF FOREIGN SERVICE LEAVE.

Foreign Service leave entitlements of Royal Navy Loan personnel reverting to Royal Navy Service or taking discharge in Australia are calculated in Navy Office.

2. In calculating entitlement, local (Home Service) leave taken in Australia in excess of 14 days per annum allowed under Royal Navy conditions is deducted from the accrued Foreign Service leave credit (paragraph 5 of Navy Order 109 of 1953). It is necessary therefore that Navy Office be informed as early as practicable in each case of details of leave (excluding travelling time) granted to such personnel during the final months of Royal Australian Navy Service, covering that period for which ships' ledgers have not been rendered to Navy Office, Melbourne.

The nature of leave granted (e.g. Home Service leave, sick leave, and Compassionate Leave), is to be indicated.

3. Where Royal Navy loan personnel are taking discharge in Australia, leave particulars as shown in ledgers not yet forwarded to Navy Office are to be reported to Navy Office in sufficient time to allow calculation of Foreign Service leave, and authorization of this and other leave entitlements (e.g. Terminal leave); so as to enable all leave to be taken by the member prior to date of final discharge.

4. Where the member is reverting to the Royal Navy, the Ship or Establishment bearing the pay account for the period (for which ledgers are not in Navy Office) is to report to Navy Office the leave particulars on discharge of the member from the Royal Australian Navy Ship, or (in the case Royal Australian Navy embarkation depot) immediately after the day of embarkation for the United Kingdom.

5. Reports are to be made by signal. "Nil" reports are necessary in cases where no leave has been taken during a relevant ledger period.

(4022/1/80)

187.

SPECIALIST QUALIFICATIONS - SEAMAN BRANCH.

Except as stated in paragraph 2, the conditions of Navy Order 88 of 1949 will not apply after 30th June, 1953, in regard to Seaman Branch specialist qualifications. Advancement of Seaman Branch ratings will not be authorized unless the ratings concerned fulfil the requirements of Navy Order 348 of 1948, e.g., for advancement to Acting Leading Seaman an Able Seaman must be in possession of a third class specialist qualification and be recommended for a second class rate.

2. As the Quartermaster Branch is being allowed to die out, ratings holding Quartermaster rates will continue to be advanced on an acting and provisional basis, but will not be eligible for confirmation until they have qualified in another specialist qualification and have been recommended in accordance with paragraph 1 hereof.

3. The attention of all Commanding Officers is drawn to the necessity for Forms A.S.1303 (Recommendation for higher specialist qualification) being accurately compiled and rendered on the due dates to ensure that ratings are not passed over for advancement.

(4008/4/45)

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

188.

ENTRY INTO MANUS - FAMILIES OF ROYAL AUSTRALIAN NAVY PERSONNEL.

Applications for permits for entry into Manus of families of Royal Australian Navy personnel serving in H.M.A.S. TARANGAU are negotiated through the District Commissioner, Lorengau.

2. All other applications for entry permits are to be made to the Department of Territories, Canberra, or to the Administrator, Port Moresby.

(3935/2/13)

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

189.

MODIFICATIONS TO AIRCRAFT, POWER PLANTS, ENGINES AND ASSOCIATED EQUIPMENT - PROCEDURE IN THE ROYAL AUSTRALIAN NAVY.

Navy Order 451 of 1952, paragraph 13 (c), is to be amended as follows :-

The wording in brackets in the Table opposite F.I.R. to read "One-star Modifications if time permits".

(3053/131/7)

190.

UNIFORMS OF RATINGS OF THE ROYAL AUSTRALIAN NAVAL RESERVE.

Navy Order 112 of 1952 is to be amended as follows :-

(a) the preamble to Statement C to read -

" To be issued gratuitously immediately prior to the first period of continuous training for which the wearing of No.10 and/or No.10A dress is certified by the Commanding Officer as essential to comply with dress regulations."

(b) the scales set out in Statement C to read -

<u>Class II Ratings</u>	<u>Class I and III Ratings</u>
Delete all reference to Jumpers, white, drill and Trousers, white drill.	Delete all reference to Tunics, white, drill and Trousers, white drill.

(c) the scales in Statement E to read -

<u>Class II Ratings</u>	<u>Class I and III Ratings</u>
Increase quantities of Jumpers, white drill, and Trousers, white drill, to 2 No. and 2 Prs. respectively.	Increase quantities of Tunics, white drill, and Trousers, white drill, to 2 No. and 2 Prs. respectively.

(4716/1/109)

191.

CENSUS OF OFFICE MACHINERY.

A census of office machinery, of the types listed in Appendix "A" to this Order, is to be taken on 1st June, 1953.

All Ships and Establishments are to furnish a statement, in accordance with the pro-forma in Appendix "B", for each individual machine. It will not be necessary to reproduce special forms for this purpose nor to show the heading for each item of information required. Information should be set down strictly in the order shown in the pro-forma, however, and each item should be numbered as shown, "n.a." being stated where a particular item is not applicable to the machine in question.

2. The quarterly returns from Shore Establishments required in accordance with Navy Office circular memorandum No.62 dated 6th July, 1949, will no longer be required.

(3911/1/50)

APPENDIX "A"

CLASSES OF EQUIPMENT REGARDED AS OFFICE MACHINES FOR THE PURPOSE OF THE CENSUS.

Accounting machines (including analysis, dissection, book-keeping, billing and ledger posting machines).

Adding and listing machines.

Addressing machines and associated plate embossing or stencil writing equipment (excluding plates, frames, stencils and furniture).

Calculating machines (e.g. Comptometer, Burroughs, Sumlock, Plus Adder, Madas, Munroe).

Cash registers.

Cheque writing and/or signing devices (including pin point typewriters).

Change issuing machines.

Coin counting machines (including coin weighing scales).

Continuous stationery typewriters.

Dictating and transcribing machines (e.g. Ediphone, Dictaphone etc.).

Duplicating, Printing and Reproducing machines (including plan printing, photostat and similar equipment).

Electric or semi-electric typewriters.
 Envelope sealing and/or opening machines.
 Form folding and/or inserting machines.
 Package tying machines.
 Perforating and punching machines (except small desk or hand punches).
 Punched Card Equipment (e.g. Hollerith; Powers).
 Sortergraf and similar special sorting devices.
 Stenographic machines.
 Ticket issuing machines.
 Time Recorders.
 Visible index equipment.
 Other devices of an allied character which purport to facilitate office work except -

- (a) Ordinary typewriters.
- (b) Minor items of office equipment costing less than £10 (e.g. small stapling machines, hand or desk punches, loose leaf binders, etc.).
- (c) Stationery and other equipment used in conjunction with office machines (e.g. Addressograph Plates; frames and cabinets. Cards for use with punched card equipment, Stencils, Typewriter ribbons, etc.).
- (d) Filing cabinets, presses etc. of the type which are normally obtainable by requisition on the Department of Works.

APPENDIX "B"

SURVEY OF OFFICE MACHINES.

SHIP OR ESTABLISHMENT

BRANCH SECTION

- (1) Class of Machine - e.g. Typewriter Accounting Machine.
- (2) Type and Model - e.g. Remington Model 124.
- (3) Serial Number (if known)
- (4) Operation - e.g. Manual; semi-electric; full electric.
- (5) Date of Purchase (if known)
- (6) Present Condition - i.e. Good; Fair; Poor:

- (7) Amount of use.
 - (a) Used practically continuously.
 - (b) Used at least 50% of normal weekly hours.
 - (c) Used less than 50% of normal weekly hours.
 - (d) Not in use.
- (8) Remarks on operation etc. - e.g. Operation satisfactory but considered that Ledger Posting Machine would be more suitable because

Note re Item 6.-

A machine should be regarded as "Good" if faults occur only rarely if at all, and as "poor" if it gives an undue amount of trouble and calls for frequent mechanical attention. Intermediate cases should be recorded as "Fair".

RESTRICTED

RESTRICTED 192-200/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

2nd June, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. 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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192.

DISPOSAL OF DEAD BODIES.

Defence Force Regulation 27 (Statutory Rules, 1952, No.29) reads -

"A commissioned officer of the Defence Force may, subject to any direction of the Minister, give such directions for the disposal of the body of a member of the Defence Force who died while on service as he thinks fit."

2. By notice in the Commonwealth Gazette, No.20 of 1st May, 1953, the Minister for the Navy has given the following direction :-

" In pursuance of the powers conferred upon me by regulation 27 of the Defence Force Regulations, I, William McMahon, Minister of State for the Navy, hereby impose the following restrictions and conditions upon the exercise by commissioned officers of the Royal Australian Navy of the powers conferred by regulation 27 of the Defence Force Regulations upon commissioned officers of the Defence Force :-

The powers conferred by regulation 27 of the Defence Force Regulations in relation to the disposal of dead bodies shall not be exercised by a commissioned officer of the Royal Australian Navy in any case in which the death occurred in such circumstances as to require reference to a coroner under the law relating to coroners, except subject to the following restrictions and conditions :-

- (a) The officer shall certify that the dead body is at a place where, in his opinion, the circumstances are such that it is not practicable to comply with the provisions of the law relating to coroners;
- (b) The officer shall forthwith after the disposal of the body in accordance with such directions forward the certificate to the Secretary, Naval Board."

(3712/5/28)

193.

COURSES - GUNNERY, T.A.S., N.D., P.T. AND BOOM TRAINING SCHOOLS - JULY-DECEMBER, 1953.

The following is a forecast of the commencing dates of courses to be held in the Gunnery School, Flinders Naval Depot; Torpedo Anti-Submarine School, H.M.A.S. RUSHCUTTER; Navigation Direction School, H.M.A.S. WATSON; Physical Training School, Flinders Naval Depot, and Boom Training, Depot, Waverton, during the period July-December, 1953 :-

Gunnery School, Flinders Naval Depot.

G.I.	13th July
QR1	13th July
QR2	7th October
QR3	29th August
RC2	13th July
RC3	10th August
GL2	31st August
GL3	17th August
QA3	3rd August
	2nd November.

T.A.S. School, H.M.A.S. RUSHCUTTER.

UW1	3rd August
UC1	31st August
UW2	10th August
UC2	26th October
UW3	26th October
UC3	26th October
Diver 3	7th September.

P.T. School, Flinders Naval Depot.

PT 1	5th October.
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N.D. School, H.M.A.S. WATSON.

RP1	20th July
RP2	17th August
RP3	3rd August
	14th September
	12th October
Nav. Yeo.	3rd August
	30th November.

Boom Training School, Waverton.

BT3	28th September.
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(4007/3/55)

194.

R.A.N. EDUCATION SERVICE - VOCATIONAL TRAINING SCHEME - CORRESPONDENCE COURSES.

A Services Education Scheme, through correspondence courses, has been instituted to provide training facilities as well as financial assistance for officers and men of the Post-War Forces. The Scheme is designed to assist those who desire to undertake vocational and educational courses on an individual basis, in their own time, to improve their qualifications, or in preparation for re-entry to civil life.

2. COURSES AVAILABLE.-

(1) University Courses.- The original scheme has been extended, as from 1953, to include such university courses as are made available by University authorities for external study. Conditions governing such courses vary from university to university so that it will be necessary for intending students to make their own arrangements, including payment of fees, directly with the University authorities in accordance with individual requirements and the conditions governing external studies. (It should be noted that the University of Queensland has a Department of External Studies specializing

in this field.) A list of all University courses available will be supplied to all Education Officers.

(ii) Educational and Vocational Courses.- The subjects initially available are set out in the book - "List of Technical Type Correspondence Courses" - a copy of which will be supplied to all Education Officers. These subjects cover a very wide field.

3. As additional courses are approved, the necessary information will be promulgated in Director of Education and Vocational Training circulars. Education Officers are required to keep their copies of the list up-to-date.

4. Details of the various subjects are contained in the Handbooks of Technical Colleges and the other Teaching Institutions, or in D.E.V.T. circulars. Further information on any course may be obtained from Director of Education and Vocational Training, Navy Office, Melbourne.

5. Eligibility.- All officers and ratings of the Naval Forces enlisted or appointed for full-time continuous service shall be eligible to participate in the Scheme.

6. Financial Assistance will take the form of a refund of tuition fees -

- (a) subject to the completion of the course or unit within 2 years of enrolment whilst still serving;
- (b) not exceeding £7. 0. 0 in respect of fees paid for enrolment in any financial year since 1st July, 1952.
(In respect of fees paid prior to 1st July, 1952, the sum will remain at £5.10. 0, as heretofore.) Proof of payment of tuition fees in the case of university courses will consist of the production of the appropriate receipts issued by the University authorities;
- (c) for a course or unit of a course commenced not earlier than 18 months before discharge, provided that 50% of the course or unit thereof is completed before discharge.

7. Completion of Training.- A course or unit may be regarded as completed when -

- (a) all the written assignments in connection with it have been satisfactorily completed (and duly corrected) regardless of final examination results; or
- (b) a final examination, internal or external, has been passed before the completion of all assignments provided that such completion is neither desired by the student nor required by the teaching institution.

NOTE:- For any further units desired, the member shall make a new application.

- (c) In the case of university courses, a written statement to the effect that the course or unit of course has been completed is required from the University authorities. (See paragraph 16.)

8. Position on Discharge.- Subject to the two years' limit, officers and ratings enrolled under the Scheme, may, after discharge, complete courses or units for which they were enrolled prior to discharge. Re-imburement of fees, however, will not be made in respect of courses or units completed after discharge.

9. Refund of Tuition Fees prior to Discharge.- Provided that he has completed 50% of a course, or unit of a course, commenced not more than eighteen months prior to the date of his discharge, an officer or rating may claim refund of tuition fees in accordance with paragraph 6(c) prior to discharge. In the case of university courses it will be necessary for an officer or rating to establish that he has completed half of the year's work and to produce the receipts for fees paid in order to qualify for a refund of fees as prescribed in paragraphs 6(b) and 16.

10. Instructor Officers are appointed to the principal bases and ships, and should be consulted concerning any question arising in connection with the R.A.N. Education Service, and post-discharge training information.

11. In Ships and Establishments in which an Instructor Officer is not borne, the Commanding Officer is to detail an officer, preferably of Lieutenant's rank, if available, to act as Education Officer. This officer is to accept applications for correspondence courses and carry out liaison duties with the Base or Fleet Education Officer, particularly as regards checking eligibility of applicants for courses, other than University courses.

12. Procedure for Enrolment.- Forms; Supplies of the following forms are obtainable on request either from a Base or Fleet Instructor Officer, or from D.E.V.T.

(NOTE:- The information furnished by the applicant and the Education Officer on the various forms should be as complete and precise as possible, particularly as regards adherence to the subject titles as given in the List or Circulars. All applications are to be made through the Education Officer.)

- (a) "General Information Form" should, for all courses other than University courses, be completed in duplicate and both copies forwarded to D.E.V.T. through the Commanding Officer.
- (b) "Enrolment Form" embodying "Authority to Debit Ledger A/c with Fee Deposit" (Fee deposit slip) should be completed in duplicate, one copy being forwarded to D.E.V.T. through the Commanding Officer, the other copy being retained by the Education Officer in the ship for future reference.
- (c) "Book Order Form", when required, should be completed in triplicate, two copies being forwarded to D.E.V.T. through the Commanding Officer, the third copy being retained by the Education Officer in the ship for future reference. However, when a ship is about to sail from Sydney, an officer or rating may obtain the requisite books in Sydney quickly by presenting personally the two "General Information", one "Enrolment" and two

"Book Order" Forms, all duly signed by his Commanding Officer or Education Officer, to the Command Education Officer, H.M.A.S. RUSHCUTTER, who will take all necessary subsequent action, including the forwarding of the necessary forms to D.E.V.T.

- (d) In the case of University courses, after enrolment, a General Information Form only is to be forwarded by the Education Officer to D.E.V.T. for information.

13. An officer or rating will not be enrolled for more than 2 courses or units concurrently. Experience has proved that, as a general rule, one subject is sufficient to keep a Service student fully occupied. Enrolment should be through his home State, except where a course is not available in that State or for some other strong reason.

14. Fees.-

(a) An officer or rating will pay, through his ledger account, the tuition fees for the course or unit of the course, (other than a University course).

(b) The Education Officer and the Supply Officer will be provided with a list of courses and the fees to be charged.

15. Procedure for debiting Pay Account.- Forms of Advice will be sent to Commanding Officers -

- (i) as soon as the officer or rating has been enrolled for a course other than a University course;
- (ii) at the time of despatch from D.E.V.T., or Command Instructor Officer on area, of any textbooks, the Form of Advice showing details and cost of the books.

On receipt of either of these Forms of Advice, the amount involved is to be charged against the pay account of the officer or rating in accordance with the authority given in the Order, and the Director of Navy Accounts is to be furnished, as early as possible, with a reference to recovery. Where the accounts of the ship, in which the officer or rating is borne and to which advice is sent, are kept elsewhere, the advice should be forwarded immediately to the Supply Officer concerned for action.

16. Procedure for Crediting Refunds.- The officer or rating will be notified by D.E.V.T. of the satisfactory completion of the course or unit, (other than University courses). On further advice from Navy Office to the Commanding Officer, the fees charged will be refunded through his ledger account in accordance with paragraph 6.

In the case of University courses the officer or rating will be required to produce a written statement from the University Authority concerned and a receipt for the tuition fees paid for the course or unit of courses. These must be forwarded to D.E.V.T.

17. It should be particularly noted that the only method of refund of fees for courses is through the ledger accounts.

18. Navy Order 88 of 1950 is hereby cancelled.

(4016/22/3)

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

195.

ELECTRICAL BRANCH - R.E.A.'s AND R.E.A.'s (AIR).

The rates of Chief Radio Electrical Artificer, Chief Radio Electrical Artificer (Air), Radio Electrical Artificer and Radio Electrical Artificer (Air) will be allowed to lapse. Existing personnel of these rates will continue to serve under present regulations and will be employed in accordance with the Appendix to this Order. For the purpose of advancement to the rates of Chief Radio Electrical Artificer and Chief Radio Electrical Artificer (Air) common rosters of Electrical Artificers and Radio Electrical Artificers have been instituted.

(4002/151/14)

APPENDIX.

Amendments to complements will be promulgated in due course, revised numbers of Artificers, Chief and Radio Electricians will be as follows :-

Ships	CEA	EA	CRE	RE	CEA(A)	EA(A)	CRE(A)	RE(A)
ALBATROSS	1	2			2 θ	8 ∅∅	3 θ	12 ∅∅∅
CERBERUS	2	9	3	12		1	2	3 ∅
SYDNEY	2	7	1	6	1			2
ANZAC	1	3	1	3				
ARUNTA	1	1		2				
AUSTRALIA	3	6	1	4				
BATAAN	1	1		2				
HARMAN	2	2	2	7				
KUTTABUL	1	4	1	4				
MELVILLE	1	1	1	3				
QUADRANT	1	1	1	2				
TOBRUK	1	3	1	3				
VENGEANCE	2	7	1	4	1			2
WATSON		2	2	3				
S.I.R. Sydney	1	5	1	3				
S.I.R. Geelong		2		2				

- ✓ May include C.R.E.A.
 θ May include C.R.E.A.(A).
 = May include R.E.A.
 ∅ May include R.E.A. (A).

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8

196.

**LISTS OF PORTABLE FITTINGS, ETC. - AMENDMENTS -
RECORDING OF SERIAL NUMBERS.**

In instances where a complete spare unit is fitted as a replacement and the relevant amendment to the List of Portable Fittings, etc., consists only of a change in the serial number, the raising of amendment vouchers (Form A.S.197/A.D.526) in accordance with Consolidated Orders and Regulations, Article 298, clause 2, is to be discontinued.

2. It is stressed, however, that the recording of serial numbers of equipment is important for many reasons, chief of which is as an aid to the recovery of stolen items. A record should therefore be maintained on board in conjunction with the List of Portable Fittings, etc., in order that movements, within the ship, of equipment bearing serial numbers may be traced. Apart from the value of such a record to ship's officers, its maintenance will be essential when the provisions of Navy Order 207 of 1952 are implemented.

3. The foregoing direction is not intended to modify in any way the existing procedure in regard to the raising of Forms A.S.197/A.D.526 when equipment (both fitted and spare) is permanently removed from, or placed on board a ship.

(4355/1/14)

197.

**ELECTRICAL "AS FITTED" DRAWINGS - ACCOUNTING
FOR FITTED EQUIPMENT, ETC.**

The instructions in this Order are designed to clarify the directions in paragraph 6(b) of Navy Order 360 of 1950.

2. Items fitted in place on board are recorded on Electrical "As Fitted" drawings, which are on charge, on Form A.D.793, in the Electrical Officer's List of Portable Fittings, etc.

3. In general, fitted items are accounted for in the Electrical Officer's List of Portable Fittings, etc., by an entry, on Form A.D.794, referring to the relevant "As Fitted" drawing: Viz. "Quantities and Descriptions as shown on Drawing No."

Exceptions to the above generalization are items of equipment which, in the main, are of a portable plug-in character and are accounted for as Sea Stores.

These items are as follows :-

- (a) All portable electric lamps, including those for navigation purposes.
- (b) Bracket pillar and standard lamps.
- (c) Pendants for Wardroom lamps.
- (d) Electric appliances of plug-in-type (e.g. laundry irons, toasters).
- (e) Electric fires and panels.

4. The aforementioned items are included in "As Fitted" drawings for two reasons, viz -

- (a) To indicate that they form part of the designed installation of the vessel.
- (b) To enable the establishment of spare fittings, based on numbers fitted, to be determined.

5. To avoid confusion which might arise from the fact that certain Sea Store items, which are accounted for in the Naval Store account, are also required to be included in "As Fitted" drawings, for the reasons given in paragraph 4 hereof, the following action is to be taken :-

- (a) All Sea Store items shown on "As Fitted" drawings are to be indicated on the drawing by a reference mark (e.g. " ") and the drawing notated "Items marked " " on this sheet are accounted for as Sea Stores, Navy Order 196 of 1953, refers".
- (b) The notation "Quantities and Descriptions in accordance with Drawing No.", on relevant pages of the List of Portable Fittings, etc., is to be amended, if requisite, by the addition of the words "less items marked " " on the drawing, Navy Order 196 of 1953, refers".

6. Forms A.D.794 raised subsequent to the promulgation of this Order, to account for fitted equipment, are to include in the "Description" column the reference to the drawing number instead of in the "Remarks" column, thus leaving the latter column free for use by ship's staff.

The following example will serve as a guide :-

- (a) General Heading -

Fitted Equipment - Vide "As Fitted" Drawings.

<u>Description</u>	<u>Denomination of Quantity</u>	<u>Quantity</u>
Fittings for Lighting and Power, Quantities and Descriptions as shown on Drawing No.	Set	1

(4355/1/14)

198.

**FIREFLY AIRCRAFT - ACCIDENT WHEN USING
ROCKET ASSISTED TAKE OFF.**

An accident has occurred to a Firefly aircraft using R.A.T.O. When the rocket motors were fired the starboard R.A.T.O.G. was not bearing against the thrust spool on the aircraft structure and the assembly was projected into the propeller arc. This resulted in the power plant and engine having to be written off.

2. The evidence available after the accident clearly proves that the loading procedure for attaching the R.A.T.O.G. to the aircraft was not completed in accordance with the instructions in A.P.(N) 1023(1).

3. Subsequent loading trials carried out have shown that the loading instructions described in A.P.(N) 1023(1) require revision, and an order to this effect has been issued. It is nevertheless reasonably certain that the accident would not have happened if the personnel responsible had followed the existing loading instructions conscientiously.

4. In addition, this R.A.T.O.G. had a modification (Classification B/2) only partially embodied, and it is possible that this contributed to the accident. An assembly in this modification state should not have been used.

5. The necessity for strict compliance with the instructions and attention to detail when servicing aircraft armament equipment is to be impressed on all maintenance personnel.

(3054/1/66)

199.

KITS OF RATINGS - WORKING DRESS FOR SICK BERTH RATINGS.

In future, long sleeved white shirts, with collar, and white drill trousers, shall be worn by Sick Berth ratings in lieu of action-working shirts and trousers when employed attending to patients.

2. Consequent thereon, the compulsory kit of these items is to comprise -

Shirts, white, with collar	3 No.	} working dress
Trousers, white, drill, fly	3 Prs.	
" " " "	2 Prs.	
Shirts, action-working	2 No.	
Trousers, action-working	2 Prs.	

and issue accordingly is to be made to new entry Sick Berth ratings in future.

3. In the case of those Sick Berth ratings now serving, whose engagement will not expire on or before 30th September, 1953, a gratuitous issue is to be made to them of the following :-

Shirts, white, with collar	2 No.
Trousers, white drill, fly	2 Prs.

The third set of white working dress is to be provided, at the ratings' own expense, to complete to the authorized scale, vide paragraph 2 above. Such ratings may retain their third set of action working dress, now surplus to scale.

4. Ratings whose engagement expires on or before 30th September, 1953, and who do not re-engage, are not affected by this Order.

5. The items of compulsory kit, as set out in Schedules "A" and "C" of Navy Order 66 of 1948, are to be amended as follows -

Amend "3 shirts, light blue, action working (2 only to E.R.A.'s, Artisans, Air Artificers, Skilled Air Mechanics, Air Mechanics, Ordnance Artificers, Stoker Mechanics and Cooks)" to read "3 shirts, action-working (2 only to E.R.A.'s, Artisans, Air Artificers, Skilled Air Mechanics, Air Mechanics, Ordnance Artificers, Stoker Mechanics, Cooks and Sick Berth rating)".

Amend "3 pairs Trousers, dark blue, action-working (2 pairs only to E.R.A.'s, Artisans, Air Artificers, Skilled Air Mechanics, Air Mechanics, Ordnance Artificers, Stoker Mechanics and Cooks)" to read "3 pairs Trousers, action-working (2 pairs only to E.R.A.'s, Artisans, Air Artificers, Skilled Air Mechanics, Air Mechanics, Ordnance Artificers, Stoker Mechanics, Cooks and Sick Berth ratings)".

Amend "2 pairs Trousers, white drill (5 pairs to Cooks)" to read "2 pairs Trousers, white drill (5 pairs to Cooks and Sick Berth ratings)".

Amend "3 shirts, white, with collar (Cooks only)" to read "3 shirts, white, with collar (Cooks and Sick Berth ratings only)".

(4716/1/95)

200.

DEMAND, SUPPLY AND RETURN PROCEDURE FOR REPLACE TECHNICAL EQUIPMENT AND SPARE GEAR (ENGINEER'S AND ELECTRICAL) - IMPLEMENTATION.

Recent investigation has shown that it will not be practicable to discontinue, on 1st July, 1953, the use of Spare Gear Defect Lists in accordance with paragraph 1 of Navy Order 30 of 1953.

2. It has been decided, therefore, to postpone the general implementation of the new procedure until the position has improved in respect of the following matters :-

- Stock holdings at the R.A.N. Central Machinery and Spares, to cover approximately the full range of machinery and parts which will be required.
- Relevant Fixture Lists and Lists of Portable Fittings etc. to be brought up to date.

3. The existing procedure whereby Ships and Establishments demand machinery and parts from R.A.N. Central Machinery and Spares Depot, Sydney, in accordance with the provisions of Navy Order 229 of 1947, 55 and 57 of 1952, will continue.

4. H.M.A.S. VENGEANCE is, however, to retain the procedure in force in that ship incorporating direct demands on R.A.N. Central Machinery and Spares Depot, Sydney.

5. Commanding Officers and Authorities concerned are to ensure that the relevant Fixture Lists and Lists of Portable Fittings, etc., are brought up to date as soon as possible. Reports as to the position in this respect as at 30th June, 1953, are to be rendered through Administrative Authorities concerned to Secretary, Naval Board.

(3756/1/6)

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

9th June, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Article 204 of Instructions for Naval Aviation is to be amended by the insertion of revised paragraph (3.) and new paragraph (4.) as follows :-

(3.) Civil Personnel.- Civil personnel may be carried in naval aircraft only when on official business and when this method of transport is authorized as being necessary in the interests of the Service as follows :-

- (a) Commonwealth officers and employees who are required to proceed on duty by naval aircraft must be furnished with written authority by the head of the branch or establishment to which they belong. No form of indemnity is required. Should the officer or employee be killed or injured as a result of an accident while carried on a duty flight in naval aircraft, the payment of compensation will be governed by the appropriate regulations.
- (b) Government contractors or their employees may be carried in naval aircraft provided they have the written authority of the senior officer of the naval establishment concerned, stating that they are required to go into the air on duty. A signed form of indemnity must also be obtained.

(4.) Air Experience Flights of Civil Personnel.- A civil employee of the Commonwealth who is required to undertake an air experience flight in a naval aircraft in connection with his official duties must be provided with a written authority from the head of the branch or establishment to which he belongs, who certifies that the air experience flight is necessary. No form of indemnity is required. Should the employee be killed or injured, as a result of an accident while carried on a duty flight in naval aircraft, the payment of compensation will be governed by the appropriate regulations.

2. This amendment will be included in R.I. series.

(3712/50/52)

H.M.A. SHIPS - SHAFTING - PROPELLER ROPE GUARDS.

With reference to Admiralty Fleet Order 748/1953, all H.M.A. Ships are to raise a docking defect list item to cover the work involved which is to be carried out by Dockyard on the next occasion of docking.

(4273/21/5)

4.5 INCH TWIN B.P.41 MOUNTINGS, MK.6 - PROVISION OF FIRE EXTINGUISHERS.

With reference to Admiralty Fleet Order 1065/1953, this Navy Order is to be quoted as authority to demand the additional Fire Extinguishers, Patt. 7272, and charges, Patt. 7275, for R.A.N. "Battle" Class Destroyers.

(4505/84/87)

NAVAL RESERVE AND NATIONAL SERVICE TRAINING - ALLOWANCE OF AMMUNITION, PYROTECHNICS AND UNDERWATER STORES.

The authorized allowances of ammunition, pyrotechnics and underwater stores, for Naval Reserve and National Service training, are shown as an appendix to this Order.

2. Firings of 4", 40-m.m. and 20-m.m. guns are to be confined to the following ratings only :-

- (a) Naval Reserve Ratings: All seamen training for Gunnery Rates.
- (b) National Service Trainees:
- (i) During Initial Training - All ratings.
- (ii) During Annual Continuous Training Afloat - Seaman ratings only.

3. The following only should be trained in the use of Small Arms :-

- Pistol - Officers
Petty Officers (Seamen)
Petty Officer Stoker Mechanics
All Communication Ratings BUT
National Service Trainees
during Initial Training only.
- Rifle - All ratings BUT National Service
Trainees of non-seaman branches
during Initial Training only.
- Sub-Machine Gun - All Seaman Ratings.
All Stoker Mechanic Ratings } *
All Communication Ratings }
* National Service Trainees during
Initial Training only.
- Machine Gun - All Seaman Ratings.

4. Firings of Small Arms are to be carried out by Training Establishments only.

5. For the purposes of this Order a training period for Naval Reserves will be deemed to be the obligatory 13 days' Annual Continuous Training. For National Service personnel the training period will comprise that which they are required to perform annually.

6. Training Ships and Establishments are required to furnish to Navy Office, in accordance with Navy Order 75 of 1950, a half-yearly return of expenditure, on 30th June, and 31st December each year. These reports are to indicate the quantities expended for Naval Reserve and National Service personnel training separately from expenditure for other purposes.

7. Navy Order 175 of 1951 is hereby cancelled.

(4433/101/49)

APPENDIX.

Item	Allowance (where applicable)				Remarks
	Naval Reserve		National Service		
	Per man	Per training period	Per man	Per Class per training period	
<u>GUN AMMUNITION</u>					
Cartridges, Q.F.4" Mk.19 gun - S.U. practice	1	-	1 per two trainees	-	
or					
Cartridges, Q.F.4" Mk.16* and 21 gun - S.U. practice	1	-	1 per two trainees	-	
Cartridges, S.A.1", Aiming Rifle	3	-	3	-	
or					
Cartridges, Q.F.2-pdr. practice and sub-calibre	3	-	3	-	
Cartridges, Q.F.40-mm. Bofors H.E. Tracer	5	-	5	-	
Cartridges, S.A. 20-mm. Oerlikon	10	-	10	-	
.38" Ball Revolver	50	-	-	-	
.303 Ball in charges	40	-	40	-	
.45" Ball for Thompson S.M.G.	20	-	20	-	
.22" Rimfire	40	-	40	-	
.303" Ball in cartons	35	-	35	-	
.303" Tracer in cartons	15	-	15	-	
.303 Blank	20	-	-	-	

Item	Allowance (where applicable)				Remarks
	Naval Reserve		National Service		
	Per man	Per training period	Per man	Per Class per training period	
<u>PYROTECHNICS</u>					
Smoke Floats, Type R or RM, Mk.6	-	1	-	1	
Igniters, Smoke Float, Mk.9	-	1	-	1	
Cartridges, Signal, 1", Red, Mk.6T-11T and 13T	-	1	-	2	
Cartridges, Signal, 1", Green, Mk.6T-11T	-	1	-	2	
Cartridge, Signal, 1", White, Mk.6T-10T	-	1	-	2	
Flare Signal, Red	-	1	-	2	
Lights, short, G.S.	-	1	-	2	
Portfire Common	-	1	-	2	
Rockets, Signal, 1-lb. Red	-	1	-	2	
Rockets, Signal, 1-lb., service	-	1	-	2	
Rocket sticks 5' with notch	-	2	-	4	
Tubes, friction, M.R.S	-	1	-	2	
<u>UNDERWATER STORES</u>					
Projectiles, Squid H.E., Mk.1 filled, and fuzed, Mk.1	-	1	-	1*	* only during A.C.T. of SEAMAN trainees.
Cartridges, Squid, filled 8-oz. 66 grns. Mk.7	-	1	-	1*	"
Projectiles, Squid, Light, Mk.1	-	6	-	6	
Cartridges, Squid, Practice, 1900 grns. Mk.23	-	6	-	6	
Projectiles, Hedgehog, H.E. filled, Fuzed, No.420	-	1	-	1	

Item	Allowance (where applicable)				Remarks
	Naval Reserve		National Service		
	Per man	Per training period	Per man	Per Class per training period	
<u>UNDERWATER STORES ctd.</u>					
Projectiles, Hedgehog, H.E.S., Mk.2, plugged	-	4	-	4*	Representing extremes of full pattern. * only during A.C.T. of SEAMAN trainees.
Depth Charge, Mk.7, filled Amatol or T.N.T.	-	1 Pattern of 5	-	1 Pattern of 5*	For both A.A. and A.S. Frigates * only during A.C.T. of SEAMAN trainees.

205.

NAVAL STORES FOR OPERATIONAL SERVICE.

In view of the difficulty of obtaining Naval Stores in forward areas, ships proceeding for operational service are to complete to stowage capacity of consumable stores to the extent to which additional stores can be stowed in the normal store rooms for Naval Stores, subject, however, to the following restrictions of weight :-

<u>Class of Ship</u>	<u>Additional weight of Naval Stores which may be carried in Naval storerooms</u>
Light Fleet Carriers	20 tons
Destroyers - Battle Class	5 tons
Destroyers - Tribal Class	NIL (Note)
A.A. Frigates - Modified river class	NIL
A.S. Frigates - Modified river class	NIL
A.A. Frigates - sloop	1 ton
O.M.S.	$\frac{1}{2}$ ton

NOTE:- Up to 1 ton of additional consumable Naval Stores may be carried if stowage is acceptable and can be arranged in the engine or boiler rooms.

2. Where it is considered necessary to carry permanent Naval Stores in excess of establishment whilst on operational service, application should be made as early as practicable to the Naval Board, through the appropriate Administrative

Authority, in accordance with paragraph 6 of Navy Order 295 of 1950. Applications should give particulars of the proposed stowage positions in the ship of such additional permanent stores.

3. On return from operational service, excess stocks should be returned to the Naval Store Depot.

(4275/102/1)

206.

ISSUE OF REDUCED KITS TO RATINGS ON ENTRY.

It has been decided that sheets, cotton, are to be issued to all recruits on entry. Navy Order 395 of 1952 is to be amended by deleting the references to this item.

(4716/1/103)

207.

VICTUALLING STORES - MESS GEAR - PLASTIC TABLE COVERING.

A new type of plastic material has been adopted in the Royal Australian Navy, in place of leathercloth, for covering ratings' mess tables. Stocks will be available shortly from Victualling Yards.

2. This material will be stocked in a range of three plain colours viz., red, green and grey, and in two widths, 27" and 36". Demands are to stipulate the colour and width required.

3. This material is to be accounted for as a permanent item and unserviceable stocks are normally to be returned to a Victualling Yard for survey. In special circumstances unserviceable material may be disposed of in a H.M.A. Ship in accordance with the procedure in Navy Order 13 of 1951, but the relevant Form A.S.350 (Report of Survey) is to indicate clearly in such cases the reasons which precluded return of stocks to a Victualling Yard.

4. Special care is to be taken when cleaning this material to avoid the use of abrasive cleaning compounds and strong solutions of soda. It can be effectively cleaned with soap and water, with the addition of a small quantity of washing soda.

5. With ordinary care this new material can be expected to remain serviceable for a considerably longer period than leathercloth. Special care is, however, to be taken to guard against wilful damage.

6. The following prices are promulgated for use in effecting recoveries for losses by neglect etc. :-

27" width	-	10s. 1d. per yard.
36" "	-	14s. 0d. " "

(4530/23/82)

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208.

VACCINATION AND INOCULATION.

Navy Order 197 of 1950 is to be amended as follows :-

- 13 (f) The International Sanitary Regulations which operate generally from 1st October, 1952, specify as "Vaccination" in all cases, the methods of protection hitherto referred to as "Inoculations".

14A. Corrections, Blotches, on International Certificates.

It is of paramount importance that blotches, corrections, etc., on International Certificates must be avoided, as these blemishes may be regarded as forgeries by some foreign officials and may result in delay and inconvenience to travellers.

(4018/5/54)

209.

FORMS S.1422 - NAVAL ARMAMENT STORE ACCOUNTS IN SHORE BASES ETC. - LOOSE LEAF SHEETS - ARRANGEMENT.

B.R.1837, Part 1 (Gunwharf Stores) and Part 2 (Details of Assemblies), has now been distributed, and sheets of Naval Armament Store Accounts maintained on the loose leaf system (Form S.1422) are to be arranged in order of Store Reference numbers shown.

2. Other parts will follow, and as these are received ledger sheets should be arranged in the same manner.

(3526/12/830)

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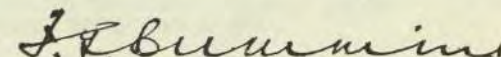
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

16th June, 1953.

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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215	Naval Armament Stores - Allowances for H.M.A. Ships - Gunners' Warrants.

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210.

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

Navy Order 211 of 1950 is to be amended by inserting new paragraph 4 -

4. The President of an Interviewing Committee for Aircrew Intakes will, in future, note on the Form C.W. 1A for each candidate not selected for Pilot or Observer whether the rating is considered suitable -

- (a) to remain a C.W. Candidate in his own branch; and
(b) to appear before a future Interviewing Committee.

(4008/103/11)

211.

AVIATION RATINGS - NAVAL AIRMAN BRANCH - AIRCRAFT
ARTIFICERS AND AIRCRAFT MECHANICIANS - TRAINING
AND ADVANCEMENT REGULATIONS.

Navy Order 239 of 1952, as amended by Navy Order 23 of 1953, is to be further amended as follows :-

Page 26, under heading "Naval Airmen 2 Mechanic (A), (E) or (O) (Ordinary Rating)", delete paragraph (F) and insert new paragraph (F) as follows :-

(F.) Ratings who fail in the examination on completion of the Part II (Technical) course are to be given a period of revision in the School of Aircraft Maintenance (Engineering) and re-examined at the next convenient R.A.N.A.M.E.B. examination. At least 4 weeks should elapse between examinations. Ratings who failed in either the written or oral sections of the previous examination will be re-examined only in the section failed in.

Except as provided for below, those who pass are to be rated Naval Airmen 2 Mechanic (A), (E) or (O).

Those who fail at the second attempt, are to be given a further period of revision and again examined at the next convenient R.A.N.A.M.E.B. examinations.

If, after the second examination, it is obvious that a rating is incapable or unwilling to pass, a report is to be made through the Administrative Authority to the Naval Board. This report is to include the opinion of the Commanding Officer as to the rating's suitability for retention in the Royal Australian Navy.

If considered suitable for retention the Commanding Officer is to state whether it is his opinion that the rating could be satisfactorily employed in another branch of the Naval Service, whether Fleet Air Arm or otherwise.

Those who are unable to pass at the third attempt are to be reported as aforementioned.

Time Lost: as for Naval Airman 1 Mechanic (A), (E) or (O)."

(4002/53/25)

212.

H.M.A. SHIPS - ALLOWANCES OF NAVAL STORES FOR
ELECTRICAL ACTION REPAIR PURPOSES.

The appendix to Navy Order 100 of 1953 is to be amended as indicated hereunder -

Pattern	Description of Item	Nature of Amendment
3923	Battery 6 Volt.	In column 1 (class and Group) insert F.2A.
W2317	" 12 Volt.	" "
14074	" for Torch Patt.19570	" "
X951146	Bulbs for Torches	" "
9231A	Compound Henley's	In column 1 insert F.2B.
13721	Connectors Cable	In column 1 insert F.I.C.
13722	" "	" " " "
14011	" Battery	" " 1 " F.2A.
5494A	Clamps Jointing	" " " " B.9B.
1888	Cable Electric	" " " " F.I.C.
-	" "	" " " " F.I.C.
19237	Extractors Fuse	" " " " F.2B.
19238	" "	" " " " F.2B.
6438A	" "	" " " " F.2B.
-	Tool Stripping for Elect. Cable	Insert B.11.F and P in columns 1 and 3 res- pectively.
19570	Torches Gas Proof -	Amend the allowances to read as follows :-

6a	6b	7a	7b	8a	8b	9a	9b
1	2C	1	2C	-	1C	-	1C

(4476/2/14)

213.

ACCOUNTING FOR BEDDING.

The following procedure is to be observed in accounting for all bedding issued on loan from the Naval Store to Officers and ratings in H.M.A. Ships and Establishments :-

- (a) Particulars of the bedding issued in accordance with respective authorized allowances are to be recorded in a Loan Bedding book (Forms A.S.1099X), a receipt therein for the items concerned being obtained from the officer or rating to whom the bedding is issued. When an issue is made to a steward for an officer, an interim receipt is to be obtained from the steward in a Temporary Loan book (A.S.1092) and retained pending signature of the Form A.S.1099X by the officer concerned.
- (b) When an officer or rating finally leaves the Ship or Establishment, the bedding on loan is to be returned to the Naval Store, and the person concerned should ensure that a clearance is given in the Loan Bedding book by the Stores rating for all items returned.
- (c) In the event of an item becoming unserviceable due to fair wear and tear whilst on loan, it should be returned to the Naval Store for replacement, Form A.S.1091 being raised by the Supply Officer and dealt with as an "exchange" voucher, in accordance with Navy Order 150 of 1950.
- (d) If any items are lost, or become unserviceable from causes other than fair wear and tear, action should be taken in accordance with B.R.4, Articles 70 and 71, recoveries being based on the values promulgated in current Navy Orders.
- (e) Issues of bedding by means of the Loan Bedding book are not required to be posted to the loan columns of the Naval Store ledger.

2. The names of persons to whom bedding is issued should be entered in the Loan Bedding book in alphabetical sequence, separate pages being allocated as necessary for each letter of the alphabet. Forms A.S.1099X for officers' and ratings' bedding should be kept in separate binders.

3. At the end of each quarter, all bedding is to be mustered and a statement prepared, as per appendix to this Order. Extant signatures on the Forms A.S.1099X are to be verified before the muster. The statements should be certified by the responsible officer and retained in the Loan Bedding books.

4. The R.A.N. Supplement to B.R.4 will be amended.

5. Navy Order 194 of 1951 is hereby cancelled.

(3190/1/57)

A P P E N D I X

QUARTERLY STATEMENT OF VERIFICATION OF BEDDING AS AT 19.....

Part. No.	Description	No. on issue as per Loan Bedding Book	No. on permanent Loan	Quantity found by muster in store	Total of Columns 3, 4 and 5	Balance as per Main Ledger	Differences		Reference to Adjustment Voucher
							Deficient	Surplus	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)

..... / 19
..... Supply Officer.

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214.

EXAMINATION OF RESIDENTIAL FURNITURE ON RECEIPT
FROM DEPARTMENT OF WORKS.

In a number of recent instances, items of residential furniture which have been in use for only short periods have been reported to require repair, attributable to the fact that the articles were of inferior quality or finish when originally supplied. The condition of the items, however, was not reported at the time of receipt, and unqualified receipts were apparently given in respect of such supplies.

2. In order that matters of this nature may be taken up with contractors as promptly as possible, arrangements should be made to ensure that furniture intended for use in official residences and married quarters is suitably examined on receipt, and that any defects observed are brought promptly to notice for adjustment. Qualified receipts only should be given in such cases, pending adjustment.

(3541/12/579)

215.

NAVAL ARMAMENT STORES - ALLOWANCES FOR
H.M.A. SHIPS - GUNNERS' WARRANTS.

With reference to Admiralty Fleet Order 3789/1952 and Navy Order 52 of 1953, the preparation and amendment of Ships' Warrants of Naval Armament, Torpedo and Mine Stores will be centralized at Navy Office. All new warrants and amending Forms O.50 will in future be issued by the Director of Ordnance and Underwater Weapons, to whom communications should be addressed.

2. The following work will continue to be carried out at R.A.N. Armament and Torpedo Depots, and communications in connection with these matters should be addressed to Officers-in-Charge of depots :-

- (a) Supply to minor war vessels of Forms F.A.30, showing authorized allowances;
- (b) Completion of established proportion line in Ships' ledgers;
- (c) Insertion in aircraft carriers' ledgers of allowances of Naval Aircraft Armament Stores.

3. This change in procedure will date from 30th June, 1953.

(4426/2/10)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

23rd June, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Guinness

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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226	Machinery and Spares - Demand and Return Notes - Care in Preparation.

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216.

REPLENISHMENT AT SEA - DESTROYERS, FRIGATES,
OCEAN MINESWEEPERS - RECEPTION HIGH POINTS.

Paragraph 1 of Navy Order 64 of 1953 is to be amended by deleting -

"A.S. Frigates (Converted Fleet Class)"

and inserting in lieu -

"A.S. Frigates (Converted Fleet and Modified River Classes)".

(4276/4/196)

217.

IDENTIFICATION MARKING OF VENTILATION FANS.

Navy Order 14 of 1953, paragraph 2, provides for the marking of fans which are within compartments only.

2. Fans which are not within a compartment, such as those situated above the weather deck to casing sides or under the platforms, are to be numbered serially commencing at the fore end and proceeding aft odd to starboard and even to port. The serial number is to be followed by the number of the deck and letter of the section of the ship above which the fan is situated, e.g., fans above the weather deck over section D of the ship are to be marked -

1 - 1D } on the starboard side.

3 - 1D }
2 - 1D } on the port side.
4 - 1D }

(4276/4/178)

218.

SCHOOL OF LAND/AIR WARFARE, WILLIAMTOWN.

Navy Order 268 of 1950 is to be amended as follows :-

Paragraph 3 (i) amend "three weeks" to read "two weeks".

Paragraph 3 (ii) amend "six weeks" to read "four weeks".

Delete paragraph 4 (a) and insert new paragraph -

" Officers nominated to attend the course are to join by 2000 on the Sunday prior to commencement of the course and report on arrival to the Administrative Officer. Transport will be provided, at specified times, from Newcastle Railway Station and Williamtown Aerodrome (aerodrome for Newcastle) to the school of Land/Air Warfare, Williamtown, which is situated eleven miles north of Newcastle. On the Sunday prior to the commencement of the course, transport will leave the Newcastle Railway Station at 1300 and 1815 for Williamtown.

3

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Unless specifically requested at least three days in advance, transport will not be provided other than at these times. Return travel warrants are to be issued to each Officer."

(4006/24/20)

219.

ARTIFICERS - CONFIRMATION IN RATING.

As a temporary measure, Acting Chief Electrical Artificers, Acting Chief Electrical Artificers (Air), Acting Chief Radio Electrical Artificers, Acting Chief Radio Electrical Artificers (Air) and Acting Chief Ordnance Artificers who have not had the opportunity of undergoing a course for Chief rate but, being otherwise qualified, have been advanced in accordance with B.R.1066, Appendix 130D (iii) and 130D (i) and (ii), respectively, may, subject to recommendation, be confirmed in rating after completion of twelve months' service in the acting rating. In such cases, however, the notation "Provisional" is to be inserted, quoting this Order, removal being effected when the rating is fully qualified. Such ratings will be appropriated for courses when the manning situation permits.

2. If a rating who is so confirmed fails in the final examination he is to revert to his former confirmed rating. Re-examination will be in accordance with B.R.1066, Appendix 130C (iv) and 310D (ii), respectively.

(4008/4/44)

220.

REPORT ON AIR ENGINEERING RATING AS PROVISIONAL CANDIDATE FOR AIRCRAFT MECHANICIAN - INSTRUCTIONS FOR USE - FORMS S.1625 AND A.S.1625.

Navy Order 394 of 1952 is to be amended as follows :-

Paragraph 2(c) - after "Leading Airman Mechanic" add "(A), (E) or (O)".

Paragraph 2(d) - line 2, after "Fitter" add "(A), (E) or (O)".
line 3, after "Airman" add "Fitter (A), (E) or (O)".

Paragraph 2(e) - amend as for paragraph 2(d).

Paragraph 2(f) - Delete entirely and insert new sub-paragraph -

Leading Airman
Mechanics (O)
recommended on
completion of
Leading Airman
Mechanic (O)
course.

Form A.S.1625 is to
be rendered upon
completion of course
and thereafter at
six monthly intervals
as in paragraph 1.
Reports are to cease
at the age of 31.

Paragraph 2(g) - Delete entirely.

Paragraph 4 - Delete entirely.

- Paragraph 5 - Delete entirely.
 Paragraph 7 - Amend to read "Form A.S.1625".
 Paragraph 8 - lines 1 and 5 - delete "S.1625 or".

(3325/3/119)

221.

ALL METAL STIFFNUTS - PROCEDURE FOR DEMANDING.

Navy Order 163 of 1951 is to be amended as follows :-

- Paragraph 2 - delete "Simmonds Pinnacle" and "and Oddie".
 Paragraph 4 - delete.

(4404/15/251)

222.

COMMANDING OFFICERS' MESS TRAPS.

The eligibility of H.M.A. Ships to draw Commanding Officers' Mess traps is defined in Admiralty Fleet Order 4406/1947, Scales 1 to 4 inclusive, and in the special notes on page 14 of that Order.

2. It is apparent from demands lodged with Victualling Yards for Commanding Officers' mess traps, that the provisions of Admiralty Fleet Order 4406/1947 are not fully understood. At the present time Commanding Officers' mess traps may be supplied only as follows :-

To Flag Officer Commanding, H.M.A. Fleet.	} In accordance with Scale 1.
To H.M.A.S. SYDNEY VENGEANCE and AUSTRALIA	
To Captain (D) 10th Destroyer Flotilla and Captain (F), 1st Frigate Squadron.	} In accordance with Scale 3.
To H.M.A.S. BARCOO and WARREGO and to other H.M.A. Ships while on detached service in Korean Waters.	} In accordance with Scale 4.

Other H.M.A. Ships may, in addition to the normal Wardroom allowances, draw the items in note (c), page 14 of Admiralty Fleet Order 4406/1947 if the Commanding Officer messes separately from the Wardroom.

3. The Commanding Officer of an H.M.A. Establishment may draw articles of Commanding Officer's mess traps in accordance with the scale appropriate to his rank, as shown in the abovequoted Admiralty Fleet Order. Such items, however, may only be drawn for use by a Commanding Officer who is borne for victuals in the Establishment concerned.

4. Commanding Officers of all H.M.A. Ships and Establishments are to arrange for a muster to be taken of existing articles of Commanding Officer's mess traps and to return to a Victualling Yard at the earliest suitable opportunity, all articles held in excess of the authorized allowances.

5. The scales of allowances of mess gear shown in Admiralty Fleet Order 4406/1947 will eventually be superseded by the revised Royal Navy scales shown in B.R.93(51), Victualling Manual. Stocks of this publication should be available shortly and, when distribution has been completed, the revised scales of allowances included therein will be adopted in the Royal Australian Navy to the extent that supplies of necessary items are available. At the present time supplies are very limited. The action to be taken in accordance with the preceding paragraph is, however, to be proceeded with on the basis of the current scales.

(4530/5/41)

223.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - UNIFORM AND CLOTHING - AUTHORIZED KIT.

Approval has been given to the addition of 1-No. Cover, Cap, plastic, to the kits of W.R.A.N.S. ratings, other than Chief Petty Officers and Petty Officers.

2. Paragraph 1, column 4, of Navy Order 61 of 1952 is to be amended by inserting the following after Collars, semi-stiff:-

"Covers, cap, plastic - 1 No."

(4533/81/46)

224.

TURRET KIT ALLOWANCE.

Approval has been given with effect from 1st July, 1952, for Turret Kit Allowance at the following rates to be paid to ratings regularly employed in the oil operated gun turrets of cruisers and destroyers (of the Battle and Tribal classes), to compensate for damage by oil to their personal clothing :-

	Per annum		Per quarter	
	£	s. d.	£	s. d.
Petty Officers or above (and equivalent ratings)	4.	12. 0	1.	3. 0
Other ratings	3.	14. 0	-	18. 6

2. The allowance is to be credited quarterly on the ledger in the "Miscellaneous Credits" column, Form A.S.9 being rendered as a supporting voucher.

3. Payment in respect of retrospective adjustments will be authorized from Navy Office.

4. Navy Order 8 of 1952 is hereby cancelled.

(4716/31/29)

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225.

MUGS, ALUMINIUM - PERSONAL ISSUE TO R.A.N. AND
W.R.A.N.S. RATINGS.

It has been decided to add a 1 pint aluminium mug to the compulsory kits of all R.A.N. and W.R.A.N.S. ratings.

2. The mug has been introduced for use other than at meal-times, e.g., for beverages for watchkeepers and men at action stations, tea at stand-easy periods and for toilet use when cleaning teeth.

3. Demands for requirements should be lodged forthwith by H.M.A. Ships and Establishments with the nearest H.M.A. Victualling Yard and gratuitous issue effected by all ships on the Australia Station before 31st August, 1953, to all serving ratings whose engagements do not expire prior to 31st December, 1953.

4. Aluminium mugs are to be issued on loan to R.A.N.R. and R.A.N.R.(N.S.) ratings prior to the commencement of periods of continuous training or service, and are to be recovered on completion of such periods.

5. The existing allowances of earthenware mugs for use in dining halls or messes are not varied by the introduction of the aluminium article.

6. Stocks of the new mug and of spare plastic handles will be maintained in future for issue on repayment. The issuing prices for the period ending 30th June, 1954, are -

Mugs	-	3s.10d. each
Spare handles	-	9d. each.

7. Navy Orders 66 of 1948 (Appendices "A", "B" and "C"), 40 (Statement "D"), 61 and 112 (Statement "D") of 1952 are to be amended accordingly.

(4530/11/23)

226.

MACHINERY AND SPARES - DEMAND AND RETURN NOTES -
CARE IN PREPARATION.

Examination of copies of demand and return notes forwarded to R.A.N. Central Machinery and Spares Depot, Sydney, shows that they are not always prepared with sufficient care.

Consequently, identification of items of machinery, and interpretation of entries are, in some instances, difficult.

2. Particular attention is to be given to the following points :-

- (a) Name of vessel, if applicable, to be entered, where feasible, in addition to that of the Ship or Establishment, in which a demand or return note is raised.
- (b) Make, model, and serial number, where available, of equipment to which parts are related, to be entered.
- (c) All entries to be legible and clear on ALL copies of demand and return notes.

(3325/3/124)

(FOR OFFICIAL USE ONLY.)

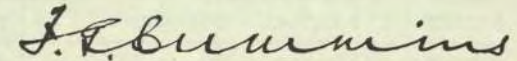
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

30th June, 1953.

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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227.

REPATRIATION/RE-ESTABLISHMENT BENEFITS - H.M.A. SHIPS
ALLOTTED FOR DUTY IN KOREAN OPERATIONAL AREA
AFTER 26TH JUNE, 1950.

With reference to Navy Order 341 of 1952, following are particulars of H.M.A. Ships allocated for duty with United Nations Forces in Korea :-

Ship	Departure date from last port of call in Australia	Return date to first port of call in Australia
SHOALHAVEN	Darwin - 17. 1.50 (Operational Service commenced 27. 6.50)	Sydney - 22. 9.50
BATAAN	Darwin - 10. 6.50 (Operational Service commenced 27. 6.50)	Darwin - 6. 6.51
WARRAMUNGA	Darwin - 14. 8.50	Darwin - 29. 8.51
MURCHISON	Sydney - 9. 5.51	Sydney - 19. 2.52
ANZAC	Darwin - 6. 8.51	Fremantle - 17.10.51
SYDNEY	Sydney - 31. 8.51	Fremantle - 23. 2.52
TOBRUK	Sydney - 31. 8.51	Fremantle - 23. 2.52
BATAAN	Darwin - 17. 1.52	Darwin - 25. 9.52
WARRAMUNGA	Fremantle - 17. 1.52	Darwin - 8. 8.52
CONDAMINE	Darwin - 3. 7.52	Darwin - 11. 4.53
ANZAC	Darwin - 6. 9.52	Darwin - 26. 6.53
CULGOA	Darwin - 11. 3.53	-
TOBRUK	Darwin - 3. 6.53	-

2. Additional information will be published from time to time.

3. Navy Order 96 of 1953 is hereby cancelled.

(4016/1/4)

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

3

228 - 230

228.

INSTRUCTIONS FOR NAVAL AVIATION - AMENDMENT.

Paragraph 1 of Article 181 is to be deleted and the following inserted in lieu :-

" When a Commanding Officer considers that a pilot is accident-prone (except for deck landings only) or that the ability of an aircrew officer or rating is below the standard required by the unit in which he is serving, he is to be grounded and the Medical Officer consulted to ensure that there is no psychological or medical reasons for the incapacity. Where it is decided that such reasons do exist, the officer or rating is to be dealt with under current regulations.

2. Pilots who are considered to be accident-prone for deck landings only, should not be grounded and may be allowed to fly shore-based aircraft at the discretion of the Administrative Authority concerned, until new appointments have been issued."

2. The present paragraphs "2" to "6" are to be renumbered "3" to "7".

(3712/150/6)

229.

NAVAL AIRMAN BRANCH - PROMOTION TO COMMISSIONED AIRMAN.

Provision has been made for ratings of the Naval Airman Branch to qualify for promotion to Commissioned Airman vide Navy Order 70 of 1950.

2. Details of the professional examination for Commissioned Airman are given in Q.R. and A.I. Appendix XII, Part 16(a), Article 311e.

3. Examination Boards for the Air Administration examination will be convened as necessary by Captain (Air), Australia. Names of successful candidates are to be reported.

4. The Air Armament course will be conducted at R.A.N. Air Station, Schofields, with the exception of the 14 days Field Training, which will be carried out at the Gunnery School, Flinders Naval Depot.

(4013/4/109)

230.

NAVAL AIRMAN BRANCH - TYPES OF EMPLOYMENT OPEN TO COMMISSIONED AIRMEN.

The following types of employment are open to Commissioned Airmen :-

(a) In Aircraft Carriers -

- (i) Hangar Control and Safety Equipment and Survival Officer;
- (ii) Air Explosives Accounting Officer;
- (iii) Photographic Officer;

(b) At Naval Air Stations -

- (i) Safety Equipment and Survival Officer;
- (ii) Air Explosives Accounting Officer;
- (iii) Parade Ground duties and Small Arms Training;
- (iv) Range Safety Officer;
- (v) Fire and Assistant Passive Defence Officer;
- (vi) Assistant Air Traffic Control Officer;
- (vii) Photographic Officer.

(c) Miscellaneous -

- (i) Officer-in-Charge, the Aircraft Handler School;
- (ii) Certain instructional duties e.g. Safety Equipment, Aircraft Handling, Photographic;
- (iii) Examining Officer on subjects relevant to the above types of employment.

2. Generally speaking, all Commissioned Airmen may be expected to fill any of the foregoing posts, but their previous experience will be taken into account when making selections for appointments. No Commissioned Airman will be expected to fill a specialist post e.g. Photographic, Safety Equipment and Survival, without having previously undergone the requisite qualifying course.

(3712/150/6)

231.

AVIATION RATINGS - NAVAL AIRMAN BRANCH - TRAINING
AND ADVANCEMENT REGULATIONS - SELECTION OF PILOTS'
MATES AND AIRCRAFT MECHANICIANS (O).

Naval Airmen Mechanics (O) will no longer be eligible for selection as Pilots' Mates and, in future, Aircraft Mechanician (O) candidates will be selected mainly from Leading Airmen Mechanics (O). Selection from this course will depend primarily on expectation of ability to master and practise the trade of fitter and turner in the (O) specialization. A provisional recommendation on Form A.S.1625 of those exceptionally suitable will be made after completion of the Leading Airman Mechanician (O) course. Men who are considered suitable at a later date may be recommended at any time subsequent to being rated Acting Leading Airman Mechanician (O).

2. The secondary avenue to Aircraft Mechanician (O) - selection on examination results of Part I of the Petty Officer Airman Fitter (O) course - will remain open, and until 6th July, 1953, the special transitional arrangements given in paragraph 14 of Navy Order 239 of 1952 will also apply.

3. Navy Order 239 of 1952 is to be amended as follows :-

Page 2, paragraph 2(a) - Amend bracket to show Pilots' Mates selected from Naval Airman Mechanician (Airframes) and Naval Airman Mechanician (Engines) only.

Page 6, paragraph 12(b) - Delete "(13 weeks)" and substitute "(A) and (E) 15 weeks, (O) 14 weeks)".

Page 6, paragraph 13(a) - line 1, after "Mechanics" insert "(A) and (E)".

Page 6, paragraph 14 - line 4, after "Mechanician" insert "(A/E)".

Page 6, paragraph 14 - line 5, after "Pilots' Mates" insert "and Aircraft Mechanician (O) candidates will be selected mainly from Leading Airman Mechanics (O)".

Page 18, line 20 - after "qualification", add "The majority of Aircraft Mechanician (O) candidates will be selected from Leading Airman Mechanics (O) in the same manner as the majority of Aircraft Mechanician (A/E) candidates are selected from Leading Airman Pilots' Mates".

Page 23, (B) (1) - Delete "or (O)".

Page 24, paragraph 7 - lines 2 and 6, after "Mechanician" insert "(A/E)".

(4002/53/25)

232.

GUNMOUNTINGS - 40mm. BOFORS TWIN RP 50 MK.5
40mm. BOFORS SINGLE MK.7 - TO FIT A
FOOTPUSH IN GYRO SIGHT CIRCUIT -
MODIFICATION NO. A.N.1.

- (a) Ships, establishments, etc. All ships and establishments holding above-mentioned mountings.
- (b) Types and Marks of Mountings. 40mm. Bofors Twin RP 50 Mk.5 and 40mm. Bofors Single Mk.7.
- (c) Part of mounting affected. Type 6 Gyro Sight Circuit.
- (d) Purpose of modification. To enable the layer to keep both hands on the joystick when acquiring or shifting target.

- (e) Nature of modification. To fit a footpush (Pat. 7000E, modified for push to OFF) on the layers movable foot platform, so that when the footpush is pressed, the gyro circuit is opened.

Pat. 13956 neoprene sheathed cable is to be run from the footpush to the spare gland (Radar) in the Range Unit. Inside Range Unit, remove red lead between "GRECLO" terminal block and the gyro switch, connect one lead of Pat. 13956 cable to gyro switch, second lead to terminal block.

- (f) Drawing. B.R.1205 (50) Plate 9, and Sheets 13 and 14.
- (g) By whom to be done. Dockyards, Ships and Establishments concerned are to raise a Defect List item to cover work involved, quoting this order as the authority.
- (h) Modification No. A.N.1.

(4429/41/105)

233.

LOAN CLOTHING FOR NAVAL PERSONNEL EMPLOYED AS MOTOR CYCLISTS.

The following is the scale of loan clothing authorized for issue to R.A.N. personnel employed as Motor Cyclists or Motor Drivers :-

Motor Cyclists -

Gloves, gauntlet	1 pair
Goggles	1 pair
Jackets, waterproof	1 No.
Trousers, waterproof	1 pair
Helmets, crash	1 No.

Motor Drivers -

Gloves, gauntlet	1 pair.
------------------	---------

2. Stocks of these items are not normally held in Victualling Yards and adequate notice of requirements is to be given to the S.V.S.O. or V.S.O. concerned to permit supplies to be obtained.

3. Admiralty Fleet Order 2783/1952 has not been adopted in the Royal Australian Navy.

(4533/31/34)

234.

SURGICAL, ORTHOPAEDIC AND ARTIFICIAL AIDS AND APPLIANCES.

Surgical footwear, spinal braces, walking caliper, splints and abdominal belts may be procured on the recommendation of a Board of Medical Survey and issued where necessary, in anticipation of Naval Board approval.

2. When such action is taken a report of the Medical Board of Survey (Interim or Final as appropriate) is to be forwarded to the Director of Naval Medical Services with a view to obtaining covering Naval Board approval.

3. Surgical footwear required to remedy a permanent disability is to be issued on repayment at the current price for light boots.

4. Where it is considered justified by the nature of the Orthopaedic defect, initial supply of two pairs of surgical footwear may be made. Thereafter replacement is to be made by one pair only of footwear.

(3123/14/2)

RESTRICTED

RESTRICTED 235-243/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th July, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Burnings

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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235.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

The principles on which ships of the Royal Australian Navy are administered and operated are as follows :-

(a) Administration. - All H.M.A. Ships are administered by the Flag Officer Commanding H.M.A. Fleet except -

- (i) Aircraft Carriers working up prior to joining the Fleet, vide Navy Order 412 of 1952, paragraph 10.
- (ii) Ocean Minesweepers employed on training duties.
- (iii) Ships paying off and Ships in Reserve.
- (iv) Miscellaneous Auxiliary Craft including S.A.R. Craft.
- (v) Surveying Ships.
- (vi) New Construction Vessels while undergoing trials.
- (vii) H.M. Submarines.

(b) Operation. - The Flag Officer Commanding H.M.A. Fleet operates all ships except -

- (i) Aircraft Carriers working up prior to joining the Fleet, vide Navy Order 412 of 1952, paragraph 10.
- (ii) Training Ships which are operated by the Command to which they are attached.
- (iii) Surveying Vessels, which are operated by the Naval Board.
- (iv) Ships of the First Frigate Squadron, which are operated by Senior Officer, First Frigate Squadron.
- (v) Certain miscellaneous vessels which are operated by the Naval Board, and S.A.R. Craft which are operated by F.O.I.C., East Australia.
- (vi) New Construction Vessels while undergoing trials.
- (vii) H.M. Submarines, which are operated by F.O.I.C., East Australia.

2. Ships administered by the Flag Officer Commanding H.M.A. Fleet, form H.M. Australian Fleet in accordance with C.O.R., Article 16.

3. Ships in Reserve are administered by the Senior Officer Reserve Fleet, in accordance with Navy Order 295 of 1949.

4. Ships ordered to pay off will be administered by the Flag or Naval Officer-in-Charge or Resident Naval Officer of the port in which they are paying off.

5. Present Operational and Administrative organization of H.M.A. Ships in commission is as follows :-

<u>Ship</u>	<u>Administration</u>	<u>Operation</u>
<u>Light Fleet Carriers</u>		
SYDNEY	F.O.C.A.F.	F.O.C.A.F.
VENGEANCE	"	"
<u>Cruiser</u>		
AUSTRALIA	"	"
<u>Destroyers</u>		
<u>10th Destroyer Squadron</u>		
ANZAC (D.10)	"	"
TOBRUK	"	"
BATAAN	"	"
ARUNTA	"	"
<u>Frigates</u>		
<u>1st Frigate Squadron</u>		
QUADRANT (F.1)	"	Fox One
SHOALHAVEN	"	"
MURCHISON	"	"
CONDAMINE	"	"
HAWKESBURY	"	"
MACQUARIE	"	"
CULGOA	"	"
<u>Surveying Ships</u>		
BARCOO	F.O.I.C. E.A.	A.C.N.B.
WARREGO	"	"
JABIRU	PENGUIN	"
WARREEN	"	"
<u>Ocean Minesweepers</u>		
WAGGA	F.O.I.C. E.A.	F.O.I.C. E.A.
COOTAMUNDRA	"	"
PREMANTLE	N.O.I.C. W.A.	N.O.I.C. W.A.
JUNEE	"	"
GLADSTONE	C.S.T. F.N.D.	C.S.T. F.N.D.
<u>Boom Working Vessels</u>		
KANGAROO	PENGUIN	F.O.I.C. E.A.
KOALA	"	"
KARANGI	N.O.I.C. W.A.	N.O.I.C. W.A.
<u>S.A.R. Craft</u>		
AIR MASTER	R.N.O. Jarvis Bay	F.O.I.C. E.A.
AIR SPEED	"	"
AIR CHIEF	"	"
<u>Miscellaneous</u>		
SPRIGHTLY	PENGUIN	A.C.N.B.
WOOMERA	"	"
<u>Submarines</u>		
TELEMACHUS	F.O.I.C. E.A.	F.O.I.C. E.A.
THOROUGH	"	"
TACTICIAN	"	"

NOTE: Copies of reports of trials of armament and fitting of new and reconstructed or modernized frigates and above are to be forwarded to F.O.C.A.F.

6. Navy Order 252 of 1952 is hereby cancelled.

(3031/13/130)

236.

ESTABLISHMENT OF A NAVAL BOMBARDMENT RANGE NEAR JERVIS BAY.

A Bombardment Range for Naval guns up to and including 8" has been established on the Beecroft Head Peninsula, near Jervis Bay.

Administration.-

2. The Resident Naval Officer, Jervis Bay, is the co-ordinating authority for the Beecroft Head Naval Bombardment Range.

3. Flag Officer-in-Charge, East Australian Area, is responsible for informing the Deputy Director of Navigation, New South Wales, at least ten days before any practice bombardment. The Deputy Director of Navigation will issue the necessary warning to shipping. The Resident Naval Officer, Jervis Bay, is responsible for inserting in both the weekly papers in the issue which appears the week before the commencement of the practice, a notice to the effect that a bombardment will take place on the Beecroft Head Range.

Request for use of the Range.-

4. Requests by ships for use of the range are to be made by signal at least 14 days before the intended date of the practice. Signals are to take the following form :-

Addressed to : RESIDENT NAVAL OFFICER JERVIS BAY, INFO.
F.O.I.C. E.A., F.O.C.A.F., N.A.S. NOWRA.

Reference Navy Order

- (a) Date range required with alternative date.
- (b) Time range is to be opened and duration of exercise.
- (c) Whether F.O.B. required.
- (d) Whether aircraft spotting required.
- (e) Ship's call sign.

Provision of Forward Observer Bombardment and Air Spotting.-

5. Forward Observers Bombardment (F.O.B.s) will normally be provided by No. 1 Amphibious Observation Regiment. The Flag Officer-in-Charge, East Australian Area will make the necessary arrangements with the General Officer Commanding Eastern Command.

6. Air Spotting will normally be provided by the Naval Air Station, Nowra.

Range Limits.- (Reference Chart AUS. MISC. 9).

7. Limiting co-ordinates of the Target area are -

North - 730	} but see paragraph 10.
South - 700	
East - 845	
West - 820	

8. The Bombardment Danger Area is bounded by a line commencing at a point 277° distant 2.05 sea miles from Point Perpendicular Lighthouse in a 180° direction for 0.75 sea miles, thence in a 270° direction for 2.75 sea miles, thence in a 000° direction for 5.5 sea miles, thence in a 090° direction for 2.75 sea miles, thence in a 180° direction for 0.75 sea miles, thence in a 090° direction for 9.6 sea miles, thence in a 180° direction for 4.0 sea miles, thence in a 270° direction for 9.6 sea miles to the point of commencement.

Observation Position.-

9. The Observation position is situated in position 831698.

10. When the Observation position is in use the Southern limit of the target area is to be co-ordinate 710. A large red flag is to be hoisted at the Observation position when it is manned.

Safety Officer.-

11. If an F.O.B. is being used he is to act as Range Safety Officer. If an F.O.B. is not provided, the Resident Naval Officer, Jervis Bay, is to detail an Officer as Range Safety Officer.

The duties of the Range Safety Officer are as follows :-

- (a) The danger area is to be searched before exercises commence to ensure that it is free from campers, tourists, etc. Red flags are to be hoisted close up, road control barriers closed, and sentries posted at least 30 minutes before the exercises commence.
- (b) He is not to report "range clear" to the firing ship until the safety craft has reported the bombardment danger area inside Jervis Bay is clear.
- (c) He is responsible for stopping fire if vessels or aircraft foul the range.
- (d) When the Observation position is manned he is to see that the red flag there is hoisted close up. The Observation position is not to be manned unless an F.O.B. is being employed.
- (e) The Range Log will be kept at Naval Air Station, Nowra, and is to be collected by the Range Safety Officer before the commencement of the exercise and returned on completion. The Range Safety Officer is responsible for entering the following details in the Log :-
 1. Time exercise commences.
 2. Nature of exercise.
 3. Any unusual occurrence.
 4. Time exercise closes.
 5. Position of any unexploded projectile.

- (f) During firings when the Observation position is not in use, he is to remain in the vicinity of the Point Perpendicular Light-house.

Safety Precautions - Firing Ship.-

12. (a) Fire is not to be opened until the report "range clear" is received from the Range Safety Officer.
- (b) If W/T communication with the Range Safety Officer fails, firing is to cease until communication by W/T or VS has been re-established.
- (c) H.E. or Smoke Marker Shell is to be used.
- (d) If the Observation position is manned, safety aimers are to be placed. The line of fire is to be at least 10⁰ clear of the Observation position.
- (e) Minimum firing ranges are to be as follows :-
- | | |
|------|---------------|
| 4" | 8,000 yards. |
| 4.5" | 9,000 yards. |
| 4.7" | 7,000 yards. |
| 6" | 12,000 yards. |
| 8" | 15,000 yards. |
- (f) The direction of fire is to be to the westward between 250⁰ true and 290⁰ true.

Duties of Safety Craft.-

13. (a) Safety Craft is to be detailed by the Resident Naval Officer, Jervis Bay.
- (b) The Safety Craft is to fly a red flag and should keep all boats clear of the danger area inside Jervis Bay.

Targets.-

14. It is intended to place discarded tanks and guns in the target area. When these targets have been placed their positions will be promulgated.

Communications.-

15. The following communication frequencies and callsigns are allocated :-
- (a) Frequencies -
- (1) Ship/Range Safety Officer 2690 kcs. C.W., with 2196 kcs. voice or C.W., as alternative frequency.
 - (2) Ship/F.O.B. 2442 kcs. voice.
 - (3) Ship/Aircraft as ordered by Commanding Officer, Naval Air Station, Nowra.
- (b) Callsigns -
- (1) Range Safety Officer - VHZ2.
 - (2) F.O.B. - VHZ3.

In the event of W/T breakdowns, communication must be established by visual means.

Disposal of Unexploded Projectiles.-

16. The Commanding Officer, R.A.N.A.S. Nowra, is responsible for the disposal of unexploded projectiles and should request the Flag Officer-in-Charge, East Australian Area, for assistance when the necessary qualified personnel are not available.

Range Parties.-

17. The Range Party will always be provided by the Resident Naval Officer, Jervis Bay, and will consist of 9 ratings one of whom is to be a telegraphist. The Range Party will work under the direction of the Range Safety Officer. Any conferences between the Range Safety Officer and the firing ship's Gunnery Officer is to take place at least 6 hours before the commencement of the shoot. This gives the Range Safety Officer sufficient time to ensure that the range is clear.

Transport.-

18. Transport for the Observation position and Range Parties will be provided by the Resident Naval Officer, Jervis Bay.

Records.-

19. On completion of all firings with Airspot the aircraft spotting card, together with any photographs of the Fall of Shot, is to be forwarded to the firing ship.

(4185/5/25)

237.

ASSISTANCE PROVIDED BY THE ARMED FORCES IN CASES OF FLOODS, BUSHFIRES, ETC.

Consideration has been given to the financial policy to be followed in cases where assistance is rendered to State Governments in preserving life and property. Such assistance may be regarded in three main categories, viz

- (i) continuing service such as bushfire patrol;
- (ii) provision of transport or equipment at short notice even though it may be possible to procure it from other sources;
- (iii) mercy missions.

2. Normally claims will be rendered against State Governments for assistance rendered in cases such as those covered by (i) and (ii), but not in those covered by (iii) in paragraph 1.

3. Particulars of any services rendered by the Navy to State Governments at any time under any of the categories indicated should be reported to Navy Office for consideration of the financial aspects involved.

4. Naval Account Regulations and Instructions will be amended in due course.

(3306/43/3)

238.

"FLEET AIR ARM" - INTRODUCTION OF TITLE.

It has been decided to introduce the title "Fleet Air Arm" into the Royal Australian Navy, and in consequence the term "Naval Aviation" is hereby abolished.

2. Until such time as the necessary amendments are issued, the title "Fleet Air Arm" is to be read in lieu of "Naval Aviation" in all Naval Board instructions and printed orders.

(3391/25/13)

239.

RAIL TRAVEL BETWEEN EASTERN STATES AND WESTERN AUSTRALIA.

On and after 30th June, 1953, warrants will be accepted to cover return rail tickets between the Eastern States and Western Australia and should be issued as requisite in accordance with Naval Account Regulations and Instructions, Article 230, Clause 7.

2. Suitable notation should be made against paragraph 7 of Navy Order 369 of 1947.

3. Navy Order 232 of 1951 is hereby cancelled.

(4677/22/26)

240.

NAVAL DISCIPLINE ACT - APPLICATION OF SECTION 88.

The Naval Board have been informed that references to Her Majesty's Land Forces (Section 88 of the Naval Discipline Act) do not include the Commonwealth Military Forces. Section 7 of the Air Force Act expressly renders members of the Royal Australian Air Force borne on the books of any vessel of the Commonwealth Naval Forces subject to the Naval Defence Act with such modifications as are prescribed and, accordingly, while so borne, subject to the disciplinary code of the Naval Discipline Act. There is no similar statutory application of that code to members of the Military Forces.

(3712/3/6)

241.

LOAN OF FILMS TO H.M.A. SHIPS.

16 m.m. documentary films are sometimes available on loan from the Commonwealth National Library, Canberra. Applications for films should be made to the Officer-in-Charge, R.A.N. Film Library, H.M.A.S. KUTTABUL, who holds a catalogue of the films available.

2. These films are loaned on conditions similar to those laid down in Admiralty Fleet Order 2204/1952.

3. At least 10 days notice is necessary to ensure the arrival of the films at the required time.

4. On receipt of a request for films from the Officer-in-Charge, R.A.N. Film Library, Sydney, the Librarian of the Commonwealth National Library will forward the films, if available, to the Officer-in-Charge, R.A.N. Film Library, Sydney, who will arrange delivery to the ship requesting them.

5. Films are to be returned direct to the National Library by H.M.A. Ships without delay and are to be despatched by the quickest means, consigned to the Librarian, Commonwealth National Library, Film Division, Canberra, A.C.T. Freight charges are to be paid from Ship's funds. The Officer-in-Charge, R.A.N. Film Library, Sydney, is to be informed when the films have been returned.

6. Any defect or damage to a film, arising whilst it is held on loan, is to be reported to the Flag Officer-in-Charge, East Australian Area, and the Commanding Officer, H.M.A.S. KUTTABUL, for the Officer-in-Charge, R.A.N. Film Library, Sydney.

(4061/31/73)

242.

SHEETS AND TOWELS FOR R.A.N. HOSPITALS.

Approval has been given to the undermentioned allowances of sheets and towels for use in R.A.N. Hospitals -

<u>Class and Group</u>	<u>Patt.</u>	<u>Description</u>	<u>Allowance</u>
E.10	-	Sheets cotton, green, 6' x 9'	R.A.N. Hospital BALMORAL - 200 No. R.A.N. Hospital TARANGAU - 10 No. other R.A.N. Hospitals - 100 No.
"	-	Towels hand, huckaback, green, 24" x 45"	R.A.N. Hospital BALMORAL - 200 No. R.A.N. Hospital TARANGAU - 20 No. other R.A.N. Hospitals - 100 No.
"	T.343	Towels hand, huckaback, white, 24" x 45"	<u>All Hospitals</u> - 3 No. per bed.

2. The green sheets and towels are for use in the operating theatres only. In the case of green sheets 20% of the holdings should have slits for abdominal operations.

RESTRICTED

10

242 - 243

3. Demands (Form A.S.134d) as necessary to complete to these allowances should be lodged with the appropriate (Superintending) Naval Store Officer.

4. Navy Order 222 of 1951 is hereby cancelled.

(4476/2/16)

243.

CHARITY SPORTS MEETINGS.

All applications by sporting bodies for permission to conduct sports meetings on Naval Airfields or within Naval Establishments are to be referred to the Naval Board. Such applications will be considered only when -

- (a) the application is not in respect of an airfield at which aircraft are generally flown;
- (b) all proceeds are to be devoted to a Naval charity;
- (c) if the sports meeting is to be held on a Sunday, the agreement, in writing, of the local clergymen has been obtained;
- (d) no entrance fee is to be charged and no collection made within or in the vicinity of the entrance to the Airfield or Establishment;
- (e) the applicant is prepared to indemnify the Commonwealth for damage or injury resulting from the meeting;
- (f) the applicant undertakes to make good any loss or damage to Naval equipment or installations resulting from the meeting; and
- (g) the applicant undertakes to take effective measures to control the participants in and visitors to the meeting both within and in the vicinity of the Airfield or Establishment.

2. Sporting bodies are to be discouraged from making applications of this nature.

(3473/21/27)

RESTRICTED

RESTRICTED 244-253/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th July, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. 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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244.

"B" TYPE LIGHTERS - POLICY FOR ALLOCATION AND MAINTENANCE.

The policy for allocation and maintenance of "B" Type Lighters is as set out hereunder.

2. Three lighters are allocated as follows :-

- (a) Marine Section, Jervis Bay - B.22.
- (b) Captain Superintendent, Sydney - B.24.
- (c) H.M.A.S. PENGUIN - B.21.

3. The lighter maintained by PENGUIN is available for harbour use at 72 hours notice, and that maintained by Captain Superintendent, Sydney, is available for duty as required at 30 days notice. When required the lighters are to be manned by the Fleet.

4. Navy Order 56 of 1953 is hereby cancelled.

(3211/15/34)

245.

ROYAL AUSTRALIAN NAVY T.A.S. LIAISON MEETING.

Navy Order 56 of 1949 being no longer effective is hereby cancelled.

(5031/1/49)

246.

A.B.C.D. TRAINING.

Appendices II, III and IV of Navy Order 463 of 1951 are to be cancelled and the following substituted :-

APPENDIX II - A.B.C.D. SYLLABUS FOR ADVANCEMENT TO ABLE RATE

Knowledge required for advancement to Able Rate in all Branches is a general knowledge of -

- (a) Arrangement and identification of decks and compartments.
- (b) Regulations concerning watertight openings; markings of openings; reasons for the regulations.
- (c) Correct method of closing and clipping doors, hatches, etc.
- (d) Positions of H.Q.1, H.Q.2, D.C. bases, and First Aid Posts in own ship.
- (e) Ability to pass and receive messages by telephone.
- (f) How and when to use portable fire-fighting appliances and each type of branch pipe.
- (g) Ship's Fire-fighting orders.
- (h) Emergency Stations.

- (i) Damage Control States.
- (j) Life saving equipment; man overboard.
- (k) Necessity for proper stowage of gear, stores, etc., to minimise risk of fire or choked suction.
- (l) Respirator A/G and contents of A/G haversack.
- (m) Respirator Drill.
- (n) War and Accidental gases.
- (o) Protective clothing.
- (p) Ship's A.B.C. Organization.
- (q) Personal cleansing.
- (r) Gas Alarms and A.B.C. Sentry duties.
- (s) Decontamination methods and practice.
- (t) Atomic explosives and radiation hazards.

APPENDIX III - A.B.C.D. SYLLABUSES FOR ADVANCEMENT TO LEADING RATE.

Knowledge required for advancement to Leading Rate in all Branches except Sick Berth, Supply and Secretariat (additional to Appendix II) -

- (a) Watertight sub-division, datum deck, and markings of compartments, openings and valves.
- (b) Position of Damage Control lockers and fire-fighting equipment in own ship.
- (c) Practical use of portable fire-fighting appliances, the handling of hoses and life lines.
- (d) Reduction of fire risks.
- (e) Use of automatic emergency lanterns.
- (f) Ventilation arrangements at own action station.
- (g) Ship's Damage Control Organization.
- (h) Internal communications fitted for Damage Control.
- (i) Ability to use broadcast systems.
- (j) Elementary knowledge of nuclear physics.
- (k) Monitoring.
- (l) Practical use of principal Radiac instruments.

2. Additional Departmental knowledge required -

- (a) Seamen and Communications :
 - (i) Details of stowage of all life-saving equipment, method of release, etc.
 - (ii) Ship's orders referring to evolutions likely in the event of damage.
 - (iii) Picking up and treatment of survivors.

(b) Engine-room :

- (i) General knowledge of rigging and operation of all portable pumps.
- (ii) Uses and operation of all fire-fighting appliances in own ship.
- (iii) General knowledge of steering arrangements in own ship.
- (iv) General knowledge of all types of breathing apparatus.
- (v) Communications between machinery spaces.
- (vi) Flooding and counter-flooding arrangements.
- (vii) Colour markings of important pipes.

(c) Naval Airmen : General knowledge of -

- (i) Precautions to be observed when fuelling and defuelling aircraft.
- (ii) Hangar fire risks and general precautions ("Fuel Danger" state; inflammable stores, etc.).
- (iii) Hangar fire-fighting arrangements; sprays, curtains, doors, lifts, scuppers and ventilation.
- (iv) Fire security in hangar stores and workshops.
- (v) Fire-fighting equipment in current types of aircraft - uses and location.
- (vi) Ship's Fire Orders which apply to the Air Department.
- (vii) Rescue of personnel from crashed aircraft.
- (viii) Precautions for boats attending on aircraft; crash equipment to be carried and its use.

(d) Electrical : Included in syllabi for higher rate.

APPENDIX IV - A,B,C,D. SYLLABUS FOR ADVANCEMENT TO PETTY OFFICER RATE.

Knowledge required for advancement to Petty Officer Rate in all Branches, except Sick Berth, Supply and Secretariat - (Additional to Appendices II and III) -

- (a) The effect of "Free Surface" and its danger to the ship.
- (b) Knowledge of a ship's ventilation system.
- (c) Practical knowledge of First Aid.
- (d) Thorough knowledge of a ship's D.C. organization.
- (e) Outline of Action Messing Organization.
- (f) Elementary knowledge of Biological Warfare.

2. Additional Departmental knowledge required -

(a) Seamen and Communications :

- (i) Knowledge of principles of shoring.
- (ii) Method of running emergency electric leads (sufficient to aid Electrical Repair parties).
- (iii) Practical knowledge of all types of breathing apparatus.
- (iv) Knowledge of magazine flooding and spraying arrangements and purpose thereof.
- (v) Rigging and operation of portable pumps (sufficient to aid Repair parties).

(b) Engine-room :

- (i) Thorough knowledge of rigging and operation of all portable pumps.
- (ii) Thorough knowledge of uses and operation of all fire-fighting equipment in own ship.
- (iii) Electrical supply and alternative arrangements in machinery spaces.
- (iv) Thorough knowledge of fire main, main suction, oil fuel and petrol systems.
- (v) Operation of air test plugs.
- (vi) Detailed knowledge of flooding, counter-flooding, and spraying arrangements, and of the internal communication covering these.
- (vii) Unit system. Repairs to pipe lines.

(c) Naval Airmen : Thorough knowledge of -

- (i) Precautions to be observed when fuelling and de-fuelling aircraft.
- (ii) Hangar fire risks and general precautions ("Fuel Danger" state; inflammable stores, etc.).
- (iii) Hangar fire-fighting arrangements; sprays, curtains, doors, lifts, scuppers and ventilation.
- (iv) Fire security in hangar stores and workshops.
- (v) Fire-fighting equipment in current types of aircraft - uses and location.
- (vi) Ship's Fire Orders which apply to the Air Department.
- (vii) Rescue of personnel from crashed aircraft.
- (viii) Precautions for boats attending on aircraft; crash equipment to be carried and its use.

(d) Electrical : Included in syllabi for higher rate.

247.

A.J.A.S.S. COURSES FOR SECOND TERM, 1953.

The following courses have been arranged at the Australian Joint Anti-Submarine School during the second half of 1953 :-

- (a) Controllers Course - 20th July - 31st July.
- (b) No.5 J.T.C. - 3rd August - 14th August.
- (c) No.6 J.U.C. (Ships) - 24th August - 11th September.
- (d) R.A.A.F. A/S Aircraft Evaluation - 24th August - 2nd October.
- (e) R.A.A.F. Staff College Course - 5th October - 10th October.
- (f) No.7 J.U.C. (Air) - 12th October - 13th November.
- (g) No.6 J.T.C. - 23rd November - 4th December.
- (h) No.2 J.O.C. - 7th December - 11th December.

2. Applications for courses are to be made in accordance with Navy Order 153 of 1952, paragraph 7, as amended by Navy Order 306 of 1952.

(4007/103/37)

248.

T.A.S. REFRESHER COURSES - JULY TO DECEMBER, 1953.

The commencing dates of T.A.S. refresher courses to be held at H.M.A.S. RUSHCUTTER, during the period July - December, 1953, will be -

UC2	-	2nd November
UW2	-	23rd November.

(4007/3/55)

249.

MARRIED MEMBERS APPOINTED TO UNITED KINGDOM FOR TRAINING IN PILOT OR OBSERVER DUTIES - REQUIREMENT TO LIVE IN ESTABLISHMENTS UNTIL AWARD OF FLYING BADGE.

The Admiralty have decided that subordinate officers and ratings undergoing training for pilot or observer duties will be required to live in their establishments until they have been awarded their flying badges. Married officers and ratings appointed to the United Kingdom for these courses will not therefore be able to exercise an option under Interim Pay Instructions, instruction 68/2, to live out during the period involved.

(4002/12/9)

250.

REMOVALS AT DEPARTMENTAL EXPENSE.

The following amendments are to be made to the conditions of removal promulgated in Navy Order 330 of 1952 :-

Paragraph 4. After the words "of Marriage Allowance" add the following :-

"or a consolidated rate of pay."

Paragraph 7. After the words "since 1st July, 1947" appearing in sub-paragraph (i) (c) add the following :-

"also officers of the Emergency List who have been accepted for 4 years' continuous service under the provisions of Navycirc 670 of 25th February, 1953."

Paragraph 8. Insert the words "on return" after "will be granted" appearing in sub-paragraph (iii), and add the following new sub-paragraph :-

"(v) A member, compulsorily required to vacate married quarters and who is not entitled to a removal under this paragraph or under paragraph 18, will be granted free transport of furniture and effects either to premises in the locality of the married quarters or to the nearest available store, provided that the vacation of the quarters is not due to the member's default or for disciplinary reasons. Storage charges, however, will not be borne by the Department.

Paragraph 13. Insert the following new sub-paragraph and note :-

"(vi) In the case of a member entered in the United Kingdom, entitlement to removal on discharge will be to the capital city nearest to place of discharge.

NOTE.- Where a member transferred to the permanent Naval Forces whilst serving on continuous service in the Reserve Forces, his address on enlistment for the purposes of grant of removals will be regarded as place of residence when called up for such service."

Paragraph 19. Amend Note to read -

"Where a removal is granted under this section, storage charges other than storage charges incidental to actual removal, will not be the liability of the Department except as provided in paragraph 38 (vi)."

Paragraph 20. Delete the words "of £25 (Australian)" and insert the following :-

"of 2 shipping tons (80 cubic feet)".

Insert the following new sub-paragraph :-

"(ii) This concession may be extended, with the approval of the Naval Board, to a member who marries whilst on individual long term duty abroad and whose family is granted passages to Australia at departmental expense".

Paragraph 23. Delete the sub-paragraph prefixed (ii) and insert in lieu thereof the following sub-paragraph :-

"Where air travel is authorized to or from Darwin or New Guinea, the quantity of personal belongings of the member and his family that may be air freighted at departmental expenses is as follows :-

- (a) A member travelling in advance of his family - 80 lbs. (in addition to the Airlines' free allowance).
- (b) Wife of member - 80 lbs. (in addition to the Airlines' free allowance).
- (c) Where a member travels with his family, the allowance of 160 lbs. may be applied to the combined personal belongings".

Paragraph 25. Delete the rates appearing in sub-paragraph (i) and insert in lieu thereof the following :-

"Where the journey is by motor vehicle of more than 12 h.p. - 7d. per mile.

Where the journey is by motor vehicle over 8 h.p. but not more than 12 h.p. - 5½d. per mile.

Where the journey is by motor vehicle of 8 h.p. and under - 4½d. per mile."

Insert the following new sub-paragraph :-

"(vii) The provisions of sub-paragraphs (iv), (v) and (vi) of this paragraph will also apply to an unmarried member, in the same circumstances as they would apply to a married member, notwithstanding that the member has no entitlement to removal of his furniture and household effects (if any)".

Paragraph 27. Delete the sub-paragraph prefixed (vii) and insert in lieu thereof the following sub-paragraph :-

"A member granted a removal is required to prepare an inventory of the household furniture and effects to be removed showing the estimated values of the individual articles. The member is required to list separately and in detail, items to be packed, e.g. crockery, cutlery, kitchen utensils, china, crystal, glassware etc. Where portion of the removal is to store and portion is to a new locality or residence, the inventory and valuation should be prepared in two parts accordingly. Eight (8) copies of the inventory are to be prepared, six (6) copies being forwarded to the Department of Supply, one copy forwarded to Navy Office, and one copy being retained by the Naval Authority arranging the removal."

Insert the following new sub-paragraphs :-

"(viii) A member shall neither pack nor unpack the items referred to in sub-paragraph (vii) above, as this would automatically preclude the Commonwealth from claiming against the removalist concerned for any damage and/or loss which may occur.

(ix) A member may depart from the procedure outlined in sub-paragraph (viii) above, only with the prior approval of the Department of Supply. Such approval will be given only in exceptional circumstances, e.g. where the time factor or the remoteness of the point of uplift and/or delivery may render it impracticable for the removalist to do the packing and/or unpacking. In such cases a member may effect his own packing and/or unpacking.

(x) Where a member cannot be present to hand over his furniture and effects at the time of uplift, he shall appoint an agent to act on his behalf and advise the Department of Supply the name of his agent and where he may be contacted."

Paragraph 38. Insert after the words "liability of the Department" appearing in sub-paragraph (vi), the following :-

"except in the case of a member proceeding overseas unaccompanied by his family, when storage charges at the nearest Commonwealth store will be borne by the Department if it is shown to the satisfaction of the Naval Board that such storage is necessitated by the inability of the family to secure suitable housing accommodation".

Paragraph 48. Insert the following note at the end of the paragraph :-

NOTE.- The allowances payable under this paragraph are assessed on the basis of reasonable costs, and it is in the member's own interests to avoid excessive charges. In view of the difficulty in securing suitable temporary accommodation at short notice, members should endeavour to make their requirements known in advance to the Flag Officer-in-Charge, East Australian Area, the Naval Officer-in-Charge, South East Australian Area or West Australian Area, or the Resident Naval Officer, Queensland, South Australia, or Tasmania, depending on the locality where accommodation is required. Reasonable notice and the date of arrival should be given in each case.

2. Navycirc 682 I of 17th March, 1953, is hereby cancelled.

(3943/8/24)

251.

ELECTRICAL EQUIPMENT - RESPONSIBLE AUTHORITIES FOR CONDUCT OF PRELIMINARY EQUIPMENT, FINAL EQUIPMENT, SEA AND ACCEPTANCE TRIALS.

Paragraph 2 of Navy Order 36 of 1952 is to be deleted and the following inserted in lieu :-

2. It is the responsibility of the Captain Superintendent, Sydney, or General Engineer Overseer, East Australian Area, as applicable, to report to the Flag Officer-in-Charge, East Australian Area, when ships in his command will be ready for trials referred to in columns 3, 5, 7 and 9 of Appendix 1. The latter will then inform the authorities required for the conduct of the trials, of the date, time and place at which they should attend, Naval Board being included as an information addressee. The General Manager, H.M.A. Naval Dockyard, Williamstown, will take similar action for trials required in ships building or refitting in that Dockyard.

(3031/13/133)

252.

ELECTRICAL MACHINES - HIGH VOLTAGE TESTING.

It is observed that the provisions of Admiralty Fleet Order 548/1953 apply to the insulation resistance and high voltage testing of large electrical machines.

2. The figures in the table of that Order are also applicable to small electrical machines "of some age".

3. Care must be exercised by Dockyard Officers and Overseers to ensure that windings of electrical machines are not baked at high temperatures as the insulation may be permanently damaged. Except in emergency, windings should be baked at moderate temperatures for long periods and until the required insulation resistance reading has been obtained for a sufficient length of time to indicate that the whole of the insulating material has become dry. Whenever practicable, the baking should be carried out under vacuum and the windings impregnated with an approved insulating varnish applied under pressure to ensure that all interstices in the insulating materials are filled.

(3764/11/142)

253.

FORM A.S.340/A.D.275 - INSIDE AND OUTSIDE SHEETS - REPRINTING.

The following major alterations are made to Form A.S.340/A.D.275 now being reprinted :-

- (a) Forms A.S.340 (Inside) and A.D.275 (Inside) will now be identical. The new form is to be used by Ships and Establishments when making out lists of repairs required, and by refitting authorities when forwarding remarks, recommendations and estimates of costs to Navy Office.
- (b) Columns 3, 4 and 5 of the present forms (A.D.275) are now combined into one column in the new form and page 2 of Form A.S.340/A.D.275 is suitably amended.
- (c) The back page (No.4) of Form A.S.340/A.D.275 (Outside) will now be blank.

(3526/12/712)

RESTRICTED

RESTRICTED 254-264/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st July, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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REPORTING OF MOVEMENTS OF PERSONNEL - H.M.A. SHIPS
PROCEEDING TO AND IN OPERATIONAL AREAS.

It is essential that up-to-date information regarding the whereabouts of all personnel serving in operational areas should be available in Navy Office, not only for drafting and administrative purposes, but also for the prompt attention to enquiries from next-of-kin, etc., and re-direction of private mail.

2. The following procedure is therefore to be followed in future in all H.M.A. Ships proceeding for service in Operational Areas :-

- (a) Immediately prior to departure from the last port in Australia, or in the case of an H.M.A. Ship serving in a Non-Operational Area outside the Australia Station, on receipt of orders diverting the ship to an Operational Area, a nominal list, in duplicate, of all personnel borne, including civilians and members of other Services, together with the names, relationships and addresses of their next-of-kin, is to be forwarded to Navy Office by fastest mail.
- (b) Thereafter, until return of the ship to Australia, or on diversion from an Operational Area, until arrival of the ship in a Non-Operational Area, all movements of personnel from an H.M.A. Ship are to be reported to the Naval Board daily by signal, should local communication orders permit. Such signals should contain the following information :-

(i) Serial Number.- Each signal reporting the movement of personnel is to be numbered serially. The serial number is to be prefixed by the letters "M.S." (Movement Signal), and should commence the text of the message.

(ii) Surname, initials and rank of officers but only Official Numbers, repeated, in respect of Royal Australian Navy ratings.

NOTE:- Official Numbers should be repeated individually in all cases, e.g. 23489 (R) 23489, 34892 (R) 34892, 43928 (R) 43928 NOT 23489, 34892, 43928 (R) 23489, 34892, 43928.

In cases where the R.A.N. Official Number of a rating is not known and in cases of members of other Services and civilians the full names and ranks, ratings, or designations of the personnel should be communicated.

(iii) Source of receipt or destination of the member. Where discharge to ultimate destination is made via an H.M., H.M.A., or other Ship or Establishment the full movement should be shown, e.g. to COMMONWEALTH for H.M.A.S. SYDNEY.

(c) Forms A.S.165, confirming movements reported by signal, are to be forwarded in the usual way by fastest mail.

(4013/1/7)

255.

TRANSFERS FROM ONE BRANCH TO ANOTHER.

When ratings transfer from one branch to another, either at their own request or on account of unsuitability, it is necessary for them to undergo the Recruit Technical Course appropriate to the new branch.

2. The expense of training, twice, a rating who is serving on an engagement of less than 12 years and who has completed 12 months' service or over from the commencing date of such engagement can usually be justified only if the rating re-engages to complete 12 years' service from the date of entry.

3. The following instructions will apply in the case of transfers in the Royal Australian Navy (other than where effected during the recruit period), except where such transfers are for reasons solely in the interests of the Service, i.e. for medical reasons, or when a call for volunteers for transfer is issued by the Naval Board, or are to branches to which transfer is the normal process of entry, e.g. Regulating, Butcher, Printer, Sailmaker, or to Artificer or Artisan Branches.

4. Transfers will be permitted in exceptional cases only and will be subject to -

- (a) the rating successfully completing a trial prior to application to show that he is fitted for the new branch;
- (b) a rating who has completed twelve months' service or more in his branch, since attaining the age of 18 years, and who is serving on an initial engagement of less than 12 years' duration, re-engaging to complete twelve years' service from the date of entry (NOTE:- Ratings who have completed less than 12 months of their engagement, over the age of 18 years, will not be required to re-engage.); and
- (c) the medical standards required for the new branch being fulfilled.

5. Applications for transfer where re-engagement is necessary should state whether the applicant is willing to re-engage as at paragraph 4 (b) above if the application is approved.

6. All transfers will be to the recruit grade of the new branch. Ratings whose transfer is approved will be drafted to Flinders Naval Depot as early as possible to undergo the Recruit Technical Course appropriate to the new branch. Drafting action will not be taken in the case of a rating required to re-engage until advice by signal has been received in Navy Office that such re-engagement has been effected.

7. Actual transfer to the new branch is not to be made until arrival at Flinders Naval Depot where transfer is to be effected with seniority as recruit, adjusted to the date of commencement of the Recruit Technical Course. The period of service as recruit will be three months plus any period of back classing required to pass the course.

8. "Time gained" during the new Recruit Technical Course will count for advancement to the "Able" rate in the new branch and, where the rating had previously been awarded "time gained" in the Recruit Disciplinary Course, this will also count.

9. All time served will count for the award of badges, and any previous service in the "Able" rate will count for pay increments when advanced to the "Able" rate in the new branch.

10. Navy Order 162 of 1948 is hereby cancelled.

(4001/10/5)

256.

**DEFENCE FORCES RETIREMENT BENEFITS ACT 1948/51 -
ACCOUNTING INSTRUCTIONS.**

Clause (iii) of paragraph 13 of Navy Order 419 of 1951, is to be deleted and the following substituted in lieu :-

(iii) If the member is to be finally discharged on completion of detention, contributions are not to be charged for periods in desertion and whilst undergoing detention.

(4196/1/66)

257.

AIR ENGINEERING TECHNICAL TRAINING ESTABLISHMENTS.

Navy Order 114 of 1953 is to be amended as follows :-

Paragraph 2 - Delete sub-paragraph (b).

Paragraph 7 - Sub-paragraph (d), add -

"A Commissioned Airman (part time),
1 Chief or P.O. Airman Fitter (A),
(E) or (O) - qualified A.E.O.'s
Writer."

Amend "1 Chief Aircraft Artificer" to
read "2 Chief Aircraft Artificers".

Paragraph 8 - Line 4 -

Amend "by" to read "be".

(3031/13/126)

258.

**RECRUIT ARTIFICERS' TRADE TESTS - REVISED DRAWINGS
AND MARKING SHEETS.**

Revised drawings and marking sheets for the following Recruit Artificers are now available :-

Engine Room Artificer	-	(Fitter and Turner).
"	"	{Boilermaker}.
"	"	{Coppersmith}.
"	"	{Enginesmith}.
Electrical Artificer	-	{Electrical Fitter}.
"	"	{Electrical Mechanic}.
"	"	{Instrument Maker}.
Ordinance Artificer.		

2. Authorities concerned should demand the minimum quantities required for each trade direct from the Commodore Superintendent of Training, Flinders Naval Depot.

(4002/59/8)

259.

OFFICERS' REFERENCE LIBRARIES.

The following book has been added to the Officers' Reference Library of all H.M.A. Ships (including Destroyers, Frigates, Ocean Minesweepers, and ships of similar complements and duties) and Establishments and will be supplied without demand :-

<u>Title</u>	<u>Author</u>
The Use of Radar at Sea	Institute of Navigation.

2. Navy Order 299 of 1951 is to be amended accordingly.

(4140/4/29)

260.

**CARTRIDGES, Q.F., 40 m.m., BOFORS - PRIORITY
FOR EXPENDITURE AT PRACTICE.**

The priority for practice expenditure of 40 m.m. Bofors H.E.T. cartridges given in paragraph 3 of Admiralty Fleet Order 752/1953 will not apply in the Royal Australian Navy.

2. The priority for expenditure in the Royal Australian Navy will be -

- British Naval Service, Marks 51T, 52T and N1, other than 1946-47 filling.
- British Naval Service other than Mark 56T.
- British and Canadian Land Service.
- U.S. Naval Service.

3. In order that the appropriate type may be issued, H.M.A. Ships, when demanding H.E.T. 40 m.m. Bofors cartridges, are to indicate whether the requirement is for practice.

(4433/118/9)

261.

GUNNERY AND UNDERWATER WEAPONS - PROVISION AND SUPPLY.

In order to ensure rapid and accurate identification, Ships and Establishments are to include the following details when demanding Gunnery Equipment spare gear :-

- (a) Name and Mark of the parent equipment.
- (b) B.R.226 -
 - (i) Section Letter.
 - (ii) Index No.
 - (iii) Drawing No.
 - (iv) Item No.
 - (v) Description.
- (c) Reason for demand (i.e. to replace spares appropriated or to make good defects).

2. Paragraph 4 of Navy Order 344 of 1952 is relevant.

(4426/30/15)

262.

RUBBER MUZZLE COVERS - USE WITH 4", 4.5" AND 4.7" GUNS.

From experience gained in Korean Waters it has been found that Rubber Muzzle Covers Type 3 - AT.422 - as supplied for Q.F. 2 pdr. Mark 8 guns can be used satisfactorily with Q.F. 4", 4.5" and 4.7" Guns.

2. Ships concerned are to demand these muzzle covers on the basis of 10 per gun from the nearest R.A.N. Armament Depot at the first available opportunity.

3. Instructions for the use of Muzzle Covers are contained in B.R.224/45 - The Gunnery Pocket Book - Chapter XIII, paragraphs 547 and 548. Where circumstances render it desirable to retain muzzle covers in place, the first round fired MUST be an inert projectile or S.U. practice with steel nose plugs where these are supplied.

4. Ships concerned are to report after 6 months' experience :-

- (a) The efficiency of the cover to prevent entry of water, sand, etc., into the muzzle of the gun.
- (b) Whether the cover remains readily removable.
- (c) Whether any rounds have been fired through covers.

(4428/4/15)

263.

LOAN BY SERVICE DEPARTMENTS OF STORES TO COMMONWEALTH AND STATE GOVERNMENT DEPARTMENTS.

The following conditions have been approved to apply to all loans of stores by Service Departments. It is to be understood that such arrangements are not to become general practice, but are only to meet special circumstances.

2. Where approval may be given it will be subject to the following conditions :-

- (a) Loans are to be confined to -
 - (i) Commonwealth Government Departments and Instrumentalities.
 - (ii) State Government Departments and Instrumentalities, Quasi-Government activities and Local Government bodies.
 - (iii) Educational and Training Institutions.
 - (iv) National and Philanthropic organizations for purposes not conducted for the reason of profit.
 - (v) Other exceptional cases specifically approved by the Minister, e.g. organizations etc., to whom it is considered, in Service interests, loans should be made.
- (b) In the case of all loans of stores an undertaking shall be given by a responsible person on behalf of the borrowing organization accepting responsibility for the return of the stores and for the making good, at a price determined by the Department of the Navy, of any damage, loss or destruction arising whilst the stores are the responsibility of the borrowing organization. For loss or destruction the borrowing organization should be charged at vocabulary rates and where no vocabulary rates exist, at replacement rates; the undertaking will include an assurance that stores will not be modified or altered in any degree without prior approval from the Department of the Navy. Any applications for modification will be submitted to Navy Office for decision.
- (c) Delivery of stores shall be made only to the responsible person referred to in (b) or to a person duly authorized by him.
- (d) Normally no deposit will be required in respect of stores loaned.
- (e) As a general rule no charges shall be made for loaned stores but all out-of-pocket expenses incurred by the Department of the Navy, e.g., cleaning, transport, etc., shall be recovered from the borrowing organization. However, in exceptional circumstances, cases may arise wherein it is considered by the approving authority that hire charges should be made; for example, stores which by their nature would have an abnormally high percentage depreciation rate whilst on loan and which could not readily be restored to their original condition. Such cases are to be referred to Navy Office.

Out-of-pocket expenses will not include handling charges (defined as "the value of the time of staff engaged in the issue, receipt and re-storage of equipment"), provided the work is carried out as normal procedure within the normal establishment of a depot. However, should it be necessary to employ labour in addition to normal depot personnel in order to effect a loan, the cost of such labour will be charged to the borrowing organization.

- (f) The period of a loan shall be decided at the time the loan is authorized. Where this is of lengthy duration a renewal acknowledgment of the existence of the stores shall be obtained at least once every six months.

3. The Minister has delegated authority to the under-mentioned Officers to approve of loans, in accordance with the aforementioned conditions, to Departments and Organizations indicated in paragraph 2(a) (i) to (iv), where the period of loan is not in excess of 30 days -

- (a) Flag Officer-in-Charge, East Australian Area.
- (b) Commodore Superintendent of Training, Flinders Naval Depot.
- (c) Captain (Air), Australia.
- (d) Naval Officer-in-Charge, South East Australian Area.
- (e) Naval Officer-in-Charge, West Australian Area.
- (f) Resident Naval Officer, Queensland.
- (g) Resident Naval Officer, South Australia.
- (h) Resident Naval Officer, Tasmania.

All other requests for loan of stores etc., are to be forwarded to Navy Office for consideration.

Particular attention is drawn to paragraph 2(b) hereof, and action should be taken by the Delegate prior to the issue of the stores to ensure that the undertaking, which should be set out in accordance with the Appendix to this Order, is given in writing.

4. It is emphasized that, as a general rule, stores should not be loaned, and in view of the constant drain on Service reserve stock, manpower and materials, it is essential that the loan of stores be kept to a minimum.

5. Steps should be taken to ensure that the Certifying Officer is advised of any financial charges in respect of the loan of stores in order that recovery may be effected.

6. Suitable notation should be made against Navy Order 224 of 1952.

7. Navy Order 273 of 1950 is hereby cancelled.

(4476/1/13)

APPENDIX

INDEMNITY IN RESPECT OF STORES AND EQUIPMENT LOANED.

In consideration of the Commonwealth making available the stores and equipment set out in the schedule hereto (or identified by some other means) for the
..... (name of organization).
for the period to
.....

X: (1) I,(name of officer)
for myself
X: (2) We,(names of officers)
for ourselves
X: (3) I,(name of officer)
for and on behalf
of(name of organization),
hereby undertake to indemnify the Commonwealth in respect of any claims, losses, actions or damages occasioned to the Commonwealth by reason of the Commonwealth making available such stores and equipment as aforesaid.

An assurance is also given that equipment will not be modified or altered in any degree without prior approval from the Department of the Navy.

Signature (S)
(Office or connection with)(Organization)
Witness
Date

X: Delete where not applicable.

NOTE:- (1) or (2) to be used according to whether indemnity is to be given by one or more members of organization or persons closely connected therewith. Where an organization has no legal entity, it is desirable that the indemnity should be signed by a representative number of the members of the organization.

(3) to be used where organization is a legal entity in itself.

RESTRICTED

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264.

AIR PUBLICATIONS - DISPOSAL OF "MERLIN" ENGINE PUBLICATIONS.

All Air Publications relating to the "Merlin" Engine are declared obsolete in the Royal Australian Navy and holders should return all copies of the following to Superintending Naval and Air Store Officer, Garden Island, Sydney, for pulping in accordance with AP (N) 5, Article 323, paragraph 2 (A) :-

Rolls Royce pub. No. TSD,160 "Rolls Royce Merlin Transport Engines Top, Inspection and Overhaul of Cylinder Blocks".

Rolls Royce pub. No. TSD-202, "Numerical List of Modifications on R/R Merlin Engines".

AP.1590 J.L.T. Vol.1, Merlin 46, Handbook or Manual.
" " " 2 Pt.1, Merlin 46, General Orders and Modifications.
" K & R, Vol.2 Pt.1, " 64, General Orders and Modifications.
" " " 1, Merlin 64, Handbook or Manual.
" " " 2 Pt.2, Merlin 64, Schedule of Fits and Clearances.
" K " 3 " 1, " " Schedule of Spare Parts.
" J.L.T. " 2 " 2, " 46 Schedule of Fits and Clearances.
" J. " 3 " 1, " 46 Schedule of Spare Parts.
" B to U " 2 " 3, " 64 & 46 Instructions for Repair.

2. The above publications should be delivered as convenient to the Stationery Store, Woolloomooloo, by H.M.A. Ships when at Sydney and by H.M.A. Naval Establishments etc. when normal Service transport can be utilized for the purpose.

(4139/41/419)

RESTRICTED

RESTRICTED 265-272/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th July, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. F. Cummings

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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265.

APPLICATIONS FROM ROYAL AUSTRALIAN NAVY PERSONNEL TO
ENTER OFFICER CADET TRAINING SCHOOLS OF OTHER
FIGHTING SERVICES.

A number of Royal Australian Navy personnel have forwarded applications for permission to appear before Officer Cadet Selection Boards of other Services with requests for guidance whether, in the event of selection, their discharge from the Royal Australian Navy will be approved.

2. Some ratings have appeared before Officer Cadet Selection Boards without prior Naval Board approval, the first information received in Navy Office being a request from the Department of the Army or the Department of Air for the release of the man concerned.

3. It has been arranged that agreement at Departmental level will be reached before a candidate from one Service is permitted to appear before an Officer Cadet Selection Board of another Service. Accordingly, applications from Naval personnel are to be forwarded to the Naval Board with the Commanding Officer's recommendations and any remarks he may consider necessary. The recommendation should normally cover the educational ability of the man to pass an officer's course and his potential qualities as an Officer.

4. If a rating can be released from his engagement in the Royal Australian Navy and he is considered suitable, his application will be forwarded to the Service concerned, which in due course will make its own decision regarding the applicant's suitability for entry as an Officer after his appearance before a Selection Board.

5. Navy Order 16 of 1953 is hereby cancelled.

(4001/10/4)

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

266.

INSTRUCTIONS FOR NAVAL AVIATION.

Article 84 of Instructions for Naval Aviation is hereby placed in abeyance.

2. The following new Article is to be inserted :-

84A. Unofficial flights by Naval Aircraft.- Commanding Officers are to ensure that flight authorized for flying training purposes are not also used for unofficial purposes, such as attending private functions and proceeding on week-end leave.

3. The amendment in paragraph 2 will be included in R.I. series.

(3147/1/20)

267.

KNOCK FOR KNOCK AGREEMENTS - NAVAL VEHICLES.

"Knock for Knock" Agreements affecting Commonwealth owned or controlled vehicles operate between the Commonwealth and the various Insurance Companies and public bodies listed in appendices to this Order.

2. The effect of these agreements in relation to the Department of the Navy is that where a Naval vehicle is involved in an accident with a vehicle insured with one of the insurers or owned by one of the self-insured bodies listed in the appendices, each party will bear its own expenses of repairing its vehicle irrespective of the responsibility for the accident.

3. Under the agreements with the companies listed in Appendices "B" and "C" the insurer undertakes to bear the cost of damage to the insured vehicle, subject to the terms and conditions of its policy. A number of policies issued by companies subscribing to the agreements contain a "franchise" clause providing for the owner of the insured vehicle to bear the cost of damage up to a specified amount and consequently agreements will not operate in respect of claims for sums not exceeding the specified amount.

4. The Agreements with the Australian National Airlines Commission and the Companies listed in Appendix "C" include provision for the mutual sharing of certain incidental property damage repair costs.

5. The "Knock for Knock" Agreements do not cover private cars which are being used for official purposes.

6. The "Knock for Knock" principle also applies inter-departmentally between Commonwealth Departments. When damage to Commonwealth property (including vehicles) arises from an accident in which no outside person or authority is involved, each Commonwealth Department will bear the cost of repairing the damage to its own property, irrespective of the responsibility for the accident.

7. When a Naval vehicle is involved in an accident, the following procedure should be adopted :-

- (a) The driver of the Naval vehicle should enquire of any other party concerned whether he holds a comprehensive policy of insurance for his vehicle and if so, the name of the insurance company and whether the policy contains a franchise clause. This information should be included in the driver's report.
- (b) If the other party refuses to disclose such information, the driver of the Naval vehicle should record such refusal in his report.

8. Particulars of accidents covered by a "Knock for Knock" Agreement should be forwarded immediately to the insurance company or self-insured body concerned with a view to confirming the application of the agreement.

9. In every case when a claim arising out of an accident involving a Naval vehicle is received by the Department of the Navy, enquiry should be made as to whether the claimant is insured and with what company and the following provisions will apply to the settlement of such claims :-

(a) If the other party is insured with one of the insurance companies or is one of the self-insuring bodies named in the appendices hereto -

(i) Insofar as the claim relates to damage to the other party's vehicle not covered by a franchise clause liability should be denied.

(ii) Insofar as the claim relates to damage to property other than the vehicle insured, personal injuries, loss of use of vehicle while under repair, damage to vehicle not covered by the policy, etc., the matter should be referred to the local Deputy Crown Solicitor for advice.

(b) If it appears that a "Knock for Knock" Agreement is not applicable, the claim should be referred to the local Deputy Crown Solicitor for advice.

10. In the event of damage to Naval property arising out of an accident between a Commonwealth vehicle and a vehicle covered by the agreements referred to in paragraph 4, the matter should be referred to the local Deputy Crown Solicitor with a view to recovery of portion of the cost of repair of such property damage.

11. In all cases, the advice of the Deputy Crown Solicitor should, on receipt, be forwarded to Navy Office for consideration.

12. Where doubt exists as to whether the other vehicle is covered by a "Knock for Knock" Agreement, and the other party is considered to be responsible, a claim should be made immediately on the owner of the other vehicle, indicating that it is proposed to proceed with repairs to the Naval vehicle and extending him an opportunity to survey the damage. Once the opportunity has been afforded and whether accepted or not, repairs to the Naval vehicle may be safely commenced without awaiting settlement of the question of liability.

13. Claims for damage to Naval vehicles will not be pursued when evidence is produced that a "Knock for Knock" Agreement applies to the accident in which the damage was sustained.

14. Navy Orders 108, 319 and 445 of 1943, 51 of 1947, 192 of 1948, 297 of 1950, 82 and 195 of 1951 and 352 of 1952 are hereby cancelled.

(3623/1/34)

APPENDIX A

Public Bodies :

Commissioner for Road Transport and Tramways, N.S.W.
Government Insurance Office of N.S.W.
Queensland Government Insurance Commissioner.
State Government of Tasmania.
State Government of South Australia.
Hobart City Council.
Launceston City Council.
Melbourne Harbour Trust Commissioners.
South Australian Railway Commissioner.
Australian National Airlines Commission.
The Papua and New Guinea Administration.

APPENDIX B

Insurance Companies :

Security and General Insurance Co. Ltd.
National Employer's Mutual General Insurance Association Ltd.
Medical and Dental Insurance Ltd.
*N.R.M.A. Insurance Ltd.
*Harvey Trinder (Vic) Pty. Ltd.
*Harvey Trinder (S.A.) Pty. Ltd.
*Harvey Trinder (W.A.) Pty. Ltd.
*Harvey Trinder (Tas.) Pty. Ltd.
Victorian Automobile Chamber of Commerce Insurance Co. Ltd.
Ajax Insurance Co. Ltd.
Automobile Fire and General Insurance Co. of Aust. Ltd.
British Medical Insurance Co. of Victoria Ltd.
Harvey Trinder (Aust.) Ltd.
T.P. Clark and Company, Sydney.
Employers Mutual Indemnity Association Ltd., Sydney.
The Federation Insurance Limited.
Edward Lumley and Sons (N.S.W.) Pty. Ltd.
Edward Lumley and Sons (Vic.) Pty. Ltd.
Edward Lumley and Sons (Qld.) Pty. Ltd.
Edward Lumley and Sons (S.A.) Pty. Ltd.
Edward Lumley and Sons (W.A.) Pty. Ltd.
Edward Lumley and Sons (F.C.T.) Pty. Ltd.

* Agreements with these companies include the Territory of Papua and New Guinea.

APPENDIX C

Insurance Companies - Members of the Fire and Accident Underwriters Association.

African Guarantee Alliance	British America
Amalgamated Assurance and Thrift Atlas	British Crown
Australasian Australian Alliance	British Equitable
Australian General Australian Mutual Fire	British General
Australian National A.N.A.	British Traders
Australian Provincial Bankers and Traders	Caledonian
Batavia	Central
	Century
	Chamber of Manufacturers
	Church of England Insurance
	City Mutual
	Club Motor Agency
	Colonial Mutual
	Commercial of Australia

Commercial Union
Commonwealth
Commonwealth Bank Pool
Co-Operative
Contingency
Cornhill
Derwent and Tamar
Eagle Star
Equitable Probate
Employers Liability
Economic
Farmers and Citizens
Farmers and Graziers
Farmers and Settlers
Federal Mutual
Fire and Accident
General Accident Fire and Life
Government Insurance Fund of
Western Australia.
Gresham
Guardian
Guildhall
Halifax
Hartford
Insurance Co. of North
America
Imperial
I.O.A.
Java
Lancashire
Law Union and Rock
Legal
Legal and General
Licenses and General
Liverpool and London and
Globe
London
London Guarantee
London and Lancashire
Manchester
Manufacturers Mutual
Master Builders
Mercantile Mutual
Mutual of Tasmania
National of New Zealand
National Union
National Co-Operative
New Zealand
New Zealand Accident
North British and Merc.
North Queensland Acc.
N.V. The Netherlands

Amalgamated includes Adelaide Fire Office, Brisbane Fire Office, Melbourne Fire Office and Sydney Fire Office.

Agreements with all the parties in Appendix "C" include the Territory of Papua and New Guinea.

Scottish
Northern
Norwich and London
Norwich Union
Ocean
Orion
Pacific
Palatine
Patriotic
Pearl
Peperual General
Phoenix
Provincial
Prudential
Queensland
Real Australia
R.A.C. Insurance
Robert Paxton
Royal
Royal Exchange
Scottish Union and Nat.
Sea
South African
South Australian
South Australian Insurance
Coy. Ltd.
South British
Southern Star
Southern Union
State
State Government Insurance
Office (W.A.)
State Motor Car Insurance
Office
Sun
Switzerland and General
Tasmania
Tasmania Government Insurance
Office
Transport and General
Triton
Union
Union of Canton
United
Vanguard
Victoria
Victoria Wheat Growers
Western
Western Australia
World Auxiliary
Yorkshire
Westralian Farmers.

268.

NAVAL RESERVE AND NATIONAL SERVICE TRAINING - ALLOWANCE OF AMMUNITION, PYROTECHNICS AND UNDERWATER STORES.

The authorized allowances of ammunition, pyrotechnics and underwater stores, for Naval Reserve and National Service training, are shown in the appendix to this Order.

2. The allowance of 4" 40 m.m. and 20 m.m. ammunition and Underwater Stores, as in the Appendix, are to be confined to the following ratings only :-

Naval Reserve - All ratings during their first period of A.C.T.

National Service - During Initial Training - All ratings.
During A.C.T. Periods Afloat - Seaman Ratings only.

3. The ammunition allowances for Reserve and National Service ratings, being trained for GL3, QR3 and UW3 rates, are given in the appropriate training syllabuses.

4. The following are the additional allowances during A.C.T. for ratings holding specialist qualifications :-

Per QR3 - Cartridges Q.F. 4" Mk.19
gun - SU practice - 5

or

Cartridges Q.F. 4" Mk.16x
and 21 gun - SU practice - 5

Cartridges Q.F. 2 pdr.
practice and sub-calibre - 12

Per GL3 - Cartridges Q.F. 40 m.m.
Bofors H.E. Tracer - 20

Rocket Target Practice
1 lb. Mark 2 - 3.

5. The following is the additional allowance for R.A.N.R. (g) Officers :-

Per (g) Officer - Cartridges Q.F. 4"
Mk. 16x and 21 gun
SU practice - 10

Cartridges Q.F. 2 pdr.
practice and sub-
calibre - 12.

6. The following only should be trained in the use of Small Arms :-

Pistol - Officers

Petty Officers (Seamen)
Petty Officer Stoker Mechanics
All Communication Ratings BUT
National Service Trainees
during initial Training only.

Rifle - All ratings BUT National Service Trainees of non-seaman branches during Initial Training only.

Sub-Machine Gun - All Seaman Ratings
 All Stoker Mechanic Ratings } *
 All Communication Ratings }
 * National Service Trainees
 during Initial Training only.

Machine Gun - All Seaman Ratings.

7. Firings of Small Arms are to be carried out by Training Establishments only.

8. For the purposes of this Order a training period for Naval Reserves will be deemed to be the obligatory 13 days' Annual Continuous Training. For National Service personnel the training period will comprise that which they are required to perform annually.

9. Training Ships and Establishments are required to furnish to Navy Office, in accordance with Navy Order 75 of 1950, a half-yearly return of expenditure, on 30th June and 31st December each year. These reports are to indicate the quantities expended for Naval Reserve and National Service personnel training separately from expenditure for other purposes.

10. Navy Order 204 of 1953 is hereby cancelled.

(4433/101/49)

APPENDIX

Item	Allowance (where applicable)				Remarks
	Naval Reserve		National Service		
	Per man	Per training period	Per man	Per class per training period	
<u>GUN AMMUNITION</u>					
Cartridges, Q.F. 4" Mk.19 gun - S.U. practice	1	-	1 per two trainees	-	
or					
Cartridges, Q.F. 4" Mk.16x and 21 gun - S.U. practice	1	-	1 per two trainees	-	
Cartridges, S.A. 1" Aiming Rifle	3	-	3	-	
or					
Cartridges, Q.F. 2-pdr. practice and sub-calibre	3	-	3	-	
Cartridges, Q.F. 40 m.m. Bofors H.E. Tracer	5	-	5	-	
Cartridges, S.A. 20 m.m. Oerlikon	10	-	10	-	

Item	Allowance (where applicable)				Remarks
	Naval Reserve		National Service		
	Per man	Per training period	Per man	Per class per training period	
.38" Ball Revolver	50	-	-	-	
.303 Ball in charges	40	-	40	-	
.45" Ball for Thompson S.M.G.	20	-	20	-	
.22 Rimfire	40	-	40	-	
.303 Ball in cartons	35	-	35	-	
.303 Tracer in cartons	15	-	15	-	
.303 Blank	20				
<u>PYROTECHNICS</u>					
Smoke Floats, Type R or RM Mk.6	-	1	-	1	
Igniters Smoke Float Mk.9	-	1	-	1	
Cartridges, Signal 1", Red, Mk.6T-11T and 13T	-	1	-	2	
Cartridges, Signal 1", Green, Mk.6T-11T	-	1	-	2	
Cartridges, Signal 1", White, Mk.6T-10T	-	1	-	2	
Flare Signal, Red	-	1	-	2	
Lights, short, G.S.	-	1	-	2	
Portfire Common	-	1	-	2	
Rockets, Signal, 1-lb. Red	-	1	-	2	
Rockets, Signal, 1-lb. service	-	1	-	2	
Rocket sticks 5' with notch	-	2	-	4	
Tubes, Friction, M.R.S.	-	1	-	2	
<u>UNDERWATER STORES</u>					
Projectiles, Squid, H.E. Mk.1 filled, and fuzeed, Mk.1	-	1	-	1x	* only during A.C.T. of Seaman trainees.
Cartridges, Squid, filled 8-oz. 66 grms. Mk.7	-	1	-	1x	" "
Projectiles, Squid, Light, Mk.1	-	6	-	6	
Cartridges, Squid, Practice, 1900 grms. Mk.23	-	6	-	6	

Item	Allowance (where applicable)				Remarks
	Naval Reserve		National Service		
	Per man	Per training period	Per man	Per class per training period	
<u>UNDERWATER STORES</u> (Continued)					
Projectiles, Hedgehog, H.E. Filled, fuzed No.420	-	1	-	1	
Projectiles, Hedgehog, H.E.S. Mk.2 plugged	-	4	-	4	Representing extremities of full pattern is only during A.C.T. of Seaman trainees.
Depth Charge Mk.7 filled Amatol or T.N.T.	-	1 Pattern of 5	-	1 Pattern of 5	For A/A Frigates. is only during A.C.T. of Seaman trainees.

269.

METRIC TAPS AND DIES - BOFORS GUNS.

It is not now necessary for maintenance sets of metric taps and dies for Q.F. 40 m.m. Bofor equipments to be issued to the Fleet.

2. Accordingly, all stocks held on board are to be landed to the nearest R.A.N. Armament Depot, at the first opportunity.

(4428/83/4)

270.

NATIONAL SERVICE TRAINING - GENERAL NAVAL INSTRUCTIONS.

Recruit Stokers, R.A.N.R.(N.S.), are to receive a loan issue of 2 suits, blue overall, one piece, for the period of their continuous training. In consequence, the entitlement of shirts, blue, action-working, for these ratings is to be reduced from 3 No. to 2 No.

2. Navy Order 40 of 1952 is to be amended as follows :-

Statement "A":Class II Ratings.

After item "Shirts, action working" add "(2 only to Recruit Stokers)".

Statement "E":

Delete existing Statement "E" which was added by Navy Order 435 of 1952 and insert the following in lieu :-

Recruit Stewards, Recruit Cooks and Recruit Stokers may receive a loan issue of the following items :-

<u>Recruit Stewards</u>	<u>Recruit Cooks</u>
Tunics, drill, w/blue facings	Aprons, cooks' 2-No.
Aprons, cooks'	Caps, cooks' 2-No.
	Trousers, white drill 2-No.

Recruit Stokers

Suits, blue overall, one piece 2-No.

(4716/1/117)

271.

UNIFORM AND CLOTHING ISSUING PRICES - ANNUAL REVISION.

The issuing prices of uniform and clothing have been revised with effect from 1st July, 1953. A supply of the "Official Memorandum - Prices of Clothing etc. maintained for issue 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. Navy Order 258 of 1952 is hereby cancelled.

(4716/2/8)

272.

ANTI-FLASH HOODS AND GLOVES.

Anti-flash hoods and gloves are treated with fireproofing solution before issue from Victualling Yards and it is essential, if these articles are to afford maximum protection to the wearer, that they be maintained at all times in a clean and efficient state.

2. With this in view, Commanding Officers of H.M.A. Ships and Establishments are to arrange regular inspections of all anti-flash gear (including articles in store) and to arrange for reproofing if -

- (i) the articles have been immersed in sea water, exposed to heavy rain or washed; or
- (ii) they have been used and subsequently returned to store.

3. Reproofing is to be carried out by immersing articles in the following solution :-

Borax (Crystalline) - 12 ozs.
Boric Acid - 6 ozs.
Water - 1 gallon.

4. It is essential to adhere strictly to the formula and it is most important that the articles should be wrung out only lightly after immersion and thoroughly dried.

(4533/37/5)

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

4th August, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Brummins

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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273.

H.M.A.S. QUADRANT - COMMISSIONING.

H.M.A.S. QUADRANT commissioned on 16th July, 1953.

(4280/5/43)

274.

COURSES - AIRCRAFT ARMAMENT COURSES FOR AIR ENGINEER OFFICERS.

The following courses have been instituted at the School of Aircraft Maintenance (Engineering), R.A.N. Air Station, Schofields, for the training of Air Engineer Officers (including Branch Officers) :-

Aircraft Armament Course	- 4 weeks
Aircraft Armament Course (Long)	- 8 weeks
Aircraft Armament Refresher Course	- 1 week.

2. The Aircraft Armament Course qualifies Air Engineer Officers to take full responsibility for -

- (a) the maintenance and repair of aircraft armament equipment;
- (b) loading and removing air explosives from aircraft and the final preparation of them for use after loading;
- (c) the custody and accounting of aircraft gunwharf stores.

3. The Aircraft Armament Course (Long) qualifies Air Engineer Officers (A/E) for employment in Air Ordnance appointments. The selection of Officers for this course will be made by the Naval Board.

4. The Aircraft Armament Refresher Course deals with the general principles of aircraft armament and the latest components and equipment in use. It is available to Officers qualified in Air Ordnance and also to those Officers who have completed the Aircraft Armament Course.

5. Application for either the Aircraft Armament Course or the Refresher Course should be made by letter to the Commanding Officer, R.A.N. Air Station, Schofields, copy for information to the Secretary, Naval Board, and Captain (Air). The names of Officers who complete these Courses are to be similarly reported for record purposes.

6. Officers in current appointments as Squadron Air Engineer Officers, who have not completed an Aircraft Armament Course, should make application as soon as opportunity permits.

7. Navy Orders 316 of 1952 and 112 of 1953 are hereby cancelled.

(4007/13/13)

275.

T.A.S. INSTRUCTORS - TRAINING AND ADVANCEMENT.

The following revised procedure for the training and advancement of UC1 and UW1 to T.A.S. Instructor has been introduced.

2. The qualifying course in H.M.A.S. RUSHCUTTER for T.A.S. Instructor will be as follows :-

T.A.S.I. ex UC1 - 19 weeks
T.A.S.I. ex UW1 - 27 weeks.

3. The following qualifications are required before ratings can be recommended for T.A.S. Instructors Course :-

- (a) 1 year's seniority as a UC1 or UW1.
- (b) passed for Petty Officer.

4. Recommendations are to be forwarded in the normal manner on Forms A.S.1303.

5. Navy Order 439 of 1950 is hereby cancelled.

(4002/82/8)

276.

ALLOCATION OF DIVERS AND EQUIPMENT.

The following scale of Divers and Diving Equipment has been approved :-

Ship or Establishment	Standard Equipment		Sets of Shallow Water Equipment	
	Complement	Sets	Peace	War
Flagship (Additional)	1 Diver 2		2	4
Cruisers and Light Fleet Carriers	1 Diver 1 1 Diver 2 3 Diver 3	1	2	4
ANZAC (Captain D.10)	1 Diver 1 1 Diver 2 1 Diver 3	1	2	4
QUADRANT (Captain F.1)	1 Diver 1 1 Diver 2 1 Diver 3	1	2	4
Destroyers and Frigates	-	-	2	4
Survey ships	1 Diver 2 2 Diver 3	1	2	4
Ocean Minesweepers	-	-	2	4
Boom Working Vessels	1 Diver 2 1 Diver 3	1	2	4

Ship or Establishment	Standard Equipment		Sets of Shallow Water Equipment	
	Complement	Sets	Peace	War
Salvage Tugs	1 Diver 2 1 Diver 3	1	2	4
RUSHCUTTER	1 Diver 1 3 Diver 2 6 Diver 3	5	6	6
CERBERUS	1 Diver 2 3 Diver 3	2	2	2
TARANGAU	2 Diver 2 3 Diver 3	2	2	2
MELVILLE	2 Diver 2 3 Diver 3	2	2	2
LEEWIN	2 Diver 2 3 Diver 3	2	2	2
MORETON	1 Diver 2 3 Diver 3	2	2	2
Dockyards	-	2	2	2
R.A.N.T.E.	-	1	2	2
S.I.R. Melbourne	1 Diver 2 1 Diver 3	1	2	2

2. Ships in Reserve, other than Melbourne, should make arrangements with their local port authorities for all diving requirements.

3. Some time will elapse before sufficient divers become available to fulfil all commitments listed in paragraph 1 but drafting of divers and supply of equipment will be made to enable Ships and Establishments to comply with the regulations for the periodical exercising of divers, and for the routine inspection of equipment.

4. Training at the Diving Section, H.M.A.S. RUSHCUTTER, will be confined to the qualification of Standard Divers, and of officers and ratings in the use of Admiralty Shallow Water Diving Dress.

5. Ships should make arrangements direct with Commanding Officer, H.M.A.S. RUSHCUTTER, for at least one officer and six ratings to undergo a course in Shallow Water Diving. The course is of two weeks' duration and the syllabus, laid down in the Appendix to Admiralty Fleet Order 40/1952, must be strictly adhered to.

6. The Commanding Officer, H.M.A.S. RUSHCUTTER, is to forward a return to Navy Office at the end of each quarter stating the names of all officers and ratings trained in Shallow Water Diving during the quarter.

7. In addition to the items included in the standard set of Siebe German Diving Apparatus, 1 No. Pattern 141 Headset is allowed to dockyards as a spare.

8. Navy Orders 266 of 1950 and 138 of 1953 are hereby cancelled.

(3383/27/4)

277.

**AVIATION RATINGS, NAVAL AIRMAN BRANCH - AIRCRAFT
ARTIFICERS AND AIRCRAFT MECHANICIANS - TRAINING
AND ADVANCEMENT REGULATIONS.**

The words and figures "Paragraph 11, line 25" appearing in paragraph 2 of Navy Order 164 of 1953 are to be deleted and the following inserted in lieu :-

Paragraph 17(f)(iii) line 20.

(4002/53/25)

278.

**OFFICERS APPOINTED TO THE UNITED STATES OF AMERICA -
CASH GRANT FOR KHAKI CLOTHING.**

The amount of cash grant for the purchase of khaki clothing by officers appointed to the staff of the Australian Naval Attache, Washington, or to other appointments in the United States of America, for a period of nine months or more will be £28.15.0 as from 1st July, 1953.

2. Paragraph 2 of Navy Order 106 of 1952 is to be amended accordingly.

3. Navy Order 299 of 1952 is hereby cancelled.

(4716/31/27)

279.

**H.M.A. FRIGATES (MOD. RIVER) A/A AND A/S - MODIFICATION
TO SANITARY SERVICE - AS. AND AS. - REMOVAL OF TOPWEIGHT.**

It has been approved for ships concerned to raise an Alteration and Addition Item worded as follows :-

- (a) The 100 gallon Salt Water Gravity Tank situated on the Lower Bridge, together with associated pipes and fittings down to the Forecastle Deck, to be removed and the connection to Sanitary Service blanked off.
- (b) The Sanitary Service is to be supplied direct from the firemain through a pressure reducing valve.

(c) The Salt Water Pump is to be retained and piping is to be modified so that it can deliver to the Main Service or through the reducing valve to the Sanitary Service when required. A pressure relief valve is to be fitted.

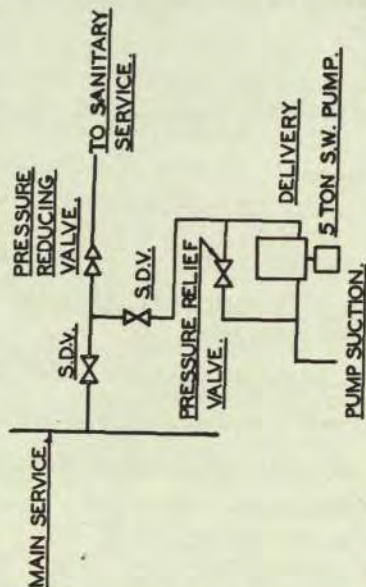
2. These modifications are shown in the accompanying Navy Office Drawing No. 165/720.

3. The topweight surrender is equivalent to 6720 as at Upper Deck level.

4. Forms A.S.1182 are to be forwarded, quoting this Order as authority.

(4283/1/85)

H.M.A. FRIGATES (MOD. RIVER). A/A AND A/S.
MODIFICATIONS TO SANITARY SERVICE.



NAVY OFFICE - MELBOURNE.	
DRG. NO 165/720.	
DATE 22-6-53	
TRACING NO	COPY NO
DRAWN	PASSED
TRACED	D.M.
CHECKED	P.N.A. APPROVED.
	<i>H. B. Bole</i>
	<i>24/6/53 J.D.E.N.</i>

280.

AIRCRAFT MODIFICATION PROCEDURE.

Paragraph 2, sub-paragraph (F)(1) of Navy Order 451 of 1952 is to be amended as follows :-

After the words "Class B/4" insert -

" Where there will be absolutely no Service application in any respect, the classification will be indicated by a figure "0" - e.g., "B/0"."

(3053/131/7)

281.

ADMINISTRATION, ACCOUNTING AND EQUIPPING OF NAVAL AIRCRAFT, POWER PLANTS AND AERO ENGINES
(SHORT TITLE: A.E.N.A.).

Navy Order 22 of 1953 is to be amended as follows :-

Chapter 3, paragraph 2(b) (page 8) -

Delete "damage".

Insert "unserviceability not repairable within one week".

Chapter 5, paragraph 1(a) (page 11) -

Delete sub-paragraph (iv).

Chapter 5, paragraph 2(a)(1) (page 11) after
"..... reporting day"

Insert "NIL reports are required".

Chapter 5, paragraph 2(a)(v) Part IV (page 13) -

Insert new sub-division (D) -

"(D) Authority".

Insert new Note -

"Note: (B), (C) or (D) may be not applicable".

Appendix II, Section 2, page 36 A.E.S. Item 70.

In Col. 2 -

Amend "Channel A" to read "Channel L".

Appendix II, Section 7 (page 40), after A.E.S. Item 50

Insert new items 51, 52 and 53.

In Col. 1: "51"; Col.2 "Tank, drop, 55 gallon (PORT);
Col.3 "410C"; Col.5 "1".

In Col. 1: "52"; Col.2 "ASH Nacelle"; Col.3 "416";
Col.5 "1".

In Col. 1: "53"; Col.2 "Rig, ballast weight";
Col.3 "696";
Col.4 "3D"; Col.5 "1".

A.E.S. Item 70

In Col.2:

Amend "A.R.I. 6307" to read "A.R.I. 5307".

A.E.S. Item 72

In Col.2:

Amend "R.1585" to read "R-4/ARR2".

(Page 41) A.E.S. Item 96

In Col.2:

Amend "Channel A" to read "Channel L".

Add new page 43 -

"43

APPENDIX II (continued)Miscellaneous Section

Miscellaneous aircraft are to be checked to Aircraft Equipment Standard as follows :-

1	2	3
Aircraft	A.E.S. in conjunction with Test Flight and/or full functional test	A.E.S. when no Test Flight and/or full functional test (additional to Col.2)
Firefly FR 5	S.A.T.L. (i.e. old Form A.11(Y) or AP(N)380 Fi)	Appendix "A"
Dakota Wirraway Firefly Trainer Sycamore Auster	Appendix "A"	

(3053/3/7)

282.

EXPENDITURE INCURRED BY THE COMMONWEALTH ON BEHALF OF UNITED STATES ARMED FORCES - METHOD OF RECOVERY.

Expenditure incurred by the Commonwealth on behalf of the Armed Forces of the United States is recoverable in the following manner :-

- (a) Victualling - From the individual concerned in the case of officers and from the unit of Service as regards enlisted personnel;
- (b) Issues of Stores - From the unit of the Service to which the issue is made.

In order to facilitate recovery, the following accounting procedure is to be observed :-

Victualling.Commissioned Officers.

As regulations for the United States Services provide that they shall pay their own subsistence costs, arrangements should be made for recovery direct from such officers borne for victuals at the rate applicable to recoverable services. Amounts so recovered should be taken on charge through the Cash Account for credit to the vote for Permanent Naval Forces, General Expenses, Provisions.

Enlisted Personnel - (i.e. All personnel below Commissioned rank).

In some cases officers in charge of Groups may meet the victualling costs of the Group. Where this is done moneys received should be accounted for in a similar manner to that laid down as regards Commissioned Officers. In all other cases a statement should be prepared showing the unit of Service, official numbers and names of personnel concerned, period and number of days borne, rate per day and total cost involved. This statement should be certified by the United States Officer or Non-Commissioned Officer in charge of the Group to the effect that the rations were received as indicated, and forwarded to Navy Office with ledger enclosures for the appropriate quarter. Particular care should be taken to ensure that the status of the member giving the certificate is clearly indicated.

Stores issued to United States Ships, Army Units, etc.

Particular care should be taken to ensure that receipt vouchers clearly indicate the official number (where applicable), name, rank and unit of the Officer or Non-Commissioned Officer furnishing the certificate.

2. Wherever practicable, arrangements should be made to obtain settlement of claims for all supplies and services at the time the supplies are made or the services rendered.

(3306/11/43)

283.

BOILERS ALUMINIUM, 6 GALLONS AND 8 GALLONS.

Aluminium Boilers in two sizes, viz., 6 gallon and 8 gallon, are now stocked in Victualling Yards, and replace the stainless steel boilers referred to in Navy Orders 144 of 1949 and 43 of 1950.

(4530/11/21)

284.

COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES FOR OFFICERS' UNIFORMS.

As from 1st July, 1953, the prices for the supply of Naval Officers' uniforms by the Commonwealth Government Clothing Factory will be as set out in Appendices "A" to "D" of this Order.

2. Navy Order 276 of 1952 is hereby cancelled.

(4532/91/26)

APPENDIX "A"

MADE-TO-MEASURE UNIFORMS FOR ROYAL AUSTRALIAN NAVY OFFICERS

Rank	Superfine Cloth			Cloth for Officers' Uniforms		Lightweight Serge	Greatcoat Beaver Cloth (with shoulder straps)	Shoulder straps per pair Plain 17 - 6
	Undress Coat	Mess Jacket	Undress Tail Coat	Undress Coat	Mess Jacket	Undress Coat		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Midshipmen	16.12.6	13.13.3	-	14.0.0	11.14.3	13.0.0	17.19.0	-
Commissioned Officer	19.4.0	16.4.9	-	16.11.6	14.5.9	15.11.6	18.17.0	1.15.6
Senior Commissioned Officer	19.12.9	16.13.6	-	17.0.3	14.14.6	16.0.3	19.1.0	1.19.6
Sub-Lieutenant	19.12.9	16.13.6	-	17.0.3	14.14.6	16.0.3	19.1.0	1.19.6
Lieutenant	20.18.0	17.18.9	-	18.5.6	15.19.9	17.5.6	19.10.6	2.9.0
Lieutenant-Commander	22.1.6	19.2.3	-	19.9.0	17.3.3	18.9.0	20.2.6	3.1.0
Commander	22.6.9	19.7.6	-	19.14.3	17.8.6	18.14.3	20.3.9	3.2.3
Captain	23.15.6	20.16.3	29.10.0	21.3.0	18.17.3	20.3.0	20.17.0	3.15.6
Commodore 2nd Class	21.3.3	18.4.0	26.17.9	18.10.9	16.5.0	17.10.9	19.18.0	2.16.6
Commodore 1st Class	22.12.0	19.12.9	28.6.6	19.19.6	17.13.9	18.19.6	25.6.6	8.5.0
Rear Admiral	22.12.0	19.12.9	28.6.6	19.19.6	17.13.9	18.19.6	24.6.0	7.4.6
Vice Admiral	24.1.0	21.1.9	29.15.6	21.8.6	19.2.9	20.8.6	24.12.3	7.9.9
* Midshipman (E)	18.2.6	15.3.3	-	15.10.0	13.4.3	14.10.0	18.13.6	1.12.0
* Commissioned Officer (E)	19.13.0	16.13.9	-	17.0.6	14.14.9	16.0.6	19.1.0	1.19.6
* Snr. Commissioned Officer (E)	20.1.9	17.2.6	-	17.9.3	15.3.6	16.9.3	19.5.0	2.3.6
* Sub-Lieutenant (E)	20.1.9	17.2.6	-	17.9.3	15.3.6	16.9.3	19.5.0	2.3.6
* Lieutenant (E)	21.7.6	18.8.3	-	18.15.0	16.9.3	17.15.0	19.15.0	2.13.6
* Lieutenant-Commander (E)	22.12.6	19.13.3	-	20.0.0	17.14.3	19.0.0	20.7.0	3.5.6
* Commander (E)	22.18.0	19.18.9	-	20.5.6	17.19.9	19.5.6	20.8.3	3.6.9
* Captain (E)	24.7.9	21.8.6	30.2.3	21.15.3	19.9.6	20.15.3	21.1.9	4.0.3
* Rear Admiral (E)	23.4.0	20.4.9	28.18.6	20.11.6	18.5.9	19.11.6	24.6.0	7.4.6

* And all other officers of equivalent rank with distinctive cloth between lace.

UNIFORMS FOR OFFICERS - R.A.N.R.(S), R.A.N.R. AND R.A.N.V.R.

The above schedule of prices is applicable, with the addition of 5/6d. per garment or per pair of shoulder straps for the addition of letters "R" or "A".

Rank	Superfine Cloth	Cloth for Officers' Uniform	Lightweight Serge	White Drill	Marcella	Seamen's serge
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<u>All Officers:</u>						
Mess Jackets, white, w/out buttons	-	-	-	2.18.0	-	-
Mess Jacket, white, with buttons	-	-	-	3.7.0	-	-
Waistcoat, mess blue	5.16.6	5.3.6	-	-	-	-
Trousers, plain	7.6.6	5.7.6	4.12.6	2.10.0	-	-
Tunic, with buttons	-	-	-	3.1.6	-	-
Tunic, without buttons	-	-	-	2.17.0	-	-
Waistcoats, mess, white	-	-	-	-	2.0.6	-
Aircrew, working dress - Blouse, Lieutenant	-	-	-	-	-	5.7.0
Aircrew, working dress - Trousers, Lieutenant	-	-	-	-	-	4.11.9
Working dress - Blouse, Lieutenant	-	-	-	-	-	5.1.9
" " - Trousers, Lieutenant	-	-	-	-	-	4.7.9
Jacket, white, bush for Captains and above	-	-	-	5.4.6	-	-
Cape, boat	14.8.0	11.9.6	-	-	-	-

Lace, gold, complete with curl ready for placing on cuffs 3/4" per pair - 1.3.9
 9/16" per pair - 1.12.0

APPENDIX "B"

MADE-TO-MEASURE UNIFORM FOR BAND OFFICERS

Rank	Superfine Cloth				Cloth for Officers' Uniforms		Lightweight Serge	
	Tunic Full Dress	Frock Serge	Mess Waistcoat	Trousers	Frock Serge	Trousers	Frock Serge	Trousers
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Commissioned Officer	16. 1. 6	17.17. 3	5.16. 6	7.13. 0	14.18. 9	5.14. 0	13.16. 3	4.19. 0
Senior Commissioned Officer	16. 3. 6	17.19. 3	5.16. 6	7.13. 0	15. 0. 9	5.14. 0	13.18. 3	4.19. 0
Lieutenant	16. 5. 6	18. 1. 3	5.16. 6	7.13. 0	15. 2. 9	5.14. 0	14. 0. 3	4.19. 0
Rank	Khaki Drill		White Drill		Cloth Scarlet			
	Tunic	Trousers	Mess Jacket	Mess Waistcoat	Mess Jacket			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Commissioned Officer	5.10. 0	2.16. 6	3. 7. 0	2. 0. 6	12. 4. 0			
Senior Commissioned Officer	5.12. 0	2.16. 6	3. 7. 0	2. 0. 6	12. 6. 0			
Lieutenant	5.14. 0	2.16. 6	3. 7. 0	2. 0. 6	12. 8. 0			

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APPENDIX "C"

MADE-TO-MEASURE UNIFORM OF NAVAL CHAPELLAINS

	Superfine Cloth	Cloth for Officers' Uniforms	Lightweight Blue Serge	Black Cloth	White Drill
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Undress Coat (without gold lace)	16.12. 6	14. 0. 0	13. 0. 0	-	-
Trousers	7. 6. 6	5. 7. 6	4.12. 6	5. 2. 6	2.10. 0
Jacket, dinner	-	-	-	16.12. 0	-
Tunic or Coat with buttons	-	-	-	-	3. 1. 6
Tunic or Coat without buttons	-	-	-	-	2.17. 0
Jackets, mess white with buttons	-	-	-	-	3. 7. 0
" " " without buttons	-	-	-	-	2.18. 0

15

Greatcoat, beaver cloth (with plain shoulder straps) ..

£17.19. 0

Shoulder Straps, plain, per pair ..

17. 6

APPENDIX "D"
MADE-TO-MEASURE UNIFORM FOR W.P.A.N.S. OFFICERS

	Superfine Cloth		Cloth for Officers' Uniforms		Lightweight Serge		Blue Barathra		Greatcoat (Beaver Cloth)	Shoulder Straps per pair
	Jacket	Skirt	Jacket	Skirt	Jacket	Skirt	Jacket	Skirt		
Chief Officer	£ 17. 8. 3	£ 5. 3. 3	£ 14. 16. 3	£ 3. 17. 3	£ 13. 16. 3	£ 3. 7. 3	£ 14. 16. 6	£ 3. 17. 6	£ 18. 2. 0	£ 13. 3
1st Officer	£ 17. 8. 3	£ 5. 3. 3	£ 14. 16. 3	£ 3. 17. 3	£ 13. 16. 3	£ 3. 7. 3	£ 14. 16. 6	£ 3. 17. 6	£ 18. 2. 0	£ 13. 3
2nd Officer	£ 17. 6. 6	£ 5. 3. 3	£ 14. 14. 6	£ 3. 17. 3	£ 13. 14. 6	£ 3. 7. 3	£ 14. 14. 9	£ 3. 17. 6	£ 18. 1. 0	£ 12. 3
3rd Officer	£ 17. 4. 9	£ 5. 3. 3	£ 14. 12. 9	£ 3. 17. 3	£ 13. 12. 9	£ 3. 7. 3	£ 14. 13. 0	£ 3. 17. 6	£ 18. 0. 0	£ 11. 3

285.

**MADE-TO-MEASURE UNIFORMS FOR NAVAL DOCKYARD POLICE -
COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES.**

Operative from 1st July, 1953, the Commonwealth Government Clothing Factory prices for made-to-measure uniforms for Naval Dockyard Police are as follows :-

Inspector and Sub-Inspector :

	£	s.	d.
Jacket, diagonal serge, with buttons	12.	15.	9
Jacket, diagonal serge, without buttons	12.	13.	3
Jacket, khaki, drill, without buttons	5.	2.	3
Trousers, diagonal serge	4.	6.	6
Trousers, khaki drill, police	1.	18.	6

Sergeants and Constables :

	£	s.	d.
Jacket, diagonal serge, with buttons	9.	1.	0
Tunics, khaki, drill, police, with buttons	4.	5.	0
Tunics, khaki drill, police, without buttons	4.	2.	3
Overcoat, police	13.	18.	0
Trousers, diagonal serge	4.	6.	6
Trousers, khaki drill, police	1.	18.	6

2. Navy Order 278 of 1952 is hereby cancelled.

(4532/91/25)

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

286.

**MADE-TO-MEASURE UNIFORMS FOR RATINGS - COMMONWEALTH
GOVERNMENT CLOTHING FACTORY PRICES.**

Operative from 1st July, 1953, the prices for ratings' made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory are as follows :-

Ratings - other than musicians :

	£	s.	d.
Aircrew working dress - blouse	5.	0.	0
Aircrew working dress - trousers	4.	11.	9
Jackets, diagonal serge, double breasted, C.P.O.	9.	6.	6
Jackets, diagonal serge, double breasted, P.O.	9.	4.	9
Jackets, diagonal serge, double breasted, other ratings	8.	19.	0
Jackets, seamen's serge, single breasted, C.P.O.	9.	2.	6
Jackets, seamen's serge, single breasted, P.O.	9.	2.	6
Jackets, seamen's serge, single breasted, other ratings	8.	17.	0
Jumpers, white, drill	1.	15.	9
Jumpers, seamen's serge	3.	3.	9
Overcoats, with gilt buttons	14.	5.	6
Overcoats, with horn buttons	13.	18.	0
Trousers, diagonal serge, fly	4.	6.	6
Trousers, seamen's serge, fall	3.	19.	9
Trousers, seamen's serge, fly	4.	2.	6
Trousers, serge, gymnastic	3.	10.	6
Trousers, white drill, fall	2.	2.	6
Trousers, white drill, fly	2.	2.	0

Ratings - other than musicians (Ctd.) :

	£	s.	d.
Tunics, white drill, with blue facings, without buttons	2.13.	6	
Tunics, white drill, without buttons	2.10.	9	
Tunics, white drill, without buttons, C.P.O.	2.10.	9	
Tunics, white drill, with gilt buttons, C.P.O.	2.18.	0	
Tunics, white drill, with gilt buttons, P.O.	2.13.	6	
Tunics, white drill, with white buttons	2.11.	6	

Musicians only :

Greatcoats, khaki cloth	16.	5.	6
Trousers, khaki drill	1.18.	0	
Trousers, No.1 dress, musicians	5.	8.	3
Trousers, serge	4.	7.	6
Tunics, khaki drill, with buttons	3.16.	3	
Tunics, khaki drill, without buttons	3.10.	6	
Tunics, No.1 dress, musicians	13.	2.	3
Tunics, serge	7.	0.	6

2. Navy Order 277 of 1952 is hereby cancelled.

(4532/91/27)

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

287.

ISSUE OF UNIFORM TO EX-ROYAL NAVY RATINGS.

It has been decided that the issue of uniform to ex-Royal Navy ratings who engage in the Royal Australian Navy is to be made under the following conditions :-

- (a) Ex-Royal Navy ratings who enter the Royal Australian Navy in Australia or in the United Kingdom after a break in service shall be supplied gratuitously with the compulsory kit appropriate to their rating (vide Navy Order 66 of 1948 and the amendments thereto) together with the optional items enumerated in Naval Financial Regulations and Instructions, Article 48.
- (b) A man whose engagement in the Royal Navy expires or is terminated and who engages in the Royal Australian Navy, such service being continuous, shall be issued with those items of uniform kit which are required to complete the Royal Navy scale of kit for rating formerly held in the Royal Navy to the standard of scale of kit obtaining in the Royal Australian Navy for the rating granted on entry, provided that the issues so made shall not include any item previously issued in respect of loan service occurring immediately prior to entry into the Royal Australian Navy.

(4716/1/119)

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288.

STANDARD SYSTEM OF ACCOUNTING IN SERVICE SYSTEM CANTEENS.

A standardized system of accounting for Service System Canteens has been adopted and an initial distribution of the relevant forms, etc., detailed hereunder, will be arranged through Administrative Authorities to enable the new system of accounting to be introduced as from 1st August, 1953, in all Ships and Establishments in which a Service System Canteen is in operation, except in the case of Flinders Naval Depot, H.M.A.S. ALBATROSS and H.M.A.S. PENGUIN, where a similar but more comprehensive system has been approved and is in use -

Order Form	-	Form S.S.C.1.
Purchases Ledger	-	" S.S.C.2
Returns, transfer and losses of stock	-	" S.S.C.3
Stock valuation sheets	-	" S.S.C.4
Record of daily cash takings	-	" S.S.C.5
Cash Book	-	" S.S.C.6
Trading and Profit and Loss Statement	-	" S.S.C.7
Balance Sheet	-	" S.S.C.8
Loose Leaf Covers		
Alphabetical Card Index Cards and Boxes		
Instructions for keeping of Accounts - Ordinary Service System Canteens.		

(3238/3/16)

289.

ELECTRIC LIGHT GLOBES FOR USE IN OFFICIAL RESIDENCES.

The procedure for supply and replacement of electric light globes in official residences and married quarters has been reviewed and it has been decided to adopt the following procedure generally in the Royal Australian Navy :-

- (a) The initial outfit of globes for the first tenancy will be provided at Departmental expense.
- (b) Replacements during a tenancy are to be the responsibility of the tenant. To assist tenants at isolated Stations, such as Manus, arrangements may be made for supply of globes on repayment from Service stocks if required by the tenant.
- (c) On each change of tenancy arrangements are to be made to ensure that an efficient light globe is fitted in each light fitting, any deficiencies being made good at Departmental expense.

2. This Order replaces the relevant instructions contained in Article 11 of the Admiralty Furniture Regulations and the R.A.N. Supplement to B.R.4. The R.A.N. Supplement to B.R.4 will be amended.

(4518/22/130)

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DEPARTMENT OF DEFENCE
LIBRARY.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

11th August, 1953.

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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290.

OPERATIONAL AREAS ON THE AUSTRALIA STATION.

The Australia Station is divided into five operational areas as follows :-

North East Australian Area
 East Australian Area
 South East Australian Area
 North West Australian Area
 West Australian Area.

The geographical limits of the Australia Station and of each area are shown in detail in Appendices "A" and "B" to this Order.

2. The titles of the Naval Authorities in command of these areas are as follows :-

Flag Officer-in-Charge, East Australian Area.
 (Short title - F.O.I.C. E.A.)

Naval Officer-in-Charge, North East Australian Area.
 (Short title - N.O.I.C. N.E.A.)

Naval Officer-in-Charge, South East Australian Area.
 (Short title - N.O.I.C. S.E.A.)

Naval Officer-in-Charge, West Australian Area.
 (Short title - N.O.I.C. W.A.)

Naval Officer-in-Charge, North West Australian Area.
 (Short title - N.O.I.C. N.W.A.).

3. The Resident Naval Officers in Brisbane, Adelaide, and Hobart, are designated Resident Naval Officers Queensland, South Australia, and Tasmania, respectively.

4. Flag and Naval Officers-in-Charge of areas are responsible to the Naval Board for the operation of ships and craft allocated to their areas and any other ships or craft which may be placed under their control from time to time.

5. Operational authorities may transfer operational control of ships and craft to Flag or Naval Officers-in-Charge or to Resident Naval Officers when considered necessary.

6. Flag and Naval Officers-in-Charge and Resident Naval Officers are responsible for the administration of Naval activities within the boundaries of States in which they are located.

7. Navy Orders 265 of 1951 and 439 of 1952 are hereby cancelled.

(3031/113/12)

APPENDIX "A"LIMITS OF THE AUSTRALIA STATION AND OPERATIONAL AREAS ON THE AUSTRALIA STATIONLIMITS OF THE AUSTRALIA STATION

The limits of the Australia Station for all Naval purposes are as follows :-

Eastern.-

From 3° 30' North 169° East, South to 1° South, thence East to 170° East, thence South along this

meridian to 30° South, thence to 45° South, 160° East thence South along this meridian.

Northern.-

From 3° 30' North 169° East, West to 125° East thence South to the Coast of Celebes thence West along the Coast of Celebes to 120° East thence South to 11° 30' South, thence West to 11° 30' South 95° 15' East.

Western.-

From 11° 30' South 95° 15' East, South along this meridian to 30° South, thence West along this parallel to 80° East thence South along this meridian.

DIVISION INTO AREAS

(a) North East Australian Area. That portion of the Station bounded -

(i) On the West by a line drawn from the position where the 130th meridian crosses the northern boundary of the Station South to the Western point of Waigeu Island; thence south eastward to the western point of Dutch New Guinea; thence south and east along the coast of New Guinea to longitude 138° East; thence south to a position where the 138th meridian meets the Australian Coast.

(ii) On the south by a line along the Queensland Coast to a position where the parallel 23° 30' S. meets the Coast; thence north east to a position 10° South 170° East on the Station boundary.

(b) East Australian Area. That portion of the Station including the mainland area of Queensland and New South Wales and the sea bounded on the north by the southern boundary of the North East Area, on the south by a line drawn from position where the New South Wales/Victorian border meets the Coast to position 45° S., 160° E.

(c) South East Australian Area. That portion of the Station which includes South Australia, Victoria, Tasmania and the sea area bounded on the north east by the southern boundary of the Eastern Area and on the west by the 129th meridian.

(d) West Australian Area. That area of land and sea within the Australia Station bounded on the East by the 129th meridian; on the north by a line from position 20° S., 129° E; thence to a position on the Coast 16° 22' S., 123° 30' E; thence to a position 11° 30' S., 120° E. thence in a 270° direction to a position 11° 30' S., 95° E.

(e) North West Australian Area. The land and sea areas of the Australia Station bounded on the South and West by the Western Area, on the South by the South Eastern Area and on the East by the Eastern and North East Areas.



291.

ELECTRICAL BRANCH - SELECTION OF RATINGS FOR TRAINING AS ACTING SUB-LIEUTENANTS (L).

The following ratings have been selected for the Preliminary Upper Yardsmen Course in accordance with Admiralty Fleet Order 3774/1953 :-

Radio Electrician L.G. Fox, O.N. 32547, H.M.A.S. SHOALHAVEN.

Radio Electrician (Air) J.S. Saywell, O.N. A31203, H.M.A.S. SYDNEY.

(4007/30/30)

292.

RECOMMENDATIONS FOR SPECIALIST QUALIFICATIONS.

The qualifications required by ratings before they can be recommended for Specialist qualifications are shown in the Appendix to this Order.

2. Before a rating can be recommended on Form A.S.1303, he must possess the qualifications as in the Appendix. He must be informed of the recommendation and the remarks column should include a notation whether or not he is a volunteer.

3. It is compulsory for a rating to undergo a course for which he has been recommended and appropriated.

4. After ratings have been recommended on Form A.S.1303, a notation is to be inserted on the appropriate History Sheet.

5. Should it be decided that a rating who has been previously recommended for a specialist course is unsuitable, a note is to be made on the next quarterly Form A.S.1303 that the recommendation is cancelled.

(4006/43/12)

QUALIFICATIONS FOR RECOMMENDATION FOR SPECIALIST QUALIFICATION

	SPECIALIST BRANCH	S.R.	G.L.	Q.R.	Q.A.	R.C.	C.A.	B.T.	U.C.	U.W.	R.P.	C.D.	DIVER	P.T.
	Ratings eligible for Recommendation	(1) Able Seaman or Leading Seaman (Provisional) without specialist Qualification. (2) Ordinary Seaman, without S.Q., but passed professionally for Able Seamen.												N.A.
3rd Class	Medical Standard	Naval Eye-sight Standard I	(1) As laid down for LR 3 - BR.16/2A 45 Page XII. (2) Colour Perception Test Standard I	Colour Perception Test Standard I	Normal	Aural Standard; - Normal	Before recommendation ratings are to be specially tested at H.M.A.S. RUSHCUTTER	As in A.F.O. 24/1952	Ord. Sea. passed professionally for Able Sea., Ldg. Sea., Sto. Mech., Ldg. Sto. Mech.					Normal
	Additional Qualifications	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL			N.A.

	SPECIALIST BRANCH	S.R.	G.L.	Q.R.	Q.A.	R.C.	C.A.	B.T.	U.C.	U.W.	R.P.	C.D.	DIVER	P.T.	
	Ratings eligible for Recommendation	2 years seniority as SR.3	1 years seniority as GL3, AA3 or LR3	1 years seniority as QR3, QA3, LR3 or AA3	1 years seniority as QA3	1 years seniority as RC3 or CA3	1 years seniority as CA3	1 years seniority as BT3	1 years seniority as UC3	1 years seniority as UW3	1 years seniority as RP3	1 years seniority as CD3	2 years seniority as Diver 3	Petty Officer, Ldg.Sea. Able Sea. passed for Ldg.Sea.	
2nd Class	Medical Standard	Normal	As laid down for LR2 - BR. 1632A/45 page XIII	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	As in A.F.O. 24/1953		BR.1066 (49) page 56 qualifications (c)(d).	
	Additional Qualifications	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	Seamen must not already possess a 1st Class S.Q.	Must be under the age of 25.	
	Ratings eligible for Recommendation	Prof. Petty Officers or Leading Seamen passed professionally for Petty Officer													
		S.Q.	2 years seniority as SR2	2 years seniority as GL2, AA2 or LR2	2 years seniority as QR2 or QA2	2 years seniority as QA2	2 years seniority as RC2 or CA2	2 years seniority as CA2	2 years seniority as BT2	2 years seniority as UC2	2 years seniority as UW2	2 years seniority as RP2	2 years seniority as CD2	2 years seniority as Diver 2	2 years seniority as P.T.2.

1st Class	Medical Standard	Normal	As laid down for LR2 - ER. 1632A/45 Page XIII	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	As in A.F.O. 24/1953	Normal	
	Additional Qualifications	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	Ratings must not already possess a 1st Class S.Q.	NIL	
Inst- ructor	Ratings eligible for Recommendation	Prof.	N.A.	Petty Officer, or Leading Seaman passed professionally for Petty Officer					N.A.	Petty Officer, or Leading Seaman passed professionally for Petty Officer			N.A.	N.A.	Petty Officer or Ldg. Sea., passed for Petty Officer.
		S.Q.	N.A.	Any first or second class Gunnery rate, with at least two years seniority as a 2nd class rate or above					N.A.	1 years seniority as UC1	1 years seniority as UW1	1 years seniority as RP1	N.A.	N.A.	1 years seniority as P.T.1

SPECIALIST BRANCH	S.R.	G.L.	Q.R.	Q.A.	R.C.	C.A.	B.T.	U.C.	U.W.	R.P.	C.D.	DIVER	P.F.
Cox-swains	Surveying Coxswain:- No re-commendation required. To be selected in accordance with Navy Order 178 of 1951	(1) Seaman Chief Petty Officer. (2) Seaman Petty Officers.											
Additional Qualification		(1) Must have had continuous V.G. character since being rated Leading Seaman (2) Must not hold an Instructor S.Q.											
Writers	N.A.	Gunnery Officer's Writer :- (1) Ord. Sea. or Able Sea. (2) GLJ, QEJ, or RCJ.	N.A.	T.A.S. Officer's Writer :- (1) Ord. Sea. or Able Sea. (2) UCJ or UWJ.	R.P. Writer Nav. Yes :- (1) Ord. Sea. or A.B. (2) 1 year's seniority as RPJ.	N.A.	N.A.	N.A.	N.A.				

293.

INSTRUCTIONS FOR THE FLEET AIR ARM - AMENDMENT.

The following new Article 166 is to be inserted in Instructions for the Fleet Air Arm :-

"166. Voice Communication with Civil Aviation Control Stations.-"

Until a universal procedure is adopted, all communications with Civil Control Stations shall be in the standard phraseology of the Department of Civil Aviation.

2. Air Navigation Orders Part II Appendix to 11.4 refers."

2. This amendment will be included in R.I. series.

(3712/50/66)

294.

SPECIAL ALLOWANCE OF OXYGEN REGULATORS REF. 6D/1276 AND 1277.

As Modification 1226 has not been adopted for R.A.N. Firefly 6 Aircraft, the following special allowances are introduced to replace those deleted from the Air Stores Establishment as a result of the adoption of the modification in the Royal Navy :-

	6D/1276	6D/1277
R.A.N.A.S. Nowra	1	1
H.M.A.S. SYDNEY	1	1
H.M.A.S. VENGEANCE	1	1
R.A.N.A.S. Schofields	1	1

Demands to complete to the revised Establishment are to be lodged in the normal manner with N.S.O. (Air), Randwick.

(4403/15/107)

295.

AIRCRAFT COVERS (SECTION 27D) ALLOWANCES IN THE ROYAL AUSTRALIAN NAVY.

It has been decided, in the interests of economy, not to adhere to the Royal Navy scale of allowances of Aircraft Weather Covers (Vocabulary Section 27D) promulgated in Appendix I to Admiralty Fleet Order 1671/1951, and in the relevant Air Store Establishment.

2. Allowances in the Royal Australian Navy in respect of current operational Aircraft types, will now be as follows :-

	Firefly 6	Sea Fury XI	Firefly 5	Sycamore
RANAS, Nowra	10 sets	10 sets	2 sets	3 sets
" Schofields	5 sets	5 sets	NIL	NIL
Aircraft Carriers	8 sets	8 sets	NIL	NIL

3. Services are requested to adjust their stocks accordingly, returning all covers now held surplus to the Air Store Depot, Randwick, N.S.W.

4. A Depot reserve will be maintained to provide for occasional operational requirements in excess of the Carrier Allowances in paragraph 2.

(4404/4/87)

296.

RESERVE OFFICERS UNDERGOING ANNUAL CONTINUOUS TRAINING OR COURSES - SUPPLY OF BEDDING AND BED LINEN.

Approval has been given for bedding and bed linen, in the scales indicated hereunder, to be issued on loan to Reserve Officers undergoing Annual Continuous Training or Courses -

<u>Pattern</u>	<u>Description</u>	<u>Allowance Per Officer</u>	<u>Remarks</u>
	Mattress Hair	1 No.	
	Cover, Mattress	1 No.	
	Pillow, Kapok	1 No.	
37	Pillow, Hair	1 No.	
T324 or T362	Blankets, White, Officers	3 No.	} Up to these quantities may be issued depending on climatic conditions.
	Underblanket	1 No.	
37A	Covers, Pillow	4 No.	
34	Sheets, White cotton	4 No.	
25	Coverlet	1 No.	
5	Cases, Pillow	4 No.	

2. Whenever possible, requirements of bedding and bed linen for the purpose should be met from stocks held in the Ship or Establishment. However, if insufficient stocks are held, demands (Form A.S.134d) as necessary to complete to the above scales should be lodged with the appropriate (Superintending) Naval Store Officer.

3. The above allowances of sheets and pillow cases do not apply to serving Reserve Officers, who are required to provide their own bed linen.

(3190/1/63)

297.

OUTFIT GRATUITIES ON CHANGE OF CLASS - ANNUAL REVISION.

As a result of the annual revision of prices of uniform and clothing items, the following outfit gratuities on change of class are applicable as from 1st July, 1953 :-

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	£38. 7. 6
To other men on transfer to ratings for which a change of uniform to Class III is required	£35.11. 6
To other men on transfer to ratings for which a change of uniform to Class II is required	£26.11. 9
To other men in Class III uniform promoted to Petty Officer with one year's service as such and confirmed in that rating	£ 2.16. 6
To confirmed Chief Petty Officers required to change from Class III to Class I Uniform	18. 6
To personnel transferred as Naval Airmen (Aircrew) for purchase of aircrew working dress, beret and beret badge	£10.12. 6

2. On change of Class of uniform, the articles not required in the new rating are to remain in the possession of the Chief Petty Officer, 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.

3. Navy Order 345 of 1952 is hereby cancelled.

(4716/31/35)

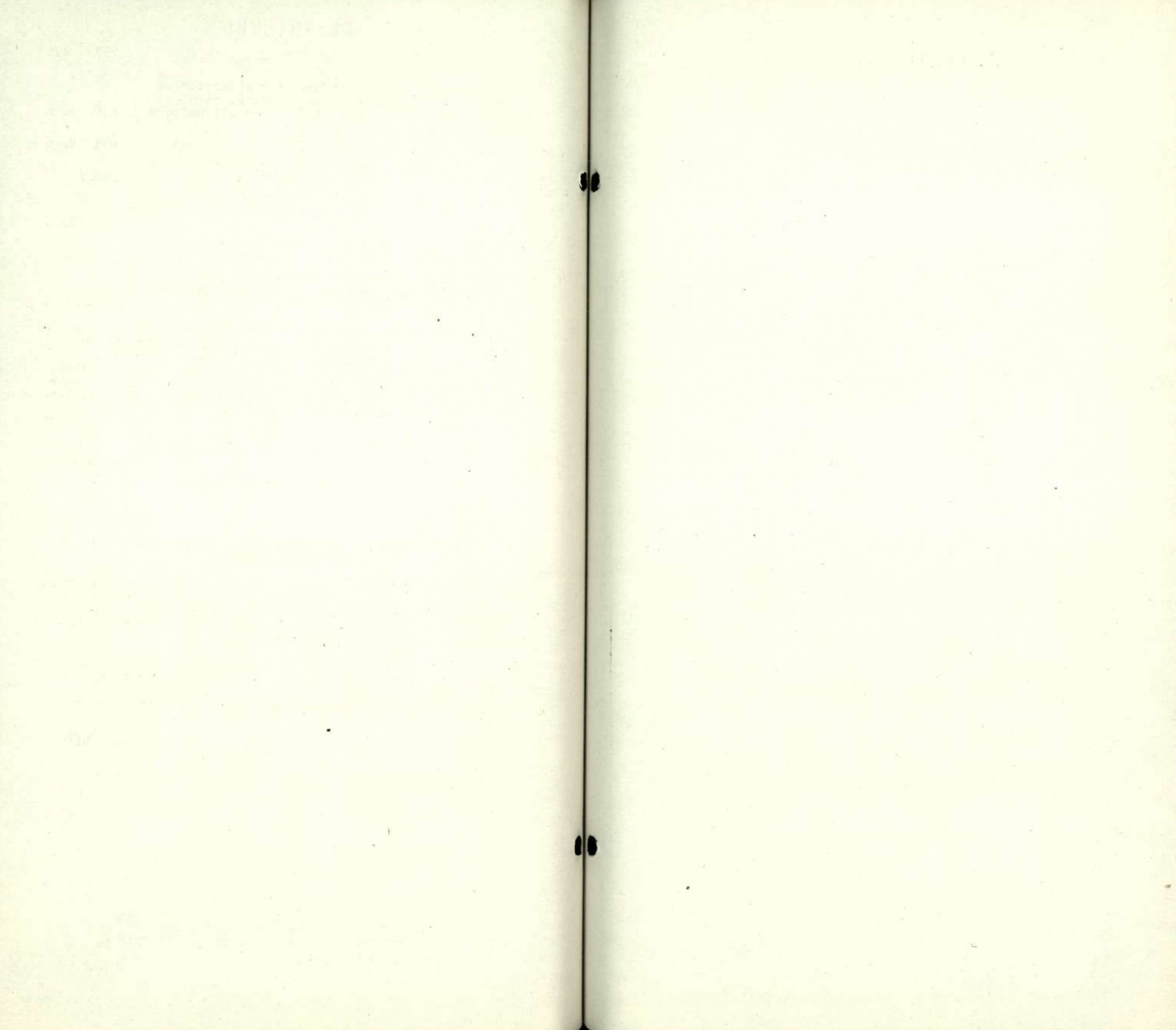
298.

CANCELLATION OF DOCUMENTS ETC. - SUPPORTING CLAIMS AND REIMBURSEMENTS.

It has come under notice that the marking of supporting documents to claims as required by Article 167 (1) (b) of Naval Account Regulations and Instructions is not being generally observed in H.M.A. Ships. This Instruction is applicable in H.M.A. Ships vide Article 54 (1) (a).

2. Attention is directed to the necessity for strict compliance with the provisions of the abovequoted Instructions so that a means is provided of detecting the presentation of any document in support of more than one claim.

(3422/61/88)



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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

18th August, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. E. Cummings

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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299.

PURCHASE OF WREATHS FROM PUBLIC FUNDS.

Instances have occurred where expenditure from public funds, of amounts considerably in excess of £2. 2. 0, has been incurred, without prior Naval Board approval, in the purchase of wreaths for funerals and commemorative occasions for presentation on behalf of the Royal Australian Navy.

2. The attention of officers concerned is drawn, in this regard, to the provisions of Navy Order 167 of 1951, particularly paragraph 3 thereof.

(4014/55/6)

300.

AVIATION RATINGS, NAVAL AIRMAN BRANCH - AIRCRAFT
ARTIFICERS, AIRCRAFT MECHANICIANS - TRAINING
AND ADVANCEMENT REGULATIONS.

Appendix I to Navy Order 239 of 1952, as amended by Navy Orders 164 and 231 of 1953, is to be further amended as follows :-

Page 18 - Aircraft Mechanician, 3rd Class (P.O. rating).-

Delete the existing sub-paragraph (F)(11) up to and including "qualification" and substitute -

Leading Airman Mechanics.- A small number of these ratings will be selected on completion of the Petty Officers trade course, first part. Recommendations are to be made immediately, but the rating selected will complete the Petty Officers' course and then pass on to the first available Mechanics' course.

(4002/53/25)

301.

REPORT ON AIR ENGINEERING RATING AS PROVISIONAL
CANDIDATE FOR AIRCRAFT MECHANICIAN -
INSTRUCTIONS FOR USE - FORMS S.1625 AND A.S.1625.

Navy Order 394 of 1952 is to be amended as follows :-

Delete the existing paragraph 2(c) and insert in lieu -

Leading Airman Mechanic
(A), (E) or (O)

Is selected on completion of the first part of the advancement course for Petty Officer Airman Fitter. The recommendation is to be made immediately by letter to the Naval Board. No further recommendation need be made.

(3325/3/119)

302.

NAVAL DOCKYARD POLICE - WEARING OF CHEVRONS BY SERGEANTS.

It has been decided that Sergeants of the Naval Dockyard Police shall wear chevrons on both sleeves of jackets, overcoats, tunics and shirts, instead of on the right sleeve only, as hitherto.

(4716/1/113)

303.

TRAVEL ON NARROW GAUGE LINES - CLASS OF TRAVEL.

Petty Officers and other ratings may be granted first class rail travel, when travelling on duty or leave, where the journey is more than 50 miles on the narrow gauge lines in Australia.

2. For the purpose of this Order, narrow gauge lines mean lines on which the gauge does not exceed three feet six inches.

3. Naval Financial Regulations will be amended in due course.

(4677/22/25)

304.

GYRO COMPASSES - MODIFICATIONS.

H.M.A. Ships and Establishments concerned are required to carry out the modification detailed in Admiralty Fleet Order 3120/1950, and to report the completion on Form A.S.1177A, Gyro Compass Quarterly Report.

2. Demands for Pattern 1018 Resistor, starpoint, 3-3-3-ohms, required to replace the obsolete Pattern 985 Resistors, should be forwarded to the nearest (Supt) Naval Store Officer.

(4519/11/504)

305.

MOTOR TRANSPORT - SECURITY OF SPARE WHEELS.

Cases have been reported of the theft of spare wheels from Naval motor vehicles.

2. As a deterrent to theft, arrangements are to be made for spare wheels of Naval motor vehicles, except in cases where locked stowage for spare wheels is already provided, e.g. in sedan cars, to be secured by a chain, or a wire strop, and padlock.

(4737/12/31)

306.

PATTERN 4723 (& LIKE) ONE QUART C.T.C. FIRE EXTINGUISHERS.

In order to avoid deterioration during stowage, Pattern 4723 (& like) one quart C.T.C. Fire Extinguishers will be stocked un-charged in future and issued in this condition.

2. Requirements of Refills (Pattern 4728) should be demanded as a separate item.

(4505/84/78)

307.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH.

The following are the prices operative until 30th June, 1954, at which ratings' made-to-measure uniforms may be obtained from the Sydney and Perth contractors viz., Messrs. Esquire Pty. Ltd., 4 Railway Parade, Burwood, and Champion Tailors, 16 Tivoli Arcade, Perth :-

Item	Esquire	Champion
	Pty. Ltd., Sydney	Tailors, Perth
	£ s. d.	£ s. d.
Jacket, diagonal serge, double breasted for -		
(a) Naval Dockyard Police, with white metal buttons	8.14. 0	9.11. 1
(b) C.P.O's, with gilt buttons	9. 0. 8	9.17. 5
(c) P.O.'s, with gilt buttons	8.19. 3	9.15. 7
(d) Other ratings, with black horn buttons	8.12. 7	9.14.10
Trousers, diagonal serge, fly	4. 6. 1	4. 3. 6
Jackets, seamen's serge, single breasted for -		
(a) C.P.O's, with gilt buttons	8. 5. 6	10. 5.11
(b) P.O.'s, with gilt buttons	8. 4. 4	10. 5. 2
(c) Other ratings, with black horn buttons	7.18. 7	10. 4.10
Trousers, seamen's serge, fly	3.18. 8	5. 1. 7
Jumpers, seamen's serge	3.17.10	4. 4. 7
Trousers, seamen's serge, fall	4. 6. 1	5. 0. 0
Overcoats, cloth, for C.P.O's and P.O.'s, with gilt buttons	12.17.10	14. 5. 4
Overcoats, cloth, for other ratings, with black horn buttons	12. 5. 1	14. 6. 0
Extra Charges		
Attachment of zip fasteners (supplied by personnel) on trousers, fall	2. 5	-
Sewing on Badges and Chevrons	1. 0	1. 6
Taping of bottom of trousers with dark material to tone with serge	1. 6	1. 4
Extra inside pocket in single breasted jacket	1. 6	-
All other extras are allowed for in contract prices.		

2. The conditions of the contracts are -

- (a) When ordering garments, the rating 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 in paragraph 1.
- (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 forms (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 53 of 1953 is hereby cancelled.

(4532/91/23)

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

308.

**WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE -
MADE-TO-MEASURE UNIFORM FOR RATINGS.**

Made-to-measure uniforms for ratings of the Women's Royal Australian Naval Service may be obtained from Messrs. V.F. Langeford Tailoring Co., 327 Bourke Street, Melbourne. The prices are -

Jacket, diagonal serge, horn buttons - £10. 6. 9 each
Skirt, diagonal serge - £ 3.12. 3 each.

2. The conditions of contract are as set out in paragraphs 2, 3 and 4 of Navy Order 307 of 1953.

3. Navy Order 62 of 1953 is hereby cancelled.

(4533/81/138)

309.

AIR MAINTENANCE RATINGS - COMPULSORY KITS.

The compulsory kits of all Air Maintenance ratings have been amended by the addition of the following items :-

Class I ratings - 2 No. caps, blue working
1 badge, cap, metal.

Class II and Class III ratings - 2 No. caps, blue working.

2. The foregoing items are to be issued gratuitously, during the quarter ending 30th September, to all serving Air Maintenance ratings whose engagements are not due to expire before 31st December, 1953.

3. The caps now stocked for issue to stoker ratings have been adopted as working head gear for Air Maintenance ratings, and in view of this extension of their use the nomenclature of these caps has been amended to "caps, blue, working". The "Official Memorandum - Prices of Clothing, etc. Maintained for Issue to Ships' Companies" dated 1st July, 1953, is to be noted accordingly.

(4716/1/123)

310.

CANNED WATER FOR CARLEY FLOATS.

Canned Water for emergency use in ships' rafts is now available at Royal Edward Victualling Yard, Sydney. The Canned Water is packed in master containers each containing 6 No. 14-oz. cans and 6 drinking cups. Demands for requirements based on the scale shown hereunder should be lodged with the Superintending Victualling Store Officer for compliance -

4 No. Water Containers for Carley Floats, Pattern 19.
5 No. Water Containers for Carley Floats, Pattern 20.

2. Provision should also be made for an additional 10% for spares.

3. Appended for general guidance is extract of Appendix 31 of B.R.93(51), Manual of Victualling, which has not yet been distributed in the Royal Australian Navy -

" (1) Experience has shown that it is much more important that water should be available for emergency use in ships' rafts than food and that it is possible to survive for long periods (21 days) on water alone. Ships' rafts should, therefore, carry water containers to the full capacity of the various types of rafts. Similarly, as much water as possible should be carried in seaboats even at the expense of food. Any food should, as a general rule, be confined to unsweetened condensed milk.

(2) The water container for life rafts supplied from victualling yards consists of a tinplate box lined with wood and fitted with two partitions, holding six No.1 tall cans of drinking water and six drinking cups. Each can contains approximately 14-ozs. of sterilized water.

(3) The water is sterilized and filled into the cans which are hermetically sealed by double seaming, and sufficient space is left to prevent bursting of the cans if the water should be frozen. A copper-plated spike tin-opener is fixed to the top of the can by means of a tinplate tab.

(4) The containers should be painted to match ships' weather work before they are stowed in rafts and should be removed thereafter for periodical repainting.

(5) Inspection of the containers should be carried out every three months. Canned water will keep in good condition for three years or more provided the cans are airtight and properly protected from external moisture to prevent rusting; it is necessary, therefore, that the outer metal containers should remain hermetically sealed and be generally in sound external condition. The date of packing, month and year, is embossed on the bottom of the container. Damaged or very rusty containers should not be placed in the rafts. They should be opened and the cans examined, and any of the latter in serviceable condition may be used if necessary for replacements after inspections have been made, as in paragraph 7.

(6) If the outer containers are in sound external condition it is advisable for one or two to be selected at random and opened up for inspection of the cans of water. Whenever practicable the entire top of the outer container should be carefully removed so that it can be replaced and re-soldered to ensure that it is again hermetically sealed.

(7) Inspection of the cans of water should be carried out as described in Appendix 34.

(8) The water containers should be taken on charge and accounted for in the Provision Account."

4. Appendix 34 has not yet been received in Australia but Admiralty has been requested to expedite despatch.

(4528/81/22)

311.

MESSAGE FORMS F.SIGS 52 SERIES AND S.1320 SERIES -
POLICY FOR USE.

A new series of message forms, F.Sigs 52 (Large) (Medium) and (Small), has now been printed. These new message forms are framed in accordance with ACP 121(B) which contains instructions for their use by originators.

2. A small initial distribution has been made in order to familiarize personnel in their use, but they need not be brought into general use until receipt of ACP 121(B).

3. The policy for the future use of the new message forms and of the existing S.1320 series is shown in the table below, and demands should be placed accordingly.

4. In the case of Form F.Sigs 52 (Small) and of Forms S.1320 (b) (c) (f) and (g) which are being replaced by the former, demands are to be made on the following basis :-

10% Form F.Sigs 52 (Small)
90% Form S.1320 (b) (c) (f) and (g).

5. Navy Orders 220 and 396 of 1952, and 95 of 1953 are hereby cancelled.

(3526/12/890)

T A B L E

FORM	DESCRIPTION	STATUS
<u>'Originating' forms</u>		
F.Sigs 52 (Large)	White Large	To be demanded by Shore HQ only
F.Sigs 52 (Medium)	" Medium	Not being printed at present
F.Sigs 52 (Small)	" Small	Replaced S.1320 (b) (c) (f) and (g)

FORM	DESCRIPTION	STATUS
S.1320 (b)	White Small	Present stocks to be used up. Being replaced by F.Sigs 52 (Small)
S.1320 (c)	" Large	Obsolete, but present stocks to be used up.
S.1320 (f)	Pink Small	
S.1320 (g)	" Large	
<u>Forms for distribution purposes (to continue in use)</u>		
S.1320 (d)	White Small	for distribution copies of unclassified and restricted messages
S.1320 (e)	" Large	"
S.1320 (h)	Pink Small	for distribution copies of confidential and secret messages
S.1320 (i)	" Large	"
S.1320 (j)	Green Small	For distribution copies of top secret messages
S.1320 (k)	" Large	"

⊠ New forms shortly to be printed.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

25th August, 1953.

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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312.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

The column headed Administration in paragraph 5 of Navy Order 235 of 1953 is to be amended by deleting "PENGUIN" against JABIRU and WARREEN and substituting "WARREGO".

(3031/13/130)

313.

DEFENCE BUSINESS BOARD AND BUSINESS ADVISERS TO THE SERVICES.

In view of the heavy Defence expenditure, the Government has appointed a Defence Business Board to ensure economy in Defence expenditure. A Business Adviser has also been appointed to each Service Department.

2. The Business Board will be comprised of a Chairman and the three Service Business Advisers and will be in the Defence Department and responsible to the Minister for Defence. The Board will deal with joint Service matters of common interest to the three Services, or collective matters on which the advice of the Board is desired.

3. Mr. L.B. Evans, Managing Director of Makower, McBeath and Co. Pty. Ltd., Melbourne, has been appointed Business Adviser in the Department of the Navy and a member of the Business Board.

4. The Business Adviser is to be afforded all possible assistance by Ships and Establishments he may visit.

(3031/12/6)

314.

INSTRUCTIONS FOR THE FLEET AIR ARM.

The words "Instructions for Naval Aviation" where appearing in Navy Order 266 of 1953 are to be amended to read "Instructions for the Fleet Air Arm".

(3712/50/67)

315.

LIGHT FLEET CARRIERS - NAVAL MAGAZINE AND EXPLOSIVES REGULATIONS.

B.R.862, Naval Magazine and Explosives Regulations, Chapter V, Articles 120 to 126, is to apply to Light Fleet Carriers in the Royal Australian Navy.

2. The following notation is to be made on page 44 under heading "Inspections" :

" Articles 120 to 126 inclusive are to apply to Light Fleet Carriers in the Royal Australian Navy."

(4278/1/30)

316.

DISPLACEMENT - REMOVAL OF REDUNDANT WEIGHTS.

With reference to Admiralty Fleet Order 1349/1953, similar action in respect of H.M.A. Ships is to be taken in accordance with paragraphs 4 to 8, inclusive, thereof, particularly in regard to Destroyers, Frigates and below.

(4276/4/256)

317.

PAYMENT OF ALLOTMENTS TO BANK ACCOUNTS.

With reference to Navy Order 414 of 1952, advice has been received from the Associated Banks that as from 1st July, 1953, allotments to Trading Bank Accounts will be accepted only for credit to the account of the allottor or his dependants.

2. This decision applies only to allotments to Trading Banks and does not apply to allotments to Savings Bank Accounts.

3. Forms A.S.63 in respect of any future allotments for credit to accounts in Trading Banks, and which are not for credit to the account of the member or his wife, should indicate the particulars of dependant to enable arrangements to be made, if possible, for credit of allotment to the Bank Account nominated.

(3091/1/43)

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

318.

COXSWAINS - QUALIFICATIONS AND COURSE.

The specialist qualification of Coxswain is a 1st Class Specialist Qualification and can now be held by any Seaman C.P.O. or P.O. with a 2nd, 3rd class or no specialist qualification, who is specially recommended and has had continuous V.G. character since being rated Leading Seaman.

2. Recommendations on Form A.S.1303 are to be forwarded to the Director of Manning, Navy Office, copy to the Commanding Officer, H.M.A.S. WATSON.

3. The specialist qualification of Coxswain must be relinquished -

- (a) On the award of a punishment involving a character assessment below 'V.G'.
- (b) On disrating or reversion to Leading Seaman or A.B.
- (c) If Navy Order 165 of 1953 is applicable.

On relinquishing the specialist qualification of Coxswain, a rating will resume the specialist qualification previously held. A rating is to undergo a refresher course for his previous specialist qualification if he has been qualified Coxswain for more than 12 months.

4. The qualifying course for Coxswain is 7 weeks on completion of which candidates who have passed the examinations will undergo four weeks practical instruction at sea in an O.M.S. or above as arranged by F.O.I.C. E.A.

5. The qualifying course will be carried out as follows :-

(a) At Flinders Naval Depot -

- (i) Organization and First Aid.
- (ii) Signals.
- (iii) Discipline.
- (iv) Victualling.

(b) From WATSON -

- (i) Helmsmanship and Elementary. Ship Handling.
- (ii) Visits.
- (iii) Sea Training.

The detailed Syllabus is given in the Appendix to this Order.

6. Navy Order 373 of 1952 is hereby cancelled.

(4007/49/19)

A P P E N D I X

QUALIFYING COXSWAINS - DETAILED TRAINING SYLLABUS

(i) Organization and first Aid (26 hours)

Watch System.
 Muster by open list.
 Scheme of complement and Quarter Bill.
 Nominal list.
 Messing Organization.
 First Aid Organization.
 Duties of Heads of Departments and Officers.
 First Aid - 7 one hour lectures
 3 hours practical.
 Examination - 2 hours (1 hour organization,
 1 hour First Aid).

(ii) Signals (11 hours)

7 hours practical morse and semaphore and
 3 hours on International Code, Boats
 Signal Book and meaning of flags and
 pendants.

(iii) Discipline (99 hours)

N.D.A. - general.
 Framing of charges (knowledge of commoner
 and simpler charges only).
 Charge sheets.
 Repeated and aggravated offences.
 Drunkenness, theft and improper possession
 offences.
 Requestmen and Defaulters (and practical,
 demonstration).
 Daily record of offences.
 Minor punishment book.
 Explanation of punishments.
 Robbery and forgery cases (General knowledge
 only).

Open and close arrest.
 Q.R. and A.I. Chapter XLIII.
 Delegation of authority to punish.
 Civil courts and consequential penalties.
 Maximum summary punishments.
 Indecency cases - Statements in evidence.
 Customs regulations.
 Leave regulations and leave forms.
 Leave for men placed in the Report - Q.R.
 and A.I. Article 508.
 Amendments to B.Rs. and Q.R. and A.I.
 Admiralty Fleet Orders, Commonwealth Navy
 Orders - General.
 Cells and detention, procedure for committal.
 Punishment warrants.
 Representation of complaints.
 Books and forms used in Regulating Office.
 Naval Provost organization and ship's
 patrols.
 Patrol reports.
 Welfare and Sports Committees.
 Commissioning and paying-off routines.
 Duties of Disciplinary P.O. and P.O. of
 the Day.
 Postponed and suspended sentences.
 Absentees on sailing.
 Drafting.
 Hospital cases.
 Death - Disposal of effects.
 Ship's mails. B.R.1981.
 Examination - 3 hours.

(iv) Victualling (50 hours)

Victualling and Checking personnel -
 procedure.
 Types of Victualling - books and forms
 required.
 Demanding, receiving and taking on charge
 victualling stores.
 Storing Ship.
 Issues. Losses on issue.
 Forms A.S.461.
 Victualling of other Service, Dominion,
 contractors, etc., personnel (General
 knowledge only).
 Commissioning routine.
 Dry, fresh provisions stowage. Cold and
 cool rooms.
 Repayment issues.
 Surveys and casual condemnations.
 Local purchase, settlement of contractors
 accounts, discount.
 Losses of stores and forms rendered.
 Care of stores whilst commissioning, refitting
 and during leave periods.
 Mess traps and implements, Issues on
 commissioning, Demands and replacements.
 Reserve Stock, Losses, Musters, Forms A.S.462 I
 and III.
 Cash clothing in small ships. Method of
 drawing and issue. Cash sales and receipts.
 Paying off and removing stores from charge.
 Loan clothing. Demand and issue. Losses and
 surveys. Musters. Forms A.S.462, Parts I
 and II.

Price lists. Certified accounts.
 Extra issues. Issues to survivors.
 Issues for breadmaking.
 Certificates requiring Captain's signature.
 Base Musters.
 Closing of accounts.
 Canteen - Service system organization.

Examination - 2½ hours.

(v) Helmsmanship and Elementary Ship Handling (18 hours)

Magnetic and gyro compass.
 Variation and deviation.
 Effect of rudder and screws.
 Pivoting position.
 Weather and lee helm.
 Effect of cross wind and sea.
 Effect of wind and tidal stream when going
 alongside.
 Steering breakdowns.
 Behaviour of ships when close aboard as
 during Replenishment at Sea operations.
 Rule of the Road.

Examination - 1 hour.

(vi) Visits (21 hours)

- (i) Royal Edward Victualling Yard.
- (ii) Randwick, Naval, Victualling and Air Stores.
- (iii) G.P.O. Sydney - Ship Mails Section and General inspection.
- (iv) Proceed as observers in Dockyard tugs (if suitable opportunity occurs).

Total 225 hours (7 weeks)

Examination details are as follows :-

Subject	Maximum Marks
Organization and First Aid	75 marks
Signals	25 marks
Helmsmanship and Elementary	
Ship Handling	50 marks
Discipline	150 marks
Victualling	100 marks
Total	400 marks

50 per cent. in each subject and 65 per cent. of the aggregate are required to pass.

(vii) Sea Training (4 weeks practical instruction in a seagoing ship).

Candidates who are successful in the above examinations are to be sent to undergo a period of four weeks practical instruction in an O.M.S. or above as arranged by Flag Officer-in-Charge, East Australian Area. No marks will be awarded, but, on completion of the practical instruction, Commanding Officers are to render a report on each candidate to the Commanding Officer, H.M.A.S. WATSON, who will be responsible for rating those candidates who obtain a satisfactory report.

319.

MARRIED QUARTERS FOR NAVAL PERSONNEL.

Navy Order 417 of 1950 is amended by deletion of the final sentence of paragraph 6 and the whole of paragraphs 23-25 inclusive and insertion of the following in lieu :-

6. In such cases, rental (as in the case of other marked houses) will be on the basis indicated in paragraph 23 hereof.

23. Rental charges for official residences provided for Naval personnel are at present based on either -

- (a) An economic rental assessed by Department of Interior and based on value as at 30th December, 1950; or
- (b) Fifteen (15) per cent of pay as defined hereunder, as varied from time to time -
 - (i) The minimum rate for the substantive rank or rating of the occupant, plus
 - (ii) Marriage and Separation/Provision allowance (as the case may be) plus clothing allowance.

Provided that, as regards the effect on pay of quarterly adjustments consequent on cost of living variations, rentals on a percentage of pay basis will be varied once only per annum, calculated on the pay rates in operation on 1st January in each year and with effect from the commencing date of the first complete pay period immediately following that date.

24. Furniture rental is an additional charge, calculated in accordance with the normal scale.

25. As regards certain residences sub-classified in accordance with paragraph 4 hereof, economic rentals have in the majority of cases been assessed and are being charged. In the remaining cases (mostly at Manus), existing rentals based on 5% of pay (as elsewhere defined) will continue pending action to determine assessments now in course.

(3021/51/18)

320.

LAMPS - INFRA RED.

Infra red heat machines (popularly known as Infra Red Lamps) are not to be used in Royal Australian Naval Hospitals, Ships or Establishments by any person other than -

- (a) a Medical Officer;
- (b) a Dental Officer;
- (c) a legally qualified Physiotherapist;

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- (d) a Sick Berth Rating qualified in and holding the Part II qualification for Masseur;
- (e) a person acting under the direct instructions and supervision of a Medical Officer.

2. This instruction has been issued to conform with civil legislation within Australia.

(4482/7/17)

321.

**MEDICAL AND DENTAL STORES - STORING
AUTHORITIES IN THE ROYAL NAVY.**

The provisions of Admiralty Fleet Order 3318/1950, and subsequent amendments thereto, promulgating certain changes in storage and issue of numerous items formerly issued from Royal Navy Medical Store Depots, are not being adopted in the Royal Australian Navy.

2. H.M.A. Ships proceeding to Stations where Royal Naval storing facilities are in force, will, however, need to conform to the provisions of relevant Admiralty Fleet Orders if the necessity arises to demand medical or dental stores whilst in the areas referred to, but the indications shown in the Orders as to the consumable or non-consumable nature of the various items will not apply.

3. All items drawn by H.M.A. Ships from Royal Naval sources in accordance with paragraph 2 hereof are to be used and accounted for in accordance with the practice for their comparable equivalents in the Royal Australian Navy Scales of medical and dental stores.

4. Demands on Royal Navy Store Depots for Medical or Dental items, classified in the Royal Navy as Naval Stores or Victualling Stores, are to be prepared by the Medical and/or Dental Officer, using the appropriate Naval Store or Victualling Store demand forms. Before presentation to the Royal Navy Store Depots, all copies of demands are to be clearly endorsed to indicate that the items are classed as Medical or Dental Stores in the Royal Australian Navy.

5. All items not shown as Naval Stores or Victualling items remain the responsibility of the Medical Director General of the Royal Navy and are to be demanded as formerly from the Medical Store Depot concerned.

6. Demands for medical and dental stores received at H.M.A. Naval and Victualling storing yards from H.M. Ships, are to be transferred to the Medical and Dental Store Officer for fulfilment.

(4481/4/5)

A P P E N D I X

RELEVANT ADMIRALTY FLEET ORDERS REFERRING TO ITEMS
PREVIOUSLY HELD AS MEDICAL AND DENTAL STORES
IN THE ROYAL NAVY

1951. 410 Victualling Stores - Supply and Accounting.
944 Naval Stores - Supply and Accounting - Scale of Allowances.
945 Naval Stores - Appendix of Rates and Categories.
1060 Victualling Stores - Scale of Allowances and Instructions (Amends 410/51).
1655 Victualling Stores - Scale of Allowances and Instructions (Amends 410/51).
1909 Victualling Stores - Scale of items issued in Complete Units.
2000 Certain items to remain as Dental Stores.
2753 Certain items to remain as Medical Stores.
3045 Victualling Stores - Revised rates and reclassification of items.
1952. 793 Medical Stores - Revised Scales for Service Afloat (B.R.1232 Amendments).
892 Victualling Stores - Supplies to H.M. Ships in Home Waters.
975 Victualling Stores - Scales and Allowances for H.M. Ships.
1298 Victualling Stores - Amendment to Scales.
2825 Victualling Stores - Amendment to Scales.
3454 Naval Stores - Amendment to Scales.

322.

**ORDNANCE AND UNDERWATER WEAPONS STORE ROOMS -
NOMENCLATURE.**

To obtain uniformity in nomenclature and consequent upon the transfer of Gunnery and T.A.S. Equipments, Fittings and Spare Gear, Tools and Accessories to the Ordnance Engineer in accordance with Navy Order 356 of 1952, the storeroom for the equipments transferred is to be entitled "Ordnance Engineers Store".

2. Where the stores remaining in the charge of the Gunner and Gunner T.A.S. do not justify more than one storeroom, the storeroom for them is to be entitled "Gunner's and Gunner's (T.A.S.) Store".

3. Ships concerned should raise a Defect List item to cover the work involved in the renewal of tallies, quoting this Order as authority, and ship's drawings are to be amended in due course.

(4276/4/257)

323.

VICTUALLING STORES - SPECIAL FOODS FOR KOREA -
SCALES OF ALLOWANCES.

In view of the severe climatic conditions normally prevailing in the Korean area during the winter months, an extra issue of the following items of provisions is approved to be made to all personnel borne in H.M.A. Ships operating in that area during that period, additional to those authorized in Consolidated Orders and Regulations, Article 423 :-

Tinned Soup	$\frac{1}{2}$ lb. per head per week limited to those periods when the galley cannot be used.
Malted Milk Tablets	25 tablets per head per day.
Tinned Sardines	$\frac{1}{2}$ of $\frac{1}{4}$ lb. tin per head per day.
Barley Sugar	25 pieces per head per day.
Soup Cubes	1 cube per head per day.
Halibut Liver Oil	2 capsules per head per day. On return to harbour ships in the operational area may continue the issue of one (1) Halibut Liver Oil capsule per head per day.

2. Issue is to be made at the discretion of the Commanding Officer if considered to be justified by exceptionally cold weather in the operational area. The advice of the Medical Officer, if borne, should be sought in determining the occasions of issue.

3. Any issues made are to be accounted for in the Provision Account in the same manner as for other extra issues.

4. Stocks of the above items will not be held in H.M.A. Victualling Yards, but supply will be arranged by the (Superintending) Victualling Store Officer on receipt of demands from H.M.A. Ships prior to departure for Korea. Replenishment of ship's stocks after departure from Australia may be effected from the most convenient source. In view of the restricted use of these items, care is to be taken to avoid overstocking.

5. Consolidated Orders and Regulations, Article 423, will be amended in due course.

6. Navy Order 302 of 1952 is hereby cancelled.

(4528/1/130)

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324.

ESTABLISHMENT OF TEXTBOOKS AND INSTRUMENTS
FOR EDUCATIONAL TESTS.

Navy Order 173 of 1953 is to be amended as follows :-
B.R.572 - amend title to read "World's Wealth (Brookes)".
B.R.607 - delete all reference.

(4476/32/208)

RESTRICTED

RESTRICTED 325-333/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

1st September, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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328	Payment of Travel and Freight Claims - Completion of Warrant Butt or Counterfoil.
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331	H.M.A. Ships - Hot Water Services.
332	Electrical "As Fitted" Drawings - Accounting for Fitted Equipment, etc.
333	R.A.N. Establishments of Naval Stores.

325.

ADMINISTRATION, ACCOUNTING AND EQUIPPING OF NAVAL
AIRCRAFT, POWER PLANTS AND AERO-ENGINES.
(SHORT TITLE: A.E.N.A.).

Navy Order 22 of 1953 is to be amended as follows :-

Page 29, lower table, disposal of Forms A.A.2
Discrepancy Lists -

Delete columns 11 and 12 entirely.

Insert new Note -

"NOTE:- When United Kingdom Despatching Units
are concerned copies 1, 2 and 3 are to be
forwarded to A.E.A. who will act in lieu of
the Despatching Unit."

(3053/3/7)

326.

TRAVEL ON DUTY AND ON LEAVE.

SECTION A - MEANS OF TRAVEL - GENERAL CONDITIONS.

This Order specifies the means of travel to be used by
an officer or rating when proceeding on duty or leave.

2. Rail Travel.-

Rail travel, when available, is the general means of
travel on duty or leave. Where rail travel is not available,
any other form of surface transport which runs to a schedule
may be used in lieu.

3. Air Travel.-(a) Duty.

Except where special provision is made under
Section B of this Order, the use of air travel
(including the time of travel) for duty travel
is subject to the following considerations :-

(i) that the cost of air transport is
justified having regard to the
official time and expenses of the
person travelling; and

(ii) departmental convenience and
efficiency.

The use of air travel within these circumstances
may be authorized by Commanding Officer where
they are of Captain's rank (acting or confirmed)
or in the case of Ships and Establishments
commanded by Commanders and below, by the
Administrative Authority. Where the Administra-
tive Authority is below the rank of Captain,
the case is to be referred to Navy Office.

(b) Leave.

The use of air travel on leave is subject to the
conditions specified in Section B.

4. Use of privately owned vehicle.-(a) Duty.

Commanding Officers may authorize the use of
a private vehicle and reimbursement on the
basis prescribed in N.F.R. & I, Article 178
(2), in respect of occasional duty trips.
Prior approval of the Naval Board should still
be sought in cases where repeated use is
proposed.

(b) Leave.

An officer or rating entitled to free recreation
leave travel may be authorized by his Commanding
Officer to use his own vehicles for travel to
the approved destination, subject to the follow-
ing conditions :-

- (i) Travelling time will be limited to
the actual time occupied on the
journey by the most direct route,
provided that it does not exceed
the time which would have been
allowed had travel been by rail
(or air if that is the usual means
of travel, e.g. to and from Darwin).
- (ii) The Mileage Allowance payable will be
at the lower rate specified in N.F.R.
& I., Article 178, as varied from
time to time, and will be calculated
on the basis of the most direct route.
Payment will not exceed the amount
of the individual's own fare (and
fares of wife and family where
applicable) had travel been by rail
(or air if that is the usual means of
travel).

SECTION B - AIR TRAVEL - PARTICULAR CONDITIONS.5. Travel to and from Darwin.-

Air travel is to be used as the normal means of transport
for all officers or ratings proceeding to and from Darwin when
travelling on duty, and subject to the provisions of Navy
Order 327 of 1953, when travelling on recreation leave.

6. Travel to and from New Guinea.-

Travel on duty to and from New Guinea is to be by air
from Sydney, the R.A.A.F. Courier Service from Townsville
being used when available.

Travel on leave from New Guinea is to be by R.A.A.F.
Courier, although travel by other aircraft may be authorized
at the discretion of the N.O.I.C., N.E.A. The Courier Service
is also to be used when leave travel concessions are granted
under the provisions of Navy Order 327 of 1953 or where the
person's family is transferred by air to the mainland at
departmental expense.

An officer or rating taking leave from TARANGAU prior
to a new appointment or draft may travel by air from Manus to
the point of leave, i.e. the nearest air port to his place of
leave as defined for the issue of leave concession warrants.

Travel from the point of leave is to be by rail, except that Petty Officers and above who take their leave in Western Australia or Northern Queensland may also travel by air from the point of leave to the next place of duty. For the purpose of this instruction, North Queensland personnel are those who live beyond Brisbane and would spend at least two nights travelling by rail between their homes and place of duty.

Air travel warrants are to be issued to R.A.A.F. Movements Control at Townsville and/or Momote for all officers and ratings and their dependants travelling by the courier on departmental account. Where arrangements are made for non-entitled persons to travel, a chargeable warrant may be issued and Navy Office informed of the proposed method of recovery.

7. Travel to and from Japan.-

Travel to and from Japan is to be by the Qantas Chartered Air Service. (See also Navy Order 327 of 1953.)

8. Travel on leave to and from a home in TASMANIA.-

Except where special arrangements are made with a shipping company because of large numbers travelling, an officer or rating proceeding on leave to and from his home in Tasmania may be granted the option of travel between Melbourne and Tasmania by sea or by air.

Where the officer or rating desires to travel by air (and he is eligible for a leave concession warrant), a return warrant is to be issued for travel from Melbourne to the air terminal nearest his home in Tasmania.

9. Special use of air travel on leave (at departmental expense).-

(a) North Queensland personnel and Western Australians serving in sea-going ships.

North Queensland personnel (as defined in paragraph 6) and Western Australians who are entitled to leave concession warrants and travelling leave and who are borne in sea-going ships in commission, may travel once per leave year to their homes by air, subject to their having a minimum leave entitlement of 14 days.

For the purpose of this instruction, sea-going ships are those ships in which Command Money is payable continuously.

An officer or rating granted an air warrant will be allowed travelling leave for the time taken for air travel. He may be allowed one leave travel concession warrant for train travel (without travelling leave) in the same leave year.

A person who uses a rail travel concession with travelling leave will have no entitlement to air travel.

Where air travel has been granted, suitable notation is to be made on the conduct sheet, Form A.S.239A.

(b) Eastern States personnel serving in sea-going ships based on Western Australia.

Air travel to the Eastern States may be granted under similar conditions to paragraph (a) for personnel of sea-going ships in commission based on Western Australia.

(c) Other personnel.

The application of the concession to non-seagoing ships and shore establishments is to be limited to officers and C.P.O.'s and P.O.'s who are key personnel and whose prolonged absence from their place of duty will be gravely detrimental to the efficiency of the Ship or Establishment.

10. Air travel where officer or rating wishes to pay excess cost.-

A person proceeding on approved recreation leave who is entitled to the issue of a rail warrant to travel to his home, but who desires to travel by air, may be issued with an air travel warrant subject to the following conditions :-

- (a) Prior payment in cash is to be made by the officer or rating of the difference between rail and air fares, unless the amount can be charged against the individual's pay account without bringing it into debt;
- (b) Actual travelling time only is to be allowed, provided that travelling time is not to be permitted for journeys under 12 hours, nor in the case of travel to Western Australia or North Queensland on more than one occasion each year, vide C.O.R., Article 279;
- (c) Air travel is not to be allowed where special arrangements have been made by the Service for leave travel by rail;
- (d) When 10 or more ratings travel in the same plane, the provisions of C.O.R., Article 281, are to be observed.

This concession may also be extended to an officer or rating travelling on duty subject to prior payment by him of the excess cost. Any excess baggage costs incurred will also be his liability.

11. Arrangements for air travel.-

All air travel is to be arranged in accordance with the provisions of Navy Order 327 of 1953.

12. Navy Order 423 of 1950, Pay Code Signal No.159, (Navycirc 340 I of 30th January, 1952), 484 I of 16th July, 1952, 528 I of 26th August, 1952, 566 I of 14th October, 1952, 638 I of 16th January, 1953 and 725 I of 12th May, 1953 are hereby cancelled.

327.

AIR TRANSPORT - ARRANGEMENTS.

Government policy in regard to arrangements for air transport is as follows :-

Air travel within Australia.-

2. Where a member is required to travel on official business within Australia on a journey for which air travel is approved, the journey may be arranged with any airline or combination of airlines serving the air ports between which travel is required (except for travel to and from New Guinea, when the R.A.A.F. Courier Service should normally be used), but the choice of airline is to be made to suit the Service and not the individual.

3. Where practicable, bookings are to be made direct through an office of the airline by which travel is being arranged, otherwise through another airline which is an agent. As airlines pay agents a commission of at least 5% on bookings, the making of bookings outside the industry means an addition to the cost of air transport, a significant proportion of which is borne by the Commonwealth through direct subsidies and airmail payments.

4. When cancellations are necessary, the airline concerned is to be notified as soon as possible in order that the maximum refund may be gained. This is important as a cancellation fee is sometimes charged.

Air carriage of freight within Australia.-

5. The use of air for the despatch of freight is to be decided having regard to the time involved, the relative cost, and in the case of fragile goods, the relative merits of rail and air transport as regards possible damage to the goods concerned.

6. The choice of airline for the despatch of routine consignments, small packages and parcels is left to the authority authorizing the freight.

7. Where it is necessary to despatch by air an abnormal quantity of goods, or goods of a bulky nature, three quotations are to be obtained, if practicable. The business is then to be allotted, having regard to the quotations received and considerations such as delivery points, transit time, etc.

Overseas Air Transport.-

8. There has been no change of policy in regard to the use of Government owned services for overseas air transport, and business to and from Australia (for countries other than Japan) is to be by Qantas Empire Airways Ltd. in association with British Overseas Airways Corporation, British Commonwealth Pacific Airlines Ltd. or Tasman Empire Airways Ltd. Bookings are to be made in accordance with paragraph 3.

9. The transport of personnel, freight and mail to and from Japan is to be effected by Qantas Chartered Air Service. Service requirements will be co-ordinated by the R.A.A.F. Movement Control, to whom supporting warrants are to be issued. The cost of these will be debited against this Department by the Department of Air. A monthly statement

showing the number of personnel and the amount of freight and mail moved by the Courier, together with the covering warrant numbers, is to be forwarded to Navy Office in duplicate.

10. Navy Orders 220 of 1949 and 66 of 1953 are hereby cancelled.

(4676/7/12)

328.

**PAYMENT OF TRAVEL AND FREIGHT CLAIMS -
COMPLETION OF WARRANT BUTT OR COUNTERFOIL.**

Navy Order 298 of 1952 is to be amended by deleting paragraph 3 and inserting the following in lieu :-

In cases where the claimant is unable to support his claim with the original warrant etc., owing to the warrant having been lost or mislaid, an indemnity should be obtained from him. After payment has been effected, full information surrounding the occurrence should be furnished to the Naval Board to enable action to be taken to seek Treasury approval for admission of the voucher in the absence of the warrant etc.

(3306/1/23)

329.

**RECRUIT ARTIFICERS TRADE TESTS -
REVISED DRAWINGS AND MARKING SHEETS.**

Navy Order 258 of 1953 is to be amended by inclusion of "Electrical Artificer (Fitter and Turner)" in paragraph 1.

(4002/59/8)

330.

**21 INCH TORPEDO TUBES P.B. MK.4 -
MODIFICATIONS A.N.10-A.N.13.**

Additional modifications numbers A.N.10-A.N.13 are listed hereunder and are to be dealt with in the manner outlined in Navy Order 455 of 1952 -

Mod.No.	Part(s) affected	Short Description	Mod. Parts to be supplied	Work to be done by	Mod. incorporated during manufacture, Reg. No. of Tubes
A.N.10	Rear Door	Hinges re-positioned to allow increased opening. On completion manufacturing drawings to be advanced from T.5265 to T.5505.	T.P.18291 T.P.19219 T.P.19220 T.P.19222	Dyd.	23-27
A.N.11	Brass In-struction plates for stripping breech mechanism	Fit galvanised steel liner under. Make joint with Barium Chromate Paste Patt. No. 4945; secure with Cadmium Plated Round Headed Steel Screws	No.	S.S.	23-27 will be fitted with Aluminium Alloy Plates
A.N.12	Footplates Covers and Hand Rails	Fit additional Footplates and covers and modify Handrail to T.5233 A.N. and D.O.T.M. A/46335 dated (28.4.53)	Yes	Dyd.	23-27

Mod.No.	Part(s) affected	Short Description	Mod. Parts to be supplied	Work to be done by	Mod. incorporated during manufacture, Reg. No. of Tubes
A.N.13	Top Strip	Increase cut away on rear end of Top Strip to 6 inches from rear door joint face. Length of lead in to remain at 1½ inches. Drg. No. T.5247 (27.7.53).	No	Dyd.	22-27

(4431/13/43)

331.

H.M.A. SHIPS - HOT WATER SERVICES.

An explosion occurred recently in the domestic boiler of an H.M.A. Ship. Subsequent enquiry revealed that the safety valves on both the steam heated hot water tank and the oil fired calorifier were inoperative.

2. Safety valves on all calorifiers and hot water tanks are to be examined and tested quarterly to ensure that they are free to lift to an extent not less than $\frac{1}{4}$ of their diameters at the pressures stated on the drawings.

Where safety or relief valves are not already fitted Alteration and Addition items are to be submitted for installation at first opportunity.

3. Master valves together with the inlet and outlet valves to the calorifier are to be kept locked in the open position. Arrangements are to be made for locking devices to be fitted where this has not already been done. The work is to be carried out as a defect item, classification D.

4. It is also necessary to ensure that the hot water vent pipe leading to the upper deck is clear at all times.

5. Attention is drawn to Admiralty Fleet Order 3597/1952.

(4276/4/259)

332.

**ELECTRICAL "AS FITTED" DRAWINGS - ACCOUNTING
FOR FITTED EQUIPMENT, ETC.**

Paragraph 5 Clauses (a) and (b), of Navy Order 197 of
1953 is to be amended as follows :-

Amend " " to read "i".

Amend "196" to read "197".

(4355/1/14)

333.

R.A.N. ESTABLISHMENTS OF NAVAL STORES.

The following R.A.N. Establishment List is no longer
applicable and is hereby cancelled :-

L.E.8 - Establishment of Naval Stores for Maintenance
of Motor Launches and Ford V.8 Engines.

(4501/2/72)

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334-343/53

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

8th September, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. E. Cummings

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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334.

INSTRUCTIONS FOR THE FLEET AIR ARM - AMENDMENT.

The following new Article is to be inserted in Instructions for the Fleet Air Arm :-

204A. Civilians, who have been authorized to visit an H.M.A. Ship or Shore Establishment to obtain material for publicity which would be in the interest of the Service, may be permitted to fly in naval aircraft. Wherever possible, the person concerned should present a written authority from his employer allowing him to fly in naval aircraft. A signed form of indemnity must be obtained from all civilians before flights are taken, vide Article 207.

2. This amendment will be included in R.I. Series.

(3712/50/68)

335.

REPATRIATION/RE-ESTABLISHMENT BENEFITS - H.M.A. SHIPS
ALLOCATED FOR DUTY IN KOREAN OPERATIONAL AREA
AFTER 26TH JUNE, 1950.

Navy Order 227 of 1953 is to be amended to show departure date of H.M.A.S. CULGOA from Darwin as 14th March, 1953, in lieu of the 11th March, 1953.

(4016/1/4)

336.

ABOLITION OF PRACTICE OF PAYMENT OF REWARDS FOR
RECOVERY OF DESERTERS.

The practice of paying rewards for the arrest and delivery of deserters and absentees is to be discontinued forthwith.

2. The officer preparing the "Warrant for Arrest" (Form A.S.243) is to ensure in each case that the "note" at the foot of the Warrant is deleted before issue.

3. Navy Order 35 of 1953 is to be endorsed accordingly.

(3712/11/78)

337.

ROYAL NAVY OFFICERS - MARRIAGE ALLOWANCE.

The attention of all Royal Navy Officers serving in the Royal Australian Navy is drawn to the provisions of Admiralty Fleet Order 1807/1953.

2. With regard to the requirements of paragraph 2(d) of this Admiralty Fleet Order, reports are to be furnished to -

Director of Navy Accounts,
Navy Office,
MELBOURNE.

(3943/5/14)

338.

JUNIOR ELECTRICAL OFFICERS - TRAINING AND PROMOTION.

The following rules have been approved for the training and promotion of junior officers of the R.A.N. Electrical Branch selected from Cadet Midshipmen on passing out of the R.A.N. College.

2. On leaving the College Cadet Midshipmen will proceed to the United Kingdom for two cruises in the training cruiser.

3. (a) On passing out of the training cruiser Cadet Midshipmen will be promoted to Midshipmen (L) and will return to Australia to undergo a four year course at the University of Melbourne for the Degree of Bachelor of Engineering (Electrical);

(b) During University vacations, officers will be required to undergo Industrial training with manufacturing firms;

(c) Subject to satisfactory progress in their University course, Midshipmen (L) will be promoted to Acting Sub-Lieutenant (L) after 16 months as Midshipman (L);

(d) On satisfactory completion of the third year of their University course, Acting Sub-Lieutenants (L) will be promoted Sub-Lieutenant (L) with original seniority;

(e) On satisfactory completion of the University course, Sub-Lieutenants (L) will be promoted Acting Lieutenant (L) and will undergo the following post graduate training :-

Naval Electrical School and Radio	
Industrial training	14 months (approx.)
Sea Training	6 months.

4. On satisfactory completion of post graduate training and subject to Commanding Officer's recommendation Acting Lieutenants (L) will be confirmed in the rank of Lieutenant (L) with seniority adjusted in accordance with "time gained".

5. "Time gained" will be calculated as follows :-

R.A.N. College

1st Class Certificate	2 months
2nd " "	1 month.

Training Cruiser

1st Class Certificate	2 months
2nd " "	1 month.

University Course

Degree with 1st or 2nd class	
Final Honours	8 months
Degree with 3rd class Final Honours	4 months
Ordinary Degree	Nil.

Post Graduate Training

Course at Electrical School -

First Class Certificate	{ 75% and over }	4 months
Second " "	{ 65% " " }	2 months
Third " "	{ 50% " " }	Nil.

6. Depending on time gained the period of "time to serve" as a Sub-Lieutenant (L) for the purpose of calculating seniority as a Lieutenant (L) will be -

- (a) Normal (13 year old) entry - 24 to 40 months.
- (b) Intermediate and Special Entries - 20 to 36 months.

7. (a) In the event of failure at the end of the 1st, 2nd or 3rd University year officers will be liable to immediate withdrawal from the Service, but may at Naval Board discretion be permitted a second attempt.

(b) An officer whose first failure is at the end of the 4th University year will be allowed to sit for the final Degree examination again. If successful at this 2nd attempt Sub-Lieutenants (L) will be promoted Acting Lieutenants (L).

(c) Should an officer fail to obtain a degree at the second attempt, he will be liable to immediate withdrawal from the Service, or at the Naval Board discretion may remain a Sub-Lieutenant (L) until completion of "post graduate" training. Special quarterly reports on his suitability as an Electrical Officer are to be rendered during this period, and if satisfactory, the officer will be promoted to Lieutenant (L) but will lose 12 months' seniority in that rank.

(d) Officers who fail to pass the post graduate course at the Naval Electrical School will lose three months' seniority and may be required to undergo the relevant parts of the course again at a future date.

8. Officers whose period of training is lengthened by reason of unavoidable sickness are eligible for an ante-date of seniority as a Lieutenant (L) subject to Naval Board approval in each case.

(4008/3/35)

339.

NATIONAL SERVICE TRAINEES - COUNTING OF NATIONAL SERVICE TRAINING TIME ON ENTRY INTO THE PERMANENT NAVAL FORCES.

National Service trainees who enter the Permanent Naval Forces may, subject to certain conditions, count part or whole of their initial period of National Service training for seniority in rating on entry.

2. The conditions are as follows :-

- (a) A rating who enters in the same branch within three calendar months of completing his initial National Service training may count the entire period of such training; except that a rating who completes the extended period of National Service training, which commenced with the July, 1953, call up, will be required to have passed the recruit technical examination appropriate to his branch, vide paragraph 18(c) of Navy Order 104 of 1948;

- (b) A rating who enters within three calendar months of completion of initial National Service training, but who enters in a new branch, may count only 3 months regardless of length of National Service training;
- (c) A rating who enters after the period of three calendar months, but within five years, will not count any portion of his National Service training period. Commodore Superintendent of Training, Flinders Naval Depot, may, however, at his discretion reduce the period of recruit disciplinary training by up to two calendar months in accordance with paragraph 3(b) of Navy Order 212 of 1950.

3. A rating who has completed the extended period of National Service training and who is eligible to count the full period of such training, vide paragraph 2(a), is to be entered in the Recruit rate with advancement to the Ordinary rate six calendar months from the date of adjusted seniority, any time gained in disciplinary or technical courses during National Service training being taken into account on advancement to the Able rate.

4. A National Service trainee who fails in his recruit disciplinary or recruit technical courses and is subsequently accepted for entry into the Permanent Naval Forces within the stipulated three calendar months, as a special case, may count only three months' service towards seniority.

(4002/13/124)

340.

ENTRY OF ENGINEERING AND ELECTRICAL UNDERGRADUATES IN THE ROYAL AUSTRALIAN NAVY.

This Order is designed to promulgate generally the current conditions for the direct entry of undergraduates to the Engineering and Electrical Branches of the Royal Australian Navy. Entry is available to Engineering and Electrical undergraduates in the final year of their courses.

2. "Undergraduate" officers will hold the rank of Sub-Lieutenant (U) and receive active pay at the rate shown in Interim Pay Instructions (at present Instructions 8 and 7/2) and the allowances (e.g. uniform and living-out allowance) normally payable to an officer of the Royal Australian Navy, until re-appointed for duty at the end of their courses. While engaged on full-time courses they will not be required to perform any Naval duties, except as provided in paragraph 12.

3. The daily rate of Active Pay shown in Interim Pay Instructions, Instruction 8, for Sub-Lieutenants (U) is subject to cost of living adjustments, viz., an Active Pay Addition as provided in Interim Pay Instructions, Instruction 7/1.

4. A Sub-Lieutenant (U) will, at such time as the Naval Board decides, be provided with a minimum uniform outfit. The completion of the uniform outfit to the full scale for rank will be deferred until his first appointment for duty after completion of the course.

5. Fees which are essential for the completion of the course and which are listed hereunder will be paid by the Department -

- (i) Lecture and demonstration fees;
- (ii) Library fees;
- (iii) Examination fees;
- (iv) Supplementary examination fees for one subject only;
- (v) Tutorial fees (other than those University tutorials included within the course of lectures and covered by lecture fees) to an affiliated College, but only in special cases upon the recommendation of the University;
- (vi) Laboratory and experiment fees, including charges for materials, but only upon the recommendation of the University authorities,

University fees which are listed hereunder will not be re-imbursed -

- (vii) Degree fees;
- (viii) Union fees or fees in respect of any other student body;
- (ix) Sports fees; and
- (x) Amounts in respect of any item not essential for the completion of the course.

6. Unless a student wishes to purchase his own text books, instruments, etc., for retention as private property, all necessary books, instruments, tools, etc., will be issued on loan to the officer during the course. Such issues will normally be made by the Establishment to which appointed whilst doing the course.

7. Text books and other items of equipment will be issued only for the duration of the course, after which they will be returned to the Establishment. Items which are only required for a part of the course will be returned when no longer required.

8. Information as to the books and instruments which will be required for the course should be given as early as practicable by the student to the Commanding Officer of the Establishment to which he is attached. Requirements should, whenever possible, be listed in the body of a certificate from the Registrar of the University that the items are essential for the completion of the course. Local purchase of items which are not available in the Establishment should normally be arranged by the Commanding Officer in the usual manner. This Navy Order should be quoted as authority on relevant documents.

9. In certain cases where time does not permit of a book or other item being obtained from Naval sources or where circumstances preclude local purchase, approval may be given by the Commanding Officer for a student to purchase the item privately. The student may then be reimbursed on production of a receipt covering the expenditure involved and a Certificate from the University that the item is a standard requirement for the course. Such items will be returned to the Establishment when no longer required by the student.

10. Text books and instruments returned by a student on completion of the course or when no longer required are to be retained by the Supply Officer for re-issue to other students as necessary. Particulars of any of these books and instruments held surplus to local requirements, are to be reported to Navy Office, so that arrangements for their use elsewhere may be made.

11. Books and instruments purchased in accordance with this Order are to be taken on charge in the B.R. & O.U. or Naval Store account, as appropriate, and issued on permanent loan to the student. Loss of or damage to books, etc., should be dealt with on Form A.S.126 or A.S.1096, as appropriate, in accordance with normal procedure.

12. During University vacations, when not required to attend for Naval duty or to undertake some form of employment in furtherance of their course of study, students will normally be granted leave.

13. Earnings from civil employment undertaken as part of training while in receipt of Service pay and allowances will be paid to Revenue to the extent of Service pay and allowances, the officer retaining any amounts in excess of the latter.

14. The Commanding Officer of an Establishment in which a Sub-Lieutenant (U) is borne is to arrange to have the results of examinations held during or at the conclusion of the University course forwarded to the Naval Board as soon as results are known.

15. Immediately on completion of final University examinations for the course, a Sub-Lieutenant (U) will be required to report to his Commanding Officer, who will inform Navy Office. The Sub-Lieutenant (U) will then proceed on fourteen days' leave, on completion of which he will be appointed for courses at Flinders Naval Depot.

16. Members who fail in the final University examinations or Electrical School courses may be withdrawn from the Service on authority from the Naval Board.

17. Copies of this Navy Order are available for issue to officers entered under this scheme.

(4006/2/13)

341.

LOAN BY SERVICE DEPARTMENTS OF STORES TO COMMONWEALTH AND STATE GOVERNMENT DEPARTMENTS.

The Minister has delegated authority to the Naval Officers-in-Charge, North-West Australian Area and North-East Australian Area to approve of loans of stores under the conditions set forth in Navy Order 263 of 1953, paragraph 3 of which should be noted accordingly.

(4476/1/13)

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342.

NAVAL AND VICTUALLING STORES - REVISION OF
PROCUREMENT AND SUPPLY ARRANGEMENTS FOR CERTAIN ITEMS.

The provisions of Admiralty Fleet Order 2489/1952 are to be implemented in the Royal Australian Navy as from 1st October, 1953, in respect of all items referred to in that Order, with the exception of the items shown in paragraph 2 hereunder.

2. The following items will continue to be dealt with as Naval Stores in the Royal Australian Navy :-

Pattern 37A	Covers for pillows Patt. 37
" 5	Cases pillow white linen
" 34	Sheets white cotton 6' x 9'
" 37	Sheets linen 6' x 9'
" 54	Towels white cotton
" T343	Towels hand huckaback 24" x 45".

(4476/1/12)

343.

H.M.A. SHIPS - ALLOWANCES OF FLOOR POLISHING MACHINES.

Approval has been given to the following special allowances of electric floor polishing machines to H.M.A. Ships :-

Light Fleet Carriers	1 No.	In addition to 2 No. allowed under Admiralty scales.
Cruisers	1 "	In addition to 1 No. allowed under Admiralty scales.
Destroyers	1 "	
Frigates	1 "	

2. The type of machine to be supplied is at present under consideration. Arrangements have been made for supply to be effected to H.M.A. Ships in commission by the S.N.S.O., Sydney without demand when stocks are available. An appropriate outfit of spare parts and accessories will also be supplied.

3. Dormant demands for ships in "D" and "E" class Commission in Reserve and ships under construction or modernization, will be prepared by the appropriate (Suptg.) Naval Store Officer.

4. Approval has also been given to the addition of the undermentioned item to the authorized list of Consumable Naval Stores and/or the List of Special Allowances of Consumable Naval Stores as applicable, for the ships referred to in paragraph 1 above. An initial supply of the item will be effected by the S.N.S.O., Sydney, with the floor polishing machines -

Class and Group	Pattern	Description
E.7B	-	Liquid Floor Polish (M.10 or equivalent).

(4518/17/91)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

15th September, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Burnings

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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350	H.M.A. Frigates (Modified River) A/A and A/S - Modification to Sanitary Service - As and As - Removal of Topweight.
351	H.M.A. Ships and Establishments - Use of Ball Pointed Pens.
352	Correspondence Addressed to Ships no Longer in Commission.

**DARWIN AND MANUS - CONDITIONS OF SERVICE AND
LEAVE TRAVEL CONCESSIONS.**

Officers and ratings will normally be relieved after 12 months' service at Darwin or in Manus. The period may be extended to two years for married personnel provided they are volunteers and accommodation for their families can be obtained in the area for the requisite minimum period required by Navy Order 330 of 1952, paragraph 12, for the purpose of removals at Departmental expense.

2. Officers and ratings may apply to serve in these areas for longer periods but approval will be given only in exceptional circumstances where the Service will benefit. Administrative authorities are to ensure that only requests in the above category are forwarded for the consideration of the Naval Board. (See Navy Order 439 of 1949, paragraph 6, for definitions of sea and shore service.)

3. As a general rule accrued leave should be taken before proceeding to these areas. Leave accrued at Darwin and Manus, maximum 126 days may be taken locally or on completion of service in those localities, but no travel concessions may be granted other than at paragraph 4.

4. The following leave travel concessions may be granted to an officer or rating who serves an additional period of service in Darwin or Manus :-

(a) Unmarried or married (unaccompanied) personnel permitted to serve an additional 12 months.-

On completion of the first year of service, the officer or rating may be issued with a free air travel warrant to his home, or a place not more distant, to take leave due but not exceeding 42 days plus travelling time. The travel concession or travelling time may be granted once only during the two year period.

(b) Married (accompanied) personnel permitted to serve an additional 2 years (i.e. total of 4 years).-

On completion of the initial 2 year period of service, the officer or rating may be granted return air warrants for himself, wife and children under sixteen years of age to the nearest capital city on a direct air route. In the case of Darwin, this will be accepted as Brisbane, Adelaide or Perth, and in the case of Manus as Sydney. The period of leave in such cases will be similarly restricted to 42 days plus travelling time, but the wife and children of an officer or rating may elect to travel with him or at any time within a period of three months before or after the date on which he commences his leave.

(c) Married (accompanied) personnel permitted to serve an additional 12 months (i.e. total of 3 years).-

Subject to payment of an amount of £10 by an officer or rating, he may be granted travel concessions for himself wife and children under sixteen years of age as in clause (b). Where family travel is not involved, the amount payable will be £7.10. 0.

5. Pay Code Signals 86 and 166 and Navy Orders 218 of 1945 and 228 of 1946 are hereby cancelled.

(4002/12/12)

345.

TRAVEL ON DUTY AND ON LEAVE.

Paragraphs 5 and 6 of Navy Order 326 of 1953 is to be amended as follows :-

Amend "327" to read "344".

(4677/1/15)

346.

**EDUCATIONAL TEST 1 - EXEMPTION FORM
FOR ADVANCEMENT PURPOSES.**

Navy Order 324 of 1950 is to be amended by deleting sub-paragraph (d) of paragraph 1 and the following inserted in lieu :-

" (d) Passed trade course, commenced subsequent to the 2nd December, 1952, for Naval Airman Mechanic or Leading Airman Mechanic, (A.E. or O.)"

(4002/53/30)

347.

**RATINGS - NAVAL AIRMEN - SELECTION FOR
PILOT'S MATE - FUTURE POLICY.**

It has been decided that in future the course for Pilot's Mate should consist of the normal Leading Airman Mechanic's course in the basic trade, followed by seven weeks acquaintance course in the other specializations to qualify Pilot's Mates to carry out checks and make functional tests on the aircraft in all trades except Radio.

2. Candidates for Pilot's Mate will continue to be recommended initially after 18 months' (temporarily reduced to 12 months) service as Naval Airman 1 Mechanics. In addition, ratings not previously recommended for Pilot's Mate will be eligible for selection at the end of the normal course for Leading Airman Mechanic. Ratings will be notified of their selection and will be at liberty to decline the course if they so wish. The basic date of men recommended for Pilot's Mate in the normal way will continue to be the date of recommendation, but that of men selected at the end of the Leading Airman Mechanic's course will continue to be the date of application for the oral aptitude test which the rating passed for Leading Airman Mechanic.

(4007/35/199)

348.

SELECTION OF HIGHER ENGINE ROOM ARTIFICERS AND STOKER MECHANIC RATINGS FOR SENIOR RATE DUTIES IN DESTROYERS AND BELOW - HALF YEARLY RETURNS.

In order that full information may be available to the Manning Department when selecting Higher Engine Room Artificers and Stoker Mechanic ratings for the senior appropriations to Destroyers and below, a return is to be rendered half yearly on 31st December, and on 30th June, by all Ships and Establishments in respect of the following ratings :-

- (a) C.E.R.A.'s, E.R.A.'s, 3rd Class and above who are in possession of Charge Certificates.
- (b) C.P.O.S.M.'s and P.O.S.M.'s of over two years seniority (including acting time).

2. The return is to be rendered in type-script in the following form :-

NAME.RATE.O.N.SENIORITY.LAST ANNUAL CHARACTER & EFFICIENCY ASSESSMENTS.CHARACTER & EFFICIENCY ASSESSMENT AT DATE OF CURRENT RETURN.RECOMMENDATION.

- (a) C.E.R.A.'s and E.R.A.'s. - Recommended for appropriation as Senior Engine Room rating in charge of the Engine Room Department of small ships or as the Senior Engine Room rating of Destroyers and Frigates.
YES: NO: HIGHLY RECOMMENDED (IN RED).
- (b) C.P.O.S.M.'s and P.O.S.M.'s. - Recommended for appropriation as the Senior Stoker Mechanic rating of Destroyers and below.
YES: NO: HIGHLY RECOMMENDED (IN RED).

3. Remarks in amplification of the above recommendations are to be included if considered desirable or necessary.

(4002/56/12)

349.

INTERNAL COMBUSTION ENGINES - INSTRUCTIONS FOR PRESERVATION AND TREATMENT PRIOR TO SHIPMENT OR STORAGE AND AFTER IMMERSION IN SEA WATER.

In view of the promulgation of the abovementioned instructions in Admiralty Fleet Order 1195/1953, Navy Order 682 of 1944 is hereby cancelled.

(3760/1/35)

350.

H.M.A. FRIGATES (MODIFIED RIVER) A/A AND A/S - MODIFICATION TO SANITARY SERVICE - AS AND AS - REMOVAL OF TOPWEIGHT.

Paragraph 3 of Navy Order 279 of 1953 is to be deleted and the following inserted in lieu :-

"The topweight surrender is equivalent to 6720 lbs. at Upper Deck level."

(4283/1/85)

351.

H.M.A. SHIPS AND ESTABLISHMENTS - USE OF BALL POINTED PENS.

The use of ball pointed pens of any description for posting service accounts and ledgers is prohibited, except in those cases where it is necessary to make a carbon copy.

(3911/51/69)

352.

CORRESPONDENCE ADDRESSED TO SHIPS NO LONGER IN COMMISSION.

Official envelopes addressed to ships which have paid off are frequently forwarded to Navy Office by the Postal Authorities for disposal.

2. Examination of the envelopes shows that the contents relate principally to accounting for all types of stores landed by ships on paying off.

3. Action should be taken to ensure that correspondence, etc., is despatched through the Post Office only to those ships which are in commission - address lists being kept up-to-date by reference to the Australia Station Weekly State and other relevant information.

(3325/3/140)

1917

THE BOARD OF DIRECTORS OF THE
AMERICAN RED CROSS

WASHINGTON, D. C.

MEMORANDUM FOR THE BOARD

DATE: [illegible]

TO: THE BOARD OF DIRECTORS

FROM: [illegible]

SUBJECT: [illegible]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

RESTRICTED

RESTRICTED 353-365/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

22nd September, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Cunningham

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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353.

NAVAL BOARD - APPOINTMENT.

Rear-Admiral (E) C.C. Clark, O.B.E., D.S.C., assumed the appointment of Third Naval Member and Chief of Construction on 15th September, 1953, in place of Engineer Rear-Admiral J.W. Wishart, C.B.E.

(4019/3/1964)

354.

ROYAL VISIT 1954 - EXPENDITURE.

Expenditure incurred in connection with Royal Australian Navy participation in activities arising from the Royal Visit during February/April, 1954, will be a charge to Departmental votes.

2. Expenditure, however, incurred outside the normal functions of the Department may be reimbursed to Navy Votes by the Prime Minister's Department. A record is to be kept of expenditure which it is considered may be within the recoverable category, and a statement thereof furnished to the Director of Navy Accounts as soon as practicable after the visit has been completed.

(3244/112/110)

355.

HOME PORTS FOR HER MAJESTY'S AUSTRALIAN SHIPS FOR ELECTORAL PURPOSES.

The Commonwealth Electoral (Wartime) Act has now been repealed. In future any member of the Royal Australian Navy, who has a bona fide place of living on shore, must enrol for the Division in which his place of living is situated. Those with no bona fide place of living ashore must enrol for the Electoral Division allotted to the Home Port of the ship in which the member is serving in order to ensure the right to vote.

2. Royal Australian Navy ships have been allocated to the Home Ports of Melbourne and Sydney for electoral purposes as follows :-

HOME PORT OF MELBOURNE	HOME PORT OF SYDNEY
Commonwealth Division - Flinders	Commonwealth Division - West Sydney
Sub-Division - Dromana	Sub-Division - King
State District - Mornington	State District - King
AUSTRALIA	ARUNTA
ANZAC	BARCOO
BATAAN	COMMONWEALTH
FREMANTLE	CONDAMINE
GLADSTONE	COOTAMUNDRA
JUNEE	CULGOA
KANGAROO	HAWKESBURY

HOME PORT OF MELBOURNE	HOME PORT OF SYDNEY
Commonwealth Division - Flinders	Commonwealth Division - West Sydney
Sub-Division - Dromana	Sub-Division - King
State District - Mornington	State District - King
KARANGI	QUADRANT
KOALA	QUEENBOROUGH
MURCHISON	Ships in Reserve, SYDNEY
RESERVE	SYDNEY
SHOALHAVEN	TARANGAU
Ships in Reserve, GEELONG	TOBRUK
Ships in Reserve, FREMANTLE	VENGENCE
WOOMERA	WAGGA
	WARREGO

3. Navy Order 431 of 1952 is hereby cancelled.

(3461/1/13)

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

356.

T.A.S. BRANCH - SUB-SPECIALIZATION OF RATINGS.

With reference to Navy Order 234 of 1952, paragraph 10, the sub-division of T.D. specialist ratings into U.C. and U.W. categories has been completed and is shown in the Appendix hereto. Service documents are to be amended accordingly, quoting this Order as authority and Forms A.S.161 are to be rendered. 1st January, 1953, is the effective date of transfer from T.D. to U.W. or U.C. categories.

2. In some case ratings will have successfully completed courses for higher U.C. or U.W. qualifications than those shown in the Appendix; in these cases Form A.S.161 is to show both the transfer from T.D. to U.C. or U.W. and date of qualifying for higher specialist rating.

3. Any queries arising from the Appendix should be referred to the Commanding Officer, H.M.A.S. RUSHCUTTER, who will, where necessary, refer them to the Naval Board, together with any remarks or recommendations.

(4019/40/2947)

APPENDIX		
NAME	RATE	OFFICIAL NUMBER
<u>U.W.1</u>		
POWER, T.F.	P.O.	32442
HARVEY, J.G.	C.P.O.	19916
<u>U.C.1</u>		
GOUGH, R.W.	P.O.	33346
MASTERTON, S.L.	P.O.	28301

<u>NAME</u>	<u>RATE</u>	<u>OFFICIAL NUMBER</u>
<u>U.C.1 (Cont'd)</u>		
LAING, L.R.	P.O.	27571
WEEKS, B.L.	P.O.	28432
DALY, G.V.	P.O.	25089
GUBBINS, J.T.	L/Smn.	28222
HANSSON, H.D.	P.O.	28231
LAING, A.	A/P.O.	40382
WELCH, R.F.B.	C.P.O.	19952
POWELL, T.D.	P.O.	28352
<u>U.W.2</u>		
ABBOTT, R.J.	A.B.	27381
BARNES, D.L.	L/Smn.	35357
BEED, K.L.	L/Smn.	27771
BENNETTS, D.J.	L/Smn.	24250
DREW, K.E.	P.O.	29122
ELKINS, R.A.	A.B.	35385
POLEY, V.	L/Smn.	28543
FITZGERALD, W.	L/Smn.	30992
HARBUTT, R.J.	L/Smn.	29204
HERRICK, I.M.	A.B.	28836
HELM, J.E.	L/Smn.	34624
HILLARD, B.	A.B.	36929
IRVING, R.J.	L/Smn.	35196
JONES, W.N.	A.B.	24720
KIMBERLEY, S.W.	L/Smn.	29713
LIVINGSTONE, D.W.	A.B.	35750
MASON, R.F.	A.B.	27588
MARKS, N.E.	P.O.	21010
ORPEN, H.	L/Smn.	29319
RIST, J.K.	L/Smn.	28934
RAMUS, H.W.	L/Smn.	40035
SHARPE, R.T.	A.B.	35514
SOLWAY, E.J.	L/Smn.	31696
TURNER, V.W.	A.B.	35222
TUNKS, S.E.	P.O.	28706
THOMAS, T.	A.B.	40438
THOMPSON, E.J.	A.B.	23664
THOMPSON, R.W.	A.B.	28702
VAGG, H.J.	A.B.	25011
WEIR, A.E.	A.B.	35094
WADE, K.A.	L/Smn.	35787
<u>U.C.2</u>		
ADELT, L.	P.O.	26808
BERWICK, R.A.	A.B.	27391
BLAKE, C.A.	A.B.	28135
BACKHOUSE, N.	A.B.	44753
BESSANT, R.	A.B.	25087
BOYD, G.A.	A.B.	24772
BANKS, K.G.	P.O.	26679
CLARKE, A.	L/Smn.	35370
COOKE, N.L.	L/Smn.	35834
COOPER, J.C.	A.B.	36212
DIMOND, A.J.	L/Smn.	34684
DODEMAIDE, G.A.	A.B.	28136
DUNN, J.A.	L/Smn.	35002
ELLIOTT, F.E.	C.P.O.	15942
EVANS, P.	A.B.	40322
FURLONG, K.J.	A.B.	35389
HENLEY, M.G.	A.B.	28253
HALL, H.	L/Smn.	28241
HORNSBY, H.J.	L/Smn.	27536

<u>NAME</u>	<u>RATE</u>	<u>OFFICIAL NUMBER</u>
<u>U.C.2 (Cont'd)</u>		
HALL, N.K.	L/Smn.	28581
KIMPTON, A.E.	L/Smn.	35295
LESLIE, L.J.	A.B.	28609
MARTIN, A.M.	A.B.	27610
MATHISON, J.A.	A.B.	29286
MILLAZO, S.G.	L/Smn.	35938
MANGAN, J.L.	A.B.	28892
MADDISON, R.T.	L/Smn.	36314
MARTIN, N.J.	A.B.	PM. 5308
McALLISTER, K.	A.B.	31897
PORTEOUS, K.	A.B.	28349
PETERS, K.H.	P.O.	33812
QUICK, D.J.B.	L/Smn.	31168
RATCLIFFE, K.D.	L/Smn.	35219
HENKEL, R.J.	A.B.	28830
HALL, E.H.	P.O.	41106
HANSON, G.R.	C.P.O.	20783
TAGGART, L.B.	L/Smn.	35088
TUNSTED, N.B.	P.O.	35703
TREVANION, R.	A.B.	27725
WARD, G.E.	P.O.	46595
<u>U.W.3</u>		
BRUCE, H.	A.B.	36894
BROOKS, W.H.	L/Smn.	37111
CONDUIT, R.O.	A.B.	38332
COWLISHAW, J.G.	A.B.	36422
DORAHY, V.G.	A.B.	37776
EMERY, R.C.	A.B.	37131
GILLET, B.J.	A.B.	38162
HEERY, M.J.	L/Smn.	37143
BOYES, E.L.	A.B.	39566
BOYD, J.R.	O.D.	44391
BANNISTER, L.A.	O.D.	39554
BROWN, R.W.	A.B.	38055
BIRCH, J.W.	O.D.	44073
BLACK, K.W.	O.D.	44194
BATES, R.A.	A/L. Smn.	36552
BROWN, E.R.	L/Smn.	31358
BARWISE, W.R.	A.B.	35179
CHESHIRE, V.A.	O.D.	38665
CREEDON, B.	A.B.	35940
CRUIKSHANKS, A.F.	A.B.	38336
CAMPBELL, D.C.	A.B.	44499
CLUNES, G.J.	A.B.	45341
CORKER, D.	A.B.	39860
DEAN, I.H.	A.B.	35476
DOWSON, J.R.	A.B.	35185
DYSON, S.M.	A.B.	37996
DARNLEY STUART, J.	A/L. Smn.	36772
DAVIS, J.H.	O.D.	44215
EVANS, G.F.	A.B.	38341
EVANS, J.R.	L/Smn.	40370
EDGAR, J.N.	A.B.	27482
ELPHICK, K.E.	O.D.	44224
FITZGERALD, C.W.	A.B.	35972
FORBES, K.R.	L/Smn.	35847
GILLIGAN, F.D.	A.B.	37376
GRUMLEY, T.L.	A.B.	35985
GALVIN, E.	O.D.	45361
GROOME, K.J.	O.D.	46325
HODGSON, T.H.	A.B.	35861

NAME

RATE

OFFICIAL NUMBER

U.W.3 (Cont'd)

HANSEN, N.	A.B.	36294
HATTER, J.H.	A.B.	38275
HEERY, J.	O.D.	44768
RINKIN, G.E.	A.B.	36688
ROBINSON, J.D.	O.D.	N.K.
ROMAGE, G.F.	A.B.	28935
REID, M.J.	O.D.	44314
SPARKES, R.L.J.	A.B.	33278
SPEED, J.	O.D.	39354
STEWART, G.J.	O.D.	39075
SWINFIELD, J.	O.D.	45277
VOGHT, J.C.	A.B.	28980
WILSON, H.W.	A.B.	35525
WATERS, T.	A.B.	N.K.
MORRISON, R.B.	O.D.	46148
WATTERS, J.E.	O.D.	46090
DAVIES, E.N.	P.O.	28788
HERBERT, R.J.	A.B.	37143
HOGAN, R.J.	A.B.	37710
LARKIN, B.B.	L/Smn.	36944
MACK, R.G.	A.B.	35752
MOSELEY, T.R.	A.B.	36386
SIMPSON, R.J.	A.B.	36731
WOOD, W.R.	A.B.	35792
HAYDEN, B.W.	A.B.	27530
JENNINGS, R.L.	A.B.	27558
KONEMANN, P.D.	A.B.	38439
KRISTENSEN, R.G.	A.B.	39386
KIERNAN, D.A.	A.B.	36936
KNIGHT, J.H.	L/Smn.	25149
LEWIS, K.T.	A.B.	36457
LAWRENCE, R.	A.B.	27579
LAWRENCE, O.	A.B.	35415
MASCORD, D.F.	A.B.	27623
MICKKELSON, R.M.	A.B.	38864
MALONE, D.L.	A.B.	35299
MARDEN, K.W.	A.B.	38862
MOORE, A.J.	A.B.	36015
MORGAN, M.H.	A.B.	39976
MANNING, R.A.	A.B.	28901
MASON, D.	A.B.	35886
MARSHALL, J.	A.B.	40344
McCANN, M.J.	A.B.	36065
McCARTHY, R.W.	O.D.	44281
McKAY, R.	O.D.	44157
McKAY, R.G.	A.B.	37050
McLEAN, A.F.	L/Smn.	35931
O'BRIEN, S.	A.B.	35507
O'LEARY, R.	A.B.	28345
O'BRIEN, V.	A.B.	37905
PURSER, D.	A.B.	28924
PETERSON, J.S.	A.B.	39646
PETERSON, B.A.	A.B.	44719
PHILLIPS, V.G.	A.B.	38531
RUSSELL, J.W.	A.B.	36725
RITCHIE, L.J.	A.B.	38875
ROONEY, N.J.	A.B.	37317
RICHARDSON, J.S.	A.B.	29837
REESON, J.E.	A.B.	44313
RYAN, T.J.	O.D.	44727
ROOPE, R.C.	O.D.	44320
RAWNSLEY, R.T.	O.D.	39005
SLEEMAN, A.J.	O.D.	44731
SCOTT, R.	A.B.	38244

NAME

RATE

OFFICIAL NUMBER

U.W.3 (Cont'd)

SWADLING, J.E.	O.D.	44741
STEIN, S.H.	A.B.	32743
UNICOMB, L.J.	A.B.	38407
VAUBELL, F.G.	A.B.	N.K.
WOOD, B.J.	A.B.	39409
BANBURY, H.L.	A/P.O.	15998
BELLAMY, K.A.	A.B.	38927
CURTIS, D.	O.D.	46270

U.C.3

BEATTIE, S.I.	A.B.	35261
GERMAIN, R.A.	A.B.	35487
GAGGIN, L.G.	A.B.	36286
JEWELL, R.C.	L/Smn.	35870
AYRES, K.J.	A.B.	29461
ATKINSON,	O.D.	45321
AVENT, A.	O.D.	45103
BRYANT, K.R.	A.B.	28159
BISMAN, C.T.	O.D.	39834
BONES, M.H.	A.B.	29480
BAKER, W.G.	O.D.	39261
CRAIG, E.J.	A.B.	38935
CREIGHTON, F.S.	A.B.	35268
CAMERON, R.F.	A.B.	35364
CARR, C.G.	L/Smn.	37254
CARTY, J.M.	O.D.	44837
DUNKERLEY, P.L.	A.B.	38945
DALEY, B.P.	O.D.	44636
DICKENSON, W.A.	A.B.	35186
ELGOOD, S.	A.B.	36556
EATHER, R.A.	O.D.	39130
FRASER, A.	A.B.	38158
FEGAN, N.J.B.	P.O.	34614
GIFFORD-BURGESS, R.	A.B.	40651
GORDON, R.	A.B.	38957
GOODWIN, R.J.	O.D.	44657
GORTON, D.J.	O.D.	39599
GREBERT, F.H.	P.O.	29179
HORSFIELD, A.C.	L/Smn.	41065
HARDMAN, G.	L/Smn.	35734
HARCLA, E.K.	A.B.	37282
HUMPHRIES, A.C.	O.D.	39759
HOWES, R.A.	O.D.	44676
HAIR, L.M.	A.B.	36379
HOOD, A.G.	O.D.	39611
HUTCHINSON, E.W.	O.D.	44253
HALL, A.G.	O.D.	44895
JOHNSTON, G.B.	A.B.	36578
STEPHENS, J.	O.D.	44780
TILLEY, M.S.	L/Smn.	35324
TINDALL, L.G.	A.B.	38756
TURNER, A.R.	O.D.	44474
TESTER, M.H.	O.D.	39673
BARNES, A.P.	O.D.	44184
MORELAND, G.E.	O.D.	39975
O'BRIEN, J.	A.B.	35057
WOTHERSPOON, A.R.	O.D.	45050
GOODWIN, B.M.	O.D.	45789
JONES, J.K.	A.B.	28267
JACOBS, R.P.	O.D.	44604
JOYCE, S.G.	A.B.	38705
ILES, R.J.	O.D.	45098
INGRAM, R.C.	O.D.	44255

<u>NAME</u>	<u>RATE</u>	<u>OFFICIAL NUMBER</u>
<u>U.C.3 (Cont'd)</u>		
KNIGHT, D.J.	O.D.	44924
LOWRIE, B.R.	A.B.	28614
LESSINA, R.V.	A.B.	37868
LARKIN, M.L.	A.B.	35297
MADDEN, D.G.	O.D.	44267
MOORE, K.W.	A.B.	36385
MILES, A.N.	O.D.	44149
MAXFIELD, G.J.	L/Smn.	35301
McGRATH, J.T.	O.D.	39628
McDONALD, V.J.	O.D.	44283
McDONALD, G.R.	O.D.	44960
NORMAN, R.C.	A.B.	36472
O'DONNELL, W.N.E.	A.B.	38518
O'RIORDAN, M.J.	O.D.	44536
OLSSON, R.O.	O.D.	45624
POLTOCK, L.W.	A.B.	37889
PAYNE, C.R.	O.D.	39393
PETTIT, N.F.	A.B.	37652
PLEWRIGHT, W.B.	A.B.	35214
PERKS, R.C.	O.D.	44973
PATERSON, R.	O.D.	44304
RICHARDS, K.D.	A.B.	27764
ROBINSON, L.E.	A.B.	37315
SMITH, K.J.	O.D.	39505
SMITH, D.W.	O.D.	44087
SHIELDS, H.R.	A.B.	38247
SHAW, D.W.	A.B.	38598
SPITERI, C.	O.D.	39509
STIBBARD, A.E.	A.B.	38040
WILLIAMS, K.	A.B.	30301
WALSH, P.A.	A.B.	35226
WINTON, W.	A.B.	25247
WRIGHT, R.	O.D.	44486
WALKER, K.R.	O.D.	39360
WHITEMAN, E.W.	A.B.	28109
MURRAY, R.A.	O.D.	44952
RACEMAN, N.	O.D.	46068
WHITE, N.F.	O.D.	46158
SIMPSON, R.H.	O.D.	45635
SMITH, B.E.	L/Smn.	35081
SHAW, R.	A.B.	36728
SPOONER, J.R.	A.B.	36045
STANTON, E.L.	A.B.	35698.

357.

PRUFREX A5 STATOR AND ARMATURE TESTING APPARATUS.

A commercial type Stator and Armature tester known as the Prufrex "A5" has been adopted for use as an additional test instrument for electrical purposes in the Royal Australian Navy.

2. The "Prufrex A5" Stator/Armature tester is an instrument of the portable plug-in type, operating on any voltage between 100-250 volts A.C. and D.C. A Radio Interference Suppressor known as a Throttle "Prufrex D4" will also be provided to eliminate radio interference arising from the use of the stator and armature tester. A pamphlet containing further details of the instrument and its use will be provided with the instrument.

3. The above items will be dealt with as permanent Naval Stores, Class F, Group 1C, Part 3, under the following descriptions :-

Tester, stator/armature, "Prufrex A5"
100 - 250 V. A.C./D.C.

Suppressor, radio interference "Prufrex D4"
(throttle device) 110/220 V. A.C./D.C.

4. The items will be added to the List of Special Allowances of Naval Stores for H.M.A. Ships as follows :-

Light Fleet Carriers	1	No. of each
Cruisers	1	" " "
Darings	1	" " "
Destroyers (Battle Class)	1	" " "
Destroyers (Tribal Class)	1	" " "
A.S. Frigates (Modified River)	1	" " "
A.S. Frigates (Converted Fleet)	1	" " "
A.A. Frigates (Modified River)	1	" " "
A.A. Frigates (Sloop)	1	" " "
Ocean Minesweepers (Bathurst Class).	1	" " "

5. The following allowances for other services have also been approved :-

Headquarters Ships, Reserve Fleet Divisions	1	No. of each
R.A.N. Air Station, Nowra	1	" " "
R.A.N. Air Station, Schofields	1	" " "
Flinders Naval Depot (for Electrical School)	1	" " "
Command Electrical Officer, Sydney	1	" " "
Port Electrical Officer, Melbourne	1	" " "
Engineer Manager, Garden Island	1	" " "
General Manager, H.M.A. Naval Dockyard, Williamstown	1	" " "
Director of Engineering (Naval), Navy Office.	1	" " "

6. Supply to ships in commission, and shore establishments etc., concerned, will be effected by the appropriate (Superintending) Naval Store Officer without demand, when stocks are available. Dormant demands for ships in "D" and "E" class Commission in Reserve and ships undergoing construction or modernization will be prepared by the appropriate (Superintending) Naval Store Officer.

7. It should be noted that, as importation is involved, some time will elapse before the items are available for issue.

(4518/15/238)

358.

VALVES FOR A.V.C. EQUIPMENT FITTED IN ASDIC INSTALLATIONS.

Where Australian manufactured (AIRZONE) Patterns A106/B Amplifiers and A501/B Panels for AVC Equipments are fitted in Asdic Installation Types 128 AV/CV, 131V/AV, 134F, 144Q, 149, 164, 166 and 174, in lieu of the Admiralty designed Patterns A106/B Amplifiers and A501/B Panels, the undermentioned

valves are required for use with these Equipments observing that the Australian (AIRZONE) equipments are not fitted for Valves in accordance with the relevant "E" Lists -

Valves for Pattern A106/B Amplifiers,
of Australian manufacture (AIRZONE).

3 No. CV 706 (6U7G)
2 No. CV 859 (6J8G)
1 No. CV 1929
or
CV 1931 (6H6G)

Valves for Pattern A501/B Panels,
of Australian manufacture (AIRZONE).

1 No. CV 509 (6V6G)
1 No. CV 706 (6U7G)
1 No. CV 729 (5V4G)
1 No. CV 1074 (6J7G)

(4518/40/197)

359.

AIR STORES - TRANSIT CASES FOR GRIFFON ENGINE BLOCKS,
MAGNETOS, COFFMAN STARTERS AND CENTAURUS IGNITION HARNESSSES.

To prevent damage occurring during transit of Griffon Cylinder Blocks, Magnetos Refs. 37A/11808 and 12502, Ignition Harness Ref. 37B/2351 and Coffman Starters, specially manufactured cases have been introduced which are to be used when these items are despatched to and from the Air Store Depot, Randwick.

2. The descriptions of these cases, which are fully accountable, are as follows :-

36 HH/NIV. Transit Case for Griffon Cylinder Blocks.
37 A/NIV. " " Ref. 37A/11808 Magneto
37 A/NIV. " " Ref. 37A/12502 "
37 B/NIV. " " Ref. 37B/2351 Ignition Harness
37 F/NIV. " " Coffman Starters.

(4404/52/33)

360.

OFFICERS - ISSUE OF BEDDING ON REPAYMENT.

Consequent on the improved supply position, officers may now purchase on repayment from Service stocks, sheets and other articles listed in the "Official price list of clothing maintained for issue to Ships Companies" in accordance with C.O.R., Article 481, paragraph 2.

(3190/1/59)

361.

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLIGENCE.

Charges in respect of specific losses by neglect of loan bedding dealt with as Naval Stores should be based on replacement costs.

2. Current replacement costs are shown in column 3 of the Appendix to this Order. Subsequent variations in these costs will be promulgated periodically in Navy Orders, and, on receipt, should be noted in the blank columns provided in the Appendix for this purpose.

3. Navy Order 101 of 1953 is hereby cancelled.

(3190/1/49)

APPENDIX

Patt. No.	Description	Replacement Cost as per previous C.N.O.	Latest Purchases		Proposed current replacement costs
			Sydney	Melbourne	
-	Pillows Kapok 28" x 18"	15. 3	200 @ 14/9	-	14. 9
37	Pillows Hair 28" x 18"	16. 0	500 @ 13/7	300 @ 13/6	13. 7
37a	Covers for patt. 37 pillows	3. 6	2000 @ 2/9½	-	2. 9
34	Sheets white cotton 72" x 108"	15.10	2200 @ 26/8	-	£1. 6. 8
399	Mattresses coir 6' x 2'2"	£3.10. 5	50 @ 78/11	-	£3.18.11
-	Mattresses coir 6' x 2'6 x 4"	£2.15. 6	-	175 @ 50/-	£2.10. 0
-	Mattresses coir 6'4" x 3' x 4"	£3. 9. 6	-	125 @ 62/7	£3. 2. 7
-	Mattresses fibre 6'2" x 3' x 4"	£3.11.10	50 @ 60/-	-	£3. 0. 0
T372	Mattresses hair 6'4 x 2'6	£6.15. 1	86 @ 140/-	-	£7. 0. 0
21	Mattresses coir 6'4 x 2'6	£2. 7. 1	99 @ 54/11	-	£2.14.11
25	Coverlets, blue and white cotton	£1. 8. 6	84 @ 29/6	-	£1. 9. 6

APPENDIX

Item No. (1)	Patt. No. (2)	Description (3)	Current Replacement Cost (4)	SUBSEQUENT VARIATIONS									
				Cost (5)	Auth- ority (6)	Cost (7)	Auth- ority (8)	Cost (9)	Auth- ority (10)	Cost (11)	Auth- ority (12)		
1	37	Pillows, hair, 28" x 18"	£ s. d. 13. 7										
2	-	Pillows, kapok, 28" x 18"	14. 9										
3	37a	Covers for Patt.37 pillows	2. 9										
4	5	Cases, pillow, substitute linen, 17" x 31"	5. 0										
5	T.324 & "Like"	Blankets, white, hospital and Officers' bedsteads, 96" x 72"	3.18. 6										
6	T.362 & "Like"	Blankets, white, Officers' bedberths, 96" x 62"	3.18. 6										
7	-	Blankets, underlay, 26 ozs. 68" x 30"	1. 4. 0										
8	-	Blankets, underlay, 68" x 36"	1. 3. 8										
9	-	Blankets, seamen's (white or coloured)	As promulgated in Fixed Issuing Clothing Price List										
10	34	Sheets, white cotton, 72" x 108"	1. 6. 8										
11	37	Sheets, substitute linen, 72" x 108"	1.12. 0										
12	25	Coverlets, blue and white, cotton	1. 9. 6										
13	295	Counterpanes, white, cotton	2. 1.11										
14	21	Mattresses, coir, 6'4" x 2'6"	2.14.11										
15	399	Mattresses, coir, 6' x 2'2"	3.18.11										
16	-	Mattresses, coir, 6' x 2'6" x 4"	2.10. 0										
17	-	Mattresses, coir, 6'4" x 3' x 4"	3. 2. 7										
18	-	Mattresses, fibre, 6'2" x 3' x 4"	3. 0. 0										
19	T.372	Mattresses, hair, 6'4" x 2'6"	7. 0. 0										
20	T.373	Mattresses, hair, 6' x 2'2"	4.17. 9										
21	T.374	Mattresses, hair 5'4" x 1'10"	6. 5. 2										
22	-	Mattresses, hair, 6' x 3'	9.10. 9										
23	-	Mattresses, hair, 6'6" x 3' x 4"	6. 2. 6										

Item No. (1)	Patt. No. (2)	Description (3)	Current Replacement Cost (4)	SUBSEQUENT VARIATIONS									
				Cost (5)	Auth- ority (6)	Cost (7)	Auth- ority (8)	Cost (9)	Auth- ority (10)	Cost (11)	Auth- ority (12)		
24	17a	Covers for mattresses, Patt.T.374	£ s. d. 12. 0										
25	18a	Covers for mattresses, Patt.T.372	2. 2. 0										
26	-	Covers for mattresses, 6'2" x 3' x 4"	1. 3.11										
27	-	Covers for mattresses, khaki, 6'5" x 3'1" x 4"	2.11. 6										

362.

PERSONNEL OF OTHER SERVICES BORNE IN H.M.A. SHIPS AND ESTABLISHMENTS - PREPARATIONS OF CLAIMS FOR VICTUALLING ETC.

In order that claims for Victualling of other than R.A.N. personnel may be readily and correctly prepared for rendition on Departments concerned, it is essential that full particulars of such members be inserted in Ships' Ledgers.

2. Owing to lack of details supplied in some cases, the Departments concerned advised that they were unable to identify personnel referred to, with the result that further details had to be sought and consequently delay occurred in settlement of claims rendered.

3. Attention is drawn to the necessity for strict compliance with Article 103, Naval Account Regulations and Instructions, which provides that full particulars of any person received should be immediately inserted in the Ship's ledger.

(3306/1/21)

363.

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 Ships and Shore Establishments in which ice cream machines are fitted, the ice cream is to be made only from a complete dry mix which will be supplied from Service sources on demand. When ice cream is manufactured on board by the canteen tenant, it is to be made also only from a complete dry mix obtained from an approved firm. In both of these 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 only from a reputable manufacturer approved by the Department 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 Clause (a) or (b).

2. Ice cream is not to be supplied for consumption unless it has been adequately protected from dirt, dust, and other contamination and stored in accordance with the following instructions.

3. In those Ships and Establishments in which suitable refrigeration is available, ice cream obtained direct from manufacturers may be held for a period not exceeding 14 days from receipt on board, provided it is stored immediately after receipt at an even temperature not exceeding 10°F. Every care is to be taken, however, that supplies purchased under these conditions are not allowed to liquefy prior to receipt on board. Care will need to be exercised to avoid similar deterioration when opening the storage chamber for the removal of stock.

4. In other Ships and Establishments ice cream is to be kept at a temperature not exceeding 28°F. after being frozen or received on board, and even though it is maintained in a fully frozen condition it is not to be distributed after a greater period than two days from its manufacture or receipt on board.

5. 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 as such ice cream is potentially dangerous to health.

6. It has been emphasized by manufacturers that marked fluctuations in storage temperature, even though not sufficient to cause liquefaction of the ice cream, will cause ice cream to deteriorate in quality.

7. Commanding Officers are to ensure that these standards are adhered to by all concerned in the manufacture, storage or issue of ice cream on board.

8. Navy Order 452 of 1949 is hereby cancelled.

(4528/31/72)

364.

AIR PUBLICATIONS - INTRODUCTION OF APPENDIX "A" FOR DAKOTA FLYING CLASSROOM.

Volume 3, part 2 of A.P.(R.A.N.)4, Appendix "A" for Dakota Flying Classroom, has been introduced into the Royal Australian Navy, and copies will be distributed without demand, as follows :-

	1 No.
D.A.M.R., Navy Office	"
D.N.A.S., Navy Office	"
Captain (Air)	"
R.A.N.A.S., Nowra	"
N.S.O. (Air), Randwick	"
N.A.E.O.	"
N.R.T.O.	"
G.A.F. Parafield (temporary)	"

2. All previous interim copies are to be destroyed.

(4139/41/447)

365

365.

ELECTRICAL APPLIANCES IN USE IN OFFICIAL RESIDENCES
AND MARRIED QUARTERS.

From 1st July, 1953, particulars of charges recoverable from tenants using the undermentioned appliances in official residences and married quarters will be as follows :-

Description	Annual charge	Remarks
Electric Heater Panels	15%	The charge should be based on the total cost of the appliance, including elements where applicable. Reduction of value for percentage charge purposes is not permissible.
Electric Kettles		
Electric Radiators		
Electric Vacuum Cleaners		
Electric Table Fans	4%	
Refrigerators - Electric, Gas or Kerosene	12½%	
Electric Stoves	-	Regarded as fixtures of the house and not subject to furniture percentage charges.
Electric hot water systems, Coppers and other water heating units.		

2. Replacement of defective elements in electrical appliances as from 1st July, 1953, will be effected at Commonwealth expense, except where replacement is necessary as a result of negligence or misuse when charges should be imposed in accordance with normal procedure.

3. Percentage charge recoveries for electric stoves and coppers, which were previously subject to charge, should also be discontinued as from 1st July, 1953. Abatement Inventories (Forms A.D.508 No.2) for value only should be raised and distributed in the normal manner. In the opening inventory for the next tenancy these items should be included in the list of fixtures.

4. Navy Order 370 of 1951 is hereby cancelled.

(3021/1/24)

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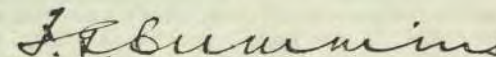
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

29th September, 1953.

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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366.

RELEASE LIMITATIONS - SEA FURY F.B. MARK 11
AIRCRAFT - CLEARANCE FOR SERVICE USE.

With reference to the release limitations given in Limited Confidential Admiralty Fleet Order 36/1953, Part 13, for the Sea Fury F.B., Mark 11 aircraft the following additional limitation is hereby promulgated :-

The attachment of Modification N.304 (R.P. Removable Parts) is prohibited on Sea Fury Aircraft when 100/1000 lb. bomb carrier with stores attached is carried.

(3054/114/33)

367.

PASSAGES TO AUSTRALIA OF FAMILIES OF ROYAL AUSTRALIAN
NAVY PERSONNEL WHO MARRIED ABROAD WHILST ON
KOREA/MALAYA WAR SERVICE.

Approval is given for passages to Australia at departmental expense, of the wives (or widows) and children of members of the Royal Australian Navy who married abroad whilst on Korea/Malaya war service, subject in each case to prior compliance with the requirements of the Department of Immigration.

2. All applications for passages are to be forwarded to Navy Office.

(4677/11/36)

368.

TRANSPORT OF NAVAL PERSONNEL BY AIR TO DARWIN.

When Naval personnel are required to travel by air to Darwin, any kit in excess of the 80 lbs. weight allowed as personal luggage and of the Airlines' free allowance is to be consigned by rail, addressed as in the following example :-

J.A. Smith, Able Seaman,
O.N. 52831,
Alice Springs Railway Station for onforwarding
to H.M.A.S. MELVILLE at Darwin.

2. The Naval Officer-in-Charge, North Western Area, is to be informed immediately by airmail of details of despatch, and will arrange for the baggage concerned to be collected at Alice Springs and transported to Darwin.

3. Personnel concerned are to be instructed that their kit bags, tool boxes, etc., are to be securely locked, and, if possible, sealed, in order to reduce the risk of pillage.

4. Navy Orders 182 of 1949 and 216 of 1952 are hereby cancelled.

(4676/3/4)

369.

RADAR PLOTTING - 'CHINAGRAPH' PROPELLING PENCILS -
INTRODUCTION AND ALLOWANCE.

With reference to Admiralty Fleet Order 58/1953, a propelling type chinagraph pencil with wax refills will shortly be introduced in the Royal Australian Navy for use in selected positions of the A.I.O. Care must be taken to avoid misuse of these pencils, which should be made a temporary issue to personnel concerned.

2. "Utility Wax" chinagraphs will continue to be used for plotting on plastic surfaces and display plots generally.

3. Demands for those pencils and refills, within the Establishment laid down in paragraph 4 should be forwarded to S.N.A.S.O., Sydney.

4. The following establishment shows allowances for the A.I.O. :-

Colour	Red		Yellow		Blue		White		Brown		Green		Black	
	P.H.	W.R.	C.P.	P.H.	W.R.	C.P.	P.H.	W.R.	C.P.	P.H.	W.R.	C.P.	P.H.	W.R.
	No.	Doz.	No.	Doz.	No.	Doz.	No.	Doz.	No.	Doz.	No.	Doz.	No.	Doz.
Aircraft Carriers	8	4	2	4	2	1	1	1	1	4	2	6	2	2
Cruisers	6	3	1	3	2	1	1	1	4	2	4	2	2	2
Destroyers and Frigates	3	2	1	3	2	1	-	-	2	1	2	2	2	2
WATSON	12	12	18	6	3	12	6	3	6	3	26	6	6	3
R.A.N.A.S. NOWRA	3	2	1	3	2	1	-	-	2	1	2	2	2	2

Legend :-

P.H. Propelling pencil holders.

W.R. Wax Refills.

C.P. Chinagraph pencils (Utility wax).

(4476/32/205)

370.

H.M.A. FRIGATES - RUDDER LUBRICATION.

Investigation into the cause of an instance of insufficient lubrication showed that the 3 No. drilled holes in the base of the rudder nut had not been continued through the gunmetal thrust plate under the nut. As a result, the bearing surface on the underside of the thrust plate was not being lubricated correctly.

2. An item, classification A, and quoting this Order as authority, is to be included in Defect Lists of H.M.A. Frigates to cover the full examination and testing of rudder lubrication arrangements.

(4283/1/97)

371.

FIRE-FIGHTING EQUIPMENT - COLOURING STANDARDIZATION.

The provisions of Admiralty Fleet Order 1204/1953 are applicable to H.M.A. Ships and Uniformed Shore Establishments only.

2. The procedure to be followed in non-Uniformed Shore Establishments is under consideration and a further Order will be issued.

(3513/3/28)

372.

TRANSFERS OF SURPLUS STORES BETWEEN DEPARTMENTS.

The arrangements set forth in Navy Order 319 of 1947 regarding transfer of surplus stores without financial adjustment between Service Departments are applicable also to transfers of surplus stores between Service and Production Departments, with the exception of items of raw materials or aids to manufacture of Service requirements.

2. Suitable notation should be made against Navy Order 319 of 1947.

(4476/8/9)

373.

FLYING CLOTHING - GOGGLES, COLLAPSIBLE FOR FLIGHT DECK PERSONNEL.

Stocks of this item are now held at Royal Edward Victualling Yard, Sydney, and demands prepared in accordance with the scales shown in paragraph 3 of Admiralty Fleet Order 1700/1953 may now be lodged with the Superintending Victualling Store Officer.

2. The goggles are to be accounted for as an item of loan clothing.

(4533/7/6)

BOOKS AND FORMS.

The undermentioned forms have been adopted for use in the Royal Australian Navy. First supply will be issued on demand -

- S.1551 - Report of M/F. D/F Calibration
- S.1551A - Report of H/F. D/F Calibration
- S.1551B - Report of VH/F. D/F. FV5/FV10/FV11 Calibration
- S.1551E - Report of Calibration "Curve of Correction" (Green and Red Bearings)
- S.1551F - Report of Calibration "Curve of Correction" (Green Bearings)
- S.1551G - Report of Calibration "Curve of Correction" (Red Bearings)
- S.1551H - Report of Calibration "Correction Logging Sheet for V.S. and D.F. Bearings".

(A.F.O. 1148/1952)
(3526/12/722)

2. The undermentioned forms have been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form D.318. First supply will be effect on demand -

- A.D.318 (Outside) - Cover for History Sheet for Internal Combustion Engines (Removable Type)
- A.D.318 (Inside) - History Sheet for Internal Combustion Engines (Removable Type).

(A.F.O. 4011/1951)
(3526/13/168)

3. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form S.231 (Revised September, 1952). Supply will be issued on demand, when stock of the existing form is exhausted -

- A.S.231 - Stowage and Expenditure of Fuel and Water.

(A.F.O. 3478/1952)
(3526/12/745)

4. The undermentioned forms have been adopted for use in the Royal Australian Navy. First supply will be effected without demand -

- S.90 - Bakery Book.

(A.F.O. 3639/1951)
(3526/12/789)

- S.304(3A) - Record of T.A.S. Drills, Exercises and Practices - Diving.

(A.F.O. 1373/1953)
(3526/12/827)

- S.381 - Action Information Log and Progress Book.

(A.F.O. 2366/1952)
(3526/12/842)

- S.1579 - U.S.S.R. Naval Uniforms and Insignia.

(A.F.O. 3145/1951)
(3526/12/767)

- | | | |
|-----------|--|---|
| S.1619(1) | } Half yearly report on operation and maintenance of mine counter-measures equipment | [Wire Sweeps and Danlaying Magnetic Sweeps Accoustic Sweep AH Mk.4 Accoustic Sweep AO Mk.4 Accoustic Sweep AD Mk.3 Accoustic Sweep AX Mk.3 |
| S.1619(2) | | |
| S.1619(3) | | |
| S.1619(4) | | |
| S.1619(5) | | |
| S.1619(6) | | |

(A.F.O. 592/1952)
(3526/12/798)

5. The undermentioned form has been revised. First supply will be issued on demand, when the existing form will be rendered obsolete -

- A.S.1625 - Report on Air Engineering Rating as Provisional Candidate For Aircraft Mechanician.

(A.F.O. 1149/1952)
(3526/12/696)

(3526/10/26)

RESTRICTED

RESTRICTED 375-380/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th October, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. H. Cummings

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.

OFFICERS - R.A.N. SURVEYING SERVICE -
VOLUNTEER REQUIRED.

A volunteer of the rank of Lieutenant R.A.N., with less than 3 years seniority, is required to fill a vacancy in the Surveying Service of the Royal Australian Navy.

2. Officers require no special qualifications, other than their previous Naval training and experience, to render them eligible to volunteer.

3. An officer selected is expected to serve for a minimum period of 3 years and thereafter may revert to general service if he so wishes. He will receive additional pay as an Assistant Surveyor from the date of joining a Surveying Ship.

4. The R.A.N. Surveying Service is a productive branch of the Navy and modern Australian charts are published as a result of its surveys. It offers unlimited opportunity for the exercise of seamanship in handling ships and boats and affords great scope for the display of initiative in charge of detached parties and in command of surveying tenders.

5. Officers wishing to volunteer should apply through the usual Service channels.

(4002/22/10)

376.

WRITER AND STORES BRANCH RATINGS - METHOD OF ENTRY.

It has been decided to re-institute the system whereby candidates desiring to enter the Royal Australian Navy in either the Writer or Stores Branch may be entered directly into the Branch of their choice as Recruit (Writers) or as Recruit (Stores Assistants).

2. Towards the end of disciplinary training Recruit (Stores Assistants) will be categorized as Stores or Victualling ratings according to branch requirements.

3. Navy Order 210 of 1949 is hereby cancelled.

(4003/4/70)

377.

MACHINERY - FIRE AND BILGE PUMPS, "PERFECT" OIL
SEALS - A.S. AND A.A. FRIGATES (MODIFIED
RIVER CLASS).

A.S. and A.A. Frigates (Modified River Class) are to carry two (2) spare "Perfect" oil seals for the 20-ton electric driven fire and bilge pumps manufactured by Messrs. Drysdale & Co.

2. Commanding Officers or Authorities concerned are to raise amendment sheets (Forms A.S.197/A.D.526) to add these items to the Engineer's Lists of Portable Fittings, Spare Gear, etc., this Order being quoted as authority.

3. Quantities to complete to establishment are to be demanded from R.A.N. Central Machinery and Spares Depot, Sydney.

(3765/12/19)

378.

ANTI-SUBMARINE - UNDERWATER DETECTION EQUIPMENT -
INSTALLATION INSPECTION ORGANIZATION.

An Asdic Installation Inspecting Officer, short title A.I.I.O., has been appointed to the staff of the Director of Ordnance and Underwater Weapons, in a civilian capacity.

2. The Director of Ordnance and Underwater Weapons is responsible for the technical inspection of Asdic, Echo Sounding and Hydrophone equipment on first installation and when major modifications entailing a change in type number are made to equipments already installed.

3. The A.I.I.O. will carry out the above work on behalf of D.O.U.W. He will be made available to attend as required at Dockyards, Shipyards and Establishments to advise the officers concerned in the interpretation of the Instructions for Installing (Installation Specifications) and to supervise the appropriate checks and tests. He will carry out final testing, tuning, and inspection prior to the acceptance trials which are undertaken by H.M.A.S. RUSHCUTTER.

4. The A.I.I.O. will be made available for the survey of Naval Store items in Asdic and E/S sets and survey of Asdic underwater fittings.

5. Requests for his services should be made to the Naval Board.

(3031/13/146)

379.

OIL FUEL LIGHTERS - DOCKING INTERVALS.

In order to prevent serious corrosion of underwater surfaces, the following docking intervals are to be observed, and should not, in general, be exceeded without prior Naval Board approval :-

- (a) Vessels treated with normal antifouling compositions - 1 year.
- (b) Vessels treated with bitumastic composition - 2 years.

2. Proposed Docking dates for Oil Fuel Lighters should be forwarded to the Naval Board at least six months in advance in order that arrangements for towing may be made when necessary.

(3211/15/54)

PROTECTIVE BAGS FOR "SALVUS" BREATHING APPARATUS.

It has been decided that a Pattern 3460 Protective Bag should be available with each Pattern 3485 "Salvus" Breathing Apparatus held in H.M.A. Ships and Establishments, for use when there is any possibility of the breathing bag of the "Salvus" apparatus becoming damaged.

2. Any protective bags required to conform to the foregoing should be demanded from the appropriate (Superintending) Naval Store Officer.

3. Dormant demands for ships in "E" class commission in reserve and for ships undergoing construction or modernization will be amended, or raised, as necessary at the appropriate storing yard.

(4512/50/95)

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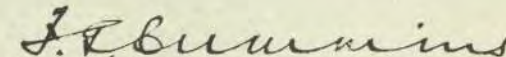
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

13th October, 1953.

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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381.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

Navy Order 235 of 1953 is to be amended as follows :-

Paragraph 1(b)(iv) - Amend to read "Ships of the First Frigate Squadron, operational control of which will normally be delegated by F.O.C.A.F. to Captain (F), First Frigate Squadron".

Paragraph 1(b)(vii) - Amend to read "H.M. Submarines which are operated by Commander S/M.4 for F.O.I.C. E.A.".

Paragraph 5, Column headed "Operation"

- Against QUADRANT (F.1), SHOALHAVEN, MURCHISON, CONDAMINE, HAWKESBURY, MACQUARIE and CULGOA, delete "Fox One" and substitute "F.O.C.A.F.".

Against TELEMACHUS, THOROUGH and TACTICIAN, amend "F.O.I.C. E.A." to read "S/M.4 for F.O.I.C. E.A.".

(3031/13/130)

382.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

Paragraphs 16 and 19 of Navy Order 14 of 1952 are to be amended by deleting the authorities listed against "Addressed" and substituting "A.I.G.1051".

(3384/191/2)

383.

ADMINISTRATION, ACCOUNTING AND EQUIPPING OF NAVAL AIRCRAFT, POWER PLANTS AND AERO-ENGINES (SHORT TITLE A.E.N.A.).

Navy Order 22 of 1953 is to be amended as follows :-

Appendix II, Section 2 (page 36) -

Item 47 - Delete whole item.

Item 52 - Delete R-4/ARR2
Insert R.1585.Item 60 - Delete R-22/APX1
Insert R.3636.

Appendix II, Section 2 (page 39) -

Item 44, Col.2 - after "gallon" insert "Starboard".

Appendix II, Section 7 (page 40) -

Item 50 - Delete whole item.

Item 62 - Delete whole item.

Item 72 - Delete R-4/ARR2
Insert R.1585.

Delete whole page 41 and insert new page 41 attached.

TABLE 1 - GROUP EQUIPMENT STANDARDS								TABLE 2 REMOVABLE EQUIPMENT	
A.E.S. Item No.	Description	Mod. Nos.	App. "A" Column 7 Item Nos.	Qty	Group A	Group B	Group C	Mod. Nos.	App. "A" Column 9 Item Nos.
1	2	3	4	5	6	7	8	1	2
78	ARI.5669								
79	Aerial		101E	2					
80	T.R.Type		104E	1					
	RT.24/APX-2								
81	Control Units		115E	1					
			116E	1					
82	Connector Set		117E	1					
85	ARI.5607								
86	T.R.Type		131E	1					
	RT.5/APS-4								
87	Connector Set		154E	1					
90(1)	ARI.5489	1271							
91(1)	Aerial		184E	1					
92(1)	Connector Set		190E	1					
93(1)	Control Unit		187E	1					
94(1)	T.R.1936		185E	1					
95	Crystals		186E	1					
96	Channel L			1					
97	Channel B			1					
98	Channel D			1					
100	ARI.5491	945							
101	Aerial			1					
102	Connector Set			1					
103	Control Unit			1					
104	T.R.1934			1					
105	T.R.1935			1					
106	Crystals								
107	Channel L			1					
108	Channel B			1					
109	Channel D			1					
110	ARI.5487	1095							
111	Connector Set		213uE	1					
112	R.1933		213jE	1					
113	Indicator		213kE	1					
	Unit Type 1								
114	Power Unit		213mE	1					
115	Control Unit		213nE	1					
116	Amp. Unit		213pE	1					
	Type 450								
117	ARI.5206	1271							
118	Receiver Unit		178E	1					
119	Transmitter Unit		180E	1					
120	Modulator Unit		180aE	1					
121	Control Unit		183E	1					
122	Connector Set		183mE	1					
123	Chassis assy.		183dE	1					

NOTE:- ARI.5491 is alternative to ARI.5206 and ARI.5489

(3053/3/7)

384.

DISPOSAL OF SHIPS' GARBAGE AND GALLEY REFUSE.

Cases have occurred of the accidental introduction into other countries of exotic diseases such as Foot and Mouth Disease, Rinderpest, Swine Fever, and the parasitic human and animal disease Trichinosis by the agency of Ships' galley refuse. None of these diseases exist in Australia but if susceptible animals should gain access to infective material, the effect of a resultant outbreak could be extremely grave.

2. In order to minimise this risk, Commanding Officers are to ensure that the relevant provisions of the Commonwealth Quarantine (General) Regulations, are strictly followed, and that no ships' garbage or galley refuse is removed from Naval vessels in Australian ports, including out-ports, except as authorized by the Chief Quarantine Officer or his representative.

3. The procedure for the disposal of such refuse is well established at Capital City ports, but the local regulations for other ports should be ascertained before arrival from the Naval Officer-in-Charge or Resident Naval Officer responsible for the area. These Officers are to consult the Deputy Directors of Health of the Commonwealth Health Departments (Chief Quarantine Officer (General)) in their States and issue such standing instructions or orders as are necessary to enable Commanding Officers of H.M.A. Ships to be aware of the required procedure before arrival at out-ports.

Should a Commanding Officer find his ship at an out-port not covered by standing instructions he is authorized to make suitable arrangements under the provisions of Article 230a, sub-clause (e) of Naval Financial Regulations and Instructions.

4. It is illegal to land or discharge such garbage or refuse from ships, except in conformity with the Commonwealth Quarantine Regulations.

(3553/1/26)

385.

ADVANCEMENT INSTRUCTIONS IN THE ROYAL AUSTRALIAN NAVY.

A book entitled "Royal Australian Navy Advancement Instructions" has been compiled and will be issued shortly.

2. This book contains nineteen chapters of general information relative to advancement procedure, including syllabuses of professional examinations, and an appendix covering the requirements for advancement in all branches of the Royal Australian Navy.

3. Advancement conditions in the Musician Bugler Branch and the Engine Room Branch are under review and any necessary amendments will be issued in due course.

4. These Instructions will supersede all other advancement instructions in force, including B.R.1066 (49). On receipt of these new instructions, Navy Orders 104, 172, 275, 288, 289 and 348 of 1948; 83, 88, 192, 201, 266, 309 and 310 of 1949; 39, 49, 56, 57, 58, 321, 324 and 438 of 1950; 72, 104, 105, 363 and 443 of 1951; 67, 78, 186, 198, 214, 239, 315, 332, 362, 377, 394 and 448 of 1952; 23, 37, 48, 88, 164, 166, 211, 219, 231 and 300 of 1953; and Navycircs 579 Item of October, 1952 and 651 Item of January, 1953, are to be cancelled.

(4139/70/75)

386.

EXAMINATIONS OF ENGINE ROOM RATINGS - RESULTS - MARCH, 1953.

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

Official No.	Name	Present Rating	Application Received from	Result
<u>E.R.A. for Chief E.R.A. and Mechanician 1st Cl. for Chief Mechanician.</u>				
28252	HILLS, A.	E.R.A.3	MACQUARIE	SATISFACTORY
23257	WALLACE, M.R.	MECH.1st Cl.	SYDNEY	SATISFACTORY
<u>A/E.R.A. 4th Cl. for Confirmation and Mech. 2nd Cl. for Mech. 1st Cl.</u>				
39741	ARCHDEACON, K.	A/E.R.A.4	BARCOO	SATISFACTORY
45324	BARNES, C.A.	"	AUSTRALIA	"
26451	BASEDEN, K.F.	MECH.1st Cl.	ARUNTA	"
24759	BARRY, R.E.M.	"	ANZAC	"
40130	BRISCOE, G.T.	A/E.R.A.4	GLADSTONE	"
45312	BUCKMAN, N.	"	SYDNEY	"
45751	COBB, M.W.	"	SYDNEY	"
39283	DUCKETT, R.C.	"	MURCHISON	SUPERIOR
39594	FRASER, N.I.	"	WARREGO	SATISFACTORY
45793	GREEN, V.J.	"	AUSTRALIA	"
44241	HAMPSON, J.	"	BARCOO	"
46202	HARDY, G.J.	"	AUSTRALIA	"
45374	HOSFORD, R.J.	"	AUSTRALIA	"
46400	HUNTLEY, K.S.	"	AUSTRALIA	"
34727	KNIGHT, A.	"	AUSTRALIA	"
45838	MARTIN, A.T.	"	SYDNEY	"
45534	MILBURN, J.A.	"	SYDNEY	"
44295	NICHOLS, W.E.	"	CULGOA	SUPERIOR
26720	RICHARDSON, J.A.	MECH.2nd Cl.	SYDNEY	SATISFACTORY
39068	ROACH, R.	A/E.R.A.4	CULGOA	SUPERIOR
26804	RUSSELL, C.H.	MECH.2nd Cl.	SYDNEY	SATISFACTORY
38596	SCOBIE, R.	A/E.R.A.4	AUSTRALIA	"
39235	SHOTTON, J.D.	"	FREMANTLE	"
39010	SORRAGHAN, K.F.	"	WARREGO	"
44733	SMYTHE, E.T.	"	MILDURA	"
26666	STEWART, A.W.	MECH.2nd Cl.	AUSTRALIA	SUPERIOR
46232	STAFFORD, R.E.	A/E.R.A.4	LONSDALE	SATISFACTORY

Official No.	Name	Present Rating	Application Received from	Result
47013	THOMPSON, G.H.	A/E.R.A.4	AUSTRALIA	SATISFACTORY
45946	TRACEY, M.R.	"	SYDNEY	"
24994	TREERS, J.J.	MECH.2nd Cl.	AUSTRALIA	SUPERIOR
46460	WALLS, J.P.	A/E.R.A.4	AUSTRALIA	"
39689	WHITMORE, J.D.G.	"	SYDNEY	SATISFACTORY
<u>Petty Officer Stoker Mechanic for Chief Petty Officer Stoker Mechanic.</u>				
26195	BOWLES, G.	P.O.S.M.	SYDNEY	SATISFACTORY
24775	CLARKE, E.N.	"	BARCOO	"
27461	DORNAM, B.S.	"	LEEUEWIN	"
22546	FERGUSON, A.T.	"	SYDNEY	"
14735	GUILFOYLE, T.	"	AUSTRALIA	"
34799	GRAY, M.W.	"	CERBERUS	"
25754	HAND, G.	"	AUSTRALIA	"
26203	HOTOP, S.F.	"	SYDNEY	"
33913	KNOWLES, R.F.	"	PLATYPUS	"
35799	LIVELY, E.H.	"	PLATYPUS	SUPERIOR
26294	LONG, R.J.	"	MURCHISON	SATISFACTORY
33617	MORRIS, W.S.	"	BATAAN	"
25907	McKENZIE, K.Y.	"	BATAAN	"
27638	O'MARA, K.J.	"	MILDURA	"
P.M.1717	STAFFORD, J.S.	"	LONSDALE	SUPERIOR
		(R.A.N.R.)		
35596	WALL, J.W.	P.O.S.M.	SYDNEY	SATISFACTORY
41242	WALLS, K.W.	"	BATAAN	"

2. The necessary notations should be made on the appropriate Form A.S.1246a or A.S.1233g 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 Director of Manning, Navy Office.

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

(4007/33/32)

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

387.

ACCESSORIES FOR ADMIRALTY MK.5 GYRO COMPASS.

Approval has been given to the addition of 1 No. Pattern 4050 Stroboscope (Class F, Group 3B) to the List of Special Allowances of Naval Stores for the undermentioned H.M.A. Ships for use in checking the rotor speed of Gyro

Compasses -

Daring Class Ships.
Battle Class Destroyers.
Tribal Class Destroyers.
A/S Frigates (Converted Fleet).
A/S Frigates (Modified River).
A/A Frigates (Modified River).
A/A Frigates (Sloop).

2. Arrangements have been made for supply to ships in commission to be effected by the Superintending Naval Store Officer, Sydney, without demand. Dormant demands for ships in "E" Class Commission in Reserve and ships undergoing construction or modernization will be prepared by the storing yard concerned.

(4518/37/74)

388.

RADIO AND ELECTRONIC INSTALLATIONS - DEFECTIVE SOLDERED JOINTS.

Radio and electronic installations on board H.M.A. Ships have become defective due to "Dry Soldered Joints" in cable connections.

2. Attention of all personnel responsible for the installation, maintenance and repair of radio and electronic equipment is directed to the importance of ensuring that effective soldered cable joints are made. The parts to be joined together should always be "tinned" and sufficient heat to effect a good soldered joint must be used.

3. The use of excessive heat when soldering small components such as Carbon Composition Resistances is, however, likely to cause a change in the nominal resistance value of the component in excess of the permissible tolerances.

4. To avoid damage to components a thermal shunt is to be used whenever a soldered joint is made adjacent a component which would be adversely affected by excessive temperature rise. Details of a thermal shunt which have been extracted from the October, 1949, issue of "Naval Radio and Electrical Review", are given in the Appendix "A" to this Order.

(4518/13/153)

APPENDIX "A"

THE USE OF THERMAL SHUNTS FOR THE PROTECTION OF MINIATURE RESISTANCES, SMALL CAPACITORS, CHOKES MOULDED IN POLYTHENE, WIRE ENDED GERMANIUM CRYSTALS ETC.-

1. A copper clamp thermal shunt, see Fig.1, should be used during each soldering operation involving a miniature component. The shunt should be allowed to remain in place for at least 15 seconds after the joint is completed.

It should be remembered that when a sub-assembly of components, soldered into position, is being wired into an equipment, the connection of each lead of the cable-form requires that the component on the other side of the soldering tag be protected from the heat flow through the tag.

2. It has been shown that the risk of damaging a component increases with the time required to make a satisfactory joint.

This time can be reduced by -

(a) Tinning the soldering tag and Component leadout wires immediately before soldering. This seems unnecessary with components having tinned leads, but experience shows that a freshly tinned surface will solder more easily than one which has been exposed to dirt, grease, dust and corrosive atmosphere. Tinning the soldering tag presents no difficulty but the Component leads should be tinned while held in a Copper Clamp Thermal shunt similar to that shown in Fig.1.

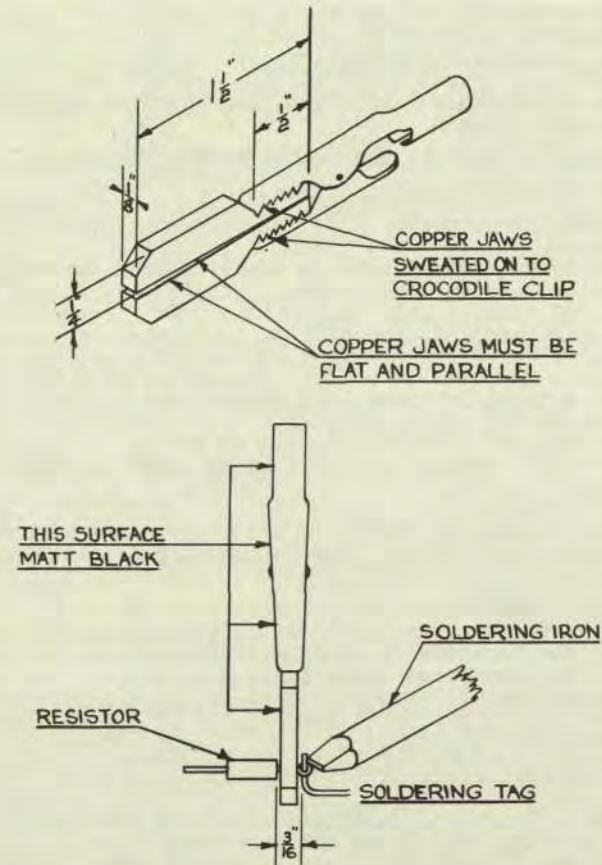
(b) Using the hottest iron for the shortest time. Good thermal contact between the iron bit and the joint to be made is desirable, a flat bit being best for a flat tag, with a small notch filed in the bit for a round wire tag. A small bead of solder is then held in the notch and applied to the joint, the notch ensuring good thermal contact between the iron and the tag and lead. A tubular bit is not recommended as the thermal contact area is small.

3. If accessibility is adequate, a standard 125 Watt soldering iron may be used; it should be possible to achieve a satisfactory joint in 2 or 3 seconds with freshly tinned soldering tag and terminating lead. Should access be difficult, a miniature iron can be used, but it should be remembered that, although the operating temperature is only slightly lower than that of the standard iron, the thermal capacity is much smaller. If the soldering tag is large and has a connecting wire wrapped around it in addition to the terminating lead, the thermal capacity will be quite high and the miniature iron may be unable to supply the quantity of heat required, resulting in a dry joint. In general, an iron with the highest possible thermal capacity should be used, in order to reduce the time of application, with a pencil bit to remove the heater element from close proximity to other components.

It is essential to ensure that there is no contact between the clamp and the soldering tag. A spacing of $1/16$ inch has been found adequate.

4. In order that the copper thermal shunt shall maintain its effectiveness in use it is essential that the jaws be kept flat and parallel and free from grease, dirt or flux, so that good thermal contact between the clamp and the terminating lead is assured. The face of the clamp adjacent to the soldering iron should be kept bright to minimise heat transfer by radiation, and the opposite face kept matt black to assist heat loss by radiation.

FIG.1



THERMAL SHUNT FOR PROTECTION OF MINIATURE RESISTORS

389.

MEDICAL AND DENTAL STORES - NON SCALE ITEMS.

In regard to the procurement and supply of medical stores, Naval medical officers are to acquaint themselves fully with the items on Scale of Medical Stores for the Royal Australian Navy. They are not to prescribe drugs which are not allowed by Scale, except in the most exceptional circumstances or as a life saving measure.

2. Whenever drugs not on scale are prescribed as an urgent or life saving measure, an appropriate certificate is to be given by the Senior Medical Officer, (vide A of the pro-forma given below in Appendix "A" to this Order), and only when this certificate has been given, may approval to obtain these drugs be anticipated,

- (a) from the Medical and Dental Store Officer, or
- (b) from other Service sources, or
- (c) by local purchase.

3. Non-Scale drugs, which are essential for the treatment of a patient but are not urgent or life-saving, are not to be obtained without prior approval of the Director of Naval Medical Services. In the case of such drugs, a certificate according to B of pro-forma in Appendix "A" is to be completed. Approval is not to be anticipated. The Director of Naval Medical Services will communicate his decision on each case to all concerned, and indicate, when necessary, whether the item will be supplied by Medical and Dental Store Officer, Sydney, or is to be procured from other sources.

4. When requesting supply of non-scale drugs referred to in paragraphs 2 and 3 above, the following procedure is to be observed :-

- (i) The Senior Medical Officer of the Ship or Establishment concerned is to forward, to the Director of Naval Medical Services, the completed certificate A or B.
- (ii) At the same time a copy of the certificate indicated in (i) above, and duly signed, is to be forwarded to the Medical and Dental Store Officer, Sydney.

5. H.M.A. Ships and Establishments away from R.A.N. medical storing facilities and requiring items in accordance with the above conditions, are to signal their requests, by confidential means if necessary, but in all instances the completed appropriate certificate as shown in Appendix "A" hereunder, is to be forwarded as soon as possible, by the quickest route. The signal is to be addressed - A.C.N.B. info C.S. SYDNEY, adding such other addressees as necessity demands.

6. When the requirement results from the recommendation of a consultant or specialist and the Senior Medical Officer has ascertained that there is no scale equivalent or substitute, the certificate is if possible to be countersigned by the consultant or specialist before being forwarded to the Director of Naval Medical Services and the Medical and Dental Store Officer.

7. Commanding Officers of Ships in remote areas, when not carrying a Medical Officer, are to be guided by this Order, the signature of the medical practitioner prescribing the item being affixed, if possible, to the appropriate certificate.

(4482/1/115)

APPENDIX A

(Pro Forma for Supply of non-scale medical stores)

H.M.A.S.

/ /

The Medical and Dental Store Officer,
R.A.N. Medical Store,
No.24 Shed,
Bundcock Street,
RANDWICK, N.S.W.

(Copy to: The Director of Naval Medical Services,
Navy Office, Melbourne. S.C.1)

With reference to provisions of Navy Order 389 of 1953, it is requested that the following item/s may be supplied :-

Name of Item required Quantity and size of package

Name of Patient Rank or Rating Official Number

Diagnosis

(Then give one of the following certificates as appropriate)

Certificate "A" I certify that the above non-scale item/s was/were prescribed as an urgent life-saving measure and that no item/s on the R.A.N. Scale of Medical Stores could have been substituted therefor.

Signature

Rank

Consultants or Specialists

Signature

(See paragraph 6 of Navy Order 389 of 1953)

Speciality

or

Certificate "B" I certify that the above non-scale item/s is/are essential for the treatment of the patient. No satisfactory substitute/s is/are shown on the R.A.N. Scale of Medical Stores.

Signature

Rank

390.

NAVAL AND AIR STORES FOR OPERATIONAL SERVICE.

In view of the difficulty of obtaining Naval Stores in forward areas, ships proceeding for operational service are to be complete to stowage capacity of consumable Naval Stores to the extent to which additional stores can be stowed in the normal storerooms, subject, however, to the restrictions of weight indicated in the Appendix to this Order.

2. When it is considered necessary to carry permanent Naval Stores in excess of establishment whilst on operational service, application should be made as early as practicable to the Naval Board, through the appropriate Administrative Authority. Navy Order 295 of 1950 is relevant. Applications should give particulars of the proposed stowage positions in the ship of such additional permanent stores.

3. In the case of Air Stores specific instructions as to stocks to be carried will be issued in each case.

4. On return from operational service, excess stocks should be returned to the Naval or Air Store Depot as appropriate.

5. Navy Order 205 of 1953 is hereby cancelled:

(4275/102/1)

APPENDIX

<u>Class of Ship</u>	<u>Additional Weight of Naval and Air Stores which may be carried in Naval Storerooms</u>
Light Fleet Carriers	20 tons
Destroyers (Battle Class)	5 tons
Destroyers (Tribal Class)	Nil (see note)
A/S Frigates (converted Fleet)	Nil
A.A. Frigates (Mod. River)	Nil
A.S. Frigates (Mod. River)	Nil
A.A. Frigates (Sloop)	1 ton
Ocean Minesweepers (Bathurst Class)	$\frac{1}{2}$ ton.

NOTE:- Up to 1 ton of additional stores may be carried in Tribal Class Destroyers if stowage is acceptable and can be arranged in the engine or boiler rooms.

391.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH.

With reference to Navy Order 307 of 1953, the prices of overcoats supplied by Champion Tailors, Perth, are to be amended to read as follows :-

Overcoats, cloth, for C.P.O's and P.O's with gilt buttons	.. £14. 6. 0
Overcoats, cloth, for other ratings with black horn buttons	.. £14. 5. 4.

(4532/91/23)

392.

URNS, TEA, INSULATED, FOR CAFETERIA MESSING.

The authorized scale of allowances of Urns, tea, insulated, shown in Navy Order 157 of 1953, is to be amended by deleting all reference to 8 gallon urns.

(4530/22/27A)

393.

FORMS S.1183 - DEFECTIVE ELECTRICAL EQUIPMENT - REPORTING.

The principles of Admiralty Fleet Order 1475/1952 and B.R.4 Article 45 are applicable in the Royal Australian Navy, subject to the following :-

- (i) Forms S.1183 should be completed in quintuplicate and signed by the Electrical Officer, and distributed as follows :-

Original - To be forwarded to the Secretary, Naval Board, Navy Office (for Director, Naval Electrical Branch).

Duplicate - To be forwarded to the Captain Superintendent, Sydney.

Triplicate - To be forwarded to Administrative Authority.

Quadruplicate - To be enclosed with the defective item when despatched to the Dockyard.

Quintuplicate - To be retained for record purposes.

NOTE:- In the case of Gunnery Equipment Electrical Reports, three additional copies of Form S.1183 are to be attached to Form S.1148(R) for disposal in accordance with instructions on the latter form.

- (ii) Naval Store items should be returned on Forms A.S.331 to the Superintending Naval and Air Store Officer, Sydney, labelled "Defective article for examination". It is important that a prominent reference be made on the Form A.S.331 to the effect that the article is the subject of a report on Form S.1183, and to include on the latter a reference to the serial number of the pertinent A.S.331. Defective items of gunnery equipment stores should be labelled as above and returned on Form A.S.1401 to the Gunnery Equipment Stores Officer, Sydney. Other defective items should be similarly labelled and forwarded to the Captain Superintendent, Sydney.

RESTRICTED

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2. The Captain Superintendent, Sydney, is to arrange for an examination to be made of all defective electrical equipment reported on Forms S.1183 with a view to determining the cause of the defect and making recommendations for future avoidance. A report, in triplicate, is to be forwarded to the Secretary, Naval Board, containing the above information.

3. Navy Order 218 of 1950 is hereby cancelled.

(3526/12/847)

RESTRICTED

Reference Library
RESTRICTED 394-405/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th October, 1953.

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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394.

A.B.C.D. AND PASSIVE DEFENCE - RESPONSIBILITIES ON STAFF OF FLAG OFFICERS AND NAVAL OFFICERS-IN-CHARGE.

The ability of H.M.A. Ships and Shore Establishments to withstand, and recover from, an attack by atomic, biological or chemical weapons is becoming more important. The Naval Board therefore desire to emphasize the necessity for proper and informed representation on the staffs of Flag Officers ashore and afloat and Naval Officers-in-Charge.

Staff of Flag Officer Commanding H.M.A. Fleet.-

2. Normally the A.B.C.D. Officer of the Fleet Flagship should act as the staff A.B.C.D. Officer. This officer should undergo the following courses at the Defence School, H.M.A.S. PENGUIN :-

Standard and Advanced D.C., Standard and Advanced A.B.C.

Staff of Flag Officers and N.O.I.Cs. Ashore.-

3. (a) Responsibility for Passive Defence on the staff of Flag and Naval Officers-in-Charge is to be vested in the Officer-in-Charge of Naval Passive Defence Organization for the Area. This officer should be an executive officer and should undergo the following courses at the Defence School, H.M.A.S. PENGUIN :-

Standard and Advanced A.B.C., Passive Defence.

(b) Responsibility for A.B.C.D. matters for ships under the operational control of Flag and Naval Officers-in-Charge is to be vested in a selected executive officer. The Passive Defence Staff Officer may be selected for this duty if considered desirable. The officer selected should undergo the following courses at the Defence School, H.M.A.S. PENGUIN :-

Standard and Advanced D.C., Standard and Advanced A.B.C.

Courses for A.B.C.D. and Passive Defence Staff Officers.-

4. If possible, the courses mentioned in paragraphs 2 and 3 should be undertaken before the officer takes up his appointment. This is unlikely to be practicable because of the existing shortage of officers. If the courses are not taken before taking up the appointment, Flag Officers and Naval Officers-in-Charge should arrange for their A.B.C.D. or Passive Defence Staff Officers to take the necessary courses at the earliest opportunity.

(3031/13/144)

395.

AIR ENGINEERING TECHNICAL TRAINING ESTABLISHMENT.

Navy Order 114 of 1953 is to be amended to read as follows :-

Paragraph 9 - An Air Engineer Officer qualified in Air Ordnance and a Gunnery Officer or Commissioned Airman qualified in Air Explosives are always to be members of the board for examination of Ordnance ratings, other than artificers.

(3031/13/126)

396.

**JUNIOR OFFICERS OF THE SUPPLY AND SECRETARIAT BRANCH -
TRAINING AND PROMOTION.**

Commencing with the term passing out of the Royal Australian Naval College in October, 1953, Cadet Midshipmen (S) will proceed to the Training Ship with their contemporaries in other branches.

2. The provisions of Navy Order 176 of 1953 will not apply to these or subsequent entries of Cadet Midshipmen (S) whose training and promotion will be in accordance with current Admiralty Fleet Orders.

(4006/21/10)

397.

**BAND OFFICERS AND MUSICIAN RATINGS - MADE-TO-MEASURE
UNIFORMS - COMMONWEALTH GOVERNMENT CLOTHING
FACTORY PRICES.**

The following prices, operative from 21st September, 1953, will apply to made-to-measure trousers for Band Officers and Musician ratings :-

Officers

Trousers (Superfine cloth)	£7.16. 9
Trousers (Cloth for Officers' Uniforms)	£5.17. 9
Trousers (Lightweight Serge)	£5. 2. 9

Ratings

Trousers, No.1 dress, musicians	£5.12. 0
Trousers, serge	£4.11. 6.

2. Navy Order 286 of 1953 and Appendix "B" of Navy Order 284 of 1953 are to be amended accordingly.

(4532/91/28)

398.

R.A.N. CENTRAL CANTEEN FUND.

The establishment of a R.A.N. Canteen Service based on Service System Canteens has now been completed and the Tenant System will cease as present agreements (2 only now remain in force) expire.

2. The Navy provides valuable commercial facilities and patronage to the Canteens operating on the Service System as separate business units and, for the use of these resources, should have more substantial assets for the development of amenities and welfare activities designed for the benefit of the Royal Australian Navy as a whole.

3. Examination of results achieved by Service System Canteens indicates that the contribution to the R.A.N. Central Canteen Fund could be increased without hampering the normal activities of the Ship's Fund. With the practical elimination of Tenant Canteens, the reasons advanced in 1952 for the reduction of contributions no longer apply and as Naval Service rotates generally through the various Ships and Establishments, the provision and improvement of amenities where most needed would be for the lasting benefit of all. Moreover, as serving personnel without War Service are not eligible for assistance from the Services Canteen Trust Fund, the calls on the R.A.N. Relief Fund have risen sharply (£27,000 in interest free loans advanced last financial year), and it has become essential to augment the Fund considerably if its activities are not to be restricted severely.

4. The Naval Board have decided that the contribution to the R.A.N. Central Canteen Fund should now be increased to 3-1/3% (i.e. 8d. in £1) of gross turnover as from the quarter ended 31st October, 1953. Of this contribution, a payment of 2d. in the £1 (but not to exceed £5,000 per annum) will be made by the R.A.N. Central Canteen Fund to the R.A.N. Relief Fund as a first charge on R.A.N. Central Canteen Funds.

5. Approval is given to the inclusion of substantial Lower Deck Representation from H.M.A. Ships and Establishments on the following Committees under the Chairmanship of the Director of Personal Services :-

- (a) R.A.N. Central Canteen Committee.- To make recommendations and suggestions concerning the interests and welfare of the men in Canteen matters and to be consulted on questions of policy in the expenditure of R.A.N. Central Canteen Funds under the terms of the Statutory Rule setting up the Fund.
- (b) R.A.N. Relief Fund Committee.- To make recommendations and suggestions on matters of policy in the use of the Fund within the terms of the Services Trust Fund Act, 1947, establishing the Fund.

Details of the composition of the Committees, number of meetings per annum, places of meeting etc., will be promulgated later.

(4357/3/56)

399.

RADAR - FIRE HAZARD IN RADAR EQUIPMENT.

Attention is drawn to Admiralty Fleet Order 2162/1953, the contents of which are applicable to United Kingdom, United States of America and Australian radar equipment fitted in the Royal Australian Navy.

2. Assiduous care in carrying out maintenance routines is necessary, in order to reduce the risk of fire occurring.

3. When replacing electrolytic capacitors, action is to be taken to ensure that the requirements of Navy Order 134 of 1951 have been met.

(4519/131/99)

400.

AIRCRAFT RADIO - RE-REFERENCING OF AN/APS.4 RADOMES.

Three types of radomes may be found fitted to American radar equipment AN/APS.4. These may be identified as follows :-

Category 1 - U.S.A. Lend Lease supplies.-

(a) Glass Fibre pressed into metal fastening
Marked "KS 10211" inside.

(b) Fersapex fitted to inside metal shoulder
with 22 rivets.

Category 2 - British type.-

Sealing end carries 36 rivets, visible from outside.

2. All the above are at present referenced 110M/6979.

3. Units holding radomes, or complete AN/APS.4 Transmitter Receivers (Ref. 110DB/162), are to examine the radome and to re-reference all those identified as Category 2 (British) as 10B/16291. The old reference number should be blocked out and the new one stencilled adjacent to it.

4. The height restriction of 25,000 feet imposed on aircraft carrying AN/APS.4 by R.I. Message No.150Z (T.O.O.311101 Oct. 1951) is retained for aircraft fitted with radomes in Category 1 above (i.e. those which will remain referenced 110M/6979). British radomes in Category 2 have a safe operating height of 37,000 feet.

(4403/130/81)

401.

**ROBINSON'S COMMON HOOKS PATT.3K -
ADMIRALTY FLEET ORDER 4165/1951.**

It has been reported that Robinson's common hooks, Patt.3K (Unmodified), are still being used in some of H.M.A. Ships.

2. In accordance with Admiralty Fleet Order 4165/1951, Robinson's common hooks are to be modified to DNC drawing N43/1290 (GI. 1083/57), on the next occasion of refitting, the work being treated as a defect.

(4505/88/72)

402.

**OCEAN MINESWEEPERS (BATHURST CLASS) - ALLOWANCES OF
STEEL FILING CABINETS.**

Approval has been given to the addition of the under-mentioned item to the List of Special Allowances of Naval Stores for Ocean Minesweepers (BATHURST Class) -

<u>Class and Group</u>	<u>Patt.</u>	<u>Description</u>	<u>Qty.</u>	<u>Remarks</u>
E.4	-	Cabinet steel filing 2 drawer foolscap size.	1 No.	For ship's office use.

2. Ships in commission and ships in reserve which are employed as Headquarters Ships of Reserve Fleet Divisions should lodge demands (Form A.S.134d) as necessary, with the appropriate (Superintending) Naval Store Officer, to complete to the allowance shown in paragraph 1.

3. Dormant demands for ships in "E" class commission in reserve, will be prepared at the appropriate Storing Yard in the normal manner.

(4505/88/53)

403.

**REVISION OF FIXED ISSUING PRICES FOR PROVISIONS
AS FROM 1ST OCTOBER, 1953.**

The fixed issuing prices of provisions have been amended as from 1st October, 1953, and printed pamphlets showing the revised prices have been distributed to all Ships and Establishments.

2. Consequent on the revision of these prices, the current victualling allowance has been increased to 5/1d. per diem commencing from 1st October, 1953.

3. The revised issuing prices are based on current costs. In determining the revised Victualling Allowance the Naval Board have taken into consideration the effect of Circular Memorandum 78 of the 24th October, 1952, and realize that the credit balance hitherto expected from Shore Establishments will no longer be possible. It is specially emphasized, however, that the standard of food of ships' companies should on no account be allowed to depreciate and the new Victualling Allowance should provide for the supply of slightly more attractive meals.

4. The denominations and descriptions used in the Fixed Issuing Price List are as from 1st October, 1953, to be applied to all transactions recorded in Provision Accounts of Ships and Establishments and accounts are to be amended accordingly. Any packs other than those specified in the Price List issued from R.A.N. Victualling Yards will be separately rated in Supply Notes.

5. Necessary amendments to the various regulations and instructions will be made at an early date.

6. Navy Order 37 of 1952 is hereby cancelled.

(4528/1/153)

404 - 405

404.

MEDICAL BOOK - MANUAL OF THE INTERNATIONAL STATISTICAL CLASSIFICATION OF DISEASES, INJURIES AND CAUSES OF DEATH - VOLUMES 1 AND 2.

A supply of the abovenamed two-volume publication, referred to in Admiralty Fleet Order 3733/1952, is being obtained. It will replace the "Nomenclature of Diseases - 1948".

2. Issue without demand will be made by the Medical and Dental Store Officer to all holders of the publication "Nomenclature of Diseases - 1948", which is to be returned to the Medical and Dental Store Officer, Sydney, as soon as possible thereafter.

3. Navy Order 285 of 1949 is hereby cancelled.

(4140/64/49)

405.

STANDARD SYSTEM OF ACCOUNTING IN SERVICE SYSTEM CANTEENS.

The following amendments are to be made to the forms issued for the standard system of accounting in Service System Canteens :-

Form S.S.C.7, Trading and Profit and Loss Statement.-

Add new Item B(II) - Proceeds from bulk transfers of stock at cost price to other canteens.

Delete Item E - Value of loss of Stock by theft or deterioration.

Add new Item E - Add Interest received.

Heading "Less Expenses" is to appear above Item F.

Add new paragraph at foot of page under Heading "For Information" -

The value of stock lost by theft or deterioration during the period was £

Instructions for keeping accounts.-

Instruction (III) - Delete from "any credits" to end of instruction.

Instruction (VII) - Delete "the Ship's Fund Account" last paragraph and insert "Form S.S.C.8 Balance Sheet and Audit".

(3238/3/16)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th October, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. R. Cunningham

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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406.

NAVAL BOARD - APPOINTMENT.

Commodore H.J. Buchanan, C.B.E., D.S.O., A.D.C., assumed the appointment of Second Naval Member and Chief of Personnel on 12th October, 1953, in the place of Commodore D.H. Harries, C.B.E.

(4019/2/2391)

407.

A.B.C. DEFENCE - CLOSING DOWN EXERCISES - REPORTS.

Reports of all closing down trials and exercises are to be treated as "Reports of Major D.C. Exercises" and rendered in triplicate. One copy is to be forwarded, through Administrative Authorities, to the Defence School, H.M.A.S. PENGUIN, and two copies to Navy Office, Melbourne.

2. B.R. 1062 and Confidential Admiralty Fleet Orders 313/1951 and 39/1953 are relevant.

(4284/101/32)

408.

COMPASSIONATE LEAVE AND DRAFT.

Circumstances in which Compassionate Leave may be granted.-

Compassionate leave is to be granted only where the presence of the rating is essential and a matter of urgency. The decision whether a man can be spared is not to be made solely on the compassionate nature of the case, but also on operational requirements, availability for draft, and on the duty or courses of instruction on which he is employed.

2. The general circumstances in which compassionate leave may be granted are -

- (a) Death or illness - Death, imminent death or dangerous illness of wife, child or parent or a near dependent relative; and
- (b) Other circumstances - Urgent private reasons of an exceptional or personal nature not connected with the immediate resumption of civil employment.

NOTES:-

- (i) Documentary evidence, or confirmation by a Naval authority or welfare organization is generally desirable before granting compassionate leave, but where immediate action appears essential, leave may be granted contingent on documentary evidence being produced on the man's return.
- (ii) Only where the situation would be materially prejudiced by the man's absence are cases of domestic or financial affairs to be considered as legitimate grounds for the granting of compassionate leave under (b).

- (iii) Pregnancy or confinement are not normally to be regarded as adequate grounds for compassionate leave.
- (iv) Leave should not be granted in respect of a fiancée as the relationship has no legal permanence.
- (v) Where a man wishes to marry a woman for whose condition he is responsible, consideration should firstly be given to whether the case could be covered by normal leave, either in advance or in the ordinary course. Should it be necessary to grant compassionate leave in these circumstances, the man himself must meet the cost of travel to and from such leave, unless the travel is taken as a debit against his normal leave travel entitlements.

Grant of Compassionate Leave (Within Australia Station).-

3. It is the responsibility of the Commanding Officer to investigate the circumstances of each application for compassionate leave, and the assistance of Naval Officers-in-Charge and Resident Naval Officers is to be requested by signal or letter to provide supporting evidence. Upon receipt of such a request, these authorities are to arrange for a Chaplain or an officer to investigate the circumstances of the case (see paragraphs 21 and 22).

4. When the Commanding Officer is satisfied that grounds exist for the grant of compassionate leave, he may grant such leave for a period or periods not exceeding a total of 7 days in any one leave year (plus essential travelling time under paragraph 9) without deduction from recreation leave.

5. Should it be necessary to grant leave in excess of 7 days, it is to be debited -

- (a) against recreation leave accrued; or
- (b) if recreation leave entitlements are exhausted, against leave accruing during the ensuing 12 calendar months (calculated at the basic scale - viz. 28 days a year).

Any periods of leave granted in excess of the above are to be without pay, covering approval being obtained from the Naval Board.

6. A man who, while on normal leave, desires compassionate leave should -

- (a) if in the State in which his Ship or Establishment is situated, apply to his Commanding Officer; or
- (b) if in a State other than that in which his Ship or Establishment is situated, apply to the nearest Naval Officer-in-Charge or Resident Naval Officer.

The man should make application as soon as the need for it arises, and not wait until the expiration of his recreation leave before making his request.

7. Where a rating on compassionate leave desires to apply for further compassionate leave, the procedure in paragraph 6 should be followed.

Personnel Serving Overseas.-

8. In the case of personnel serving outside the Australia Station, compassionate leave to Australia is not to be granted without prior approval of the Naval Board. Such leave will be granted only in exceptional circumstances, and if approved, travel will be at Departmental expense.

Travelling Time.-

9. Where compassionate leave is granted to a man under this Order, travelling time appropriate to the type of transport used will be added to the leave granted where the travelling time for the single journey exceeds 12 hours by the approved means and route of travel.

Compassionate Leave Travel.-

10. A man granted compassionate leave may be issued with a free travel warrant debitable against his normal entitlement to free leave travel.

11. Where a man would not normally be granted a seasonal leave warrant, or where he is granted compassionate leave within 3 months of returning from normal recreation leave, he may, in the following circumstances, be granted free travel without charge against his entitlements :-

- (a) death or dangerous illness of wife or child;
- (b) the imminent death of a parent or near dependent relative so that the man can see his parent or the person concerned before death takes place;
- (c) the dangerous illness or death of a parent or near dependent relative - provided the presence of the man in the home is essential and there is no other son or daughter at home or readily available to give the necessary assistance;
- (d) the infidelity of the man's wife;
- (e) serious domestic hardship where the presence of the man is essential.

12. The grant of free travel under paragraph 11 may be authorized by the Commanding Officer, but in cases of doubt or where time permits approval is to be sought from the Naval Board.

13. If considered necessary, the Commanding Officer when granting compassionate leave travel may approve of travel on the forward journey to be undertaken by the fastest available means of public transport which runs to schedule, including air.

14. On the return journey to Ship or Establishment, the man should travel by the normal means for the particular route.

15. Free travel, when granted, will be to the required destination. The man will not be limited to the destination to which free travel may be granted when he travels on normal leave.

16. A man may be permitted to use his own motor vehicle on a compassionate leave journey if its use is essential to meet the needs of the case. If the man is entitled to free travel, he will be paid the appropriate rate of mileage allowance but not exceeding in total the cost of travel by normal means.

Compassionate Draft.-

17. Where the Commanding Officer considers that compassionate leave will not meet the requirements of a case, an application may be forwarded for a compassionate draft. In view, however, of the difficulty in providing reliefs for ratings drafted on compassionate grounds, and the effect that such drafts have on the sea/shore and shore/sea rosters, applications should be kept to an absolute minimum.

18. The procedure for investigating requests for compassionate drafts should generally be the same as for compassionate leave. Applications should be accompanied by a full statement of the circumstances with supporting evidence and a recommendation by the Commanding Officer as to the duration of the draft required.

19. As a rule, the duration of a compassionate draft will not exceed three months from the date the man joins the new appropriation. On the expiration of the period granted, the new Commanding Officer is to report to the Naval Board whether or not the compassionate circumstances still exist and include a recommendation as to the man's availability for normal drafting. If no report is received within one month, the man will be considered available for draft in accordance with manning requirements.

General.-

20. Authorities should refrain from making any promise or forecast of the grant of compassionate leave or draft (or the grant of free travel) before the case has been fully investigated and a decision given. Such a promise may cause unnecessary suffering to relatives and is liable to have a bad effect on morale.

21. Commanding Officers are personally to acquaint themselves with all facts in welfare cases. In submitting the matter for consideration they are to give their own considered recommendation and are not merely to forward the report of a Chaplain or other officer.

22. When Officers-in-Charge at ports are requested to carry out an investigation by the Commanding Officer of one of H.M.A. Ships or an Establishment not under their control, the same principle as given in paragraph 21 is to apply when making a reply.

23. All welfare cases are to be investigated expeditiously and reports forwarded without delay. As much detail as possible should be given.

Officers.-

24. The aforementioned conditions for grant of compassionate leave or draft to ratings apply generally to the grant of compassionate leave or appointment of officers.

25. Confidential Navy Order 94 of 1945 is hereby cancelled.
(4002/51/28)

409.

TRAVEL ON DUTY AND ON LEAVE.

Paragraph 12 of Navy Order 326 of 1953 is to be amended as follows :-

Amend "159" to read "158".

(4677/1/15)

410.

COMMONWEALTH HOSTELS ACCOMMODATION FOR WIVES AND FAMILIES OF ROYAL AUSTRALIAN NAVY PERSONNEL RECRUITED IN UNITED KINGDOM.

Royal Australian Navy personnel recruited in United Kingdom, who still have families awaiting nomination for passage to Australia under the Immigration scheme, may apply to the Naval Board for accommodation at either of the Commonwealth Hostels at East Hills, New South Wales, or Brooklyn, Victoria.

2. On receipt of advice that such Hostel accommodation is available, the completed nomination form is to be forwarded to Navy Office for necessary action and not to State Immigration Authorities.

(3021/11/95)

411.

APPLICATIONS FOR ACCOMMODATION AT MELBOURNE.

All applications for reservation of suitable accommodation at Melbourne are to be addressed to the Naval Officer-in-Charge, South East Australian Area.

2. The present practice of addressing such requests to Navy Office is to be discontinued.

(3021/6/16)

412.

APPLICATIONS FOR DISCHARGE TO SHORE.

In a number of cases it has been noted that applications for discharge to Shore forwarded on Form A.S.222 have contained a recommendation for discharge for other reasons such as "Unsuitable" or "Services no longer required".

2. In making his recommendation on Form A.S.222, the Commanding Officer must confine himself to the case under consideration. Should he have reached the conclusion that the man should be discharged from the Service for other reasons, a separate submission is to be forwarded.

(4009/4/7)

413.

PROGRAMME OF PROFESSIONAL EXAMINATIONS - 1954.

The programme of professional examinations to be conducted from Navy Office during 1954 is as follows :-

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE AT NAVY OFFICE
Commissioned Electrical Officer (L), (R), (A.L.) and (A.R.)	Wednesday, 27th January, 1954 Thursday, 28th January, 1954	5th January, 1954
Commissioned Air Engineer	Monday, 8th February, 1954 Tuesday, 9th February, 1954	5th January, 1954
Acting Sub-Lieutenant (L)	Tuesday, 16th February, 1954 Wednesday, 17th February, 1954 Thursday, 18th February, 1954	21st January, 1954
Leading Wran Sick Berth Attendant	Tuesday, 23rd February, 1954	15th January, 1954
Wran Sick Berth Petty Officer	Tuesday, 23rd February, 1954	15th January, 1954
Leading Writer	Tuesday, 9th March, 1954 Wednesday, 10th March, 1954	1st February, 1954
Leading Wran Writer (G.D.)	Tuesday, 9th March, 1954 Wednesday, 10th March, 1954	1st February, 1954
Leading Wran Writer (Pay)	Tuesday, 9th March, 1954	1st February, 1954
Leading Wran Writer (S.H.)	Tuesday, 9th March, 1954	1st February, 1954
Leading Stores Assistant (V)	Tuesday, 9th March, 1954 Wednesday, 10th March, 1954	1st February, 1954
Leading Stores Assistant (S)	Tuesday, 9th March, 1954 Wednesday, 10th March, 1954	1st February, 1954
Leading Wran Stores Assistant (V)	Tuesday, 9th March, 1954	1st February, 1954
Leading Wran Stores Assistant (S)	Tuesday, 9th March, 1954	1st February, 1954
Leading Steward	Tuesday, 23rd March, 1954	15th February, 1954
Leading Wran Steward (G)	Tuesday, 23rd March, 1954	15th February, 1954
Leading Dental Assistant	Tuesday, 23rd March, 1954	15th February, 1954

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE AT NAVY OFFICE
Petty Officer Dental Assistant	Tuesday, 23rd March, 1954	15th February, 1954
Lieutenant-Commander (S) Part II	Monday, 22nd March, 1954 Thursday, 25th March, 1954	1st March, 1954
Petty Officer Writer	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Petty Officer Wran Writer (G.D.)	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Petty Officer Wran Writer (Pay)	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Stores Petty Officer (V)	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Stores Petty Officer (S)	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Petty Officer Wran Stores Assistant (V)	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Petty Officer Wran Stores Assistant (S)	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Petty Officer Steward	Tuesday, 20th April, 1954 Wednesday, 21st April, 1954	1st March, 1954
Petty Officer Wran Steward (G)	Tuesday, 20th April, 1954	1st March, 1954
Commissioned Wardmaster	Tuesday, 27th April, 1954 Wednesday, 28th April, 1954	15th March, 1954
Leading Sick Berth Attendant	Tuesday, 25th May, 1954	15th April, 1954
Sick Berth Petty Officer	Tuesday, 25th May, 1954	15th April, 1954
Sick Berth Chief Petty Officer	Tuesday, 25th May, 1954	15th April, 1954
Commissioned Ordnance Engineer	Tuesday, 17th August, 1954	15th July, 1954

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE AT NAVY OFFICE
Acting Sub-Lieutenant (E)	Tuesday, 24th August, 1954 Wednesday, 25th August, 1954 Thursday, 26th August, 1954 Friday, 27th August, 1954	15th July, 1954
Leading Wran Sick Berth Attendant	Tuesday, 24th August, 1954	15th July, 1954
Wran Sick Berth Petty Officer	Tuesday, 24th August, 1954	15th July, 1954
Leading Writer	Tuesday, 7th September, 1954 Wednesday, 8th September, 1954	1st August, 1954
Leading Wran Writer (G.D.)	Tuesday, 7th September, 1954 Wednesday, 8th September, 1954	1st August, 1954
Leading Wran Writer (Pay)	Tuesday, 7th September, 1954	1st August, 1954
Leading Wran Writer (S.H.)	Tuesday, 7th September, 1954	1st August, 1954
Leading Stores Assistant (V)	Tuesday, 7th September, 1954 Wednesday, 8th September, 1954	1st August, 1954
Leading Stores Assistant (S)	Tuesday, 7th September, 1954 Wednesday, 8th September, 1954	1st August, 1954
Leading Wran Stores Assistant (V)	Tuesday, 7th September, 1954	1st August, 1954
Leading Wran Stores Assistant (S)	Tuesday, 7th September, 1954	1st August, 1954
Leading Steward	Tuesday, 14th September, 1954	1st August, 1954
Leading Wran Steward (G)	Tuesday, 14th September, 1954	1st August, 1954
Leading Dental Assistant	Tuesday, 21st September, 1954	15th August, 1954
Petty Officer Dental Assistant	Tuesday, 21st September, 1954	15th August, 1954
Lieutenant-Commander (S) Part I	Monday, 20th September, 1954 Thursday, 23rd September, 1954	15th August, 1954
Petty Officer Writer	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954

EXAMINATION	DATES OF EXAMINATION	RETURNS OF CANDIDATES DUE TO NAVY OFFICE
Petty Officer Wran Writer (G.D.)	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Petty Officer Wran Writer (Pay)	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Stores Petty Officer (V)	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Stores Petty Officer (S)	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Petty Officer Wran Stores Assistant (V)	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Petty Officer Wran Stores Assistant (S)	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Petty Officer Steward	Tuesday, 19th October, 1954 Wednesday, 20th October, 1954	1st September, 1954
Petty Officer Wran Steward (G)	Tuesday, 19th October, 1954	1st September, 1954
Commissioned Wardmaster	Tuesday, 26th October, 1954 Wednesday, 27th October, 1954	15th September, 1954
Leading Sick Berth Attendant	Tuesday, 16th November, 1954	15th October, 1954
Sick Berth Petty Officer	Tuesday, 16th November, 1954	15th October, 1954
Sick Berth Chief Petty Officer	Tuesday, 16th November, 1954	15th October, 1954
Commissioned Writer Officer	Tuesday, 30th November, 1954 Wednesday, 1st December, 1954	1st November, 1954
Commissioned Stores Officer	Tuesday, 30th November, 1954 Wednesday, 1st December, 1954	1st November, 1954
Commissioned Engineer and Commissioned Mechanician	Wednesday, 8th December, 1954	1st November, 1954

2. Commanding Officers should ensure that candidates are qualified in every respect before submitting returns to Navy Office.

(4007/3/63)

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

414.

DEFECTS IN AIRCRAFT RADIO EQUIPMENT.

The provisions of Navy Order 172 of 1952 are now embodied in Article 253 of the Royal Australian Naval Aircraft Maintenance Manual.

2. Navy Order 172 of 1952 is hereby cancelled.

(3053/121/3)

415.

OVERSEEING AND TECHNICAL DUTIES FOR NAVAL AIRCRAFT MANUFACTURING AND REPAIR WORK IN NEW SOUTH WALES.

Navy Order 92 of 1953 is to be amended as follows :-

Appendix 'A'. Naval Engineer Overseer.-

Insert the following sub-paragraph between sub-paragraphs 2(a)(iii) and (iv) and re-number subsequent sub-paragraphs :-

- (iv) To arrange for investigation by Civilian Firms of technical problems on the preparation of urgently required repair schemes for Naval Establishments.

Appendix 'B'. Naval Resident Technical Officers.-

Paragraph 2. After 2(a)(iii) insert (iv).

Add new paragraph 5 to read -

The Naval Resident Technical Officer is always to be kept fully informed by the Naval Establishments concerned of all technical discussions between the Establishments and the Civilian Firms.

(3031/13/108)

416.

MOTOR TRANSPORT CENSUS.

With reference to Navy Order 422 of 1952, a return of motor vehicles appropriated to the Department of the Navy as at 30th November, 1953, is required by the Department of the Interior, Canberra, for check against Commonwealth Motor Vehicle Registry records.

2. The returns should be completed as at 30th November, 1953, and forwarded to reach Navy Office not later than 7th December, 1953. The returns, which should be rendered in duplicate in numerical order of the Commonwealth number plates, should include particulars of all motor vehicles, trailers, tractors, mobile cranes, etc., under the following headings :-

Regd. No.	Make and Type	Engine No.	Where Garaged.
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3. In the case of trailers, the engine number of any machinery or mechanical equipment (e.g. compressors, generators, etc.) which may be carried thereon should not be included.

4. It has been apparant in previous similar returns that the information furnished has, in some cases, been compiled from records which are incorrect in some particulars. The returns should therefore be compiled from a physical check of all vehicles or from records which have been verified by physical check within the past twelve months.

5. Attention is again drawn to the necessity of ensuring 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.

6. In a number of cases when number plates from unserviceable vehicles have been returned to Navy Office for cancellation it has been found that the standard Commonwealth number plates have apparently been lost and replaced by made-up plates prepared locally. A check should be made to ensure that the plates fitted to all vehicles are standard Commonwealth number plates and in any cases where this is not so, action should be taken to obtain replacement plates in accordance with Navy Office memorandum No.34124 of 10th September, 1951.

(4737/45/79)

417.

FORMS AND CASH VOUCHERS - CAPTAIN'S SIGNATURE.

Approval has been given to dispense with the signature of the Captain on the following forms :-

- A.S.22 - Voucher for purchase.
- A.S.22A - Voucher for General Expenses.
- A.S.27 - Petty Cash Voucher.
- A.S.542 - Travelling Expense Claim (Approval for payment).

In addition to the certificates already given by him on these forms, the Supply Officer will complete the certificates indicated to be given by the Captain and will sign "for Captain".

2. The initials of the Commanding Officer on Form A.S.18/A.S.57, Officers' and Casual Pay Sheet may also be dispensed with.

3. The general responsibility of the Captain for all expenditure incurred remains, and particular attention is drawn to Naval Account Regulations and Instructions, Article 84, Clause (1), regarding the necessity for examination of the Cash Account and supporting vouchers before transmission to the Director of Navy Accounts.

4. Naval Account Regulations and Instructions will be amended accordingly in due course.

(3712/11/88)

418.

REPORT ON AIR ENGINEERING RATING AS PROVISIONAL CANDIDATE FOR AIRCRAFT MECHANICIAN - INSTRUCTIONS FOR USE - FORMS A.S.1625 AND S.1625.

Forms A.S.1625 are to be forwarded, through Administrative Authorities, to reach Navy Office by 15th July each year.

2. The following instructions concerning ratings for whom recommendations may be submitted are in amplification of the relevant paragraphs of Navy Order 239 of 1952 :-

- (a) Leading or Naval Airman Pilot's Mate recommended on completion of Pilot's Mates Course. Form A.S.1625 is to be rendered on completion of course and thereafter as in paragraph 1. Reports are to cease at the age of 31.
- (b) Leading and Acting Leading Airman Pilot's Mate not recommended on completion of the Pilot's Mates course but who subsequently develop the requisite qualities. May be recommended by the Commanding Officer as in paragraph 1. Reports are to cease at the age of 31.
- (c) Leading Airman Mechanic (A), (E) or (O) or Acting Petty Officer Airman Mechanic (A), (E) or (O). Is selected on completion of the first part of the advancement course for Petty Officer Fitter. The recommendation is to be made immediately by letter to the Naval Board. No further recommendation need be made.
- (d) Leading Airman Mechanic (O) recommended on completion of the Leading Airman Mechanic (O) course. Form A.S.1625 is to be rendered on completion of the course and thereafter as in paragraph 1. Reports are to cease at the age of 31.

3. The attention of any rating recommended is to be drawn to the relevant re-engagement requirements.

4. In all recommendations the rating and seniority of the candidate are to be noted on the Form.

5. Recommendations are to include a written estimation of the candidate's technical ability and Petty Officer-like qualities. When more than one recommendation is made, Commanding Officers are to indicate the order of merit of the candidates.

6. Form A.S.1625 may be rendered for ratings who are recommended and are in other respects eligible, even though upon selection for an earlier course they may have refused to accept the re-engagement conditions.

7. If any rating for whom a Form A.S.1625 has previously been rendered, or who, in the Commanding Officer's opinion, merits a recommendation, is drafted within two months of the date on which the next report is due, the Commanding Officer is to render a draft Form A.S.1625 to the rating's new Commanding Officer for information.

8. Commanding Officers are reminded that candidates, if they are to pass successfully through the course, must have a sound grounding in mathematics, reasonable skill of hand and the ability to absorb concentrated technical and theoretical instruction. They should not be recommended if they do not possess these qualities.

9. Ratings on Loan from the Royal Navy.- The instructions for use of Form S.1625 are given in Admiralty Fleet Order 1149/1952 and are applicable to New Zealand ratings serving on loan to the Royal Australian Navy, except that reports are to be rendered, through Administrative Authority, to reach Navy Office on 1st March, 1st July and 1st November for forwarding to the Commodore, R.N. Barracks, Lee-on-Solent, by the dates stipulated. Form A.S.1625 may be used instead of Form S.1625.

10. Navy Orders 394 of 1952 and 220 and 301 of 1953 are hereby cancelled.

(3325/3/119)

419.

FORM A.S.12 - COIN LIST.

Consequent on the promulgation of Admiralty Fleet Order 1504/1953, notifying amendment of Form A.S.12 to provide for the signature of an independent witnessing Officer to Certificates of payments in tenders, consideration has been given to the procedure in operation in the Royal Australian Navy in similar circumstances.

2. It has been decided that a similar provision in Form A.S.12 is desirable. However, pending consideration of a revised pay-accounting procedure for the Royal Australian Navy with the necessity for revised forms of account generally, approval has been given to continuance of use in the interim of the existing Form A.S.12, amended in manuscript as requisite.

3. Examination of the form indicates the necessity for certain other minor amendments which would normally have been corrected on reprint. Stocks of forms in use should, therefore, be amended in manuscript as follows pending the issue of a revised form in due course :-

- (1) The brackets in the final column of the "coins" section of the form could be regarded as embracing all three lines whereas they cover only "returns" and "actual payment". This should be made clear.
- (ii) The certificate as printed provided for signature of Commanding Officer as paying officer and for a witnessing officer to sign. The words "Commanding Officer" should, of course, read "Captain" and an officer delegated by the Captain pays in accordance with Naval Account Regulations and Instructions, Article 97 (1) (c).

It is provided in the Naval Account Instruction quoted that the Captain should countersign the certificate of payment and forms in use should accordingly be amended in manuscript to provide for the following signatures :-

Approved.

.....
 Paying Officer Witnessing Officer Captain

Payment in such circumstances will be made by an officer delegated by the Captain for such duty. The payment will be witnessed by an independent witnessing officer, who will append his signature to the certificate. The Captain will sign personally as approving the payment on completion thereof.

(3526/12/918)

420.

INTERNAL COMBUSTION ENGINES - ANNUAL AND QUARTERLY RETURNS.

Statements are to be forwarded annually to Director of Engineering (Naval) and R.A.N. Central Machinery and Spares Depot, Sydney, showing particulars of all internal combustion engines, installed or in stock, ashore or afloat, as at 31st December of each year.

Internal combustion engines in motor vehicles not listed in the Appendix to Navy Order 57 of 1952 are not to be included in these statements.

2. Particulars should include -

- (a) Maker's name, model and serial number.
- (b) Whether petrol or diesel driven.
- (c) Purpose for which used or intended.
- (d) Name and/or number of Ship, Craft or Establishment in which held.
- (e) If part of auxiliary plant, details of machinery driven.

3. Quarterly returns are also to be forwarded showing the changes during each of the quarters ending 31st March, 30th June and 30th September, respectively. Nil returns are required.

(3760/1/38)

421.

PROGRAMME OF EDUCATIONAL TESTS IN THE ROYAL AUSTRALIAN NAVY - 1954.

The following is the programme for the Educational Tests in the Royal Australian Navy, during 1954 :-

EDUCATIONAL TEST I

Tuesday 16th March, 1954	- Returns due 1st February, 1954
Tuesday 27th July, 1954	- Returns due 15th June, 1954
Tuesday 23rd November, 1954	- Returns due 1st October, 1954

EDUCATIONAL TEST II

Tuesday 18th May, 1954	- Returns due 1st April, 1954
Tuesday 30th November, 1954	- Returns due 15th October, 1954

HIGHER EDUCATIONAL TEST

Monday 5th April, 1954 to Friday 9th April, 1954 inclusive	- Returns due 1st March, 1954
Monday 11th October, 1954 to Friday 15th October, 1954 inclusive.	- Returns due 1st September, 1954

(4017/7/78)

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

422.

FURNITURE FOR SHORE ESTABLISHMENTS.

Furniture for use in Shore Establishments is obtained from the Department of Works by means of requisitions, (Forms W.8 and W.134, as appropriate), prepared as follows :-

A. Furniture for Official Residences and Married Quarters.-

Requisitions should be prepared at the Establishment concerned, showing the individual estimated cost of each item and total estimated costs, and the original and 5 copies on plain paper forwarded to Navy Office for authorization and transmission to the Department of Works.

B. Other Furniture.-

Other furniture requirements (the cost of which is outside the delegated financial authority of the Establishment) should be submitted to Navy Office indicating quantity required, Pattern No., estimated cost, and the reason for supply of the items concerned.

Requisition Form W.8 will then be issued as necessary from Navy Office.

In regard to furniture within the delegated authority of the Establishment, this should be demanded on Sub-Requisition Form W.134 and copy forwarded to Navy Office for information.

2. On delivery of the furniture to the Establishment concerned, the items will be accompanied by delivery notes, etc. These should be receipted by the Supply Officer or his representative after normal checking procedure, but care should be taken that where complete examination of the furniture as regards quality is impracticable at the time of delivery, the receipts given on delivery notes are qualified accordingly. In such cases the Supply Officer is to arrange for the items to be suitably examined as early as possible and any defects brought promptly to notice for adjustment. Navy Order 214 of 1953 is relevant in regard to Residential furniture items.

3. In Naval Establishments, furniture other than for official residences should be taken on charge in the Naval Store Account by means of Form A.8.549, the delivery notes being attached to the bundled copy of the voucher. In civil establishments, the normal receipt voucher should be used. Subsequent internal issues should be dealt with in the normal manner.

4. Residential furniture items are not required to be taken on charge in the Naval Store Account, but should be recorded direct on the residential furniture inventory (Form A.D.508 series).

5. Linoleum supplied and fitted by the Department of Works in other than Official Residences need not be recorded in the Naval Store Account. In such cases an appropriate record of the receipt of the items should be maintained, e.g. delivery dockets appropriately filed. Linoleum supplied to official residences and married quarters is, however, required to be accounted for in the furniture inventories of the residences concerned.

6. On completion of each Supply on account of a requisition, the Department of Works will provide an inventory showing an itemized list of the furniture delivered. Interim inventories will be provided in the event of all items on the requisition not being supplied at the one time. These inventories will not include details of cost, which will continue to be advised by medium of the normal completion return.

7. Arrangements have been made for the inventories to be prepared in duplicate and distributed as follows :-

ORIGINAL - To Secretary, Department of Navy in all cases.

DUPLICATE - To the appropriate Administrative Authority in the locality concerned, viz -

- New South Wales - Flag Officer-in-Charge, EAST AUSTRALIAN AREA.
- Flinders Naval Depot - Commodore Superintendent of Training.
- New Guinea Area - Naval Officer-in-Charge, NORTH EAST AUSTRALIAN AREA.
- Victoria (other than Flinders Naval Depot) - Naval Officer-in-Charge, SOUTH EAST AUSTRALIAN AREA.
- Western Australia - Naval Officer-in-Charge, WEST AUSTRALIAN AREA.
- Northern Territory - Naval Officer-in-Charge, NORTH AUSTRALIAN AREA.
- Queensland - Resident Naval Officer, QUEENSLAND.
- South Australia - Resident Naval Officer, SOUTH AUSTRALIA.
- Tasmania - Resident Naval Officer, TASMANIA.

8. Duplicate copies received by Administrative Authorities are to be certified that the items shown have been correctly received and taken on charge in the appropriate Account and then forwarded to Navy Office under a suitable covering memorandum. Any discrepancies disclosed should be investigated locally without delay and if not satisfactorily adjusted should be reported to Navy Office when forwarding the inventory.

9. The R.A.N. Supplement to B.R.4 will be suitably amended.

(3541/1/20)

423.

FERTILISERS AND SEEDLINGS FOR H.M.A. SHORE ESTABLISHMENTS.

Revised procedure for supply of fertilisers and seedlings for H.M.A. Shore Establishments has been communicated by memoranda to authorities concerned.

2. Navy Order 309 of 1951 is hereby cancelled.

(3036/1/21)

RESTRICTED

RESTRICTED

424/53

OR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

28th October, 1953.

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

By direction of the Naval Board,

J. H. Cummings

Secretary.

*The Flag Officer Commanding R. 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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NEW PROCEDURE FOR ALTERATIONS AND ADDITIONS -
ADMIRALTY FLEET ORDER 888/53.

PART I

H.M.A. SHIPS - ALTERATION AND ADDITION ITEMS -
INTRODUCTION OF REVISED PROCEDURE.

OUTLINE OF PROCEDURE.-

In future, Alteration and Addition Items Classified "A", involving Dockyard labour, will normally be carried out during annual refits only. Items classified "B" will normally only be carried out when ships are taken in hand for large repairs, modernization or conversion.

Authority to carry out Alteration and Addition Items will be issued from Navy Office.

Alteration and Addition items will be dealt with under a Class List, details of which are promulgated hereunder.

Existing serial numbers will be halted by a number to be decided for each ship and the series will be resumed at a number notified by Navy Office.

2. INITIATION.-

Permission to propose Alteration and Addition items may be sought by ships through their Administrative Authorities and by Dockyard Authorities at any time. Items also may be originated from within Navy Office.

3. CLASSIFICATION.-

All approved Alteration and Addition items will be classified in the following manner according to their importance and urgency :-

"A" This Classification will be confined to items found essential for seagoing, fighting or personnel reasons on account of -

- (i) Some unforeseen defect or failure.
- (ii) The development of some new threat, or
- (iii) A change in the services of the ship(s) concerned which involves modified staff, or essential habitability or welfare requirements.

"B" Items for existing ships approved to be carried out during modernization, conversion, or when in hand for large repairs.

"C" Items which, though not meriting expenditure of money in existing ships, should or can readily be incorporated in future design.

Initial classification of the items will be proposed by the originating authority but this will in all cases be subject to the concurrence of the Naval Board.

When considering the need for proposed Alteration and Addition items authorities concerned should consider carefully whether the results to be expected are likely to be justified by the time and cost involved and are to refrain from making proposals which clearly do not pass this primary test. Proposals for Alteration and Addition items which are merely desirable lead to waste of time and effort and should not be forwarded.

4. DETAILED PROCEDURE.-

- (a) Items deemed essential by Commanding Officers are to be forwarded to Administrative Authority on Form A.S.1182 in triplicate (Specimen copy is attached as Appendix I to this Order). Proposed classification is to be included thereon and the questionnaire is invariably to be completed.
- (b) When additional weight, or change of moment, is involved, proposed equivalent surrender weights and compensating moments are to be submitted on Form A.S.1182. Such surrender proposals are not to be in the nature of further Alteration and Addition items except where already authorized. Any Alteration and Addition item which involves the surrender of compensating weight or the fitting of ballast will be worded at Navy Office to include this fact. Dockyard estimates of time and cost required are to make allowance for the surrender of any compensation required. Until the compensation specified has been made good an item is not to be reported "completed".
- (c) The Commanding Officer or Administrative Authority initiating a proposed Alteration and Addition item is to give it a temporary distinguishing letter. The item and its temporary distinguishing letter both will be entered in the Rough Copy of Form A.S.345 "Record of Alterations and Additions Proposed". (Specimen page is included as Appendix II to this Order.)
- (d) On receipt of the proposal, the Administrative Authority will, if it is recommended, forward one copy of Form A.S.1182 to Navy Office, and one copy to the Ship's Refitting Authority, together with his remarks and recommendations. The Administrative Authority will state whether the item is applicable to other ships of the same class. Advice indicating whether Ship's Staff items can be carried out without prejudice to routine maintenance is to be included. All proposals for Ship's Staff items are to be accompanied by drawings and specifications, showing the position in the ship and the proposed method of carrying out the work.
- (e) No items are to be forwarded within 6 months of a new ship being commissioned unless of vital importance affecting the ship's safety.
- (f) Where ships are paid off into Dockyard control for large repairs the Refitting Authority is to arrange for the forwarding of proposed items on Forms A.S.1182.

- (g) NO PROPOSED ITEM FOR A FORTHCOMING REFIT CAN BE CONSIDERED UNLESS RECEIVED AT NAVY OFFICE 4 MONTHS PRIOR TO THE SHIP BEING TAKEN IN HAND.
- (h) At Navy Office the proposal will be considered, an estimate obtained and a decision promulgated as requisite by Commonwealth Navy Order or Confidential Commonwealth Navy Order which will include the permanent serial number and final classification and an instruction whether or not the work is to be carried out by Ship's Staff. The promulgation of the permanent serial number will cancel the temporary distinguishing letter.
- (j) It must be clearly understood that the issue of a Navy Order does no more than signify that the item is approved in principle. It does not authorize work to be carried out. As an exception to this rule, however, Ship's Staff items may be progressed or carried out without further approval providing any material required can be made available without prejudice to the Dockyard programme and work is carried out in accordance with Navy Office drawings and specifications. Demands for material on Form A.S.134 should be forwarded to the appropriate Dockyard quoting the serial number of the item.
- (k) On receipt of Naval Board decision promulgated by Commonwealth Navy Order or Confidential Commonwealth Navy Order the item is to be entered in the Fair Copy of Form A.S.345 "Record of Alterations and Additions Approved" (Specimen Copy attached as Appendix III to this Order) by the Engineer Officer of the ship (see paragraph (l) below) and by Administrative and Refitting Authorities concerned. Until permanent serial numbers are allocated from Navy Office, a record of proposed items is to be kept in the Rough Copy of Form A.S.345 "Records of Alteration and Additions Proposed".
- (l) Ship's records of Alteration and Addition items are to be kept up to date by the Engineer Officer. Where an Engineer Officer of Commissioned rank is not borne, the record is to be kept by an Officer detailed by the Commanding Officer.
- (i) C. O. E. Article 288 will be amended.
- (ii) Form A. S. 345 "Record of Alterations and Additions" will be amended and will comprise two copies, Rough and Fair.

5. SELECTION OF ITEMS TO BE CARRIED OUT DURING REFIT.-

- (a) At least 4 months before the beginning of each periodical refit period, each Commanding Officer will forward to his Administrative Authority a statement in triplicate showing -
- (i) Serial number of those items approved in principle which he recommends to be undertaken during the refit period.
 - (ii) Serial numbers of items completed or progressed by Ship's Staff since the last report with details of compensating weight landed.
 - (iii) Temporary distinguishing letters of proposed items forwarded in accordance with paragraph 4 and which are recommended to be undertaken during the refit period.
- (b) On receipt of this statement the Administrative Authority will forward one copy to Navy Office (copy to Ship's Refitting Authority) together with his recommendations and remarks.
- (c) At Navy Office the Alteration and Addition items approved in principle and proposed for the refit will be considered in conjunction with others which may have been originated within Navy Office.
- (d) Advice will then be promulgated from Navy Office indicating the items it is desired should be taken in hand during the forthcoming refit.
- (e) On receipt of this advice, the Refitting Authority concerned will prepare estimates on Form A.D.275a (Dockyard Estimate) for submission to the Naval Board. When details of compensating weight have not been promulgated from Navy Office or proposed by the Ship, the nett weight to be added should be shown. A covering report is required showing the estimated time necessary for each item which is considered to require more time than that allowed by the refitting period.
- (f) After consideration of Dockyard Estimates and proposals for compensating weight, Naval Board will issue a Financial Authority to proceed with those items approved.
- (g) When ships are about to be taken in hand for large repairs, modernization or conversion, Navy Office will inform Refitting Authorities which items classified "B" may be undertaken.

6. PROCUREMENT OF MATERIAL.-

Six (6) months before a ship is taken in hand, Refitting Authorities are to advise Navy Office of any stores and equipment required for outstanding Alteration and Addition items, classified "A", which they do not hold in stock. Navy Office will then arrange to supply those which can be made available.

7. ACTION WHEN A SHIP IS TAKEN IN HAND.-

- (a) The Commanding Officer is to afford facilities to the appropriate Dockyard Officers to examine and report on proposed Alteration and Addition items.
- (b) As soon as possible after the arrival of a ship at a Dockyard, a conference is to be held between the Ship's Officers and representatives of the Refitting Authority to decide what items of those approved by the Naval Board for the refit, can in fact be carried out.
- At the conclusion of this conference the Refitting Authority is to make a special TAKON signal addressed to the Naval Board, the Ship's Administrative Authority and the ship in the following form :-

Paragraph 1. TAKON followed by ships name and intended completion date.

Paragraph 2. Serial numbers of the "A" items to be undertaken.

Paragraph 3. Serial numbers of the "A" items to be progressed.

NOTE:- Where drawing work only can be done (DRAWINGS) to be added after the item numbers.

Paragraph 4. Serial numbers of the "A" items which will not be undertaken because they cannot be completed within the authorized period of refit.

Paragraph 5. Serial number of "A" items which will not be undertaken through lack of labour.

Paragraph 6. Serial numbers of "A" items which will not be undertaken because the necessary drawings, specifications, stores or equipment are not available (state which item is not available).

NOTE (i) It will be seen that the items listed in paragraphs 2, 3, 4, 5 and 6 of the TAKON signal should normally comprise all those listed in paragraphs 4 and 6 of the latest ADDON signal as amended by subsequent additions, cancellations and deferrals ordered by the Naval Board. Ship's Officers should check that this signal tallies with their own records.

NOTE (ii) When ships are refitted by contract the TAKON signal is to be originated by the Refitting Authority.

- (c) In exceptional cases Administrative Authorities may ask for an additional item to be undertaken after they have seen the TAKON signal. This should be done by signal addressed to the Naval Board and repeated to the Refitting Authority but such signals should only be made if the Administrative Authority has reason to believe that the Naval Board are unaware of the full facts bearing on the case.

8. ACTION ON COMPLETION OF REFIT.-

- (a) The Commanding Officer is to make a report to Navy Office, the Administrative Authority and the Refitting Authority. This is to be done by means of an ADDON signal which is to be prepared after consultation with the Refitting Authority. ADDON signals should whenever possible be despatched on the same day on which the refit ends and are to be in the following form :-

Paragraph 1. ADDON followed by the Ship's name.

Paragraph 2. Serial numbers of "A" items completed during the refit.

Paragraph 3. Serial numbers of any approved Ship's Staff items which have been completed since the last ADDON.

Paragraph 4*. Serial numbers of "A" items progressed during the refit.

Paragraph 5*. Serial numbers of Ship's Staff items progressed since the last ADDON.

Paragraph 6. Serial numbers of "A" items wholly outstanding.

Paragraph 7. Serial numbers of Ship's Staff items wholly outstanding.

NOTES * (i) Some indication is to be given of the extent of progress e.g. wiring, structural work, etc., or a percentage completed.

(ii) In the case of Reserve Fleet Ships, the despatch of the ADDON signal may be delayed until the ship returns to her Division.

(iii) In exceptional circumstances a ship may be taken in hand for the sole purpose of carrying out an Alteration and Addition item between refits. An ADDON signal is to be made on completion.

- (b) The Commanding Officer is to prepare, in quadruplicate, a statement of the Alteration and Addition items approved to be carried out by Ship's Staff completed and progressed (percentages to be shown) since the last return and in respect of completed items the nett alteration of weights and their positions relative to the baseline and centreline of the ship. Details of any compensating weight surrendered in respect of these items are to be included. Nil returns are required. One copy of the statement is to be forwarded to the Naval Board, one to the Ship's Administrative Authority, one to the Refitting Authority and the 4th copy is to be inserted in the Ship's Book.
- (c) The Refitting Authority is to prepare, in quadruplicate on Form A.D.237a (Completion Return), a statement of the Alteration and Addition items completed and progressed (percentages to be shown) during the refit, and any amendments to the estimated increase or decrease of weights and their moment as previously reported on Form A.D.275a (Dockyard Estimate). After signature by Ship's Officers and return to the Refitting Authority one copy of the statement is to be forwarded to the Naval Board, one to the Ship's Administrative Authority, one to the Commanding Officer (for insertion in the Ship's Book) and one copy for retention by the Refitting Authority.
- (d) When Alteration and Addition items are carried out in H.M.A. Ships detached from the Australia Station, an ADDON is to be addressed to Navy Office, Administrative Authority and the parent Dockyard.
- (e) Refitting Authorities will keep their records up to date partly from the information promulgated in Navy Orders and partly by substituting successive ADDON signals received.
- (f) A copy of the ADDON signal is to be attached to the Ship's Book Copy of Form A.D.237a (Completion Return).

9. ALTERATIONS IN STORES AND SPARE GEAR.-

When the completion of an Alteration and Addition item affects special stores, spare gear, or fittings carried on board, or held on deposit in H.M.A. Dockyards, action is to be taken in accordance with Consolidated Orders and Regulations, Articles 297, 298, 300 and 301.

10. AMENDMENTS TO LISTS OF PORTABLE FITTINGS, SPARE GEAR AND DRAWINGS.-

A return on Form A.S.197/A.D.526 is to be rendered in accordance with Consolidated Orders and Regulations, Article 298.

11. NO FURTHER ITEMS FROM ADMIRALTY FLEET ORDERS AND CONFIDENTIAL ADMIRALTY FLEET ORDERS.-

It will no longer be practicable for H.M.A. Ships to raise Alteration and Addition items as "approved in principle" from information published in Admiralty Fleet Orders and Confidential Admiralty Fleet Orders. These Orders will in future contain no technical details or explanations and instructions for carrying out Alteration and Addition items.

Item approved by the Admiralty for classes of ships similar to ships of the R.A.N. will therefore in future be considered by the Naval Board, and where it is decided they are to be approved for incorporation into appropriate H.M.A. Ships, the Naval Board decision to this effect will be promulgated as for other approved items.

For such items, the necessary technical details and relevant specifications, drawings, etc., will be supplied by the Naval Board to the Dockyard Officers concerned or supplied by Dockyard Officers at the direction of the Naval Board.

PART II

H.M.A. SHIPS - ALTERATION AND ADDITION ITEMS - CLASS LIST SYSTEM.

H.M.A. Ships have been classified as follows :-

Majestic Class Light Fleet Carriers	SYDNEY, MELBOURNE.
Modified Leander Class Cruiser	HOBART.
'Q' Class Destroyer	QUALITY.
Modernized Tribal Class Destroyers	ARUNTA, WARRAMUNGA.
Tribal Class Destroyer	BATAAN.
Battle Class Destroyers	ANZAC, TOBRUK.
DARING Class	VOYAGER, VENDETTA, VAMPIRE.
A.S. Frigates (Modified River)	BARWON, BURDEKIN, BARCOO, DIAMANTINA, GASCOYNE, HAWKESBURY, LACHLAN, MACQUARIE.
A.S. Frigates (Converted Fleet)	QUADRANT, QUIBERON, QUICKMATCH, QUEENBOROUGH.
A.A. Frigates (Modified River)	CONDAMINE, CULGOA, MURCHISON, SHOALHAVEN.
A.A. Frigates (Sloop)	SWAN, WARREGO.
Ocean Minesweepers (Limited)	BUNDABERG, GLADSTONE, GYMPIE, SHEPPARTON.
Ocean Minesweepers (Comprehensive)	ARARAT, BUNBURY, COLAC, COWRA, COOTAMUNDRA, DUBBO, FREMANTLE, JUNEE, KAPUNDA, ROCKHAMPTON, STRAHAN, WAGGA.

Boom Defence Vessels	KARANGI, KANGAROO, KOALA, KOOKABURRA.
Boom Gate Vessels	KARA KARA, KOOMPARTOO.
Fleet Tugs	RESERVE, SPRIGHTLY.
Depot and Repair Ship	PLATYPUS.
Survey Tender	WARREEN.
General Purpose Vessels	948-LIMICOLA, 949-LARUS, 951-TRINGA, 952-HUON, 953,957,958,960,961- STANLEY FOWLER, 962,964, 965,966-BROLGA,967-JABIRU, 968-TALLAROOK.
S.A.R. Craft	910-AIR SPEED, 916-AIR TRAIL, 919-AIR MASTER, 925-AIR MERCY, 918-AIR CHIEF.
Ammunition Carrier	WOOMERA.
Seaward Defence Motor Launches.	No.1321, 1324, 1325, 1327.

Under the class list system -

- (a) Alteration and Addition items will be approved for a class.
- (b) the same Alteration and Addition item will bear the same serial number in each ship of a class.
- (c) serial numbers of Alteration and Addition items, will be issued from Navy Office.
- (d) in certain circumstances it may be decided that an Alteration and Addition item is not applicable to all ships in a class. In this event all of the class ships will enter the item in Form A.S.345 Fair copy and for ships to which the item is "not applicable" a note to this effect is to be made.

PART III

H.M.A. SHIPS - ALTERATION AND ADDITION ITEMS - IMPLEMENTATION.

All outstanding Alterations and Additions for each ship will be considered and decision promulgated regarding cancellation of certain items, classification and re-numbering of new items.

2. On receipt of this Order the following action is to be taken :-

- (a) Each ship in commission or reserve is to forward through her Administrative Authority a statement showing -
 - (i) Serial numbers and descriptions of all items which were previously approved by the Naval Board, which have not yet been taken in hand and which are still desired.

(ii) Serial numbers and descriptions of items which have been progressed and which are still desired.

(iii) Serial numbers and descriptions of items previously approved and which are now recommended to be cancelled.

(b) When forwarding lists as in (i), (ii) and (iii) above, the proposed classification (part I paragraph 3) is to be shown. Administrative Authorities should remark whether the item is applicable to other ships of the class.

3. On receipt of the lists at Navy Office the items will be considered and decisions promulgated. Items which are not cancelled will be renumbered and classified in accordance with Part I of this Order. Previous records of Alteration and Addition items will then be obsolete but are to be retained for record purposes.

APPENDIX I

FORM A.S.1182 (introduced 1953)

Temporary Distinguishing letter

PROPOSED ALTERATION AND ADDITION ITEM

H.M.A.S.

PROPOSED
CLASSIFICATION

of

Class

ITEM

REASON FOR PROPOSAL

PROPOSED COMPENSATING WEIGHT

APPENDIX III

SERIAL NUMBER	ITEM	DEPT.	SS or DY	APPROVED CLASSIFICATION	REFERENCES				STABILITY		ACTION		REMARKS
					SHIP	ADMINISTRATIVE AUTHORITY	DOCK-YARD	NAVAL BOARD	SURRENDER WEIGHT	COMPENSATING MOMENT	BEGUN	COMPLETE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

3rd November, 1953.

The following Orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board,

J. H. Guinness

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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425.

AVIATION RATINGS - NAVAL AIRMAN BRANCH - AIRCRAFT
ARTIFICERS AND AIRCRAFT MECHANICIANS - TRAINING
AND ADVANCEMENT REGULATIONS.

Consequent on changes in selection and training of Pilot's Mates as promulgated in Navy Order 347 of 1953, the following amendments are to be made in Navy Order 239 of 1952 :-

Page 23. Leading Airman Pilot's Mate.-

B (ii) After the words "Pilot's Mates' course" insert "and qualifying course in trade for leading rate."

Page 24. Selection for Pilot's Mate.-

Paragraph 2 Delete the words "before advancement to Acting Leading Rating" and insert "up to completion of trade course for Leading rate".

Paragraph 4 Insert before existing paragraph -

"Ratings selected for Pilots' Mates will complete the Leading rates trade course and will then pass direct to the Pilots' Mates course together with any other ratings selected at the end of the trade course.

NOTE:- Ratings selected for Pilots' Mate do not have to pass the oral aptitude test to qualify for the Leading rates trade course."

Paragraph 5, line 3 After the words "Naval Airman I Mechanic" add "or Acting Leading Airman Mechanic".

line 4 After the words "Naval Airman Pilots' Mate" add "or Acting Leading Airman Pilots' Mate".

line 5 After the words "Naval Airman I Mechanic" add "or Acting Leading Airman Mechanic".

Paragraph 6, line 1 Delete the word "the" and substitute "either".

line 6 After "F(ii)" add "or (iv)".

(4002/53/25)

426.

CUSTOMS DUTIES - ADMISSION OF GOODS IMPORTED BY MEMBERS
OF AUSTRALIAN ARMED FORCES.

Navy Order 80 of 1952 is to be amended by deleting paragraph 2 thereof and substituting the following in lieu :-

" 2. Goods being imported by returning members of the Australian Armed Forces require an import licence, the issue of which will be considered (subject to certain exceptions listed (a) and (b) in paragraph 3) provided that the goods are not imported in commercial quantities and are not intended for sale or exchange."

(4666/21/34)

427.

PILLION PASSENGERS ON MOTOR CYCLES.

The practice of carrying pillion passengers on motor cycles is considered to involve abnormal risk of injury and be conducive 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 duty journeys, or to proceed on duty journeys as pillion passengers.

3. Commanding Officers of H.M.A. Ships and Establishments are to issue Standing Orders forbidding all personnel to carry pillion passengers or ride pillion and any breach of the orders should be treated as an offence.

4. Should personnel sustain 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 apply the provisions of Naval Financial Regulations and Instructions, 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.

5. Reports of such accidents, in accordance with Consolidated Orders and Regulations, Article 545, are to be rendered in full as early as practicable, in order that the question of pay may be considered.

Any accounts received from civilian medical practitioners or civil hospitals in respect of treatment of a member injured whilst riding a motor cycle either as or with a pillion passenger are to be dealt with as directed in Consolidated Orders and Regulations, Article 555.

6. Navy Order 152 of 1951 is hereby cancelled.

(4737/8/11)

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

428.

BOLTS, NUTS AND STUDS FOR MACHINERY PURPOSES - POLICY.

Attention is drawn to Admiralty Fleet Orders 2949/1952 and 3265/1952 (paragraph 7) regarding the use of Bolts, Nuts and Studs for machinery purposes.

2. Large stocks of Schedule 92 (Bright Steel) Bolts, Nuts and Studs are held and action should be taken to ensure that they are demanded for all services for which their use is allowed by the abovementioned Admiralty Fleet Orders.

3. The new Schedule 92B Stud Bolts, Nuts and Washers will be used in "Daring" Class and A/S Frigates, Type 12.

4. Navy Order 69 of 1948 is hereby cancelled.

(4505/23/39)

429.

**REFRIGERATING AND AIR CONDITIONING MACHINERY -
STANDARDIZATION OF REFRIGERANT.**

With reference to Admiralty Fleet Order 1825/1953, ships concerned are to raise Defect List items to cover the modification of methyl chloride machines, quoting this Order as authority.

2. A report is to be forwarded to Navy Office when the modification has been carried out.

3. Form A.S.197/A.D.526 is to be raised for amendment to List of Portable Fittings, Spare Gear, Drawings, etc. where a change of description of "on board" spare gear results.

(3768,1/22)

430.

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLECT.

The appendix shown on page 11 of Navy Order 361 of 1953 was printed in error and should be cancelled. The correct Appendix to the Order commences on page 12.

2. Column 3 referred to in paragraph 2 of the Navy Order should read column 4.

(3190/1/49)

431.

BULK POSTAGE IN H.M.A. SHIPS.

Form A.S.566Z (large), Postage Stamp Account, has recently been revised and first supplies will be issued on demand.

2. The revised form provides for bulk accounting for postage stamps on the lines provided for Establishments and Office Accounts in Naval Account Regulations and Instructions, Article 385, Clause 2, and this procedure should be adopted in future in H.M.A. Ships.

3. Naval Account Regulations and Instructions will be amended in due course.

(3526/12/797)

432.

CANCELLATION OF NAVY ORDERS.

Confidential Navy Orders 38, 48, 79, 81, 87, 88, 107, 113, 169, 193, 206, 210, 211, 219, 243, 294 of 1944, 18, 123, 178 of 1945 and Navy Orders 170, 329 of 1945, 212 and 256 of 1945, being no longer applicable, are hereby cancelled.

(4139/132/9)

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1957-1958

The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, and is being furnished to you for your information. It is to be understood that this information is being furnished to you in confidence and is not to be disseminated outside your organization without the express written consent of the Bureau of Land Management.

1957-1958

STATEMENT OF WORK

The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, and is being furnished to you for your information. It is to be understood that this information is being furnished to you in confidence and is not to be disseminated outside your organization without the express written consent of the Bureau of Land Management.

1957-1958

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RESTRICTED 433-440/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

10th November, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. E. Cummings

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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433

433.

**COURSES - OFFICERS' DIVISIONAL COURSE AT
FLINDERS NAVAL DEPOT.**

1. OBJECT.- To impart knowledge of the duties of a Divisional Officer and to explain the measures established for the discipline and welfare of the men of the Fleet. The course also serves as an introduction to the Wardroom for newly promoted Branch Officers and to the Navy for Direct Entry Officers.

2. SYLLABUS.- The syllabus covers the following :-

- (a) Conditions of service and the officers' responsibility therefor.
- (b) Welfare and the officers' responsibility therefor.
- (c) Disciplinary measures.
- (d) Introduction to the Navy.
- (e) Introduction to the Wardroom.
- (f) Miscellaneous officers' tasks bearing on the man.
- (g) Duties of a Small Ship Correspondence Officer.
- (h) Naval Stores, accounting.
- (i) Victualling.
- (j) Communications and Security.
- (k) Uniform Regulations.
- (l) Parade training and power of command.

3. FREQUENCY AND DURATION.- Commencement dates are promulgated by Navy Order from time to time.

Duration of course is two weeks, commencing 0900 Monday and completing at 1500 on the Friday of the following week.

4. OFFICERS ELIGIBLE.- The course is designed for the following Officers :-

- (a) Newly promoted Branch Officers.
- (b) Direct Entry Officers.
- (c) Probationary Reserve Officers.
- (d) Fleet Air Arm Officers on short service engagement.

5. JOINING INSTRUCTIONS.- Officers should join Flinders Naval Depot p.m. Sunday before their course starts.

6. LEAVE.- Overnight leave is not normally granted to Officers undergoing course.

7. UNIFORM.- Normal dress for Officers under training is action working dress, boots, gaiters, cap, reefer and white muffler.

In summer dress, reefer and muffler are discarded and shoulder straps are worn in lieu.

The following items of kit are considered as desirable for Officers undergoing course :-

Caps	1
Blue uniforms (No.5 dress)	1
Action Working Dress	2
White Muffler	1
Boots	1
Shoes	1
Shoulder straps	1 (summer dress only)
Cap Covers	3
Black socks	3
Black tie	1
Bow tie	1
Collars	6
White Shirts	3
White tropical shirts	3 (winter dress, 1 only)
" " shorts	3 " " " "
" " stockings	3 " " " "
" " shoes	1 (summer dress only)
" gym, shoes	1
Raincoat (Burberry type)	1
Pyjamas	
Sheets	
Pillow Cases	
Towels	
Plain clothes, including hat.	

NOTES (i):- No.10 uniform, white or blue mess undress as appropriate to the time of year are desirable, but not essential. Sheets and pillow cases are issued on loan at Flinders Naval Depot to Reserve Officers under training vide Navy Order 296 of 1953.

(ii):- The uniform allowed to Reserve Officers is contained in Naval Reserve Regulations, Article 202. Any additional items to conform to the above scale may be taken up on repayment.

8. In order to avoid Officers being involved in unnecessary expenses for the purchase of clothing or kit whilst on course, Commanding Officers are to ensure all candidates are fully briefed on the subject.

9. APPLICATIONS FOR COURSE.- Applications for courses should be made direct to Navy Office, Melbourne.

(4006/21/12)

434.

OFFICERS - ELECTRICAL OFFICERS - DUTIES.

The provisions of Admiralty Fleet Order 3671/1948 have now been included in Q.R. and A.I. (Article 1330A).

2. Navy Order 41 of 1949 is hereby cancelled.

(4002/24/18)

435.

**UNIFORM - BADGES - NAVAL RATINGS INCLUDING
WOMENS ROYAL AUSTRALIAN NAVAL SERVICE.**

The scheme of badges as set forth in Navy Order 80 of 1950 has been revised and the following scheme is to be brought into effect as soon as practicable.

2. The initial free issue of badges as set forth in Naval Financial Regulations, Article 46, will however continue to apply.

3. (a) Badges of rating will continue to be worn as at present on the left arm by Petty Officers and Leading Rates.

(b) Branch badges will be worn as follows, except where otherwise stated :-

(i) by Chief Petty Officers - on the lapels of blue uniform, on the right cuff of white uniforms, and suits blue overall.

(ii) by Petty Officers and below - on the right arm, so that the centre line of the badge is midway between the point of shoulder and point of elbow.

(c) Where several Part II or Specialist Qualifications exist within a branch (e.g. Gun Layer, Quarters, Control Ratings, etc. in the Gunnery Branch), the ratings particular qualification will be indicated by the addition of a letter or letters to the basic design of the branch badge.

(d) Stars and crown will be added to the branch badge to denote standard of qualifications as follows :-

Seamen and N.A.
Branches

Other Branches

One star (above basic design) 3rd Class S.Q. Technical qualification for Able rate - only for branches dressed as seamen.

Two stars (one above and one below basic design) 2nd Class S.Q. Technical qualification for Leading rate - only for branches dressed as seamen.

Crown (above basic design) 1st Class S.Q. not to be worn by rating below confirmed Leading Rate Technical qualification for Petty Officer Rate - not to be worn by ratings below confirmed leading rates.

Crown above, star below. Instructor

A crown will be worn by all Chief Petty Officers above the branch badge.

(e) Regulating Branch - the use of the crown as the Branch Badge of the Regulating Branch is not affected by the above arrangements and the badges of that branch will remain unchanged.

4. Details of (a) badge designs for the various Branches, (b) pattern numbers of Branch badges and (c) vocabulary numbers of W.R.A.N.S. badges are indicated in appendices "A", "B" and "C" hereto.

5. Stocks of Gold Wire badges for all rates and of "blue on blue" badges for W.R.A.N.S. are not yet held. Advice will be promulgated by Navy Order from time to time as supplies become available.

6. Certain features of Admiralty Fleet Order 2573/1951, viz. the wearing of two stars below the branch badge by instructors, and the introduction of new badges for Chief Petty Officers of the Seamen and Naval Airman branches in possession of 1st Class, Part II or specialist qualifications, and for Chief Petty Officers and Petty Officers of other branches on higher rates of pay, are not being adopted in the Royal Australian Navy at the present time.

7. Navy Order 80 and 152 of 1950 are hereby cancelled.

(4532/12/113)

APPENDIX "A"

SUMMARY OF BADGE DESIGNS FOR VARIOUS BRANCHES

BRANCH	DEVICE	DISTINGUISHING LETTERS FOR VARIOUS SPECIALIZATIONS	REMARKS
1	2	3	4
Gunnery	Crossed guns	Quarters Q Gun Layer L Control C Radar Control R Quarters Armourer QA Control Armourer CA	
Radar Plot	Spider's web crossed by lightning flashes		Navigators Yeoman - R.P.3 will wear a badge consisting of a pair of dividers on the right cuff in addition to the R.P. badge worn on the right arm.
Torpedo and Anti-Submarine	Crossed torpedoes Vertical Harpoon, Coil superimposed	Underwater Mine-sweeping M Underwater Control C Underwater Weapons Clearance W Diver C	
Coxswains	Diver's Helmet Six spoked wheel encircled by laurel wreath, crown above		

BRANCH	DEVICE	DISTINGUISHING LETTERS FOR VARIOUS SPECIALIZATIONS	REMARKS
1	2	3	4
Surveying Recorder	Sextant		
Boom Defence	Crossed shackle and Marline Spike		
Physical and Recreational Training	Crossed Clubs		
Signalman	Crossed flags		
Telegraphist	Wings crossed by lightning flash		
Stoker Mechanic	Propeller		
Mechanicians	Propeller superimposed on a throttle wheel		
Regulating Branch	Crown		Master-at-Arms; Laurel wreath encircling branch device.
*Probationary Rating Pilots and Probationary Rating Observers	Aeroplane		
*Rating Pilots Classes I and II	Wings (Pilots flying badge)		Worn on the left cuff or left breast according to uniform.
Rating Observers	Observer's flying badge		Worn on the left cuff or left breast according to uniform
Naval Airmen (Except Naval Airman Fitters, formerly Skilled Air Mechanics and Air Mechanicians)	Aeroplane	Aircraft Handler H Safety Equipment SE Mechanic (Airframe) A Mechanic (Engine) E Mechanic (Ordnance) O Met. Observer MET Photographer P	Pilots Mates will wear a two bladed propeller on the right cuff in addition to the Branch badge

BRANCH	DEVICE	DISTINGUISHING LETTERS FOR VARIOUS SPECIALIZATIONS	REMARKS
1	2	3	4
Air Mechanicians	Four bladed propeller		
Electrical	Diagonal lightning flashes	Electrician L Electrician (Air) AL Radio Electrician R Radio Electrician (Air) AR	Letters worn in centre of badge
Supply and Secretariat	Star	Victualling V Writer W Stores S Cook C Officers' Steward OS Officers' Cook OC Stenographer ST Butcher B	Letters worn in centre of badge
Artisans	Crossed Axe and Hammer		
Sailmakers	Crossed Fid and Marline Spike		
Divers	Diver's Helmet		Worn by Divers I (a) On the collar by C.P.O. (b) On the right arm of P.O's or below By Div's 2 and 3 on the right cuff, in addition to the appropriate Branch Badge
Artificers			Branch badges will not be worn by these ratings
Sick Berth	Red Cross on White ground in circle	State registered Male Nurse N Radiographer X Physio-therapist M Hygiene Inspector H	

BRANCH	DEVICE	DISTINGUISHING LETTERS FOR VARIOUS SPECIALIZATIONS	REMARKS
1	2	3	4
Sick Berth	Red Cross on White ground in circle	Laboratory Assistant L Mental Nurse P Operating Room Attendant O	
Dental	Letter 'D' in a circle.		

* The addition of stars and crown under the arrangements referred to in paragraph 3 of this Order does not apply to these badges.

APPENDIX "B"

1. The pattern numbers of ratings badges, which are to be quoted in all demands, issue notes and accounts, consist of the prefix "N", followed by a number, or a number and suffix. Gold wire lapel badges for Chief Petty Officers and gold wire badges for other ratings are taken as the basic pattern number and have no suffix -

- (a) The suffix "A" indicates a red woven badge.
- (b) The suffix "B" indicates a blue woven badge.
- (c) The suffix "N" indicates a gold nylon badge.
- (d) The suffix "C" indicates a gold wire cuff badge for C.P.O.'s only.

EXAMPLES: (1) N.12 - C.P.O. Gunnery Instructor. Gold Wire
N.12N - C.P.O. Gunnery Instructor. Gold Nylon
N.12A - C.P.O. Gunnery Instructor. Red
N.12C - C.P.O. Gunnery Instructor. Gold Wire
for right
cuff.

- (11) N.13 - P.O. or Leading Rate - Gunnery
Instructor - Gold Wire
N.13N - P.O. or Leading Rate - Gunnery
Instructor - Gold Nylon
N.13A - P.O. or Leading Rate - Gunnery
Instructor - Red
N.13B - P.O. or Leading Rate - Gunnery
Instructor - Blue.

2. The only exceptions to this system are -

- (1) Beret Badges - Pattern Nos. N.9, N.10 and N.10X which are all metal badges.
- (11) Pattern Nos. N.11D and N.11E which are Good Conduct stripes, blue, in sets of 2 and 3 respectively.
- (111) N.412 and N.413 which are armllets, Patrol for other ratings and P.O.'s respectively.

- (iv) Damage Control badges which are all printed badges.
- (v) W.R.A.N.S. badges which are identified by vocabulary numbers.

3. The numbers to be used in connection with the various badges are listed below.

Pattern No.	Rating
N.1	Petty Officer
N.2	Leading Rate
	<u>Cap Badges</u>
N.5	Chief Petty Officer
N.6	Petty Officer
N.7	Class III Rating
	<u>Beret Badges</u>
N.9	Chief Petty Officer
N.10	Petty Officer confirmed
N.10X	Other Ratings
	<u>Good Conduct Badges</u>
N.11	1 stripe (Gold wire)
N.11N	1 stripe (Gold nylon)
N.11A	1 stripe (Red)
N.11B	1 stripe (Blue)
N.11D	2 stripes (Blue)
N.11E	3 stripes (Blue)
	<u>Miscellaneous Badges</u>
N.410	Good Shooting Badge
N.411	Bugler's Badge
N.412	Armllets, Patrol
N.413	Armllets, P.O., for wear on watchcoats
N.415	Small Crown for addition to badges
N.416	Large crown for addition to badges
N.417	Star for addition to badges
N.85	Spare Letter "C"
N.86	Spare letter "W"
N.87	Spare letter "M"
N.228	Spare letter "H"
N.229	Spare letter "SE"
N.230	Spare letter "A"
N.231	Spare letter "E"
N.232	Spare letter "O"
N.233	Spare letter "MET"
N.234	Spare letter "P"
N.472	Spare letter "SWS"
N.485R	Damage Control, H.Q. (Red)
N.485G	Damage Control, H.Q. (Green)
N.485Y	Damage Control, H.Q. (Yellow)
N.486R	Damage Control, Figure 1 (Red)
N.486G	Damage Control, Figure 1 (Green)
N.486Y	Damage Control, Figure 1 (Yellow)
N.487R	Damage Control, Figure 2 (Red)
N.487G	Damage Control, Figure 2 (Green)
N.487Y	Damage Control, Figure 2 (Yellow)
N.488R	Damage Control, Figure 3 (Red)
N.488G	Damage Control, Figure 3 (Green)
N.488Y	Damage Control, Figure 3 (Yellow)

Pattern No.	Rating
N.489R	Damage Control, Figure 4 (Red)
N.489G	Damage Control, Figure 4 (Green)
N.489Y	Damage Control, Figure 4 (Yellow)
N.490R	Damage Control, Figure 5 (Red)
N.490G	Damage Control, Figure 5 (Green)
N.490Y	Damage Control, Figure 5 (Yellow)
N.491R	Damage Control, Letter H (Red)
N.492R	Damage Control, Figure 6 (Red)
N.492G	Damage Control, Figure 6 (Green)
N.492Y	Damage Control, Figure 6 (Yellow)

NOTE.- Badges for Chief Petty Officers are issued in pairs for wear on collars of blue uniforms.

Pattern No.	Rating
<u>Branch Badges</u>	
<u>INSTRUCTORS</u>	
<u>Gunnery Branch</u>	
N.12	Chief Petty Officer
N.13	Petty Officer or Leading Rate
<u>Quarters Ratings</u>	
N.14	Chief Petty Officer
N.15	Q.R. 1st Class (P.O. and Confirmed Leading Rate)
N.16	Q.R. 2nd Class
N.17	Q.R. 3rd Class
<u>Gun Layer Ratings</u>	
N.18	Chief Petty Officer
N.19	G.L. 1st Class (P.O. and Confirmed Leading Rate)
N.20	G.L. 2nd Class
N.21	G.L. 3rd Class
<u>Control Ratings</u>	
N.22	Chief Petty Officer
N.23	C.R. 1st Class (P.O. and Confirmed Leading Rate)
N.24	C.R. 2nd Class
N.25	C.R. 3rd Class
<u>Radar Control Ratings</u>	
N.30	Chief Petty Officer
N.31	R.C. 1st Class (P.O. and Confirmed Leading Rate)
N.32	R.C. 2nd Class
N.33	R.C. 3rd Class
<u>Quarters Armourer Ratings</u>	
N.34	Chief Petty Officer
N.35	Q.A. 1st Class (P.O. and Confirmed Leading Rate)
N.36	Q.A. 2nd Class
N.37	Q.A. 3rd Class
<u>Control Armourer Ratings</u>	
N.51	Chief Petty Officer
N.52	C.A. 1st Class (P.O. and Confirmed Leading Rate)
N.53	C.A. 2nd Class
N.54	C.A. 3rd Class

Pattern No.	Rating
<u>Radar Plot Branch</u>	
<u>Radar Plot Instructors</u>	
N.45	Chief Petty Officer
N.46	P.O. and Leading Rate
<u>Radar Plot Ratings</u>	
N.47	Chief Petty Officer
N.48	R.P. 1st Class (P.O. and Confirmed Leading Rate)
N.49	R.P. 2nd Class
N.50	R.P. 3rd Class
N.81	R.P. 3rd Class Navigator's Yeoman (cuff badge)
<u>Torpedo and Anti-Submarine Branch</u>	
<u>Underwater Minesweeping</u>	
N.82	U.M. 1st Class
N.83	U.M. 2nd Class
N.84	U.M. 3rd Class
<u>Clearance Divers</u>	
N.56	Chief Petty Officer
N.57	C.D. 1st Class (P.O. and Confirmed Leading Rate)
N.58	C.D. 2nd Class
N.59	C.D. 3rd Class
<u>Torpedo and Anti-Submarine Instructors</u>	
N.60	Chief Petty Officer
N.61	Petty Officer and Confirmed Leading Rate
<u>Underwater Control Ratings</u>	
N.67	Chief Petty Officer
N.68	U.C. 1st Class (P.O. and Confirmed Leading Rate)
N.69	U.C. 2nd Class
N.70	U.C. 3rd Class
<u>Underwater Weapons Ratings</u>	
N.71	Chief Petty Officer
N.72	U.W. 1st Class (P.O. and Confirmed Leading Rate)
N.73	U.W. 2nd Class
N.74	U.W. 3rd Class
<u>Coxswains</u>	
N.76	Chief Petty Officer or acting Chief Petty Officer
<u>Surveying Recorders Branch</u>	
N.90	Chief Petty Officer
N.91	S.R. 1st Class (P.O. and Confirmed Leading Rate)
N.92	S.R. 2nd Class
N.93	S.R. 3rd Class
<u>Boom Defence Branch</u>	
N.104	Chief Petty Officer
N.105	B.T. 1st Class (P.O. and Confirmed Leading Rate)
N.106	B.T. 2nd Class
N.107	B.T. 3rd Class

Pattern No.	Rating
	<u>Signal Branch</u>
	<u>Signalling Instructors</u>
N.120	Chief Petty Officer
N.121	P.O. or Leading Rate
	<u>Signalmen</u>
N.122	Chief Yeoman of Signals
	<u>Signal Ratings professionally qualified as -</u>
N.123	Yeoman of Signals
N.124	Leading Signalman
N.125	Signalman
N.126	Ordinary Signalman
	<u>Telegraphist Branch</u>
	<u>Wireless Instructors</u>
N.136	Chief Petty Officer
N.137	P.O. and Leading Rate
	<u>Telegraphists</u>
N.138	Chief Petty Officer
	<u>Telegraphist Ratings professionally qualified as -</u>
N.139	P.O. Telegraphist
N.140	Leading Telegraphist
N.141	Telegraphist
N.142	Ordinary Telegraphist
	<u>Stoker Mechanic Branch</u>
N.152	Chief Stoker Mechanic
	<u>Other Ratings technically qualified as -</u>
N.153	P.O. Stoker Mechanic
N.154	Leading Stoker Mechanic
N.155	Stoker Mechanic
N.156	Stoker
	<u>Mechanicians</u>
N.166	Mechanicians Class I
N.167	Mechanicians Class II and III
	<u>Regulating Branch</u>
N.180	Master-at-Arms
N.181	Regulating P.O. and Leading Patrolman
	<u>Rating Aircrew</u>
N.190	Probationary pilot and probationary rating Observer
N.191	Pilots, Class I and II
N.192	Rating Observer
	<u>Naval Airman Branch</u>
	<u>Aircraft Handlers</u>
N.200	Chief Petty Officer
N.201	A.H. 1st Class (P.O. and Confirmed Leading Rate)
N.202 8	A.H. 2nd Class
N.203	A.H. 3rd Class

Pattern No.	Rating
	<u>Safety Equipment Ratings</u>
N.204	Chief Petty Officer
N.205	S.E. 1st Class (P.O. and Confirmed Leading Rate)
N.206	S.E. 2nd Class
N.207	S.E. 3rd Class
	<u>Mechanics (A)</u>
N.208	Chief Airman Fitter (A)
N.209	P.O. Airman Fitter (A) (Confirmed Leading Rate and technically qualified as P.O.)
N.210	Leading Airman Mechanic (A)
N.211	Naval Airman I. Mechanic (A)
	<u>Mechanics (E)</u>
N.212	Chief Airman Fitter (E)
N.213	P.O. Airman Fitter (E) (Confirmed Leading Rate and technically qualified as P.O.)
N.214	Leading Airman Mechanic (E)
N.215	Naval Airman I, Mechanic (E)
	<u>Mechanics (O)</u>
N.216	Chief Airman Fitter (O)
N.217	P.O. Airman Fitter (O) (Confirmed Leading Rate technically qualified as P.O.'s)
N.218	Leading Airman Mechanic (O)
N.219	Naval Airman I, Mechanic (O)
	<u>Meteorological Observers</u>
N.220	Chief Petty Officer
N.221	M.O. 1st Class (P.O. and Confirmed Leading Rate)
N.222	M.O. 2nd Class
N.223	M.O. 3rd Class
	<u>Photographers</u>
N.224	Chief Petty Officer
N.225	Phot. 1st Class (P.O. and Confirmed Leading Rate)
N.226	Phot. 2nd Class
N.227	Phot. 3rd Class
	<u>Leading and Naval Airman Pilots Mates</u>
N.247	Pilots Mate
	<u>Air Mechanicians</u>
N.255	Air Mechanician Class I
N.256	Air Mechanicians Class II and III
	<u>Physical and Recreational Training Branch</u>
	<u>Staff Physical Training Instructors</u>
N.266	Chief Petty Officer
N.267	P.O. or Leading Rate
	<u>Physical Trainers</u>
N.268	Chief Petty Officer
N.269	P.T. 1st Class (P.O. and Confirmed Leading Rate)
N.270	P.T. 2nd Class

Pattern No.	Subject
	<u>Electrical Branch</u>
	<u>Electricians</u>
N.279	Chief Electrician
	<u>Other Ratings, technically qualified as -</u>
N.280	Electricians (P.O. and Confirmed Leading Rate)
N.281	Leading Electrician's Mate
N.282	Electrician's Mate 1st Class
N.283	Electrician's Mate 2nd Class
	<u>Electricians (Air)</u>
N.284	Chief Electrician (Air)
	<u>Other Ratings, technically qualified as -</u>
N.285	Electrician (Air) (P.O. and Confirmed Leading Rate)
N.286	Leading Electrician (Air)
N.287	Electrician's Mate (Air) 1st Class
N.288	Electrician's Mate (Air) 2nd Class
	<u>Radio Electricians</u>
N.289	Chief Radio Electrician
	<u>Other Ratings, technically qualified as -</u>
N.290	Radio Electrician (P.O. and Confirmed Leading Rate)
N.291	Leading Radio Electrician's Mate
N.292	Radio Electrician's Mate 1st Class
N.293	Radio Electrician's Mate 2nd Class
	<u>Radio Electricians (Air)</u>
N.294	Chief Radio Electrician (Air)
	<u>Other Ratings, technically qualified as -</u>
N.295	Radio Electrician (Air) (P.O. and Confirmed Leading Rate)
N.296	Leading Radio Electrician's Mate (Air)
N.297	Radio Electrician's Mate (Air) 1st Class
N.298	Radio Electrician's Mate (Air) 2nd Class
	<u>Supply and Secretariat Branch</u>
	<u>Writers</u>
N.310	Chief Petty Officer
N.311	P.O. and Leading Rate qualified as P.O.
N.312	Other Ratings
	<u>Store Ratings (S)</u>
N.313	Chief Petty Officer (S)
N.314	P.O. (S) and Leading Rate qualified as P.O. (S)
N.315	Other ratings (S)
	<u>Cooks</u>
N.316	Chief Petty Officer
N.317	P.O. and Leading Rate qualified as P.O.
N.318	Other ratings
	<u>Officer's Stewards</u>
N.319	Chief Petty Officer
N.320	P.O. and Leading Rate qualified as P.O.
N.321	Other ratings

Pattern No.	Subject
	<u>Officer's Cooks</u>
N.322	Chief Petty Officer
N.323	P.O. and Leading Rate qualified as P.O.
N.324	Other ratings
	<u>Stores Ratings (V)</u>
N.326	Chief Petty Officer (V)
N.327	P.O. (V) and Leading Rate qualified as P.O. (V)
N.328	Other ratings (V)
	<u>Butchers</u>
N.329	Chief Petty Officer
N.330	P.O. and Leading Rate qualified as P.O.
N.331	Other ratings
	<u>Artisans Branch</u>
N.336	Chief Petty Officer
N.337	Artisans 1st, 2nd and 3rd Class
N.338	Artisans 4th and 5th Class
	<u>Sailmakers Branch</u>
N.350	Chief Sailmaker
	<u>Other Ratings, technically qualified as -</u>
N.351	Sailmaker
N.352	Sailmaker's mate
	<u>Divers Branch</u>
N.360	Chief Petty Officer
N.361	Diver Class I (P.O. and Confirmed Leading Rate)
N.362	Diver Class II (cuff badge)
N.363	Diver Class III (cuff badge)
	<u>Sick Berth Branch</u>
N.380	Chief Petty Officer
N.381	P.O. and Leading Rate technically qualified as P.O.
N.382	Other ratings
	<u>Male Nurses</u>
N.383	Chief Petty Officer
N.384	P.O. and L.S.B.A. technically qualified as P.O.
N.385	Other ratings
	<u>Radiographers</u>
N.386	Chief Petty Officer
N.387	P.O. and L.S.B.A. technically qualified as P.O.
N.388	Other ratings
	<u>Physiotherapists</u>
N.389	Chief Petty Officer
N.390	P.O. and L.S.B.A. technically qualified as P.O.
N.391	Other ratings
	<u>Hygiene Inspectors</u>
N.392	Chief Petty Officer
N.393	P.O. and L.S.B.A. technically qualified as P.O.
N.394	Other ratings

Pattern No.	Rating
	<u>Laboratory Assistants</u>
N.395	Chief Petty Officer
N.396	P.O. and L.S.B.A. technically qualified as P.O.
N.397	Other ratings
	<u>Operating Room Attendants</u>
N.401	Chief Petty Officer
N.402	P.O. and L.S.B.A. technically qualified as P.O.
N.403	Other ratings
	<u>Dental Branch</u>
N.450	Chief Petty Officer
N.451	P.O. and Leading Rate technically qualified as P.O.
N.452	Other ratings

APPENDIX "C"

SCHEDULE OF BADGES FOR W.R.A.N.S. RATINGS

Vocab. No.	Rating	Colour
	<u>Hat Badges</u>	
40600	Chief W.R.A.N.	Blue on blue
40601	P.O. W.R.A.N.	Blue on blue
	<u>Rating Badges</u>	
40001	P.O. W.R.A.N.	Blue on blue
33001 (N.1.B.)	P.O. W.R.A.N.	Blue on white
40002	Leading W.R.A.N.	Blue on blue
33002 (N.2.B.)	Leading W.R.A.N.	Blue on white
	<u>Good Conduct Badges</u>	
40008	Single Stripe	Blue on blue
33008 (N.11B)	Single Stripe	Blue on white
33009 (N.11D)	Set of two stripes	Blue on white
33010 (N.11E)	Set of three stripes	Blue on white
	<u>Stores Categories</u>	
40605	Chief W.R.A.N. Stores (S)	Blue on blue
33605	Chief W.R.A.N. Stores (S)	Blue on white
40294	P.O. W.R.A.N. Stores (S)	Blue on blue
33294 (N.314B)	P.O. W.R.A.N. Stores (S)	Blue on white
40295	Other Ratings (S)	Blue on blue
33295 (N.315B)	Other Ratings (S)	Blue on white
40611	Chief W.R.A.N. Stores (V)	Blue on blue
33611	Chief W.R.A.N. Stores (V)	Blue on white
40311	P.O. W.R.A.N. Stores (V)	Blue on blue

Vocab. No.	Rating	Colour
33311 (N.327B)	P.O. W.R.A.N. Stores (V)	Blue on white
40312	Other Ratings (V)	Blue on blue
33312 (N.328B)	Other Ratings (V)	Blue on white
	<u>Cooks Category</u>	
40634	Chief W.R.A.N. Cook (S)	Blue on blue
33634	Chief W.R.A.N. Cook (S)	Blue on white
40298	P.O. W.R.A.N. Cook (S)	Blue on blue
33298 (N.317B)	P.O. W.R.A.N. Cook (S)	Blue on white
40299	Other Ratings (S)	Blue on blue
33299 (N.318B)	Other Ratings (S)	Blue on white
	<u>Writers General Category</u>	
40642	Chief W.R.A.N. Writer General	Blue on blue
33642	Chief W.R.A.N. Writer General	Blue on white
40290	P.O. W.R.A.N. Writer General	Blue on blue
33290 (N.311B)	P.O. W.R.A.N. Writer General	Blue on white
40291	Other Ratings	Blue on blue
33291 (N.312B)	Other Ratings	Blue on white
	<u>Writers (Shorthand) Category</u>	
40308	W.R.A.N.S. Rating Writer Shorthand	Blue on blue
33308	W.R.A.N.S. Rating Writer Shorthand	Blue on white
	<u>Sick Berth Attendant Category</u>	
40652	Chief W.R.A.N., S.B.A.	Blue on blue
33652	Chief W.R.A.N., S.B.A.	Blue on white
40353	P.O. W.R.A.N., S.B.A.	Blue on blue
33353 (N.381B)	P.O. W.R.A.N., S.B.A.	Blue on white
40354	Other Ratings, S.B.A.	Blue on blue
33354 (N.382B)	Other Ratings, S.B.A.	Blue on white
	<u>Steward (G) Category</u>	
40690	Chief W.R.A.N. Steward (G)	Blue on blue
33690	Chief W.R.A.N. Steward (G)	Blue on white
40691	P.O. W.R.A.N. Steward (G)	Blue on blue
33691	P.O. W.R.A.N. Steward (G)	Blue on white
40692	Other Ratings (G)	Blue on blue
33692	Other Ratings (G)	Blue on white

Vocab. No.	Rating	Colour
	<u>Telegraphist Category</u>	
40725	Chief W.R.A.N. Telegraphist	Blue on blue
33725	Chief W.R.A.N. Telegraphist	Blue on white
40150	P.O. W.R.A.N. Telegraphist	Blue on blue
33150 (N.139B)	P.O. W.R.A.N. Telegraphist	Blue on white
40151	Ratings professionally qualified as Leading W.R.A.N. Telegraphist	Blue on blue
33151 (N.140B)	Ratings professionally qualified as Leading W.R.A.N. Telegraphist	Blue on white
40152	W.R.A.N. Telegraphist (Able Rating)	Blue on blue
33152 (N.141B)	W.R.A.N. Telegraphist (Able Rating)	Blue on white
40153	Other Ratings	Blue on blue
33153 (N.142B)	Other Ratings	Blue on white
	<u>Regulating Category</u>	
40802	Chief W.R.A.N. Regulating	Blue on blue
33802	Chief W.R.A.N. Regulating	Blue on white
40173	P.O. W.R.A.N. Regulating	Blue on blue
33173 (N.181B)	P.O. W.R.A.N. Regulating	Blue on white

Badges also worn by Naval ratings are shown with the equivalent "N" series numbers.

436.

INTERIM PAY INSTRUCTIONS.

With reference to Navy Order 296 of 1952, the following Navy Orders have been cancelled by the initial issue of Interim Pay Instructions or by additional material published in R.I.'s 11-12/52, 1-4/53 and 5-7/53 :-

1950

- 411 } - R.A.N. Post War Pay Code - Allowances -
141 } Petty Officers and Men.

1951

- 187 } - Higher Duties Allowance.
227 }
230 - Official Entertainment Expenses.
382 - Bugler Allowance.
398 - Rates of Active Pay under the Services Pay Code.

1952

- 27 - Rates of Active Pay under the Services Pay Code.
51 - Personnel recruited in the United Kingdom - Passages of Families under the Immigration scheme.
61 } - Women's Royal Australian Naval Service -
204 } Uniform and Clothing - Authorized Kit.
175 - Rates of Pay of Chaplains.
185 - Rates and Conditions of Payment of Gratuities for Officers on Short Service Commissions.
418 - Allowances in respect of Dependants of Members undergoing Sentence of Cells, Imprisonment, etc.

1953

- 78 - Passages Overseas.
89 - Additional Allowance for Service Personnel on duty in the United Kingdom in cases where Family Passages are not provided at Departmental expense.
172 } - Women's Royal Australian Naval Service -
223 } Uniform and Clothing - Authorized Kit.

(3712/20/6)

437.

SPARE GEAR FOR MAIN AND AUXILIARY MACHINERY - DEPOT SPARE GEAR TO BE SHOWN IN ENGINEERS' AND ELECTRICAL OFFICERS' (PART I) LISTS OF PORTABLE FITTINGS, SPARE GEAR, ETC. OF H.M.A. SHIPS.

The following classification of spare machinery units and parts for ships has been adopted :-

List I - "On Board" Spares.List II - Central Machinery and Spares Depot stocks of parts which cover -

- (a) replenishment of "On Board" spares.
(b) replenishment of Machinery Sub-Depot stores.
(c) provision of replace parts for making good defects by ships' staffs on repair authorities.

NOTE:- In the Royal Navy, these articles are known as "S.P.D.C. Spares".

List III - Depot Spare Gear - These items are complete units, large assemblies, and special tools intended primarily for Dockyard or Repair Ship use.

2. "List I" items are shown (and accounted for) in Engineers' and Electrical Officers' (Part I) Lists of Portable Fittings and Spare Gear etc.

3. "List II Items" are not shown in Lists of Portable Fittings, etc.

4. "List III Items" are to be shown on separate sheets of the Lists of Portable Fittings, Spare Gear etc, to indicate items which can normally be expected to be held at R.A.N. Central Machinery and Spares Depot, Sydney, or at Machinery Sub-Depots.

As, in some instances, these items may be applicable to more than one Class of vessel, it is not necessary for the numbers of the items to be indicated.

5. Arrangements are to be made, by Authorities concerned, for the procedure outlined in paragraph 4 of this Navy Order to be instituted in respect of vessels under construction or modernization.

6. Directions regarding procedure for existing ships will be given separately.

(4355/1/19)

438.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - UNIFORM AND CLOTHING - SCALES OF MEASUREMENTS OF STOCK SIZE GARMENTS.

Details of measurements of Wrens stock size garments are being distributed by memorandum to all authorities concerned.

2. Navy Order 118 of 1951 is hereby cancelled.

(4533/81/170)

439.

AIR PUBLICATIONS - INTRODUCTION OF DAKOTA FLYING CLASSROOM SUPPLEMENTARY MAINTENANCE MANUAL.

AP (R.A.N.) 4, Vol. 1, Dakota Supplementary Maintenance Manual, has been introduced into the Royal Australian Navy, and copies will be distributed without demand, as follows :-

D.A.M.R. Navy Office	- 1 No.
D.N.A.S. " "	- 1 "
Captain (Air)	- 1 "
N.A.E.O.	- 1 "
R.A.N.A.S. Nowra	- 1 "
Electrical School, F.N.D.	- 1 "

2. This publication applies to Dakota A65/23 only. A separate edition will be promulgated for Dakota A65/43 when required.

(4139/40/174)

440.

CANCELLATION OF NAVY ORDERS.

Confidential Navy Orders 168 of 1943, 33, 34 of 1944, 17, 24, 37, 46, 52, 55, 90, 145, 165 of 1945, 14 of 1946, 235 of 1949, 27 of 1950 and Navy Orders 183, 192 of 1947, 49 and 154 of 1948, having been sufficiently promulgated, are hereby cancelled.

(4139/132/10)

RESTRICTED

RESTRICTED

RESTRICTED 441-455/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

17th November, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Cummings

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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No.	Subject
441	Fleet Air Arm - Duties of Commodore (Air) Australia and Duties of Flag/Senior Officers Adminstrating Royal Australian Navy Air Stations.
442	Compassionate Leave and Draft - Security Classification of Signals.
443	Relief of Ratings in Remote Areas - COMMONWEALTH, TARANGAU and MELVILLE - Policy.
444	B.A.N. Central Canteen Fund.
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441.

**FLEET AIR ARM - DUTIES OF COMMODORE (AIR) AUSTRALIA AND
DUTIES OF FLAG/SENIOR OFFICERS ADMINISTERING ROYAL
AUSTRALIAN NAVAL AIR STATIONS.**

Paragraph 4 of Navy Order 412 of 1952 is to be amended by the addition of clause (h), as follows :-

"(h) Co-ordination and provision of all aircraft for exercise purposes, including those provided by the R.A.A.F."

(3031/113/14)

442.

**COMPASSIONATE LEAVE AND DRAFT - SECURITY CLASSIFICATION
OF SIGNALS.**

The security classifications to be used with signals concerning compassionate leave and draft are as follows :-

- | | |
|--|---|
| (a) Messages requesting recommendations for compassionate leave or draft | should be "Unclassified" or, in exceptional circumstances, "Exclusive Restricted". |
| (b) Messages forwarding the recommendations | always to be "Exclusive Restricted" or, in very exceptional circumstances where desired that the message should be handled only by a specially selected officer "Exclusive Secret". |

(4363/112/15)

443.

**BELIEF OF RATINGS IN REMOTE AREAS -
COMMONWEALTH, TARANGAU AND MELVILLE - POLICY.**

It is the Naval Board policy that in the case of men appropriated, with accumulated leave due, from COMMONWEALTH, TARANGAU and MELVILLE, the burden of this leave is to be shared between Ships and Establishments concerned, equally if practicable.

2. In certain cases where numbers borne necessitate relief "on station" in order that continuity in a particular branch may be maintained, the Ship or Establishment to which the appropriation is made may be required to carry the full burden of leave and travelling time involved.

3. The difficulties and inconvenience thus experienced by the receiving Ship or Establishment is well recognized by the Naval Board and will be minimised whenever practicable.

(4012/41/130)

R.A.N. CENTRAL CANTEEN FUND.

The following Revenue Account of the R.A.N. Central Canteen Fund for the period 1st July, 1952, to 30th June, 1953, and the Balance Sheet as at 30th June, 1953, are promulgated for information with reference to Navy Order 79 of 1946 :-

<u>REVENUE ACCOUNT</u>		£ s. d.	£ s. d.
To Australian Army Canteen Service Rebates	134. 3. 4	By Depreciation and loss on Realization	
Levy on rentals of Canteen Tenants	815.14. 6	Fixed Assets	59.18. 4
Levy on sales in Service System Canteens including Chief Petty Officers' and Petty Officers' Messes	4690. 9. 2	Hire of Films Darwin - Dept. of Army	64. 0. 0
Interest on Commonwealth Treasury Bonds	367.13. 3	Petty Cash Expenditure	10. 0
Interest on Current Account - Commonwealth Savings Bank	103. 8. 0	Insurance on Canteen Stores forwarded to H.M.A.S. TARANGAU	418. 8. 3
Insurance Rebates on Account of Canteen Stores despatched to H.M.A.S. TARANGAU	247.14. 4	Insurance on Canteen Stores forwarded to H.M.A.S. WARREEN	3. 1. 5
Refund on Discounts - H.M.A.S. WARREEN	9. 8. 3	Grant for purchase Sporting Equipment West Aust. Area	£150
Refund on grant - East Australian Area Sports Fund	37.16. 0	WOOMERA	50
		PENGUIN (N.S.T.)	20
		Advance to Hon. Cinema Liaison Officer	220. 0. 0
		Refund of Insurance Claims to H.M.A.S. TARANGAU	523. 0. 0
		Contributions - Inter-Service Sports West-Aust. Area	100. 0. 0
		Inter-Service Sports F.N.D.	250. 0. 0
		Sports Fund, N.S.W.	350. 0. 0
		Sports Fund, F.N.D.	86. 0. 0
		Recruits Sports Fund	275. 0. 0
		Net Surplus transferred to Accumulation Account	3808.14. 6
	<u>£6406. 6.10</u>		<u>£6406. 6.10</u>

BALANCE SHEET AS AT 30TH JUNE, 1953.
(All Amounts adjusted to nearest (£))

Accumulated Funds as at 1/7/52	21766	<u>Fixed Assets</u>	
Net Surplus for year ended 30th June, 1953	<u>3809</u>	(Amenities provided for various establishments -	
	25575	Billiard Tables, Wireless Sets, Hairdressing, Bootmaking Equipment)	1658
Amount due to Welfare Committee TARANGAU on account Insurance refunds	25	<u>Current Assets</u>	
		Cash at Bank and in Hand	2410
		Loan to be repaid	10230
		Balance on hand R.A.N. Recreational Film Account	172
		<u>Investments</u>	
		Commonwealth Treasury Bonds (at cost)	11130
	<u>£25600</u>		<u>£25600</u>

2. The Accounts of the Fund have been audited by the firm of Spencer, Martin & Goode, Melbourne, who have certified the correctness of the above statement. One of the principals of the firm is Commander (S) C.T. Goode, R.A.N.R., F.C.A. (Australia).

(4357/3/58)

445.

INTRODUCTION OF A.B.C.D. QUALIFICATION FOR LEADING AND PETTY OFFICER RATES IN SICK BERTH AND SUPPLY AND SECRETARIAT BRANCHES.

It has been decided to introduce an A.B.C.D. qualification into the professional examination for Leading and Petty Officer rates in the Writer, Stores, Cook, Steward, Sick Berth and Dental Branches, for ratings sitting for the examination after 1st January, 1954.

2. The syllabuses are as given in Navy Order 246 of 1953, Appendices III and IV, which are to be amended by deleting the words "except Sick Berth, Supply and Secretariat".

3. The examinations will consist of two parts -

- (a) Written. To be set and marked by the Officer-in-Charge, Defence School, H.M.A.S. PENGUIN.
- (b) Practical. Tests and scale of marks to be laid down by the Officer-in-Charge, Defence School, H.M.A.S. PENGUIN; the examination to be supervised by an Executive or Engineer Officer.

4. Arrangements for the A.B.C.D. examinations are to be made as follows :-

- (a) Writer and Stores Branches. The Commodore Superintendent of Training, Flinders Naval Depot, when setting the examinations for Leading and Petty Officer Writer and Stores ratings, is to obtain from the Defence School, H.M.A.S. PENGUIN, a written paper and a list of practical tests. On completion of the A.B.C.D. examination, the written papers and the results of the practical tests are to be enclosed in a sealed envelope and forwarded direct to the Officer-in-Charge, Defence School, H.M.A.S. PENGUIN, who is responsible for informing the Commodore Superintendent of Training, Flinders Naval Depot, of the results.
- (b) Sick Berth and Dental Branches. As for (a), but the Director of Naval Medical Services is also to be informed of the results of the A.B.C.D. examination.
- (c) Cook Branch. The A.B.C.D. examination of Cook Branch ratings is to be carried out during the courses for Leading and Petty Officer Cook. Papers and practical tests are to be set and marked as in (a).
- (d) Steward Branch. The Officer convening the examining board is to obtain papers and lists of practical tests from the Defence School as in (a). The Officer-in-Charge, Defence School, H.M.A.S. PENGUIN, is to inform the officer convening the examining board of the results.

(4006/20/9)

446.

SMALL ARMS - PISTOLS, REVOLVER, .38".

As the bulk of Royal Australian Navy stock of .38" pistols is the Smith and Wesson type, the provisions of paragraph 2 of Admiralty Fleet Order 848/1953 cannot apply in the Royal Australian Navy.

2. Types of pistols in service will be -

- .38", Smith and Wesson
- .38", No.2, Mark 1~~1~~ and 1~~2~~
- .38, Webley, Mark 4

.38", Smith and Wesson pistols will be issued to all services in preference to other types for the present.

3. Any .455" pistols still on issue are to be returned to the nearest Naval Armament Depot and .38", Smith and Wesson pistols drawn in lieu.

4. Separate instructions have been issued to Naval Armament Depots regarding stocks of .455" pistols.

(4428/62/13)

447.

40 m.m. S.T.A.A.G. MOUNTINGS MK.2~~M~~ AND 2M SECTION 16 - MIRROR GEAR - REPLACEMENT OF FLEXIBLE OIL HOSES.

During refits and maintenance of the Staag mountings, Mk.2~~M~~ and 2M, it may be found necessary to replace the flexible oil hoses on the mirror gear.

2. In carrying out this work it will be found that all C and D spare hoses are of shorter length than those originally fitted on the mounting.

3. When fitting the shorter hoses it will be necessary to shorten the electric cables which are housed within the bight of the flexible hoses. This can be done by pulling them through towards the serial Motor and leaving a larger bight adjacent to the motor.

(4429/42/76)

448.

AMMUNITION - NO.28 MARK N.2 SMOKE GENERATOR.

The provision in the Royal Australian Navy of Smoke Generator No.28, Mark N.2, referred to in Admiralty Fleet Order 2249/1953, will be deferred until the results of trials being carried out in United Kingdom are known.

(4433/92/114)

449.

OUTFIT GRATUITIES FOR ROYAL AUSTRALIAN NAVY OFFICERS ON APPOINTMENT OR PROMOTION ON OR AFTER 30TH JUNE, 1953.

The amounts payable as outfit gratuities to Royal Australian Navy officers appointed on or after 30th June, 1953, are as follow :-

(a) Acting Commissioned Officer Branch List promoted from Chief Petty Officer or lower rating -	
(i) Executive Branch	- £181. 5. 0
(ii) Non-executive Branches	- £183. 0. 0
(b) Acting Sub-Lieutenant promoted from Chief Petty Officer or lower rating -	
(i) Executive Branch	- £183. 0. 0
(ii) Non-executive Branches	- £185. 0. 0
(c) Direct entry Sub-Lieutenants (other than University undergraduates) -	
(i) Executive Branch	- £212. 5. 0
(ii) Non-executive Branches	- £214. 5. 0
(d) Direct entry Sub-Lieutenants (University undergraduates)	- £54. 0. 0
(e) Direct entry Lieutenants -	
(i) Executive Branch	- £217.10. 0
(ii) Non-executive Branches	- £219.10. 0
(f) Direct entry Lieutenant-Commanders -	
(i) Executive Branch	- £222.15. 0
(ii) Non-executive Branches	- £225. 0. 0
(g) Chaplains	- £213. 0. 0
(h) Additional amount payable to Officers serving as aircrew -	
(i) Pilot	- £5.15. 0
(ii) Observer	- £3.15. 0
(j) Additional amount payable to Officers qualified as aircrew but not employed as such -	
(i) Pilot	- £4. 5. 0
(ii) Observer	- £2. 5. 0

2. Finance Authority No. L.516 is authority for credits on ledgers. Advice is to be furnished to Navy Office of the lists and numbers where credits are effected.

3. Officers appointed or promoted to the permanent list of the Royal Australian Navy while serving overseas should be credited immediately with the amounts in Australian currency set out above and may submit applications, supported by receipts, for additional expenses necessarily incurred. In this regard, officers should be instructed that purchases of uniform abroad should be limited to minimum requirements and the balance obtained after return to Australia.

4. Newly promoted Branch officers who are unable to obtain uniforms from the Commonwealth Government Clothing Factory in the time available before taking up appointments, and are required to purchase uniforms from private outfitters, may be reimbursed the actual expenditure incurred, within reasonable limits, on production of receipts.

5. The outfit gratuities set out in paragraph 1 represent the amounts required to enable officers to provide themselves with the following items of essential outfit :-

	<u>Denom.</u>	<u>Qty.</u>
Coat, undress, D.B. superfine	No.	1
X Mess jacket, superfine	No.	1
Ø Jacket, dinner, black cloth	No.	1
X Trousers, plain, superfine	Prs.	2
Ø Trousers, black cloth	Pr.	1
Coat, undress, lightweight serge	No.	1
Trousers, plain, lightweight serge	Prs.	1
Shoulder straps	Prs.	2
Tunics, drill, white	No.	3
Trousers, drill, white	Prs.	3
Shirts, tropical, white	No.	3
Shorts, tropical, white	Prs.	3
Stockings, white	Prs.	3
Shirts, action working	No.	2
Trousers, action working	Prs.	2
Badges, cap, embroidered	No.	2
Boots, light	Pr.	1
Caps, blue, cloth	No.	1
Caps, white, horsehair, crown	No.	1
Collars, stiff, double, or semi-stiff	No.	8
Covers, cap, white, pique	No.	6
X Gaiters, patent leather	Pr.	1
Greatcoat, beaver cloth	No.	1
Ø Scarf, black silk, embroidered	No.	1
Scarf, white	No.	1
Shirts, white, double cuffs	No.	4
Shoes, black	Pr.	1
Shoes, white, leather sole	Pr.	1
Shoes, white, canvas	Pr.	1
Ø Stock, black, silk	No.	1
Socks, black	Prs.	6
Socks, white	Prs.	4
X Ties, black, rayon	No.	2
Raincoat, officers'	No.	1
Drawers, cotton, or knicker, net cotton	Prs.	6
Gloves, leather, brown	Prs.	1
Vests, net cotton, or cotton and wool, or singlets cotton	No.	6
Suits, pyjama	No.	2
Brush, boot, blacking	No.	1
Brush, boot, polishing	No.	1
Brush, hair	No.	1
Brush, clothes	No.	1
Brush, shaving	No.	1
Brush, nail	No.	1
Brush, tooth	No.	1
Comb, hair	No.	1
Razor	No.	1
Braces	Pr.	1
Housewife, filled	No.	1
Handkerchiefs, white	No.	6
Sheets, cotton	No.	6
Slips, pillow	No.	4
Towels, white	No.	3

	Denom.	Qty.
Case, suit, large	No.	1
Trunk, steel	No.	1
X Shirts, white, dress	No.	2
Shoes, patent leather	Pr.	1
X Tie, black, evening	No.	1
X Collars, stiff, single-winged	No.	3
Jackets, mess, white, drill (1 without buttons)	No.	2
Kammarband	No.	1
X Waistcoat, mess, superfine	No.	1
Ø Waistcoat, black silk	No.	1

Additional Items for Officers serving as Aircrew -

Beret, with badge	No.	1	
Badges, flying, large	No.	4	} Pi-lots
Badges, flying, small	No.	1	

Observers - 5 No. small only.

Additional Items for Officers qualified in Aviation but not employed as Aircrew -

Badges, flying, large	No.	4	} Pi-lots
Badges, flying, small	No.	1	

Observers - 5 No. small only.

X For all officers except chaplains

Ø For chaplains only

X 1 Pr. only for Chaplains.

(4716/31/36)

450.

AMOUNTS PAYABLE TO R.A.N. AND W.R.A.N.S. OFFICERS FOR ALTERATIONS TO UNIFORM ON PROMOTION OR REVERSION ON OR AFTER 30TH JUNE, 1953.

The amounts payable to R.A.N. and W.R.A.N.S. officers for alterations to uniform consequent upon promotion, or reversion from temporary higher ranks, on or after 30th June, 1953, will be as follow :-

R.A.N. OFFICERS

On promotion to	Executive Branch		Non-Executive Branches	
	£	s. d.	£	s. d.
Senior Commissioned Officer	12.	6. 9	14.	5. 9
A/Sub-Lieutenant (from Midshipman)	67.	14. 6	69.	13. 6
Lieutenant	14.	10. 0	16.	8. 3
Lieutenant-Commander	18.	15. 6	20.	18. 6
Commander	29.	11. 9	31.	15. 3
Captain	23.	19. 3	26.	6. 6
Commodore 2nd Class	19.	9. 3	-	-
Commodore 1st Class (from Commodore 2nd class)	55.	12. 4	-	-
Rear-Admiral (from Captain)	51.	14. 1	53.	10. 1
Vice Admiral	32.	6. 6	-	-

On reversion from	Executive Branch		Non-Executive Branches	
	£	s. d.	£	s. d.
A/Lieutenant Commander to Lieutenant	13.	17. 6	13.	17. 6
A/Commander to Lieutenant-Commander	19.	3. 0	19.	3. 0
A/Captain to Commander	18.	1. 6	18.	1. 6
Commodore 2nd Class to Captain	30.	3. 0	-	-
Commodore 1st Class to Captain	37.	14. 2	-	-
Commodore 1st Class to Commodore 2nd Class	24.	4. 8	-	-

2. Officers promoted whilst serving overseas should be credited immediately with the amounts in Australian currency set out above and may submit applications, supported by receipts for additional expenses necessarily incurred.

3. Officers who are granted acting higher rank during tenure of an appointment and who are unable to arrange with the Commonwealth Clothing Factory for necessary alterations to uniform to be effected, may be reimbursed, on production of receipts, the actual expenditure incurred, within reasonable limits, for alterations carried out by private outfitters.

4. Reimbursement of cost of alterations to uniform is to be made by crediting the accounts of the officers concerned in current ledgers, quoting as authority Finance Authority No. L.515, and advice is to be forwarded to Navy Office of the lists and numbers where credits are effected.

5. The gratuities in paragraph 1 are intended to cover the cost of the following alterations to uniform :-

- Full relacing with new lace of 1 undress coat, 1 mess jacket, 1 pr. shoulder straps and 1 greatcoat.
- Relacing, using existing lace where appropriate, of 1 undress coat and 1 pr. shoulder straps.
- Purchase of one cap, and reworking of one cap, (only when change in rank necessitates a change in the type of peak worn).

b. W.R.A.N.S. Officers on promotion from Third Officer to Second Officer, Second Officer to First Officer, or First Officer to Chief Officer, are to be credited with a gratuity of £3.18. 0 to cover the cost of necessary alterations to uniform.

(4716/31/36)

451.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - UNIFORM AND CLOTHING - AUTHORIZED KIT.

The following are the authorized kits of members of the Women's Royal Australian Naval Service :-

COMPULSORY KITS

ARTICLE	OFFICERS	CHIEF PETTY OFFICERS AND PETTY OFFICERS	OTHER RATINGS
Badges, hat	2 No.	2 No.	-
Badges (except hat badges)	-	As necessary	As necessary
Bags, shoulder	1 No.	1 No.	1 No.
Brushes, blacking	1 No.	1 No.	1 No.
Brushes, clothes	1 No.	1 No.	1 No.
Brushes, polishing	1 No.	1 No.	1 No.
Brushes, tooth	1 No.	1 No.	1 No.
*Caps, white	-	-	2 No.
Cases, suit, fibre, large	1 No.	1 No.	1 No.
Cases, attache, leather	1 No.	1 No.	1 No.
Collars, white	6 No.	6 No.	6 No.
Covers, cap, plastic	-	-	1 No.
Dresses, white	3 No.	3 No.	3 No.
*Gloves, leather, brown	1 Pr.	1 Pr.	1 Pr.
*Gloves, cotton, white	2 Pr.	2 Pr.	2 Pr.
Greatcoat	1 No. (A)	-	-
*Handkerchiefs, white	6 No.	6 No.	6 No.
Hats, tricorne	1 No.	1 No.	-
Hats, tricorne, covers for	2 No.	2 No.	-
Hats, white, fur felt	1 No.	1 No.	-
*Housewives, filled	1 No.	1 No.	1 No.
*Jackets, cardigan	1 No.	1 No.	1 No.
*Jackets, diagonal serge	-	2 No.	2 No.
Jackets, superfine	1 No. (A)	-	-
Jackets, baratheia	1 No. (A)	-	-
Mugs, aluminium	-	1 No.	1 No.
Raincoats	-	1 No.	1 No.
Ribbons, cap	-	-	2 No.
*Shirts, blue, working	2 No.	2 No.	2 No.
*Shirts, white, double cuffs	2 No.	2 No.	2 No.
*Shirts, white, single cuffs	-	-	2 No.
Shirts, white, P.T.	1 No.	1 No.	1 No.
Shorts, blue, P.T.	1 Pr.	1 Pr.	1 Pr.
Skirts, diagonal serge	-	2 No.	2 No.
Skirts, superfine	1 No. (A)	-	-
Skirts, baratheia	1 No. (A)	-	-
*Shoes, black	2 Prs.	2 Prs.	2 Prs.
*Shoes, white, leather sole	1 Pr.	1 Pr.	1 Pr.
*Shoes, gymnastic	1 Pr.	1 Pr.	1 Pr.
Shoulder straps	1 Pr.	-	-
Socks, blue, ankle	2 Prs.	2 Prs.	2 Prs.
Stockings, lisle	2 Prs.	2 Prs.	2 Prs.
Stockings, nylon	2 Prs.	2 Prs.	2 Prs.
Ties, black	2 No.	2 No.	2 No.

NOTES: * Special W.R.A.N.S. pattern
(A) Made-to-Measure.

2. Officers on entry are to be issued gratuitously with kits in accordance with the foregoing scale. Ratings on entry are to be issued gratuitously with the following items only :-

Caps, white	1 No.
Jackets, cardigan	1 No.
Ribbons, cap	1 No.
Shirts, blue, working	2 No.
Shirts, white, P.T.	1 No.
Shoes, black	1 Pr.
Shoes, gymnastic	1 Pr.
Shorts, blue, P.T.	1 No.
Skirts, diagonal serge	1 No.
Stockings, lisle	2 Prs.

Items required to complete their kit to the scale shown in paragraph 1 hereof are to be issued on completion of two weeks training.

3. Items of underwear, etc., in accordance with the following scale, are to be provided by all personnel from an outfit allowance of £15, payable to officers on entry and to ratings on completion of the two weeks preliminary training period :-

Brush, hair	1 No.
Comb, hair	1 No.
Knickers and/or pantettes	6 Prs.
Singlets	6 No.
Slips, petticoat	2 No.
Brassieres	2 No.
Corsets (or suspender belt)	1 Pr.
Pyjamas	2 Prs.

4. The authorized scale of loan clothing (personal loan issue) is as follows :-

<u>Cooks</u>	
Gowns, cooks'	4 No.
Aprons	4 No.
Caps	2 No.
Shoes, galley	1 Pr.

Sick Berth Attendants

Dresses, blue	3 No.
Caps, white, S.B.A.	3 No.
Aprons, white	3 No.

Stewardesses

*Jackets, white drill	3 No.
Skirt, seamen's serge	1 No.
Shoes, galley	1 Pr.

Telegraphists

*Jersey, blue	1 No.
---------------	-------

Overalls, oilskin clothing, watchcoats and seaboots may be issued on loan, as necessary.

5. The following optional items of special W.R.A.N.S. pattern are available for issue on repayment :-

Trousers, serge	1 Pr.
Jersey, blue	1 No.
Overcoats	1 No.

6. Each member now serving who is not due for release before 31st December, 1953, is to be issued gratuitously with a leather attache case, stocks of which are available from Victualling Yards.

7. Navy Orders 61 and 204 of 1952, 172, 223 and 225 of 1953 are hereby cancelled.

(4533/81/146)

452.

MEASUREMENTS OF ARTICLES OF UNIFORM AND CLOTHING STOCKED FOR ISSUE IN THE ROYAL AUSTRALIAN NAVY.

The measurements of articles of uniform and clothing stocked for issue on repayment are promulgated in the appendix to this Order.

2. The measurements of articles of clothing stocked for loan issue in the Royal Australian Navy are as shown in the Manual of Victualling.

3. Navy Orders 291 of 1949, 99 and 234 of 1950, 468 (paragraph 3) of 1951 and 83 of 1953 are hereby cancelled.

(4532/1/113)

APPENDIX

SCHEDULE OF MEASUREMENTS

(Measurements shown are those of garments when buttoned)

Braces	Sizes	34"	36"	38"	40"		
Collars, White	Sizes	13½ to 18½ (in ½ sizes)					
Drawers, knicker	Sizes (waist measurements)	24" - 48" (rising by 2")					
Drawers, winter	Sizes (waist measurements)	28" - 44" (rising by 2")					
Flannels cotton							
	Size	1	2	3	4		
	Chest	38"	41"	44"	47"		
Footwear	Sizes	4, 5, 6, 7, 8, 9, 10, 11, 12, in fittings 5 and 6					
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	6½ to 7½ (rising in ½ 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, Double Breasted and Seamen's Serge, Single Breasted -

Size	Height	Chest	Waist	Sleeve	Length of Coat
3	5'3" - 5'4"	34	32	30	27 - 1/2
3 - 1/4	5'3" - 5'4"	35	34	30	27 - 1/2
3 - 1/2	5'7" - 5'8"	34	32	32	29 - 1/2
4	5'5" - 5'6"	36	33	31	28 - 1/2
4 - 1/4	5'5" - 5'6"	37	36	31	28 - 1/2
4 - 1/2	5'9" - 5'10"	36	33	33	30 - 1/2
5	5'7" - 5'8"	38	35	32	29 - 1/2
5 - 1/4	5'7" - 5'8"	39	38	32	29 - 1/2
5 - 1/2	5'11" - 6'0"	38	35	34	31 - 1/2
6	5'9" - 5'10"	40	37	33	30 - 1/2
6 - 1/4	5'9" - 5'10"	41	40	33	30 - 1/2
6 - 1/2	6'1" - 6'2"	40	37	35	32
7	5'11" - 6'0"	42	39	34	31 - 1/2

Jackets, Diagonal Serge, Police -

Size No.	Height of Man	Chest	Waist	Full Length of Sleeve	Length of Back
3	5'3" - 5'4"	34	33	30	27½
3½	5'3" - 5'4"	35	35	30	27½
3½	5'7" - 5'8"	34	33	32	29½
4	5'5" - 5'6"	36	34	31	28½
4½	5'5" - 5'6"	37	37	31	28½
4½	5'9" - 5'10"	36	34	33	30½
5	5'7" - 5'8"	38	36	32	29½
5½	5'7" - 5'8"	39	39	32	29½
5½	5'11" - 6'0"	38	36	34	31½
6	5'9" - 5'10"	40	38	33	30½
6½	5'9" - 5'10"	41	41	33	30½
6½	6'1" - 6'2"	40	38	35	32
7	5'11" - 6'0"	42	40	34	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 -

Size	Height of Man	Length of Body	Length of Sleeve	Width Across Top	Width at Bottom
1	5'4"	26"	21"	16"	18"
2				17"	19"
3				18"	20"
4				19"	21"
5				20"	22"
6	5'6"	27"	22"	16"	18"
7				17"	19"
8				18"	20"
9				19"	21"
10				20"	22"

Jumpers, Seamen's Serge (cont'd.)

Size	Height of Man	Length of Body	Length of Sleeve	Width Across Top	Width at Bottom
11	5'8"	28"	23"	16"	18"
12				17"	19"
13				18"	20"
14				19"	21"
15				20"	22"
16	5'10"	29"	24"	17"	19"
17				18"	20"
18				19"	21"
19				20"	22"
20				21"	23"
21	6'0"	30"	25"	17"	19"
22				18"	20"
23				19"	21"
24				20"	22"
25				21"	23"

Jumpers, white drill -

Size	Height of Man	Length of Sleeve	Length of Body	Width Across Top
1	5'4"	21"	26"	16"
2				17"
3				18"
4				19"
5				20"
6	5'6"	22"	27"	16"
7				17"
8				18"
9				19"
10				20"
11	5'8"	23"	28"	16"
12				17"
13				18"
14				19"
15				20"
16	5'10"	24"	29"	17"
17				18"
18				19"
19				20"
20				20½"
21	6'0"	25"	30"	17"
22				18"
23				19"
24				20"
25				20½"

Leggings, Police - Size 12 - 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, Ratings -

Size	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	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	1	2	3	4
Chest	34"	36"	38"	40"
Length from top at side of neck	22½"	23"	23½"	24"

Raincoats, 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"
Length of sleeve over shoulder	30½"	31"	31½"	32"	32½"	33"	33"

Raincoats, 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 back	30½"	31"	32"	33"	33½"	34"

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 18½ (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	0	1	2	3	4	5
Collar	13½"	14"	14½"	15"	15½"	16"
Chest	43"	45"	47"	49"	51"	53"

Shirts, white, dress Officers' }
 Shirts, white, tunic, Officers' } Sizes 13 to 18½ (in ½ sizes)

Shorts, Blue Working and Shorts, white, tropical -

Size	Waist	Seat	Side Seam	Leg Seam	Leg Bottom
1	30"	36"	20"	7 $\frac{1}{2}$ "	22 $\frac{1}{2}$ "
2	31"	37"	21"	8"	22 $\frac{1}{2}$ "
3	32"	38"	21 $\frac{1}{2}$ "	8"	23"
3 $\frac{1}{2}$	34"	40"	21"	8"	24"
4	35"	39"	21 $\frac{3}{4}$ "	8 $\frac{1}{2}$ "	23"
4 $\frac{1}{2}$	36"	42"	21 $\frac{3}{4}$ "	8 $\frac{1}{2}$ "	25"
5	34"	40"	22 $\frac{1}{2}$ "	9"	24"
5 $\frac{1}{2}$	38"	44"	22 $\frac{1}{2}$ "	9"	26"
5 $\frac{3}{4}$	30"	36"	23 $\frac{1}{2}$ "	10"	22 $\frac{1}{2}$ "
6	35"	41"	22 $\frac{1}{2}$ "	9"	24"
6 $\frac{1}{4}$	40"	46"	23 $\frac{1}{2}$ "	9 $\frac{1}{2}$ "	26"
6 $\frac{1}{2}$	32"	38"	23 $\frac{3}{4}$ "	10"	23"
7	36"	42"	23 $\frac{3}{4}$ "	10"	25"
7 $\frac{1}{2}$	34"	40"	25"	11"	24"
8	38"	44"	24"	10"	25 $\frac{1}{2}$ "
8 $\frac{1}{2}$	36"	42"	26 $\frac{1}{2}$ "	12"	25 $\frac{1}{2}$ "
9	40"	46"	24 $\frac{1}{2}$ "	10 $\frac{1}{2}$ "	26 $\frac{1}{2}$ "
10	42"	47"	25 $\frac{1}{2}$ "	10 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
11	45"	49"	26"	11"	27 $\frac{1}{2}$ "
12	47"	51"	26 $\frac{1}{2}$ "	11"	28"

Singlets, Sleeveless, cotton -

Sizes 30", 32", 34", 36", 38", 40", 42", 44", 46".

Suits, Overall, 1 piece -

Size	Height of Man	Chest	Waist
3	5'3" - 5'4"	40"	36"
3 $\frac{1}{2}$	5'5" - 5'6"	43"	42"
4	5'6" - 5'7"	42"	38"
4 $\frac{1}{2}$	5'7" - 5'8"	45"	44"
5	5'8" - 5'9"	44"	40"
5 $\frac{1}{2}$	5'9" - 5'10"	47"	46"
5 $\frac{3}{4}$	5'9" - 5'10"	42"	37"
6	5'10" - 5'11"	46"	42"
6 $\frac{1}{2}$	6'1" - 6'2"	44"	39"
7	6'0" - 6'1"	48"	44"

Suits, pyjama -

Size No.	1	2	3	4	5	6
Height of man	5'4"	5'7"	5'10"	6'1"	6'1"	6'1"
of man	5'6"	5'9"	6'0"	6'2"	6'2"	6'2"

Jacket -

	Chest	Collar
	42"	17"
	44"	17 $\frac{1}{2}$ "
	46"	18"
	49"	19"
	51"	19"
	55"	20"

Trousers -

	Waist	Length
	40"	43"
	42"	45"
	44"	47"
	47"	48"
	49"	49"
	52"	48"

Ties, Black, Evening - Sizes 14 $\frac{1}{2}$ to 17 $\frac{1}{2}$ (in $\frac{1}{2}$ sizes)

Trousers, action working -

Size No.	Side Seam	Leg Seam	Waist	Seat	Knee	Bottom
3	40"	29"	31"	36"	21"	20"
3 $\frac{1}{4}$	40"	28"	33"	37"	21"	20"
3 $\frac{1}{2}$	42"	30"	31"	36"	21"	20"
4	42"	30"	32"	38"	22"	21"
4 $\frac{1}{4}$	41"	29"	35"	39"	22"	21"
4 $\frac{1}{2}$	43"	31"	32"	38"	22"	21"
5	44"	31"	34"	40"	22 $\frac{1}{2}$ "	21 $\frac{1}{2}$ "
5 $\frac{1}{4}$	42"	30"	37"	41"	22 $\frac{1}{2}$ "	21 $\frac{1}{2}$ "
5 $\frac{1}{2}$	45"	32"	34"	40"	22 $\frac{1}{2}$ "	21 $\frac{1}{2}$ "
6	45"	32"	36"	42"	23"	22"
6 $\frac{1}{4}$	43"	31"	39"	43"	23"	22"
6 $\frac{1}{2}$	47"	33 $\frac{1}{2}$ "	36"	42"	23"	22"
6A	46"	31"	42"	47"	24"	23"
7	46"	33"	38"	44"	23 $\frac{1}{2}$ "	22 $\frac{1}{2}$ "
7A	47"	32"	45"	49"	25"	23 $\frac{1}{2}$ "
8	47"	33 $\frac{1}{2}$ "	40"	46"	24"	23 $\frac{1}{2}$ "
8A	47"	32"	47"	51"	25 $\frac{1}{2}$ "	24"

Trousers, Diagonal Serge, fly and Seamen's Serge, fly -

Size	Height of Man	Side Seam	Leg	Waist	Seat	Knee	Bottom
3	5'3" - 5'4"	40"	28 $\frac{1}{2}$ "	30"	36"	21"	19 $\frac{1}{2}$ "
3 $\frac{1}{4}$	5'3" - 5'4"	39 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	33"	38"	22"	19 $\frac{1}{2}$ "
3 $\frac{1}{2}$	5'7" - 5'8"	42 $\frac{1}{2}$ "	30 $\frac{1}{2}$ "	30"	36"	21"	20 $\frac{1}{2}$ "
4	5'5" - 5'6"	41"	29 $\frac{1}{2}$ "	32"	38"	22"	20 $\frac{1}{2}$ "
4 $\frac{1}{4}$	5'5" - 5'6"	40 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "	35"	40"	22 $\frac{1}{2}$ "	20 $\frac{1}{2}$ "
4 $\frac{1}{2}$	5'9" - 5'10"	44"	31 $\frac{1}{2}$ "	32"	38"	22"	21"
5	5'7" - 5'8"	42"	30 $\frac{1}{2}$ "	34"	40"	22 $\frac{1}{2}$ "	21"
5 $\frac{1}{4}$	5'7" - 5'8"	41 $\frac{1}{2}$ "	29 $\frac{1}{2}$ "	37"	42"	24"	21"
5 $\frac{1}{2}$	5'11" - 6'0"	45"	32 $\frac{1}{2}$ "	34"	40"	22 $\frac{1}{2}$ "	21 $\frac{1}{2}$ "
6	5'9" - 5'10"	43 $\frac{1}{2}$ "	31 $\frac{1}{2}$ "	36"	42"	23"	21 $\frac{1}{2}$ "
6 $\frac{1}{4}$	5'9" - 5'10"	42 $\frac{1}{2}$ "	30 $\frac{1}{2}$ "	39"	44"	24"	21 $\frac{1}{2}$ "
6 $\frac{1}{2}$	6'1" - 6'2"	46"	33 $\frac{1}{2}$ "	36"	42"	23"	22"
7	5'11" - 6'0"	45"	32 $\frac{1}{2}$ "	38"	44"	24"	22"
7A	6'1"	46"	33"	40"	46"	24 $\frac{1}{2}$ "	22 $\frac{1}{2}$ "

Trousers, Diagonal Serge, Police -

Size No.	Side Seam	Leg Seam	Waist	Seat	Knee	Bottom
3	40"	29"	31"	36"	22"	18 $\frac{1}{2}$ "
3 $\frac{1}{4}$	40"	28"	33"	36"	22"	18 $\frac{1}{2}$ "
3 $\frac{1}{2}$	42"	30 $\frac{1}{2}$ "	31"	36"	22"	18 $\frac{1}{2}$ "
4	42"	30"	32"	38"	22 $\frac{1}{2}$ "	19"
4 $\frac{1}{4}$	40 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "	35"	38"	22 $\frac{1}{2}$ "	19"
4 $\frac{1}{2}$	43"	31 $\frac{1}{2}$ "	32"	38"	22 $\frac{1}{2}$ "	19"
5	43"	31"	34"	40"	23"	19"
5 $\frac{1}{4}$	42"	30"	37"	40"	23"	19"
5 $\frac{1}{2}$	44"	32"	34"	40"	23"	19"
6	44 $\frac{1}{2}$ "	32"	36"	42"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "
6 $\frac{1}{4}$	42 $\frac{1}{2}$ "	31"	39"	42"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "
6 $\frac{1}{2}$	45"	33"	36"	42"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "
7	45"	33"	38"	44"	24"	20"

Trousers, khaki drill, musicians -

Size	Height of man	Side Seam	Leg	Waist	Seat	Knee	Bottom
3	5'3" - 5'4"	42"	30"	30"	36"	22 $\frac{1}{2}$ "	19"
3 $\frac{1}{2}$	5'7" - 5'8"	44 $\frac{1}{2}$ "	32"	30"	36"	22 $\frac{1}{2}$ "	19"
4	5'5" - 5'6"	43 $\frac{1}{2}$ "	31"	32"	38"	23"	19 $\frac{1}{2}$ "
4 $\frac{1}{2}$	5'9" - 5'10"	45 $\frac{1}{2}$ "	33"	32"	38"	23"	19 $\frac{1}{2}$ "
5	5'7" - 5'8"	44 $\frac{1}{2}$ "	32"	34"	40"	23 $\frac{1}{2}$ "	20"
5 $\frac{1}{2}$	5'11" - 6'0"	47 $\frac{1}{2}$ "	34"	33"	40"	23 $\frac{1}{2}$ "	20"
6	5'9" - 5'10"	45 $\frac{1}{2}$ "	33"	36"	42"	24"	20 $\frac{1}{2}$ "
6 $\frac{1}{2}$	6'1" - 6'2"	48 $\frac{1}{2}$ "	35"	35"	42"	24 $\frac{1}{2}$ "	21 $\frac{1}{2}$ "
7	5'11" - 6'0"	47"	34"	38"	44"	24 $\frac{1}{2}$ "	21"

Trousers, khaki, drill, police -

Size	Outside Leg	Inside Leg	Knee	Bottom	Waist	Seat
3	40"	29"	22"	18 $\frac{1}{2}$ "	30"	36"
3 $\frac{1}{2}$	40"	28"	22"	18 $\frac{1}{2}$ "	34"	39"
3 $\frac{1}{2}$	42 $\frac{1}{2}$ "	30 $\frac{1}{2}$ "	22"	18 $\frac{1}{2}$ "	30"	36"
4	42"	30"	22 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	32"	38"
4 $\frac{1}{2}$	42"	29"	22 $\frac{1}{2}$ "	19"	36"	41"
4 $\frac{1}{2}$	44"	31 $\frac{1}{2}$ "	22 $\frac{1}{2}$ "	19"	32"	38"
5	44"	31"	23"	19"	34"	40"
5 $\frac{1}{2}$	42 $\frac{1}{2}$ "	30"	23"	19"	38"	43"
5 $\frac{1}{2}$	44 $\frac{1}{2}$ "	32"	23"	19"	34"	40"
6	44 $\frac{1}{2}$ "	32"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	36"	42"
6 $\frac{1}{2}$	43 $\frac{1}{2}$ "	31"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	40"	45"
6 $\frac{1}{2}$	46"	33"	23 $\frac{1}{2}$ "	19"	36"	42"
7	45 $\frac{1}{2}$ "	33"	24"	20"	38"	44"
7A	46 $\frac{1}{2}$ "	33 $\frac{1}{2}$ "	24"	22"	40"	46"

Trousers, serge, musicians -

Size	Height of man	Side Seam	Leg	Waist	Seat	Knee	Bottom
3	5'3" - 5'4"	41"	29"	30"	36"	22 $\frac{1}{2}$ "	19"
3 $\frac{1}{2}$	5'7" - 5'8"	43 $\frac{1}{2}$ "	31"	30"	36"	22 $\frac{1}{2}$ "	19"
4	5'5" - 5'6"	42 $\frac{1}{2}$ "	30"	32"	38"	23"	19 $\frac{1}{2}$ "
4 $\frac{1}{2}$	5'9" - 5'10"	44 $\frac{1}{2}$ "	32"	32"	38"	23"	19 $\frac{1}{2}$ "
5	5'7" - 5'8"	43 $\frac{1}{2}$ "	31"	33"	40"	23 $\frac{1}{2}$ "	20"
5 $\frac{1}{2}$	5'11" - 6'0"	46"	33"	33"	40"	23 $\frac{1}{2}$ "	20"
6	5'9" - 5'10"	44 $\frac{1}{2}$ "	32"	35"	42"	24 $\frac{1}{2}$ "	20 $\frac{1}{2}$ "
6 $\frac{1}{2}$	6'1" - 6'2"	47 $\frac{1}{2}$ "	34"	35"	42"	24 $\frac{1}{2}$ "	21"
7	5'11" - 6'0"	46"	33"	37"	44"	24 $\frac{1}{2}$ "	21"

Trousers, seamen's serge, fall -

Size	Inside Leg	Waist	Outside seams	Thigh 2" below fork	Knee	Bottom
1	28"	30"	42"	24"	24"	24"
2	28"	31"	42"	25"	24"	24"
3	28"	32"	42"	25 $\frac{1}{2}$ "	24"	24"
4	30"	30"	43"	24"	24"	24"
5	30"	31"	43"	25"	24"	24"
6	30"	32"	43"	25 $\frac{1}{2}$ "	24"	26"
7	30"	33"	44"	26"	24"	26"
8	30"	34"	44"	26 $\frac{1}{2}$ "	24"	26"
9	30"	35"	44"	27"	26"	28"
10	30"	36"	44"	28 $\frac{1}{2}$ "	26"	28"
11	32"	30"	45"	24"	24"	26"
12	32"	31"	45"	25"	24"	26"
13	32"	32"	45"	25 $\frac{1}{2}$ "	24"	26"
14	32"	33"	46"	26"	24"	26"
15	32"	34"	46"	26 $\frac{1}{2}$ "	24"	26"
16	32"	35"	46"	27 $\frac{1}{2}$ "	26"	28"
17	32"	36"	46"	28 $\frac{1}{2}$ "	26"	28"
18	34"	34"	48"	26 $\frac{1}{2}$ "	26"	28"
19	34"	36"	48"	27 $\frac{1}{2}$ "	26"	28"
20	34"	38"	49"	29"	26"	28"

Trousers, Drill, fly -

Size	Outside Leg	Inside Leg	Knee	Bottom	Waist	Seat
3	40"	29"	22"	18 $\frac{1}{2}$ "	30"	36"
3 $\frac{1}{2}$	40"	28"	22"	18 $\frac{1}{2}$ "	34"	39"
3 $\frac{1}{2}$	42 $\frac{1}{2}$ "	30 $\frac{1}{2}$ "	22"	18 $\frac{1}{2}$ "	30"	36"
4	42"	30"	22 $\frac{1}{2}$ "	19"	32"	38"
4 $\frac{1}{2}$	42"	29"	22 $\frac{1}{2}$ "	19"	36"	41"
4 $\frac{1}{2}$	44"	31 $\frac{1}{2}$ "	22 $\frac{1}{2}$ "	19"	32"	38"
5	44"	31"	23"	19"	34"	40"
5 $\frac{1}{2}$	42 $\frac{1}{2}$ "	30"	23"	19"	38"	43"

Trousers, Drill, fly (cont'd.)

Size	Outside Leg	Inside Leg	Knee	Bottom	Waist	Seat
5 $\frac{1}{2}$	44 $\frac{1}{2}$ "	32"	23"	19"	34"	40"
6	44 $\frac{1}{2}$ "	32"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	36"	42"
6 $\frac{1}{2}$	43 $\frac{1}{2}$ "	31"	23 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	40"	45"
6 $\frac{1}{2}$	46"	33"	28 $\frac{1}{2}$ "	19 $\frac{1}{2}$ "	36"	42"
7	45 $\frac{1}{2}$ "	33"	24"	20"	38"	44"
7A	46 $\frac{1}{2}$ "	33 $\frac{1}{2}$ "	24"	22"	40"	46"

Trousers, Drill, fall -

Size	Inside Leg seam	Waist	Outside Leg seam	Thigh 2" below fork	Knee	Bottom
N1	28 $\frac{1}{2}$ "	30"	40 $\frac{1}{2}$ "	24"	24 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "
N2	28 $\frac{1}{2}$ "	31"	40 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "
N3	28 $\frac{1}{2}$ "	32"	40 $\frac{1}{2}$ "	26"	24 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "
N4	29"	33"	41"	26 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "
N5	29"	34"	41"	27"	25 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "
N6	30"	30"	42 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "
N7	30"	31"	42 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "
N8	30"	32"	42 $\frac{1}{2}$ "	26"	24 $\frac{1}{2}$ "	26 $\frac{1}{2}$ "
N9	30"	33"	42 $\frac{1}{2}$ "	26 $\frac{1}{2}$ "	24 $\frac{1}{2}$ "	26 $\frac{1}{2}$ "
N10	30"	34"	42 $\frac{1}{2}$ "	27"	25 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
N11	30"	35"	42 $\frac{1}{2}$ "	28"	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N12	32"	30"	45"	24 $\frac{1}{2}$ "	25"	27 $\frac{1}{2}$ "
N13	32"	31"	45"	25 $\frac{1}{2}$ "	25"	27 $\frac{1}{2}$ "
N14	32"	32"	45"	26"	25 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
N15	32"	33"	45"	26 $\frac{1}{2}$ "	25 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
N16	32"	34"	45"	27"	25 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
N17	32"	36"	45"	29"	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N18	32"	38"	45"	29 $\frac{3}{4}$ "	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N19	32"	40"	45 $\frac{1}{2}$ "	31"	27 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N20	34"	32"	47"	26"	25 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
N21	34"	33"	47"	26 $\frac{1}{2}$ "	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N22	34"	34"	47 $\frac{1}{2}$ "	27"	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N23	34"	36"	47 $\frac{1}{2}$ "	29"	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N24	34"	38"	47 $\frac{1}{2}$ "	29 $\frac{3}{4}$ "	26 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "
N25	34"	40"	47 $\frac{1}{2}$ "	31"	27 $\frac{1}{2}$ "	28 $\frac{1}{2}$ "

Tunics, drill with blue facing. Tunics, drill -

Size	Chest	Waist	Length of Sleeve	Length of Tunic	Collar
3	34"	31"	30 $\frac{1}{2}$ "	27"	15 $\frac{1}{2}$ "
3A	35"	32"	31"	27 $\frac{1}{2}$ "	14 $\frac{3}{4}$ "
3 $\frac{1}{2}$	35"	35"	30"	27"	15 $\frac{3}{4}$ "
3 $\frac{1}{2}$	34"	31"	32"	28"	15 $\frac{1}{2}$ "
4	36"	33"	31 $\frac{1}{2}$ "	28"	16"
4A	37"	34"	32"	28 $\frac{1}{2}$ "	16 $\frac{1}{2}$ "
4 $\frac{1}{2}$	37"	37"	31"	28"	16 $\frac{1}{2}$ "
4 $\frac{1}{2}$	36"	33"	33"	29"	16"
5	38"	35"	32 $\frac{1}{2}$ "	29"	16 $\frac{1}{2}$ "
5A	39"	36"	33"	29 $\frac{1}{2}$ "	16 $\frac{3}{4}$ "
5 $\frac{1}{2}$	39"	39"	32"	29"	16 $\frac{3}{4}$ "
5 $\frac{1}{2}$	38"	35"	34"	30"	16 $\frac{1}{2}$ "
6	40"	37"	33 $\frac{1}{2}$ "	30"	17"
6A	41"	38"	33 $\frac{3}{4}$ "	31"	17 $\frac{1}{2}$ "
6 $\frac{1}{2}$	41"	41"	33"	30"	17 $\frac{1}{2}$ "
6 $\frac{1}{2}$	40"	37"	35"	31"	17"
7	42"	39"	34"	31 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "
7A	43"	41 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "	32"	17 $\frac{1}{2}$ "

Tunics, khaki drill, musicians -

Size	Height of man	Chest	Waist	Sleeve	Length	Collar worn	Collar
3	5'3" - 5'4"	34"	31"	30½"	27"	14½"	15½"
3½	5'7" - 5'8"	34"	31"	32½"	28"	14½"	15½"
4	5'5" - 5'6"	36"	33"	31½"	27½"	15"	16"
4½	5'9" - 5'10"	36"	33"	33½"	29"	15"	16"
5	5'7" - 5'8"	38"	34"	32½"	28"	15½"	16½"
5½	5'11" - 6'0"	38"	34"	34½"	30"	15½"	16½"
6	5'9" - 5'10"	40"	36"	33½"	29"	16"	17"
6½	6'1" - 6'2"	40"	36"	35½"	31"	16"	17"
7	5'11" - 6'0"	42"	38"	34½"	30"	16½"	17½"

Tunics, khaki, police -

Size	Height of man	Chest	Waist	Length of Jacket	Length of Sleeve from Centre back
4	5'7"	36"	33"	29"	31"
4½	5'6"	37"	37"	29"	31"
4½	5'9" - 5'10"	36"	33"	30"	32"
5	5'8" - 5'9"	38"	35"	30"	32"
5½	5'7" - 5'8"	39"	39"	30"	32"
5½	5'11" - 6'0"	38"	35"	32"	33"
6	5'10" - 5'11"	40"	37"	31"	33"
6½	5'9" - 5'10"	41"	41"	31"	33"
6½	6'1" - 6'2"	40"	37"	33"	34"
7	5'11" - 6'0"	42"	39"	32"	34"

Tunics, serge, musicians -

Size	Height of man	Chest	Waist	Sleeve	Length	Collar worn	Collar
3	5'3" - 5'4"	34"	31"	30"	26"	14½"	15½"
3½	5'7" - 5'8"	34"	31"	32"	27"	14½"	15½"
4	5'5" - 5'6"	36"	33"	31"	26½"	15"	16"
4½	5'9" - 5'10"	36"	33"	33"	28"	15"	16"
5	5'7" - 5'8"	38"	34"	32"	27"	15½"	16½"
5½	5'11" - 6'0"	38"	34"	34"	29"	15½"	16½"
6	5'9" - 5'10"	40"	36"	33"	28"	16"	17"
6½	6'1" - 6'2"	40"	36"	35"	30"	16"	17"
7	5'11" - 6'0"	42"	38"	34"	29"	16½"	17½"

Vests - Size 30", 32", 34", 36", 38", 40", 42", 44".

Waist belts -

Size	34"	40"	46"
Overall Length	38"	44"	50"

453.

AIR MAINTENANCE RATINGS - COMPULSORY KITS.

Navy Order 309 of 1953, paragraph 1, is to be amended by deleting "1 badge, cap, metal" and inserting "1 badge, beret, metal".

(4716/1/123)

454.

DEMANDS FOR MESS GEAR - USE OF VOCABULARY NUMBERS.

In lodging demands for items of Mess Gear, Supply Officers should ensure that the description of the items demanded corresponds with that shown in the "Official Memorandum - Fixed Issuing Price List for Mess Gear" dated 1st July, 1953. Items should be further identified by quoting the vocabulary number, where applicable, as shown in the first column of each page of the Price List.

2. It is intended that the use of vocabulary numbers as an auxiliary means of identifying mess gear items should replace the existing system of pattern numbers as soon as possible, and to this end future reprints of the relative accounting forms will incorporate these vocabulary numbers.

(4530/1/83)

455.

CANCELLATION OF NAVY ORDERS.

Navy Orders 113, 151 of 1948 and 408 of 1950 are hereby cancelled.

(4002/58/21)

RESTRICTED

RESTRICTED 456-473/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

25th November, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. J. Cunningham

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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456.

DIRECTOR OF EDUCATION AND VOCATIONAL TRAINING -
CHANGE OF TITLE.

The title Director of Education and Vocational Training has been changed to Director of Naval Education Service (short title D.N.E.S.).

(3031/13/147)

457.

RATINGS - T.A.S. BRANCH - REQUIREMENT OF AURAL FITNESS
FOR U.W. RATINGS.

It has been decided that Admiralty Fleet Order 2860/1953 is not to be followed in the Royal Australian Navy.

2. Commanding Officers of U.W. ratings whose hearing deteriorates below the standard required are to forward a report to Navy Office, copy to H.M.A.S. RUSHCUTTER, stating whether or not it is desired to retain the rating in T.A.S. Branch.

(4002/82/9)

458.

SCHOOL OF LAND/AIR WARFARE - WILLIAMTOWN.

Paragraph 3 of Navy Order 268 of 1950 is to be amended by inserting "for officers of the Executive Branch" after "Vacancies".

(4006/24/20)

459.

COURSE OF COOKERY AT WILLIAM ANGLISS FOOD TRADES SCHOOL.

Navy Order 25 of 1953, paragraph 1, line 3, is to be amended by deletion of the words "Navy Order 57 of 1950" and insertion in lieu of the words "Articles 192 and 193 of A.B.R.10, R.A.N. Advancement Instructions".

(4007/38/71)

460.

NATIONAL SERVICE ABSENTEES FROM ANNUAL CONTINUOUS TRAINING.

The procedure for dealing with National Servicemen who fail to report for Annual Continuous Training is being revised and may involve action being taken in Civil Courts. Details will be promulgated in due course, meanwhile paragraph 33B of Navy Order 240 of 1951 is hereby cancelled.

(4011/21/13)

461.

ALTERATIONS TO GUNNERY S.Q. DUTIES.

Admiralty Fleet Order 30/1952 modified the duties of Gunlayer and Quarters Ratings. The Anti-aircraft and Layer Branches are being allowed to die out, but for manning purposes A.A. and L.R. rates are treated as GL rates. It will therefore be necessary to train these gunnery rates in the additional duties which they were not taught during their qualifying courses. The following action is to be taken :-

(a) AA3.

As from the date of this Order, all AA3s are re-classified as GL3s.

(b) LR3.

LR3s. are to be trained in 40 m.m. gun drill and the aiming of a Mark 7 40 m.m. mounting. When a satisfactory standard has been reached, arrangements are to be made for them to be examined by a Lieutenant (G) or Lieutenant-Commander (G). If they pass this examination, they are to be rated GL3 and the fact reported to the Naval Board.

(c) AA2 and LR2.

For the present, it is not intended to conduct conversion courses for AA2 and LR2 to GL2. It will therefore be necessary to give these ratings experience in the following duties, which were not taught in their qualifying courses :-

AA2 - Layer of R/F Director Mark 2W.
Trainer of DCT, Mark 6 Director and
R/F Directors Marks 1, 2W and 6.
Cross-level operator in a D.C.T.

LR2 - Aimer of an STD, STAAG or CRBFD.

(d) AA1 and LR1.

For the present, it is not intended to conduct conversion courses for AA1 and LR1 to GL1. It will therefore be necessary to give these ratings experience in the following duties, which were not taught in their qualifying courses :-

AA1 - Layer of DCT, Mark 6 Director and
R/F Directors Marks 1 and 6.

LR1 - Captain of Mounting of STAAG or
CRBFD.

2. Quarters and Quarters Armourer rates who qualified before March, 1952, will require training in their new duties as follows :-

(a) QR3 and QA3.

Loading number of 40 m.m. guns.
Layer of 4" and 4.5" mountings.
Trainer of 4" mountings not fitted with auto-follow.

(b) QR2 and QA2.

Captain of Mounting of Twin Mark 5 40 m.m.

(4002/81/5)

462.

**RADIO (WIRELESS) TRANSMITTER TYPE 21/22J 5385 -
MODIFICATIONS FOR "PRESS TO TALK" FACILITIES.**

Ships fitted with Transmitter Type 21/22J 5385, unmodified for "Press to Talk", are to raise a defect item for Dockyard assistance to carry out the modification, quoting this Order as authority.

(4276/5/43)

463.

MODIFICATIONS TO AIR RADIO AND RADAR EQUIPMENT - PROCEDURE.

The provisions of Navy Order 220 of 1951 are now embodied in Article 213 of the Royal Australian Naval Aircraft Maintenance Manual.

2. Navy Order 220 of 1951 is hereby cancelled.

(3053/31/16)

464.

PETROL COMPARTMENTS AND STOWAGES PRECAUTIONS.

In order to ensure that personnel authorized to draw keys of petrol compartments and stowages are fully aware of the precautions to be observed, a certificate, worded as follows, is to be inserted in the Gasoline Log and signed by the personnel concerned :-

CERTIFICATE

" The undersigned certify that they have read B.R.1754, Regulations for the Storage and Handling Petrol, Paraffin, Anti-freeze Fluid, Dope and Hydrogen, and fully understand the precautions to be observed in relation to the stowage and handling of all inflammable liquids and the operation of the equipment connected therewith."

2. In addition the following notice is to be displayed prominently on the doors of all compartments wherein inflammable liquids are stowed or adjacent to open stowages :-

Inflammable Liquid

The provisions of B.R.1754 are to be observed rigidly when systems are operated or work carried out in, or adjacent to, this compartment (or stowage).

3. This order is to be understood to cover the stowage of all inflammable liquids, precautions in regard to which are laid down in B.R.1754.

4. Navy Order 363 of 1950 is hereby cancelled.

(3513/1/21)

465.

TRANSPORT BOXES FOR OFFICERS' BAGGAGE.

With reference to Navy Order 365 of 1952, supply of boxes for the transport of Officers' baggage has been approved for the following classes of ships :-

A.S. Frigates (converted Fleet) - 3 Sets per Ship.
Daring Class Ships - 4 Sets per Ship.

(4512/40/97)

466.

OFFICERS APPOINTED TO THE UNITED STATES OF AMERICA - CASH GRANT FOR KHAKI CLOTHING.

Officers appointed to the staff of the Australian Naval Attache, Washington, or to other appointments in the United States of America, for a period of nine months or more, will, in future, be eligible to receive, before their departure from Australia, a cash grant to cover the cost of the following items of khaki clothing :-

Shirts, khaki	3 No.		
Covers, cap, khaki	3 No.		
Jackets, khaki, gabardine	2 No.	} or	Jackets, khaki, gabardine 1 No.
			Trousers, khaki, gabardine 1 Pr.
			Jackets, khaki, drill 2 No.
Trousers, khaki, gabardine	2 Prs.		Trousers, khaki, drill 2 Prs.

2. With effect from 1st October, 1953, the amount of such grant will be £40.15. Od. The grant will be reviewed annually and promulgated in Navy Orders.

3. On receipt of their appointments, officers should make application for the grant to the Director of Navy Accounts. It is emphasized that the grant will be paid only in Australian currency. Officers who are so appointed for periods of less than nine months and are required to wear khaki clothing whilst in the United States of America should submit applications for reimbursement through the Australian Naval Attache, Washington. Where possible the purchase of khaki clothing should be made prior to departure from Australia.

4. Navy Orders 106 of 1952 and 278 of 1953 are hereby cancelled.

(4716/31/40)

467.

MESS GEAR - UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS' AND SEAMEN'S MESSSES - REPLACEMENT ALLOWANCES FOR 1953/54.

With reference to Consolidated Orders and Regulations, Article 489, free replacements of consumable items of mess

utensils will be allowed for Chief Petty Officers', and Seamen's Messes in H.M.A. Ships and Establishments during the financial year 1953-54 up to the following amounts :-

- (a) Chief Petty Officers and Petty Officers - £1.15. 3d per head.
(b) All other ratings -
(1) Where earthenware plates are in use - £1. 0. 0d per head.
(ii) Where recessed cafeteria trays are in use - 9. 6d per head.

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the "Official Memorandum - Fixed Issuing Price List for Mess Gear" dated 1st July, 1953.

(4530/1/77)

468.

BED LINEN AND TOWELS FOR LOAN ISSUE TO OFFICIAL VISITORS.

Approval has been given to the addition of the under-mentioned items to the relevant Establishments of Naval Stores, and to the Lists of Special Allowances of Naval Stores, as appropriate, for loan issue to official visitors -

H.M.A. Ship or Establishment	Patt. 34	Pattern 5	Pattern 54
	Sheets White Cotton	Pillow Cases White Linen	Bath Towels
Carriers	48 No.	48 No.	36 No.
Cruisers	48 No.	48 No.	36 No.
Destroyers (all classes)	16 No.	16 No.	12 No.
Frigates (all classes)	16 No.	16 No.	12 No.
Ocean Minesweepers (Bathurst Class)	4 No.	4 No.	2 No.
H.Q. Ship of the Sydney Division of the Reserve Fleet Command	12 No.	12 No.	6 No.
H.Q. Ship of the Fremantle Division of the Reserve Fleet Command	2 No.	1 No.	2 No.
R.A.N. Air Station, Nowra	12 No.	12 No.	12 No.
R.A.N. Air Station, Schofields	24 No.	24 No.	12 No.
PENGUIN	12 No.	12 No.	12 No.
CERBERUS	6 No.	6 No.	6 No.
TORRENS	6 No.	6 No.	6 No.
TARANGAU	42 No.	42 No.	60 No.
MELVILLE	12 No.	6 No.	12 No.
LEEWIN	20 No.	20 No.	15 No.
RUSHCUTTER	-	-	6 No.
HARMAN	12 No.	12 No.	6 No.
KUTTABUL	7 No.	7 No.	7 No.
Boom Depot, Fremantle	4 No.	4 No.	2 No.

2. Demands (Form A.S.134d) should be lodged with the appropriate (Superintending) Naval Store Officer by the Services concerned for quantities required to complete to the allowances shown in paragraph 1.

3. Approval has also been given for the cost of laundering the aforementioned items to be met as a departmental expense.

(3190/1/52)

469.

X-RAY FILMS - EXPENDITURE.

The attention of all Medical Officers is drawn to the increasing expenditure of X-Ray films, particularly the 17" x 14" and 12" x 10" sizes.

2. The provisional allocation of funds for the purchase of these films, based on the last 3 years expenditure, is being exceeded and will cause embarrassment if not curtailed. To obviate this, it may become necessary to allow only a fixed quota for each Ship or Establishment.

3. In view of the rapidly rising cost, and the world wide shortage, which is stressed from time to time in the various medical publications, all Medical Officers are to ensure that the strictest economy is exercised by themselves and by Sick Berth staff, in the use of X-Ray films.

4. All films exposed are to be entered in the Register of X-Ray work, Form A.M.99Y, a consecutive register number being allocated to each film exposed on any patient, whether a single site or multiple sites are being examined.

5. Spoilt films are also to be numbered and recorded and the cause of spoiling noted in the register.

6. All filled registers, or those not required for further use, e.g. upon paying off or on relinquishing the X-Ray machine, are to be forwarded to Navy Office for filing. Registers may be retained for reference for not more than 6 months after the date of the last entry therein.

7. As registers are on charge in the Medical Store Account, they are to be issued by voucher, Form A.M.165Z, when returned to the Director of Naval Medical Services.

(4482/3/46)

470.

GENERAL AVERAGE PROCEDURE.

With reference to Naval Account Regulations and Instructions, Article 192B, it is necessary that the liability of the Commonwealth to pay a general average contribution in any case be determined by the Crown Law Authorities, prior to payment.

2. This arises from the fact that, although the Commonwealth may be bound by the terms of a bill of lading to sign a bond in respect of liability for a general average contribution, goods belonging to the Commonwealth are not subject at common law to liens for general average. Although the terms of the bill of lading may also require the lodging by shippers of cargo generally of a deposit to secure a contribution in due course, such action should not in any circumstances be taken by the Commonwealth.

3. As regards the completion of a bond, this does not create, by implication or otherwise, a lien for general average on the goods of the Commonwealth nor would it preclude the Commonwealth from denying that any such lien existed. Furthermore, the signing of a bond could not affect the legal position of the Commonwealth in regard to liens on Commonwealth property in general.

4. Having regard to the foregoing, requests received for payment by the Department of a contribution in general average should be referred by the local Naval authority concerned to the Deputy Crown Solicitor for confirmation that the Department is legally liable prior to submission of the claim to Navy Office for consideration and issue of financial authority. Submissions will in each case confirm such reference and the legal position disclosed.

(3623/1/43)

471.

MESSAGE FORMS F. SIGS 52 SERIES AND S.1320 SERIES - POLICY FOR USE.

Navy Order 311 of 1953 is to be amended as follows :-
Under heading "Forms for distribution purposes (to continue in use)" -

S.1320(d)	White Small	For distribution copies of unclassified messages.
S.1320(e)	" Large	" "
S.1320(h)	Pink Small	For distribution copies of Restricted, Confidential and Secret messages.
S.1320(j)	" Large	" "
S.1320(j)	Green Small *	For distribution copies of Top Secret messages.
S.1320(k)	" Large *	" "

* New forms shortly to be printed.

(3526/12/890)

472.

PAYMENT OF ALLOTMENTS TO SAVINGS BANK ACCOUNTS.

Forms A.S.63 are being received in Navy Office declaring Allotments to Savings Bank Accounts, but omitting to state the number of the Account.

2. Advice has been received in Navy Office that, in future, amounts will not be accepted for credit of Savings Bank accounts unless the number of the Bank Account to be credited is notified.

RESTRICTED

10

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3. In order that credits to Savings Bank Accounts may be made promptly, and to comply with Savings Bank requirements, action should be taken, in future, to ensure that the number of the Bank Account is inserted in Form A.S.63.

(3091/1/48)

473.

CANCELLATION OF NAVY ORDERS.

The following Navy Orders, having been sufficiently promulgated, are hereby cancelled :-

<u>Navy Order</u>	<u>File No.</u>
479 of 1945	(4276/4/266)
234 of 1949	(4403/30/639)
408 of 1949	(612/242/2521)
425 of 1950	(4403/30/639)
107, 108, 109, 124 and 367 of 1951.	

(3712/120/1)

RESTRICTED

RESTRICTED 474-480/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

1st December, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. R. Burrows

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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474.

TRAINING OF OFFICERS FOR A.B.C.D. DUTIES.

Performance of A.B.C.D. duties in H.M.A. Ships will be carried out by specially trained officers as follows :-

Duty	By Whom Carried Out	Courses (each of one week's duration at Defence School, H.M.A.S. PENGUIN)
A.B.C.D. Officer	A selected Executive Officer in aircraft carriers and cruisers. First Lieutenant in destroyers, frigates and ocean minesweepers.	Standard Damage Control. Advanced Damage Control. Standard A.B.C. Advanced A.B.C.
Monitoring Officer	A selected officer in aircraft carriers and cruisers (C.A.F.O. 154/1952). First Lieutenant in destroyers, frigates and ocean minesweepers.	Standard Damage Control. Standard A.B.C. Advanced A.B.C.
Damage Control Engineer Officer	A selected Engineer Officer in aircraft carriers and cruisers. Engineer Officer in destroyers and frigates.	Standard Damage Control. Advanced Damage Control. Standard A.B.C.

2. H.M.A.S. PENGUIN is to render a report on 31st March each year showing the Royal Australian Navy officers who are qualified to carry out these duties.

3. When selecting officers for appointment as First Lieutenants or Engineer Officers of small ships, preference will be given to officers who are fully qualified in A.B.C.D.

(4006/20/11)

475.

REDUCTION IN UNSUITABILITY TO HOLD SPECIALIST QUALIFICATION.

Navy Order 165 of 1953, paragraph 1, line 3, is to be amended as follows :-

delete the words "B.R.1066 paragraph 88" and insert in lieu the words "Article 85 of A.B.R.10, R.A.N. Advancement Instructions".

(4002/80/1)

476.

FREE MEDICAL ATTENTION.

Members of the Permanent Naval Forces are entitled to free medical attention in accordance with Naval Financial Regulations and Instructions, Article 186. Accordingly except where recovery from a third party is involved no charge will be made against personnel who qualify under the terms of that instruction either for medical treatment whether by Service or civilian medical practitioners or for hospital treatment whether in Government or Civil Hospitals. Also no charge will be made for the transport of injured persons in Naval or Civil ambulances, vehicles or craft.

2. Claims for payment from civil medical practitioners and civil hospitals are to be paid in the first instance from public funds in accordance with Consolidated Orders and Regulations, Article 555, except in cases involving recovery from a third party when payment should not be made pending Naval Board decision vide Consolidated Orders and Regulations, Article 545, clause 5.

3. The purpose of Naval Financial Regulations and Instructions, Article 198, is to recompense the Department for the loss of a member's services and not to cover medical expenses incurred in circumstances where a member is sick on shore or sent to hospital suffering from a disability, other than venereal disease, which is the result of his own misconduct, carelessness or neglect. The provisions of this Article are not to be applied without the express approval of the Naval Board, who will determine whether the circumstances of the case constitute misconduct, carelessness or neglect.

(4018/5/53)

477.

RADIO (WIRELESS) - SHORE WIRELESS STATIONS - PROCEDURE FOR DEMANDING CRYSTALS.

Crystals required by R.A.N. Shore Wireless Stations are to be demanded from Superintending Naval Store Officer, Sydney, giving the following information :-

- (a) Number of crystal units of each frequency required.
- (b) Corresponding radiated frequency or frequencies.
- (c) Type of crystal holder.
- (d) Type of transmitter for which the crystals are required.
- (e) Service on which the radiated frequency is employed. If the frequency is not shown in the current issue of Admiralty Fleet Order S1 or amendments thereto, the authority for the use of the frequency is to be quoted.

2. The normal allowance of spare crystals is 100 percent of each frequency and each holder type in use.

3. This Order does not apply to crystals forming component parts and allowed for by the Establishment List for the equipment concerned.

4. Redundant and defective crystals are to be returned to the Superintending Naval Store Officer, Sydney, without delay.
(4518/141/41)

478.

OBSOLETE SIGNAL FLAGS - DISPOSAL OF.

Consideration is being given to the allocation to H.M.A. Ships (Cruisers and above) and Shore Establishments, for decorative purposes, of the following obsolete signal flags, held at the Naval Store Depots indicated :-

Garden Island						Port Melb.		Fremantle				
	Size	3	3A	4	5	6	4	6	3	4	5	6
04 Affirmative	40	20	177	135	535	-	15	6	34	-	44	
07 Preparative	69	16	57	95	596	-	-	6	29	2	25	
25 Astern	124	19	323	146	549	-	24	9	96	1	45	
47 Interrogative	84	17	102	78	594	-	-	6	39	1	25	
56 Negative	130	20	239	129	602	1	-	6	37	2	25	
64 Port	61	23	181	114	533	-	-	6	37	-	24	
68 Ahead	122	18	201	95	518	-	-	6	34	-	25	
	630	133	1280	792	3927	1	39	45	306	6	213	

2. Commanding Officers of Ships (Cruisers and above) and Establishments desiring flags for this purpose should forward applications to Navy Office prior to 31st January, 1954, indicating the pattern numbers and quantities required.

3. It is to be understood that any flags supplied for the purpose indicated will not be replaced when they become unfit for further use.

(4510/14/49)

479.

DEMOLITION STORES - PEACETIME ALLOWANCE.

The appendix to Navy Order 15 of 1949 is to be amended as follows :-

In column 9 ("Remarks") against -

Item No.7 - Delete existing remark and insert "Detonators, electric, No.21, Mark 7, will be supplied in lieu of Detonators, electric, No.79, until stocks of the former are exhausted except when Primers, C.E., demolition, Mark 3, are supplied."

- Item No.8 - Delete existing remark and insert "Detonators, safety fuze, No.25, will be supplied in lieu of Detonators, safety fuze, No.80, Mark 1N, until stocks of the former are exhausted except when Primers, C.E., demolition, Mark 3, are supplied."
- Item No.11 - Delete existing remark and insert "Primers, C.E., demolition, Mark 1 or 2 will be supplied in lieu of Mark 3 until stocks of the former are exhausted."
- Item No.19(11) - After "Primers, C.E., demolition, Mark 3", insert "and Detonators Nos.79, 80 and 82".

Add new items -

32. Clip, Junction, Detonating cord, Mark 1,
75. 50. 25. 15. 10. 5.

(4433/81/91)

480.

CANCELLATION OF NAVY ORDERS.

Navy Order 432 of 1953 is to be amended as follows :-
Line 4, amend "1945" to read "1946".

(3712/120/1)



RESTRICTED

RESTRICTED 481-489/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

8th December, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. C. Burnham

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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481.

H.M.A.S. SPRIGHTLY - COMMISSIONING.

H.M.A.S. SPRIGHTLY commissioned on 23rd November, 1953.

(4300/4/37)

482.

RATINGS WHO ELECTED NOT TO BECOME CONTRIBUTORS TO THE DEFENCE FORCES RETIREMENT BENEFITS FUND - PAYMENT OF GRATUITIES.

With reference to instruction 148 of the Interim Pay Instructions, a number of requests has been received, for payment of a gratuity, from ratings who have been discharged on other than medical grounds prior to the completion of an engagement of at least six years, which would entitle a member to payment of a gratuity.

2. Under the conditions governing payment of gratuity, a member must complete an engagement of not less than six years and enrol in the Reserve in order to become eligible for payment, except that where a member is discharged on medical grounds pro rata payment may be made according to the degree of incapacity.

3. Ratings who are discharged on other than medical grounds prior to completion of engagement should clearly understand that unless the conditions governing payment are fully complied with, they have no entitlement to gratuity.

4. The rate of gratuity payable is as follows :-

	Period of Service	
	6 years but less than 12 years	12 years but less than 17 years
Where member upon request has agreed to enrol in the Royal Australian Fleet Reserve.	£120	£360
Where member has not so agreed	NIL	£240

Where a member has completed an engagement of six years and is unable to complete a further engagement of six years by reason of attainment of the prescribed retiring age and agrees to enrol in the Royal Australian Fleet Reserve - Twenty pounds per annum for each completed year of engagement or re-engagement.

5. In the event of a member having completed an engagement of six years and having re-engaged for a further period of 6 years, he will not be entitled to payment of the Gratuity in respect of the original 6 year engagement until the expiration of the re-engagement period or until date of discharge, if earlier.

6. Where a member is entitled to a gratuity conditional upon enrolment in the Royal Australian Fleet Reserve, it is necessary for him to sign the enrolment Form A.B.103 before discharge, and for same to be despatched direct to the Registrar, Royal Australian Fleet Reserve, Navy Office, Melbourne.

(3571/11/27)

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

483.

ELECTRICAL BRANCH - INCREASED TRAINING PROGRAMME 1954-55.

The Naval Board is concerned that the present acute shortage of certain Electrical Branch higher rates is not being reduced under the existing training programme.

2. It has therefore been decided that the training programme will be increased to provide the necessary number of higher rates to implement full peace complements in H.M.A. Ships by June, 1955.

3. To achieve this it will be necessary for ships, other than those operating in Korea, to accept the reduction in numbers of Electrical Branch ratings borne. Some reduction in electrical maintenance commitments will be inevitable but steaming efficiency should not be affected.

4. Commencing in January, 1954, a progressive reduction will take place in H.M.A. Ships of up to 50% of the allowed electrical complement of leading rates and above, and up to 25% of total electrical complement. It is anticipated reductions will be a maximum in September, 1954, improving thereafter to a fully balanced complement by June, 1955.

5. Commanding Officers are to ensure that the reduced technical effort available during this period is employed to greatest advantage, and the non-technical domestic duties of the Electrical Department are reduced to a minimum.

6. It is anticipated that certain equipments may have to be immobilized. Administrative authorities are to examine this aspect and direct Ships under their command as necessary, informing the Naval Board, in due course, of any directions affecting fighting efficiency.

(5062/3/21)

484.

MATRICULATION AT UNIVERSITIES OF MELBOURNE AND SYDNEY - RECOGNITION OF COURSE AT ROYAL AUSTRALIAN NAVAL COLLEGE.

The Universities of Melbourne and Sydney have granted recognition to the course of training at the Royal Australian Naval College for purposes of matriculation in accordance with the following terms which are quoted from the Regulations of the respective Universities :-

UNIVERSITY OF MELBOURNE.

" Any person who has completed the Passing Out Examination of the Royal Australian Naval College and submits a certificate from the Commandant 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 to that effect, or any person who, after passing the New South Wales Intermediate Certificate Examination or its equivalent, has completed subsequently the two years course prescribed by the Royal Australian Naval College, and submits a certificate from the Commanding Officer to that effect, may be admitted without further examination to Matriculation."

2. Navy Order 322 of 1949 is hereby cancelled.

(4005/4/18)

485.

ROYAL AUSTRALIAN NAVAL RESERVE SEAMAN RATINGS -
EMPLOYMENT DURING PERIODS OF ANNUAL
CONTINUOUS TRAINING AFLOAT.

With reference to Naval Reserve Regulations and Instructions (provisional), Article 112, it is important that, when R.A.N.R. personnel are embarked for periods of training in H.M.A. Ships, a proportion of their time should be spent under organized instruction, besides taking an active part in ship routine and maintenance.

2. Commanding Officers should endeavour to give all seaman ratings a minimum of 30 hours theoretical and practical instruction during any 13 day period of Reserve Annual Continuous Training. The following syllabi designed to cover practical aspects of training unavailable to men in their Reserve Establishments are promulgated as a guide :-

RECRUIT SEAMEN
ORDINARY SEAMEN

<u>SEAMANSHIP -</u>	<u>hrs.</u>	<u>20 hours</u>
Helmsman	}	6
Bridge Messenger		
Seaboat (to be lowered and hoisted at least twice if practicable)	}	8
Boat pulling and sailing		
Echo Sounding. Heave the lead	2	
Duties of Lookouts	2	
Semaphore	2	
A.B.C.D. Navy Order 246 of 1953 Appendix II		4 hours

	<u>hrs.</u>	<u>20 hours</u>
<u>Weapon training</u> (for ratings without S.Q.)		
Gunnery		
Layout of ships gun armament	2	
Take part in firings		
A.I.O.		
Use of A.I.O.		
Visit A.I.O. and associated compartments	2	
Watch Radar displays		
T.A.S.		
Brief explanation of Asdic		
Visit to A.C.R. Instrument space and directing gear compartment	2	
Witness firings of A/S Weapons		
	6	30 hours

ABLE SEAMAN

Helmsman	4	20 hours
Heaving the lead	2	
Seaboat. (Carry out duties of bowman, stroke oar, coxswain)	2	
Forecastle work	4	
Boat pulling and sailing }	6	
Bowman of Power Boat }	2	
Laying out and recovering Dan buoys		
A.B.C.D. Navy Order 246 of 1953 Appendix III		4 hours
In addition, a daily semaphore exercise should be carried out, Monday to Friday inclusive.		

Weapon Training

In appropriate specialist rate :- 6 hours

LEADING SEAMAN

<u>SEAMANSHIP -</u>		<u>20 hours</u>
Coxswain of Seaboat	2	
Chart work	2	
Handling boats under oars, sail and power	4	
Preparation for fuelling at sea	2	
Forecastle work	4	
Taking charge of -		
Working derricks	6	
Handling awnings		
Hoisting and lowering boats inc. seaboats		
A.B.C.D. Navy Order 246 of 1953 Appendix IV		4 hours
In addition, a daily semaphore and morse exercise should be carried out, Monday to Friday inclusive.		

Weapon Training

In appropriate specialist rate :- 6 hours

hrs. 20 hours

ORGANIZED WEAPON TRAINING -(a) Q.R.3 - 6 hours

Drill on 4" mounting
Follow the pointer practice at 4" mounting
Drill on Mark 7 40 m.m. mounting

Firings -

To perform the duties of layer and trainer
in quarters firing during the following
firings :-

- 12 rounds - Sub calibre
- 5 rounds - Full charge (gunlayer's
control)

NOTE:- Although there is no special allowance of
40 m.m. for Q.R.3 refresher training, they should
if practicable act as loading numbers during
firings by R.A.N.R. G.L.3's.

(b) G.L.3 - 6 hours

Drill on Mark 7 40 m.m. mounting. Tracking
on any targets available.

Firings -

To perform the duties of aimer on a
Mark 7 40 m.m. mounting, using joystick
and Type 6 sight, during the following
firings :-

- No. of runs - 2
- Rounds per run - 10
- Target - Sleeve if available,
otherwise 2 lb.
Rocket. Target
Practice Mark 2.

(c) U.C.3 - 6 hours of A.S.P.(d) U.W.3 - 6 hours drill on T.A.S. weapons
carried.(e) U.M.3 - 6 hours. Prepare stream and recover
two (or more) sweeps (preferably the
types most recently fitted).(f) R.P.3 - 6 hours operating and reporting
3 hours air plotting
3 hours surface plotting.

- NOTES:-
1. Syllabi are based on half day instruction
being arranged each working day.
 2. Ammunition allowances are given in Navy
Order 268 of 1953.
 3. On occasions of squadron or ship
exercises and firings, Royal Australian
Naval Reserve personnel should be
'briefed' in order that they may take
an intelligent interest in manoeuvres
and firings.

(4007/32/82)

486.

INTERIM PAY INSTRUCTIONS.

The figures "141" in Navy Order 436 of 1953 are to be
deleted and the following inserted in lieu :-

1951
141 - R.A.N. Post-War Pay Code - Allowances -
Petty Officers and men.

(3712/20/6)

487.

COMMONWEALTH HOSTELS ACCOMMODATION FOR WIVES AND MEMBERS
OF ROYAL AUSTRALIAN NAVAL PERSONNEL RECRUITED
IN UNITED KINGDOM.

Navy Order 410 of 1953 is to be amended as follows :-
Amend the word "Brooklyn" to read "Nunawading".

(3021/11/95)

488.

COMPENSATION FOR LOSS OF OR DAMAGE TO
UNIFORM, ETC. - RATINGS.

With reference to Naval Financial Regulations and
Instructions, Article 56, Clause 2, it has been decided that
the following revised procedure shall be applied in future
to ratings' claims for compensation in respect of uniform and
clothing items lost or damaged as a result of a casualty of
the Service. Until further notice the provisions of Navy
Orders 561 of 1944 and 318 of 1945 are to be applied only
insofar as they affect officers.

2. Loss or damage by a Casualty of the Service -
Interpretation.

For the purpose of awarding compensation the term
"casualty of the Service" is to be regarded as covering all
losses or damage sustained through the sinking of, or damage
to, a ship, or from other causes (including theft) directly
attributable to a rating's service.

3. Procedure to be followed in submitting Claims.

All claims are to be submitted to the Commanding Officer
within one month of the date of the loss and/or damage. Any
neglect to submit a claim within this period may be held
sufficient reason for its rejection.

4. Investigation of Claims.

Upon receipt of a claim the Commanding Officer is to
order an investigation with all convenient despatch. The
officers detailed to conduct this investigation are to enquire
into the loss and/or damage and include in their report -

(a) In the case of loss -

- (i) a statement of the circumstances attending the loss;
 - (ii) a certificate that the conditions laid down in Article 1 of Q.R. and A.I., Article 1697, have been fulfilled;
 - (iii) a certificate as to the correctness of the items set forth in the claim.
- (b) In the case of damage (including irreparable damage) the investigating officers are also to certify -
- (i) the nature and extent of damage.
 - (ii) what action has been taken to have the articles cleaned or repaired;
 - (iii) the actual, or estimated, cost of repairs and cleaning, or the estimated reduction in value as a result of the damage, (which should be assessed in terms of cash), whichever is the greater.
- (c) Where claims are made by ratings for loss of uniform clothing, the investigating officers are to assess the compensation proposed in money. Compensation for articles of compulsory kit (for maintenance of which Clothing Allowance is paid) is to be calculated on the basis of the current issuing prices of new articles, the actual amount to be determined by the condition of the articles at the time of loss. As Clothing Allowance is not paid in respect of articles of optional kit, the full issuing price of such articles is to be allowed.

5. Compensation may be awarded in respect of compulsory and optional articles within the quantities of the regulation kit laid down in the authorized Royal Australian Navy scales for the rating concerned, and no deduction should be made in respect of any articles over and above the regulation kit remaining in the rating's possession after the loss.

6. Settlement of ratings' Claims.

Where immediate replacement of articles of uniform is considered necessary, the Commanding Officer may authorize such without abatement from pay on the understanding that recovery of their value will be effected if, after consideration of the matter, the Naval Board decides that an award of compensation is not to be made.

7. Full particulars of the circumstances attending the loss and/or damage, and of compensation awarded by Commanding Officers in cash and/or in kind under the above authority, whether as an advance of compensation or in total satisfaction of the claim, are to be submitted, without delay, to the Naval Board, by separate memorandum, for covering approval.

8. (i) Tools.- See Navy Orders 254 of 1948 and 355 of 1951.

(ii) Watches.- Ratings' claims for watches lost or damaged as a result of a casualty of the Service are to be investigated as in paragraph 4, and the report forwarded for consideration by the Naval Board. Such claims are also to include the following information :-

- (a) a description of the watch;
- (b) purchase price;
- (c) date and place of purchase; and
- (d) evidence of ownership (in claims for loss only) e.g., production of a receipt in respect of purchase, or a statement by some independent person that the claimant was known to be in possession of such a watch, is to be forwarded.

A claim for damage to a watch is to be supported by a certificate stating that the watch was required by the rating in the performance of his duties.

(iii) Service manuals required by a rating in the performance of his duties will be replaced in kind, but cash compensation may be allowed for private technical books and instruments which are certified to be necessary for the proper performance of the applicant's duties. Claims are to be investigated in accordance with paragraph 4 of this Order.

(3996/101/1)

489.

CANCELLATION OF NAVY ORDERS.

The following Navy Orders, having been superseded or sufficiently promulgated, are hereby cancelled :-

Confidential Navy Orders 16, 39, 87, 123 of 1943, 281 of 1944, 45, 58, 82, 100, 150, 162 and 163 of 1945, 34 of 1946, 14, 15, 17, 18 and 28 of 1948, Navy Orders 119 of 1947, 25 of 1948, 58, 184, 282, 301, 400 of 1949 and 161 of 1950.

(3712/120/1)



(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

15th December, 1953.

The following Orders are promulgated for information,
guidance and necessary action.

By direction of the Naval Board,

J. E. Cummings

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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490.

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

Appendix "C" of Navy Order 142 of 1951 is to be deleted
and the following inserted in lieu :-

APPENDIX "C"

SCHEDULE OF CHARGES FOR HIRE OF SERVICES OR EQUIPMENT

Plant or Service	Charge
50 ton Electric Cranes -	
10 ton hoist	£2.10. 0 per hour
40-50 ton hoist	£4. 7. 0 per hour
5 ton diesel electric wharf crane	£1.11. 0 per hour
5 ton Diesel Cranes	£1. 5. 0 per hour
8½ ton Mobile Cranes	£2. 0. 0 per hour
Steam Boilers - portable	£1. 5. 0 per hour
Supply of compressed air for pneumatic tools	£1. 5. 0 per hour
Trucks -	
50 ton crocodile bogey rail type	6. 0 per hour
1½ ton crocodile bogey rail type	10. 0 per hour
5 ton crocodile bogey rail type	12. 6 per hour
Portable welding sets - electric	6. 0 per hour
Canvas hoses	6. 0 per day, each
Electric current -	
415/240 volt A.C.	3 pence per unit
220 volt D.C.	4 pence per unit
110 volt D.C.	4 pence per unit
Fresh water	2. 0 per 1000 galls.

(3163/9/51)

491.

CENSUS OF THE COMMONWEALTH AND EXTERNAL TERRITORIES.

Advice has been received from the Prime Minister's Department that a Census of the Commonwealth of Australia and External Territories will be taken, at the end of June, 1954, by the Bureau of Census and Statistics.

2. H.M.A. Ships and Establishments are to render all assistance possible to the Acting Commonwealth Statistician in response to any requests received in connection with the Census.

(4389/1/10)

492.

WAR SERVICE BENEFITS - KOREA.

An officer or man who was on war service (as defined in paragraph 2 hereunder) against the enemy in Korea on and after the 26th June, 1950, will be eligible to receive special benefits including the following :-

- (a) Repatriation benefits in accordance with the provisions of the Repatriation Act and Regulations.
- (b) Re-establishment and re-employment benefits as prescribed in the Re-establishment and Employment Act, Part XI inserted by Act No.48 of 1951.
- (c) Operational deferred pay.
- (d) Exemption from income tax and social services contribution as prescribed by the Income Tax and Social Services Contribution Assessment Act.

Further details of these benefits are contained in Navy Order 341 of 1952.

2. For the purposes of this Order the following definitions will apply :-

- (a) War Service means the service of an officer or rating of the Royal Australian Navy while -
 - (i) a member of, or attached to, a body, contingent or detachment of the Naval, Military or Air Forces of the Commonwealth of Australia, allotted for duty in an operational area; or
 - (ii) allotted for duty in an operational area;

from the time of its commencement to the time of its conclusion as defined in sub-paragraphs (c) and (d) hereof.

- (b) Operational Area means an area outside Australia that is prescribed as an operational area for the purposes of warlike operations in Korea after 26th June, 1950.

(c) Commencement means, in relation to the war service of an officer or rating -

- (a) where he was in Australia at the time at which he was allotted for war service the time of his departure from the last port of call in Australia for that service; or
- (b) where he was outside Australia at the time at which he was allotted for war service - the time at which he was so allotted.

(d) Conclusion means, in relation to the war service of an officer or rating, the time at which he -

- (a) on returning from war service arrived at the first port of call in Australia; or
- (b) having been allotted from war service to an area outside Australia other than an operational area -
- (i) arrived in that area; or
- (ii) was allotted to that area at a time when he was in that area.

(e) Port - includes an airport.

3. Ships of the Royal Australian Navy were allotted for duty in the Korean operational area during the periods shown hereunder -

SHIP	COMMENCEMENT	CONCLUSION
H.M.A.S. SHOALHAVEN	27. 6.50	22. 9.50
H.M.A.S. BATAAN	27. 6.50	6. 6.51
H.M.A.S. WARRAMUNGA	14. 8.50	29. 8.51
H.M.A.S. MURCHISON	9. 5.51	19. 2.52
H.M.A.S. ANZAC	6. 8.51	17.10.51
H.M.A.S. SYDNEY	31. 8.51	23. 2.52
H.M.A.S. TOBRUK	31. 8.51	23. 2.52
H.M.A.S. BATAAN	17. 1.52	27. 4.52
H.M.A.S. WARRAMUNGA	17. 1.52	27. 4.52

4. On 28th April, 1952, the Royal Australian Naval Component B.C.F.K. which at that date comprised the following :-

H.M.A.S. BATAAN
H.M.A.S. WARRAMUNGA
H.M.A.S. COMMONWEALTH

was allotted for duty in the Korean operational area.

5. Subsequent to 28th April, 1952, the following ships were allotted to the Royal Australian Navy Component B.C.F.K. during the periods shown hereunder :-

SHIP	COMMENCEMENT	CONCLUSION
H.M.A.S. BATAAN	28. 4.52	25. 9.52
H.M.A.S. WARRAMUNGA	28. 4.52	8. 8.52
H.M.A.S. CONDAMINE	3. 7.52	11. 4.53
H.M.A.S. ANZAC	6. 9.52	26. 6.53
H.M.A.S. CULGOA	14. 3.53	27.11.53
H.M.A.S. TOBRUK	3. 6.53	

6. Repatriation benefits extend to an officer or rating who, although not allotted for war service, suffers injury from enemy action in any area outside Australia and to an officer or rating who leaves Australia for war service but becomes a casualty for any reason before serving in the area to which he has been allotted.

7. Officers and ratings who are suffering from incapacity and who are granted a war pension become eligible for payment thereof from the day after "conclusion" of war service but payment will not be made in respect of any period which is more than three months before the date of lodgment of the claim for pension.

8. Operational Deferred Pay at the rate of 2s. 6d. per diem will be credited to an officer or rating whilst on "War Service" as defined in this Order.

9. An officer or man who, as a result of war service, is undergoing hospitalization in Australia and whose treatment is continuous with his qualifying service will, however, continue to be eligible for the credit of operational deferred pay and the income tax concession until the date he is discharged as fit for duty from hospital or convalescent depot or is placed on a repatriation pension.

10. Payment of Operational Deferred Pay will be authorized from Navy Office as soon as possible after a member ceases to qualify for further credits, except where it is envisaged that the member will be returning to an operational area within a period of 3 months.

11. Navy Orders 422 of 1951, 227 and 335 of 1953 are hereby cancelled.

(4016/101/5)

493.

TOOL KITS - SUPPLY TO RATINGS.

The arrangements set out hereunder in regard to supply, accounting, etc., for tool kits for R.A.N. tradesmen ratings will come into operation as from 1st December, 1953.

2. Composition of Kits.- The composition of Tool Kits for all R.A.N. tradesmen ratings will be in accordance with Admiralty scales as detailed in B.R.4, Appendix 32. Any future amendment to such scales will automatically apply in the Royal Australian Navy.

3. Initial Issues.- In future each R.A.N. tradesman rating will on entry or on qualifying receive on personal loan an initial supply of the tool kit appropriate to his trade. This kit will remain the property of the Commonwealth and each rating, on discharge from the Service, on promotion to officer or on transfer to another Branch will be required to return his complete kit to the Supply Officer.

4. First supply of the revised tool kits should be effected on Forms A.S.549 by Training Establishments on entry of ratings or on qualification or advancement to a higher rate. Ratings advanced to higher rates at sea or at other Establishments should be issued with any extra tools involved by the Ship or Establishment in which they are borne.

5. Record of Issues.- When the initial supply of a tool kit to a rating is made, the Divisional Officer concerned should record the issue on the front page of the rating's history sheet (except in the case of shipwright ratings - see note 1) and should also endorse the entry as to whether the tool kit issued is "complete" or "deficient". If the kit is not complete the Supply Officer should prepare a Tool Kit Deficiency List (Form A.S.138) and send it direct to the rating's Divisional Officer for retention with the divisional records.

NOTE 1:- In the case of tradesmen ratings of the Shipwright Branch the notations referred to should be made on page 3 of the rating's service certificate, the entries being supported by authority in the Captain's Alteration Book.

6. Deficiencies.- To make good deficiencies in the initial supply of tool kits, the rating concerned should obtain his tool kit Deficiency List from his Divisional Officer and take it to the Supply Officer. Issue of available items should be effected on Forms A.S.549, and the Supply Officer should delete such items from the Form A.S.138 initialling the deletions as indicated on the form. The Deficiency List should be returned by the Supply Officer direct to the Divisional Officer. If any deficiencies remain, the deficiency list should be presented at a later date when the items become available, and when necessary it should be transferred with the remainder of divisional records when a rating leaves the ship. When the deficiency list is finally cleared it should be destroyed by the Divisional Officer, who should delete the word "deficient" and insert "complete" in lieu in the notation on the rating's history sheet or service certificate as applicable.

7. Replacements.- To replace unserviceable tools or to make good losses, the rating concerned should prepare a Tool Kit Request Form (Form A.S.139) and take it to his Divisional Officer who, if satisfied that loss or damage by neglect is not involved, and that the requirement is genuine, is to sign it. The rating should then take the form and any unserviceable items to the Supply Officer. Issue of the items should be made through the Counter Book (A.S.149) and the unserviceable items should be retained by the Supply Officer for return to the storing yard (see paragraph 11). If all items on the Form A.S.139 have been issued the Supply Officer should destroy it. If not, however, the items supplied should be deleted and the form initialled against the deletions by the Supply Officer or his authorized representatives. The form should then be returned direct to the Divisional Officer. In the event of an item not being available for issue, the unserviceable article should not be accepted into store. The request form should be presented later when the items become available, and when necessary the request form should be transferred with the remainder of divisional records when a rating leaves the ship. It should be noted that no amendment of the notation on history sheet

or service certificate is necessary as a result of replacement action referred to herein, and in paragraph 8. Divisional Officers are to exercise a measure of control over the frequency of replacements to ensure that as far as practicable a reasonable service life is obtained from tools held on personal loan.

8. Loss or damage by Neglect.- When a Divisional Officer, on receipt of a Request Form, considers neglect to be involved, he should take normal disciplinary action, charges being recovered as necessary in accordance with B.R.4, Article 71, Form A.S.126 being raised. On initiating such action the Divisional Officer should sign the Form A.S.139 which should be dealt with as in paragraph 7. Forms A.S.126 in respect of tools which are lost or damaged by neglect should be clearly endorsed "NOT FOR NAVAL STORE LEDGERS".

9. Musters.- It is the responsibility of a rating to keep his tool kit complete. To ensure that tool kits are maintained in an efficient condition and are complete in accordance with approved scales they are to be mustered by Divisional Officers every six months and on each occasion of a rating joining a Ship or Establishment. Deficiencies found at muster should be made good in accordance with the procedure set out in paragraphs 7 and 8. Individual tool kit deficiency forms and any outstanding tool kit Request Forms should be taken into account at the time of the musters.

10. Returns.- Arrangements should be made by the Supply Officer for the component tools of kits returned in accordance with paragraph 3 to be included on Form A.S.1091, and surveyed. Items found serviceable should be taken on charge by Forms A.S.1091, and held for re-issue as necessary. Unserviceable items should be dealt with as indicated in the following paragraph. The value of any tools which are not returned should be recovered, Form A.S.126 being raised as indicated in paragraph 8. Similar action should be taken in the event of non-return of tools on loan to ratings discharged "RUN".

11. Unserviceable tools returned to the Supply Officer should be recorded on Form A.S.1091 and arisings etc., taken on charge and thereafter dealt with in the normal manner.

12. Redundant Tools.- Items included in the revised scales which may subsequently be deleted from the standard kits should be withdrawn from the ratings concerned at the next muster and returned by the Divisional Officer to the Supply Officer for action as indicated in paragraph 10.

13. Action to be taken in respect of Ratings at present serving.- The position in respect of tool kits of ratings at present serving, and action to be taken in regard thereto is summarized in paragraphs 14 and 15.

14. (i) Certain ratings, as indicated hereunder, at present possess private kits -

- (A) Artisan and artificer ratings covered by Consolidated Orders and Regulations, Article 405, i.e. Shipwrights, Joiners, E.R.A.'s, O.A.'s, etc., were required to possess on entry into the Service the appropriate tool kit detailed in Consolidated Orders and Regulations, Appendix IV. Such tools remained the property of the ratings concerned, who were required to maintain the kits at their own expense.

(B) Electricians, Electricians Mates (G.S.) (late Torpedomen and Wiremen) who qualified prior to the issue of Navy Order 355 of 1951, were, on qualifying, supplied gratuitously with a tool kit from Service stocks in accordance with Consolidated Orders and Regulations, Article 404. The tools became the property of the ratings.

(C) Radio electrician ratings (G.S.) (late Radio Mechanics) prior to the issue of Navy Order 355 of 1951, were, on qualifying, issued with a kit of tools from Service stocks, vide Navy Order 393 of 1945. The tools became the personal property of the ratings concerned, who were required to maintain them at their own expense.

(ii) Approval was given as an interim measure, vide Navy Order 355 of 1951, for tools as necessary to complete the above private kits to the latest Admiralty scales shown in B.R.4 app.32, to be issued to ratings on loan. Consequent on the decision that complete loan kits are to be supplied in all cases, ratings in the above categories may now dispose of their private kits as they see fit and the partial loan kits issued in accordance with Navy Order 355 of 1951 will be supplemented by additional loan items so that each rating will have a complete loan kit in his possession.

(iii) Ratings who so desire may retain for further Service use such of the tools in their original private kits as are included in the revised Admiralty kits, providing such items are serviceable and in a near new condition, in which event they will receive credit at current service issuing rates for the tools concerned, which thereafter become Government property. The tools concerned should be detailed on Forms A.S.549, the original copy of which should be used to take the items on charge in the Naval Store ledgers. A copy of the Form A.S.549 should be retained by the Supply Officer to support the payment which should be effected by crediting in the "other Credits" columns of ledgers the total value of the items of private kit elected to be retained for further Service use. The items should then be issued on personal loan, as indicated in paragraph 4 of this Order.

15. In accordance with Navy Order 355 of 1951, as amplified by paragraph 1 (b) (ii) of Navy Order 159 of 1952, ratings in the following categories were authorized to be issued on loan with the complete Admiralty type kit appropriate to their trade :-

- (a) Electrician and Radio electrician ratings (G.S.) who have qualified subsequent to the issue of Navy Order 355 of 1951.
- (b) All Air tradesmen ratings.

Navy Order 355 of 1951 provided that such issues were to be recorded on kit lists. The only action now required to be taken in the case of these ratings is as follows :-

- (i) The record of the issue of the tools on loan should be transferred from the kit lists to the rating's history sheet, in accordance with paragraph 5 hereof.
- (ii) In the event of all items included in the relevant authorized list not having been issued, a tool kit Deficiency List Form A.S.138, should be prepared and forwarded to the rating's Divisional Officer, for subsequent action as indicated in paragraph 6 hereof.

16. Air ratings under training.- On commencement of training Air Maintenance ratings will be supplied on temporary loan with only such items as are necessary for use during the training period. On completion of training, such tools are to be withdrawn, and a complete kit in accordance with the authorized scale issued by the Training Establishment as indicated in paragraphs 4 and 5.

17. (i) In order that the revised procedure may be brought into operation and tool kits adjusted, it will be necessary for Divisional Officers to review the kits at present held by all tradesmen ratings in their Division. A summary, in the form indicated in the appendix to this Order, should be prepared and a copy thereof forwarded to Navy Office by each Ship and Establishment for record purposes.

(ii) Tool Kit Deficiency lists (Forms A.S.138) should be prepared in respect of items shown in column 6 of the statement, and issue of the tools effected as far as possible from stocks held in the Ship or Establishment. Any tools etc., not available should be demanded from the appropriate storing yard, quoting this Navy Order as authority. The tool kit deficiency list should be dealt with in accordance with paragraph 6.

(iii) In the event of a rating being absent on leave or on draft at the above date, the necessary review should be made at the first opportunity and the necessary return forwarded.

18. Compensation will not in future be payable in respect of losses of any private tools which may be held by ratings in excess of the prescribed loan kit.

19. Stocks of Forms A.S.138 and A.S.139 will be available at an early date and should be demanded as necessary from the Superintending Naval and Air Store Officer, Sydney, in the normal manner. In the meantime requirements of the forms should be prepared in manuscript set out generally as indicated in specimen "A" and "B" to B.R.4, appendix 32.

20. Articles 404 and 405 and appendix IV of Consolidated Orders and Regulations, and Appendix II of the R.A.N. Supplement to B.R.4 will be amended. The undermentioned Navy Orders are hereby cancelled -

198 of 1941, 207 of 1942, 393 and 439 of 1945,
355 of 1951, 159 and 237 of 1952.

(3996/1/44)

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

Name and Official Number (1)	Rating (2)	Type of Kit to which entitled i.e. E.2, L.4., S.1 etc. (3)	Composition of present Tool Kit (see X) (4)	Details of any Private Items in prescribed Kit which the Rating elects to sell to the Department and retain on loan (5)	Tools required to be issued on loan to complete to Authorized Kit (excluding any items shown in Column 5) (6)
X.- Insert "A", "B" or "C" as appropriate - "A" - Private Property "B" - Loan Kit "C" - Partly Private Property and Partly Loan Kit.					

494.

OFFICERS' MESS TRAPS - REPLACEMENT ALLOWANCES - 1953-54.

With reference to Consolidated Orders and Regulations, Article 488, the authorized amounts to which free replacement of consumable items of Officers' mess traps may be made for the financial year 1953-54 are as follows :-

Mess -	In Stationary Ships and Shore Establishments		In Seagoing Ships	
	£	s. d.	£	s. d.
Flag Officer	-	-	81.	2. 6
Commodore or Captain	42.10.	0	51.	0. 0
Flag Captain	-	-	30.	8. 0
Commander or Lieutenant-Commander in command	24.	5. 0	29.	2. 0
Ward Room -				
Mess of one officer	8.	7. 0	9.19.	6
Mess of two officers	15.	5. 6	18.	6. 6
For every officer borne in excess of two	3.	9. 0	4.16.	0

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the "Official Memorandum - Fixed Issuing Price List for Mess Gear" dated 1st July, 1953.

3. Calculation of Replacement Allowances.-

- (a) Seagoing Ships: 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 number borne during each quarter.
- (b) Stationary Ships and Shore Establishments:
- (i) Replacement Allowances are to be calculated on the basis of either average daily number victualled during each quarter or a figure calculated in accordance with the succeeding sub-paragraphs, whichever is the greater.
 - (ii) In the case of ALBATROSS, NIRIMBA, CERBERUS, TARANGAU and MELVILLE the alternative figure is to be arrived at by deducting 25% from the average daily numbers borne for pay during each quarter.
 - (iii) In the case of stationary Ships and Shore Establishments, other than those named in the preceding sub-paragraph, the alternative figure is to be arrived at by deducting 33-1/3% from the average daily numbers borne for pay during each quarter.

4. The revised basis for the calculation of Replacement Allowances for stationary Ships and Shore Establishments has been adopted for the current financial year only, and will be reviewed in the light of experience gained. The provisions of Consolidated Orders and Regulations, Article 488, Section 1(1) and Section 111(1), are hereby suspended.

(4530/1/77)

495.

HEAVING LINES - U.S. PATTERN.

It has been decided that the U.S. Pattern Heaving Line, made from $\frac{3}{4}$ " sash cord, may be adopted for use in the Royal Australian Navy.

2. Experience has shown that this line is suitable for use with wires up to $2\frac{1}{2}$ inch.

3. Commanding Officers of ships using this type line are to ensure that leadweighted monkey's fists are not used; attention in this regard is drawn to The Seamanship Manual, 1951, page 100. Trials with a sand bag weight have proved successful.

4. Supplies of $\frac{3}{4}$ " sash cord type line will shortly be available at Naval Store Depots.

(4505/50/55)

496.

FORMS A.S.165 - DAILY RETURN OF ALL RANKS AND RATINGS ENTERED OR DISCHARGED.

In future, copies of Forms A.S.165 - Daily Return of All Ranks and Ratings entered or Discharged - are to be rendered as follows :-

(a) For Officers -

Original to Director of Navy Accounts, Navy Office, Melbourne.

Duplicate to the Secretary, Naval Board (for Head of Naval Personnel Branch), Navy Office, Melbourne.

(b) For Ratings -

Original to Director of Navy Accounts, Navy Office, Melbourne.

Duplicate to the Secretary, Naval Board (for Deputy Director of Manning), Navy Office, Melbourne.

(c) National Servicemen -

Original to Director of Navy Accounts, Navy Office, Melbourne.

Duplicate to Secretary, Naval Board (for Director of Naval Reserves), Navy Office, Melbourne.

2. Directions for the use of this form, which are printed on the cover, will be revised, accordingly, when the forms are re-printed.

3. Consolidated Orders and Regulations, Article 176, is being amended.

4. Navy Orders 332 of 1944, 165 of 1947 and 434 of 1949 are hereby cancelled.

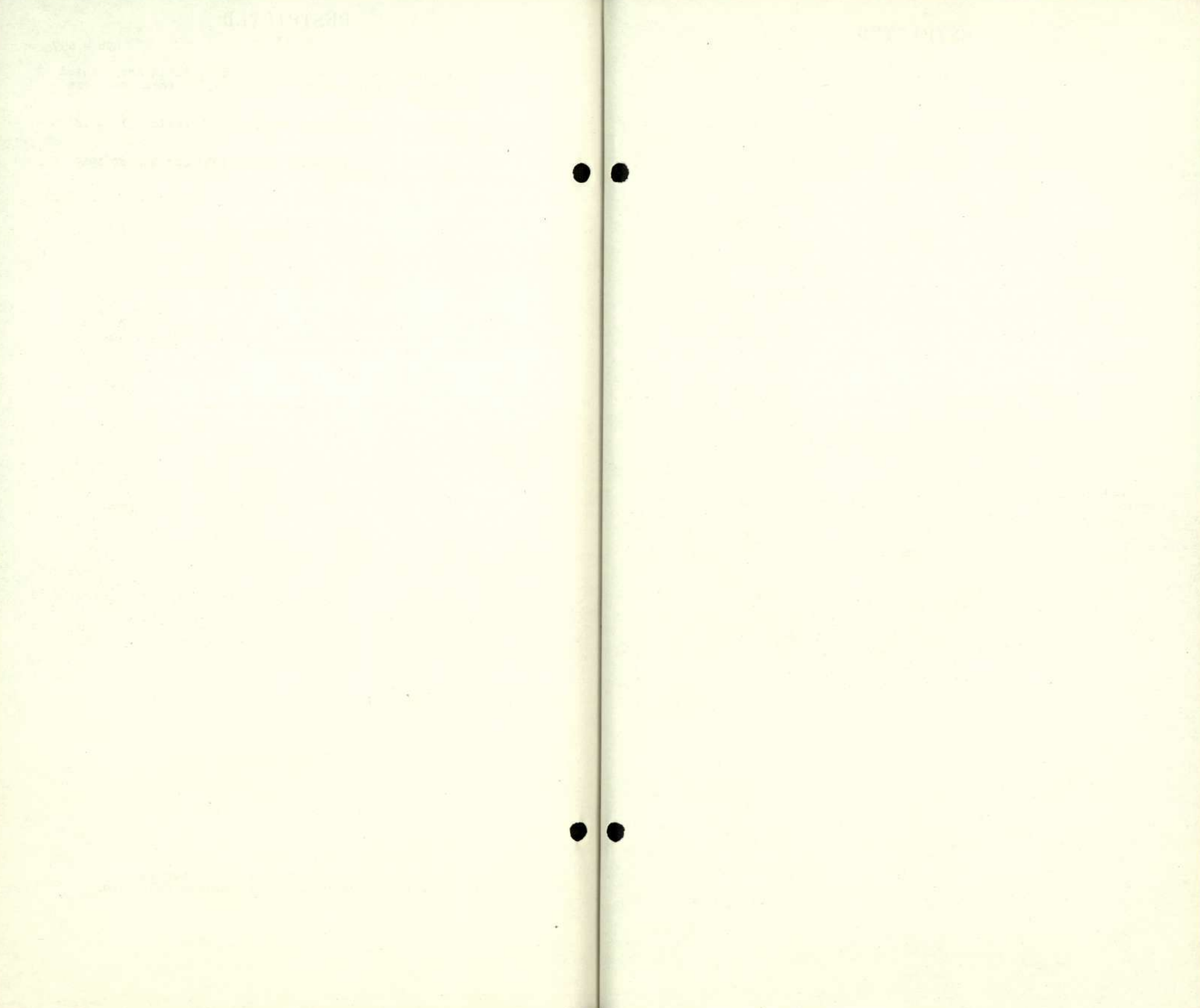
(3526/12/892)

497.

CANCELLATION OF NAVY ORDERS.

Confidential Navy Orders 30, 35, 181 of 1943, 241 of 1944 and Navy Orders 291 of 1945, 299 of 1947 and 371 of 1950, having been sufficiently promulgated or no longer applicable, are hereby cancelled.

(3712/120/1)



(FOR OFFICIAL USE ONLY.)

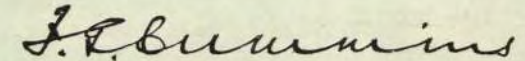
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

22nd December, 1953.

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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498.

FLAG OFFICER COMMANDING HER MAJESTY'S AUSTRALIAN FLEET.

Rear-Admiral R.R. Dowling, C.B.E., D.S.O., assumed the appointment of Flag Officer Commanding Her Majesty's Australian Fleet on 17th December, 1953, in succession to Rear-Admiral J.W.M. Eaton, C.B., D.S.O., D.S.C.

(4019/4/1024)

499.

OFFICERS SHORT COURSES - JANUARY-JUNE, 1954.

With reference to Navy Order 67 of 1953, the following short courses for officers will be held in H.M.A. Schools in the period January-June, 1954 :-

(a) Divisional

Divisional Course 11th January
5th April.

(b) Gunnery

Basic 25th January
19th April

Lieutenant R.A.N.R. 1st February
26th April

Reserve (g) Part 1 3rd May
Part 2 17th May.

(c) Communications

Basic 8th February
3rd May

Lieutenant R.A.N.R. 15th February
10th May.

(d) T.A.S.

Basic 15th March
7th June

Lieutenant R.A.N.R. 22nd March
14th June

Reserve (a/s) Part 2 3rd May.

(e) N.D.

Basic 22nd March
14th June

Lieutenant R.A.N.R. 29th March
21st June

Reserve (n) Part 1 22nd March
Part 2 5th April.

2. Commencing dates of A.B.C.D., A.J.A.S.S., and Land/Air Warfare courses will be promulgated separately.

(4007/11/68)

500.

PETTY OFFICERS' SCHOOL - COURSES - JANUARY-JUNE, 1954.

Courses at the Petty Officers' School, Flinders Naval Depot, will commence on the dates indicated during the period January-June, 1954 -

<u>Course No.</u>	<u>Commencing</u>	<u>Completing</u>
60	11th January	19th February
61	22nd February	2nd April
62	5th April	14th May
63	17th May	25th June.

(4007/31/31)

501.

A.B.C.D. COURSES - JANUARY-JUNE, 1954.

With reference to Navy Order 463 of 1951, paragraph 16, the commencing dates of Damage Control and A.B.C. Courses to be held at the Defence School, H.M.A.S. PENGUIN, are as follows :-

<u>Title</u>	<u>Duration</u>	<u>Commencing Dates</u>
Junior Damage Control	3 days	25th January 22nd February 12th April
Junior A.B.C.	2 days	28th January 25th February 22nd April
Standard Damage Control	5 days	8th February 1st March 15th March 5th April 3rd May 24th May 7th June
Standard A.B.C.	5 days	8th February 8th March 29th March 3rd May 31st May
Advanced Damage Control	5 days	22nd March 10th May
Advanced A.B.C.	5 days	5th April
Passive Defence Officers'	2 weeks	10th May.

2. Details of courses, including personnel eligible for each, are given in Navy Order 376 of 1952.

3. Defence School, H.M.A.S. PENGUIN, will close on 21st June, 1954, for maintenance and leave purposes.

(4007/3/62)

502.

COURSES - GUNNERY, T.A.S., N.D., P.T., SIGNAL AND BOOM TRAINING SCHOOLS, AND AUSTRALIAN JOINT ANTI-SUBMARINE SCHOOL - JANUARY-JUNE, 1954.

The following is a forecast of the commencing dates of courses to be held in the Gunnery School, Flinders Naval Depot; Torpedo Anti-Submarine School, H.M.A.S. RUSHCUTTER; Navigation Direction School, H.M.A.S. WATSON; Physical Training School, Flinders Naval Depot; Boom Training Depot, Waverton; Signal School, Flinders Naval Depot, and Australian Joint Anti-Submarine School, R.A.N. Air Station, Nowra, during the period January-June, 1954 :-

Gunnery School, Flinders Naval Depot.-

G.I.	10th May
R.C.2	{ 4th January 15th March
Q.R.1	4th January
Q.R.2	4th January
Q.A.2	{ 4th January 15th March
3rd Class Gunnery courses	4th January (2 classes) 29th March (2 classes) 5th April (2 classes) 3rd May 17th May 31st May (2 classes)

NOTE:- A common course is now conducted for 3rd class Gunnery rates. On completion of this course, ratings will be selected for GL3, QR3 or RC3. From those selected for QR3 and RC3, some ratings will be selected for further training as Armourers, and will qualify as QA3 and CA3 respectively. (A.F.O. 3004/1953 is relevant.)

T.A.S. School, H.M.A.S. RUSHCUTTER.-

T.A.S.I. (ex U.C.1)	8th March
UC1	8th February
UW1	18th January
UW2	22nd March
Diver 3	{ 25th January 10th May
UC3 refresher	15th March
UW3 refresher	26th April

P.T. School, Flinders Naval Depot.-

P.T.2	7th June
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N.D. School, H.M.A.S. WATSON.-

RP2	1st March
RP3	11th January
Navigator's Yeoman	{ 5th April 31st May
RP Writer	8th February
RP2 refresher	18th January
RP3 refresher	{ 1st February 5th April

Boom Training School, Waverton.-

BT1	14th June
BT2	8th February
BT3	26th April

Signal School, Flinders Naval Depot.-

Leading Telegraphist	{ 11th January 17th May
P.O. Telegraphist	11th January
Wireless Instructor	24th May
Leading Signalman	11th January
Yeoman of Signals	11th January
Signal Instructor	17th May

Australian Joint Anti-Submarine School.-

No.8 JUC (Ships)	22nd February-12 March
No.9 JUC (Air)	22nd March-23rd April
No.10 JUC (Ships)	10th-28th May
No.7 JTC	31st May-11th June.

Applications for courses at the Australian Joint Anti-Submarine School are to be made in accordance with Navy Order 153 of 1952, paragraph 7, as amended by Navy Order 306 of 1952.

2. Navy Orders 33 and 247 of 1953 are hereby cancelled. (4007/3/62)

503.

ALLOTMENTS TO AUSTRALIAN WAR MEMORIAL, ASSURANCE COMPANIES, ETC.

Forms A.S.63, declaring allotments in favour of Australian War Memorial, Assurance Companies, and other similar bodies, are being received in Navy Office not signed by the allottor, but bearing an endorsement in lieu "as per attached order".

2. In future, the practice of forwarding such orders into Navy Office is to be discontinued, but Form A.S.63 in such cases is to be signed by the member in the usual manner, when action will be taken to authorize payment in accordance with his wishes.

(3091/1/49)

504.

TRAVELLING ALLOWANCES.

A new section of Interim Pay Instructions, which consolidates existing instructions regarding allowances payable in respect of travel whilst on duty, will be promulgated shortly.

2. Attention is drawn to the following instructions, which contain variations not previously promulgated :-

- (a) Instruction 192, paragraphs 4-7, and instructions 192/1 to 192/3 - Conditions of payment of "Capital City" rates;
- (b) Instruction 192, paragraph 9 - Rates of Travelling Allowance payable where Service victualling or accommodation provided;
- (c) Instruction 192/7 - Payment of Travelling Allowance in certain cases, when a member travels by Service aircraft.
- (d) Instruction 193 and instructions 193/1 to 193/7 - Rates for Short Term Missions Overseas.

3. The provision whereby members could be paid three days' Travelling Allowance whilst seeking lodgings (P.C. Signal No. 37, paragraph 5) is abolished as from the date of this Order.

(3712/11/89)

505.

OIL INSULATING OM.16, Pattern 109B.

It is difficult to obtain supplies of Pattern 109B Oil OM.16 which conform to the full requirements of British Ministry of Supply Specification C.S.1698A and B.S.148/1951. This oil becomes contaminated if exposed to the atmosphere and attention is drawn to Admiralty Fleet Order 2938/1951 regarding the precautions to be taken against contamination.

2. To meet the requirements of paragraph 4(C) of Admiralty Fleet Order 2938/1951, Oil OM.16 will usually be purchased in one gallon containers. Specification C.S.1698A requires that the containers shall be sound, clean and dry and sealed to exclude all moisture. The presence of rust and scale renders the oil unserviceable and so the containers should be made of tin-plate, but it is important that all soldering flux should be removed before filling with oil.

3. The electric strength test of B.S.148/1951 comprises electrification at 40 kilovolts for 1 minute but this is reduced by Note e to clause 3 of the specification, which reads -

" Owing to the quality and type of drums at present available it may be difficult to obtain the specified electric strength of 40 K.V. for one minute on oil supplied in drums. As a temporary measure, therefore, an electric strength of not less than 30 K.V. for one minute is permissible for oil supplied in drums."

4. Specification B.S.171/1951 Appendix "M" also specifies an electric strength test of 30 K.V. for one minute. Oil which conforms to this test and to the other requirements of specifications C.S.1698A and B.S.148 is serviceable.

5. Oil in all transformers must be sampled and tested at intervals and also three months after first filling in accordance with Specification B.S.171. Defective oil must be filtered.

(4512/90/76)

506.

CANNED WATER FOR CARLEY FLOATS.

With reference to paragraph 7 of Navy Order 310 of 1953, cans should be inspected to determine whether any of the undermentioned conditions are present -

- (a) Denting.- If the can has a dent which would appreciably reduce the head-space or materially weaken the side seam (i.e. a dent within $\frac{1}{2}$ " of the side seam).
- (b) Loss of Vacuum.- If the "click" test indicates loss of vacuum. For the purpose of this test, the can should be held on one hand and the rim struck smartly with the palm of the other. A sharp click indicates that the necessary vacuum has been maintained.
- (c) Rusting.- If the external surface of the can shows any sign of rust or corrosion.
- (d) Age.- If the age of the can exceeds or will exceed by the date upon which the next inspection is due, three years from the date of canning. Cans are marked with the month and year of canning.

2. Any cans showing any of these conditions are to be condemned and destroyed, Form A.S.330 being utilized in respect of all condemnations.

(4528/81/22)

507.

AIR PUBLICATIONS - INTRODUCTION OF FIREFLY TRAINER MK.5, APPENDIX "A".

AP (RAN) 5, Vol.3 Part 2, Firefly Trainer Mk. 5, Appendix "A", has been introduced into the Royal Australian Navy, and copies will be distributed without demand, as follows :-

D.A.M.R., Navy Office	1 No.
D.N.A.S., Navy Office	1 "
Captain (Air)	1 "
N.A.E.O.	1 "
N.S.O. (Air), Randwick	1 "
R.A.N.A.S., Nowra	1 "

(4139/41/500)

508.

FORMS A.S.161 - CHANGES IN SERVICE PARTICULARS OF PERSONNEL.

The attention of Commanding Officers is drawn to the provisions of A.B.R.10/1953, Royal Australian Navy Advancement Instructions, concerning the reporting to Navy Office, on Forms A.S.161, of the results of all examinations affecting the advancement of ratings together with details of time gained or lost and dates of passing, and also of any periods of deferment of advancement.

508 - 510

2. Failure on the part of H.M.A. Ships and Establishments promptly to render Forms A.S.161 - see Instruction No.1 on the outside cover of books of these Forms - gives rise to unnecessary work in Navy Office, and in Ships and Establishments and is the cause of Service records not being posted correctly to date, which has a bearing on the advancement generally of ratings.

It also gives rise to justifiable complaint from ratings whose pay accounts require ante-dated adjustment arising from the same cause.

3. Action is to be taken to ensure that Forms A.S.161 are rendered, in all cases, as soon as possible after changes have occurred, and on completion of examinations and that the information required is furnished in detail.

(3325/3/151)

509.

REDIRECTION OF MAIL.

Undeliverable mail forwarded to Navy Office for disposal is frequently received in a defaced and mutilated condition.

2. Action is to be taken to ensure that the following method is applied in redirection of letters :-

- (i) Old addresses must be crossed out but not obliterated. Provided that this method is observed, rubber stamps or adhesive redirection slips may be used.
- (ii) As coloured inks run easily and become illegible, black ink should be used.
- (iii) New addresses must be legible, and, where possible, should appear on the address side of the envelope.

3. Attention is also drawn to Navy Order 397 of 1952, concerning the resealing and endorsement of private mail opened in error.

(4085/21/37)

510.

CANCELLATION OF NAVY ORDERS.

Navy Orders 34 of 1948, 357 of 1949 and 63 of 1950 are hereby cancelled.

(3712/120/1)

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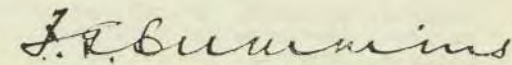
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

29th December, 1953.

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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511.

PETTY OFFICERS' SCHOOL - FLINDERS NAVAL DEPOT.

Paragraph 2 of Navy Order 131 of 1951 is to be amended to show duration of the Petty Officers' course as 42 days in lieu of the present 28 days.

(4007/31/27)

512.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORM FOR OFFICERS - SYDNEY.

Made-to-measure uniform and greatcoats for officers of the Women's Royal Australian Naval Service may be obtained from H.J. Cooney Pty. Ltd., 449 Pitt Street, Sydney. The prices operative during the financial year 1953/54 are -

Jackets, cloth, superfine, 1st officer	£14. 2. 3
Jackets, cloth, superfine, 2nd officer	£13.18. 0
Jackets, cloth, superfine, 3rd officer	£13.13. 0
Skirts, cloth, superfine, officers	£7. 4. 6
Jackets, Barathea, 1st officer	£11.14. 6
Jackets, Barathea, 2nd officer	£11.10. 3
Jackets, Barathea, 3rd officer	£11. 5. 3
Skirts, Barathea, officers	£5. 3.10
Greatcoats, 1st officers	£16.14.10
Greatcoats, 2nd officers	£16.13. 7
Greatcoats, 3rd officers	£16.12. 4.

(4533/81/144)

513.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORM FOR RATINGS - SYDNEY.

Made-to-measure uniform for ratings of the Women's Royal Australian Naval Service may be obtained from Messrs. T. Morrissey and Co., 283 Elizabeth Street, Sydney. The prices operative during the financial year 1953/54 are -

Jacket, diagonal serge, horn buttons	£7. 9. 4
Skirts, diagonal serge	£2.17. 1.

(4533/81/163)

514.

SPIRAL WOUND GASKETS.

With reference to Admiralty Fleet Order 1042/1952, stocks of the appropriate sizes of Spiral Wound Gaskets for the main steam line joints in Battle Class Destroyers are held by the Superintending Naval and Air Store Officer, Sydney, and the Naval Store Officer, Port Melbourne.

2. Spiral Wound Gaskets will not be adopted for use in Tribal and "Q" Class Destroyers except in special cases where consistent leaks have occurred.

(4505/101/35)

515.

NAVAL STORES (AIR) - SAFETY EQUIPMENT - "K" DINGHY PACK, TYPE "L" - COMPONENTS.

Exposure suit packs, reference 22c/1129, have not been adopted for use in the Royal Australian Navy.

2. The appendix to Admiralty Fleet Order 3261/1953 is to be noted accordingly.

(4533/8/9)

516.

AIR STORES - DEFECTIVE STOCK INVESTIGATION PROCEDURE.

Whenever Naval Air Maintenance Orders and Special Technical Instructions entail the inspection, servicing or rectification of Air Stores, the action will be covered by a Defective Stock Investigation, and reports on Forms AA.101Z will be called for, in order that Navy Office may be informed of the results of the investigation.

2. The procedure will be as follows :-

(i) Form :

Form AA.101Z covers the investigation and subsequent report. The Form is arranged in two parts -

Part 1. Nature of defect and investigation required.

Part 2. Report, and recommendations.

Part 2 of the Form is arranged in two sections -

Section A. Reports in respect of stocks held by Carriers or Air Stations.

Section B. Reports in respect of stocks held in Naval Air Store Depots, and Embodiment Loan Stores at Contractors' Works.

(ii) Procedure :

Part 1 of the Form will be completed at Navy Office, and the necessary number of copies of the Form will be referred by the Director of Naval and Air Stores to the appropriate authority for completion of Part 2, and return direct to Navy Office (Director of Naval and Air Stores) for action as necessary. One copy will be retained by the Service for record purposes.

(4401/1/37)

517.

**DOMESTIC AUTOMATIC REFRIGERATORS FOR USE IN
OFFICIAL RESIDENCES.**

Domestic automatic refrigerators are an authorized item of residential furniture in official residences and married quarters situated north of the Tropic of Capricorn, the approved scale of supply being as follows :-

Senior Officers - 1 No. approximately 7 cubic feet.

Junior Officers
and Ratings - 1 No. approximately 6 cubic feet.

2. "Electrolux" thermostatically controlled, electric element operated, absorption type refrigerators, which require little maintenance, will normally be supplied in future for new residences being provided, and in replacement of other refrigerators held, when the latter become unserviceable. This type of refrigerator is not at present manufactured in a 6 cubic feet capacity unit, and for the time being a 7 cubic feet capacity unit will be supplied for all residences.

3. Refrigerators for official residences are provided through the Department of Works, and relevant requisitions covering supply are required to be authorized at Navy Office.

4. Ice chests will normally be provided in furnished houses located south of the Tropic of Capricorn. Refrigerators are at present held in certain of these houses, and may be retained until they become unserviceable, maintenance meanwhile being limited to minor defects only.

(3768/13/85)

518.

**FORM A.S.1185 - DEFECT LABEL.
FORM A.S.1187 - "REFITTED AND TESTED" LABEL.**

The following labels have been introduced for use in H.M.A. Ships and Naval Establishments :-

- (a) Form A.S.1185 should accompany all defective items from the Ship or Establishment to the repair authority. Upon collection of the repaired item by the Ship's or Establishment's representative, the repair authority is to retain the label as a receipt that the work has been completed.
- (b) Form A.S.1187 is for attachment to items which have been refitted and tested, and will identify repaired items when Form A.S.1185 has been detached by the repair authority as a receipt.

2. Initial supplies of Forms A.S.1185 and A.S.1187 will be issued without demand.

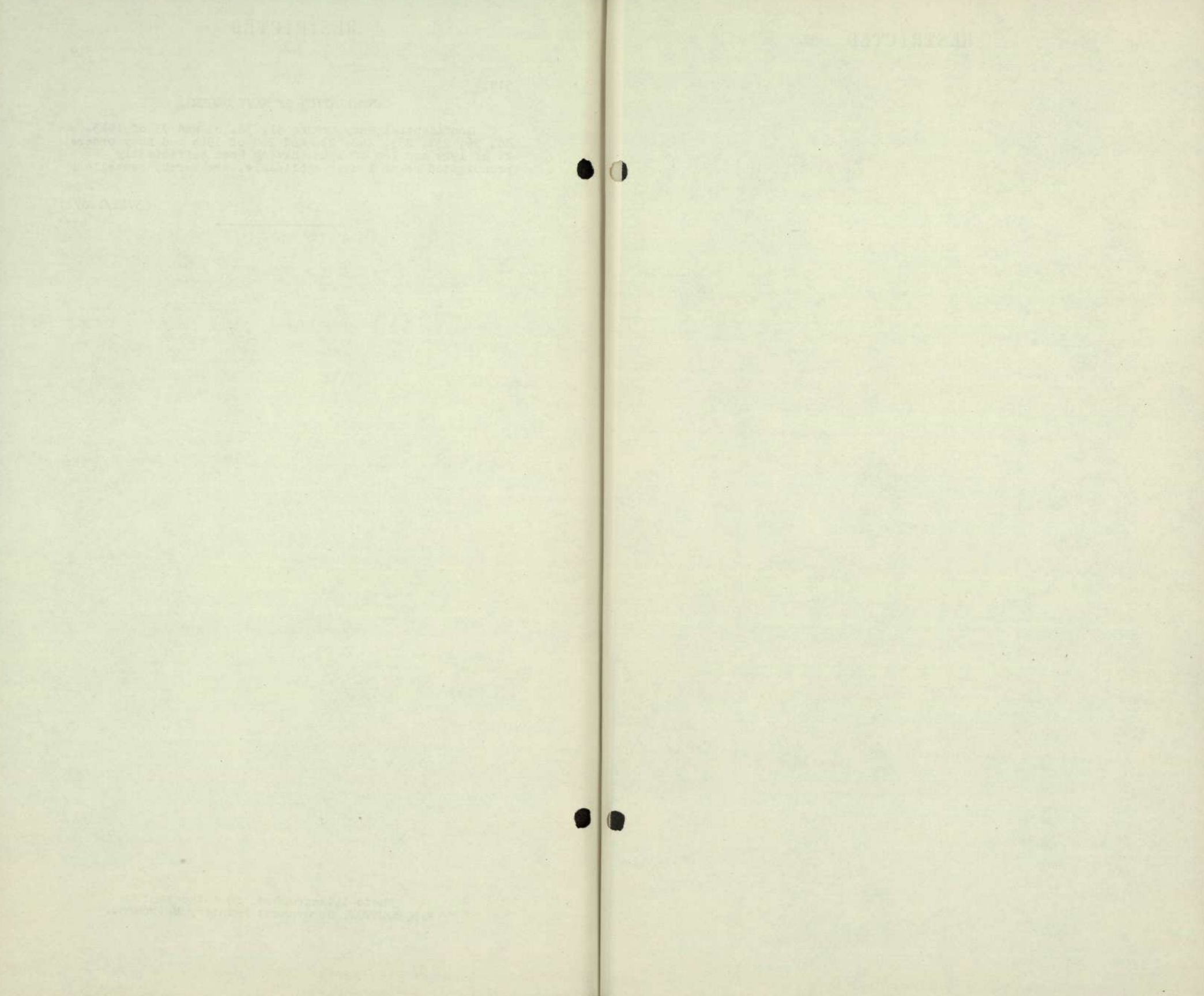
(3526/12/737)

519.

CANCELLATION OF NAVY ORDERS.

Confidential Navy Orders 31, 38, 85 and 95 of 1943, 80, 96, 232, 233, 242, 276 and 288 of 1944 and Navy Orders 26 of 1929 and 260 of 1945, having been sufficiently promulgated or no longer applicable, are hereby cancelled.

(3712/120/1)



RESTRICTED

RESTRICTED

520/53

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

30th December, 1953.

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

By direction of the Naval Board,

J. E. Cummings

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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520	R.A.N.R. and R.A.N.V.R. Officers - Examinations to Qualify for Command of Small Ships.

520.

R.A.N.R. AND R.A.N.V.R. OFFICERS - EXAMINATIONS TO QUALIFY FOR COMMAND OF SMALL SHIPS.

Reserve Executive Officers will be required for small Ship Commands in the event of Mobilization and should take every opportunity to obtain the necessary qualifications.

2. Lieutenants of over 2 years' seniority may apply to be examined in any of the subjects of the Syllabus, as laid down in the Appendix to this Order, during Annual Continuous Training. The passing of the examinations will not be a requirement for promotion to Lieutenant-Commander, but possession of the qualification will be an advantage.

3. Except where otherwise stated, examinations will be conducted in H.M.A. Ships or Naval Establishments during periods of Annual Continuous Training. Officers, wishing to take any examination, are to apply to the Commanding Officer of their Training Establishment. Examinations will be carried out by the appropriate Specialist Officer.

4. Mark assessments are not required, but the standard of pass is to be that which, in the opinion of the examining officer, is required of the Commanding Officer of one of H.M.A. Ships - "River" Class A/S Frigate or below, except Ocean Minesweepers. (Navy Order 185 of 1953).

5. The examination is not to be subdivided, each of the seven subjects must be taken in its entirety, and if an officer fails in any part the whole subject must be taken again.

6. A Certificate is to be prepared and forwarded, in duplicate, to the Commanding Officer of the appropriate Reserve Training Establishment.

The duplicate copy of the Certificate is to be retained in the Reserve Training Establishment and the original forwarded to the Director of Naval Reserves.

The Certificate is to be in the following form :-

REFERENCE NAVY ORDER (520 of 1953):

THIS IS TO CERTIFY THAT
 (Name and rank of Officer) has this
 day been examined in
 (subject as listed) for command of Small Ships and has
 been (Passed or Failed).

7. Commanding Officers should arrange for Reserve Officers to be given as much experience as practicable in Ship handling.

8. Officers who -

- obtain Pass Certificates in the seven subjects enumerated in the Appendix to this Order; and
- hold a Modified (or higher) Naval Watchkeeping Certificate; and
- are Lieutenants of six years' seniority (including probationary time), or of lesser seniority who are over 30 years of age; and

- have obtained a Certificate from the Commanding Officer of a Naval Establishments, including Reserve Training Establishments, that they have been examined and found competent to handle Ships or Sea Tenders at least of the size of G.P.V.'s or other Vessels of similar tonnage;

will be shown in the Navy List as (M.C.).

9. Recommendations for such a notation in Navy List are to be made by Commanding Officers of Reserve Training Establishments when officers are qualified. Such recommendations are to include a Certificate of Competency as to Ship handling, together with the dates Pass Certificates were obtained.

10. Navy Order 298 of 1951 is hereby cancelled.

(4006/22/9)

APPENDIX

G U N N E R Y

1. A thorough knowledge is required of the capabilities and tactical handling of his weapons in battle, and of the responsibilities of his Officers in Gunnery matters.

2. A good knowledge is required of the duties carried out by his Officers and men in connection with the operation and maintenance of the gunnery equipment, and appreciate the problems of his Gunnery Officer, and be an intelligent critic.

NOTE:- For this examination the degree of knowledge required by paragraph (2.) of the operation and maintenance of equipment is to be confined to the armament of "River" Class A/S Frigate.

COMMAND

3. A thorough knowledge is required of -

- Gunnery Command and Tactical Control Orders.
 - The responsibilities of the following Officers in Gunnery matters :-
 - The Executive Officer.
 - The Gunnery Officer.
 - The Officer of Quarters.
 - The Gunner.
 - The Electrical Officer.
 - The layout and purpose of the gun direction and control equipment and communications fitted for surface fire, bombardment, and A.A. fire, in "River" Class A/S Frigate.
4. A general knowledge is required of -
- The duties of the Officers and men who operate the equipment detailed in paragraph (3) (c).
 - The aim of the Air Defence Organization of a Force at sea.

- (c) Force Gun Direction procedure.
- (d) The Navy's responsibilities in aid of the Civil Power.

GUN PERFORMANCE

5. A thorough knowledge is required of the following as applied to "River" Class A/S Frigate :-

- (a) Expected performance of the mountings, guns and ammunition, together with the factors which affect this performance.
- (b) The performance to be expected from the main armament in action.

6. An outline knowledge of the capabilities of other guns fitted in Destroyers and Frigates.

GUN TACTICS

7. A general knowledge is required of -

- (a) The characteristics of probable enemy aircraft and ships, and expected types of attack.
- (b) The effect of ship handling on gun accuracy.
- (c) The effect avoiding action has on the chances of being hit by enemy missiles.
- (d) Screening dispositions and their relation to air defence.
- (e) The type of shell fuzes most suited to various targets.
- (f) When and how to use star shell and other illuminants.
- (g) Factors which affect the position and movements of a ship during bombardment.

SHIP TRAINING

8. A general knowledge is required of -

- (a) The objects of the various types of firing, non-firing and gun direction practices and exercises, and their limitations.
- (b) Safety restrictions in firing practices.
- (c) Working up programmes and maintenance of efficiency after working up.
- (d) The importance and general interpretation of records and analyses.

MAINTENANCE AND ARMAMENT STORES

9. A general knowledge is required of -

- (a) Dockyards and other Authorities responsible for the inspection and repair of Gunnery equipment and the supply of armament stores.
- (b) The work entailed in maintaining the selected main armament.
- (c) The purpose and employment of seaman ratings qualified in gunnery.

- (d) The type of records kept by the Explosives Accountant Officer.
- (e) The regulations concerning the safety of explosives.

SIGNAL COMMUNICATIONS

RADIO

10. An outline knowledge is required of -

- (a) Propagation of wireless waves and systems of transmission, with particular reference to Fleet Radio-communication organization, Radio Policy, and considerations involved in breaking Radio silence.
- (b) World-wide Station and Fleet Radio-communication organization.
- (c) The capabilities and limitations of the Radio-communication equipment fitted in small Ships. (No technical knowledge is required.)
- (d) Radio Warfare methods and Fleet Radio Warfare organization.
- (e) How to use a voice wireless circuit. (A detailed knowledge of procedure is not required.)

SIGNAL BOOKS AND VISUAL SIGNALLING

11. An outline knowledge is required of -

- (a) The names and uses of the Signal Books.
- (b) Allied Naval Manoeuvring instructions. A good knowledge of Chapters 2-8. A fair knowledge of A/S Operations and Enemy reporting.
- (c) V/S instructions. Executive Signals.

12. Ability to read and send a plain language message by flashing, at a slow rate.

GENERAL

13. A good general knowledge is required of -

- (a) Initiating and drafting signals. Responsibilities of the originator, security classification, precedence, special instructions, expressing address and text, reference to classified messages. Physical security (BR.U2D) Commanding Officer's responsibility.

An outline knowledge is required of -

- (b) The cryptographic system available to a small ship and the rules for the classification of messages. Re-encryptions.
- (c) The system for the training and advancement of Communications ratings. (Access to the appropriate publications is to be allowed in examinations.)

- A good general knowledge is required of -
 (d) V/S instructions. Executive signals.

NAVIGATION DIRECTION

The object of this examination is to ensure that Officers are capable of carrying out navigation and pilotage duties in Frigates and Ocean Minesweepers, and that they are fully conversant with A.I.O. and Warning Radar matters. Small ships are often dependent upon the superior A.I.O. and Warning Radar Equipment of larger vessels; it is necessary therefore, that officers taking this examination should have a wide practical knowledge of these subjects.

ASTRONOMICAL NAVIGATION AND CHRONOMETER

- 14.
- Obtain the Compass Error by time azimuth of any heavenly body.
 - Fix the Ship's position by sights of all heavenly bodies including latitude by Polaris, using the Marc St. Hilaire or the Longitude method. (HD 486 may be used.)
 - Find the time of rising and setting of sun and moon.
 - Care in use of watches, and when unfit to use.
 - Zone system of time keeping.

TIDES

- 15.
- Find the time and height of HW and LW at any port.
 - Find the height of the tide at any time for any place.
 - Use of table of Tidal Levels.
 - Use of the Tide Tables. Table I for standard ports.
 - Rate and direction of Tidal streams.

GENERAL NAVIGATION AND PILOTAGE

- 16.
- Pilotage in narrow waters; anchoring in a pre-determined position. Navigation in fog.
 - Chernikeef and Pitometer Logs.
 - Echo-sounding equipment.
 - Practical use, limitations and operating of Radar, Loran, and W/T DF equipment for fixing the position of a Ship.
 - Chapters 1, 2, 4, 6 and 7 of "Remarks on Handling Ships". (Fair knowledge only.)
 - Water interaction between hulls of Ships close aboard each other.

- (g) Handling a Ship while engaged in towing.

COMPASS

- 17.
- Deviation, causes and changes.
 - Heeling error, causes; changes in H.E. and practical correction at sea.
 - D.G. coils and compass corrector coils, settings and methods of use.
 - The capabilities and limitations of the Admiralty Gyro Compass, Mark 5.
 - Settings required for the mercury boxes, latitude rider, speed error and corrector.
 - The Alarm system.
(No details of other parts of the Compass, or of electrical circuits.)

METEOROLOGY

- 18.
- Wind; Buys Ballot's Law; permanent wind and pressure systems; Monsoons.
 - Fronts; growth and movement of; weather associated with depressions and anti-cyclones.
 - Clouds; classification and significance.
 - Fog; sea fog, areas where prevalent.
 - Single observer forecasting.
 - Tropical revolving storms, rules for avoiding.
 - Fleet meteorological organization, and weather reporting from H.M. Ships.

FLEET-WORK

- 19.
- Station keeping by day, at night and in fog.
 - Solution of changing station and smoke laying problems.
 - The use of the Battenberg.
 - The principles of construction of searches and patrols.

ACTION INFORMATION ORGANIZATION

- 20.
- General arrangements and layout in Destroyers and Escorts.
 - The principles of manning A.I.O. and duties of the crew in Destroyers and Escorts.
 - Internal Communications.
 - External Communications and Enemy reporting.

- (e) The surface and underwater picture. The A.R.L. table.
- (f) A.I.O. in Convoy Escorts and Joint A/S Warfare.
- (g) The Air Picture.
- (h) Use of I.F.F.
- (i) Gun Direction.
- (j) Training.

WARNING RADAR

21.

- (a) General description of Radar (including I.F.F. and Beacons).
- (b) Capabilities and limitations - maximum and minimum range; discrimination; shadow areas; effect of super-refraction; range and bearing accuracy; use of swept gain, short pulse and wide bandwidth.
- (c) Limitations of I.F.F. Mark 3.
- (d) A general knowledge of the following sets, including their uses and performances :-
Types 960, 281, 277, 293 and 974.
The signification of the suffixes (P, Q, etc.) should be known.
- (e) Thorough knowledge of the operation of a P.P.I.
- (f) General appreciation of jamming and its countermeasures.
- (g) Knowledge of common radar terms.

22.

- (a) States of readiness of personnel and sets.
- (b) General appreciation of reporting and operating procedures.

23. Radio Hazards.

T O R P E D O - A N T I - S U B M A R I N E

MINE WARFARE

24.

- (a) General types of mines and assemblies and how used. The "Mixed Bag" Minefield.
- (b) Limitations of mining.
- (c) Good knowledge of organization and equipment of demolition parties.
- (d) Types of sweepers and their capabilities.
- (e) Tactical and passive countermeasures in Ships other than Sweepers.
- (f) The safe distance to pass a Sweeper.

- (g) Signals displayed by Sweepers with sweeps streamed.
- (h) Use of degaussing and D.G. ranges.
- (i) Shallow Water diving. Equipment, training and safety precautions.

ANTI-SUBMARINE WARFARE

25.

- (a) Performance and capabilities of submarines.
- (b) Types and capabilities of A/S equipments in A/S Vessels.
- (c) Good knowledge of control procedure.
- (d) Good knowledge of conduct of an A/S action.
- (e) Good knowledge of conduct of Fleet screening and convoy escort work.
- (f) Aircraft co-operation.
- (g) Sea, air and anti-submarine exercises.
- (h) Good knowledge of A.X.P.I.
- (i) Subsidiary uses of Asdics.
- (j) Effect of sea conditions on A/S operating. Use of Bathythermographs. Calibration ranges.
- (k) Analysis, reports and returns.

NOTE:- A general knowledge of the above items is required except where otherwise indicated.

A.B.C.D.

STABILITY

26. Fundamental principles, Centre of gravity and of buoyancy. Metacentre. Righting movement curves. Reserve of buoyancy. Dangers of free surface and topweight. Difference between list and loll and countermeasures for each, e.g. preparing jettisoning bill.

STRENGTH

27. Strength of small Ships. Arrangements of counter-measures (e.g. Flooding of ballast) to reduce tendency to break Ship's back after heavy damage and flooding.

W/T INTEGRITY

28. Marking and control of openings. Care, maintenance and testing of water-tight compartments, doors, hatches, scuttles and valves. Principles of leak stopping and shoring. Reduction of speed to prevent spread of damage.

FLOOD FIGHTING

29. Flood fighting arrangements, pumps, ejectors and systems as fitted in small Ships. Portable pumps. Counter-flooding arrangements for correcting heel or trim.

FIRE FIGHTING

30. Types of first aid fire fighting equipment supplied to Ships, their duty and stowage. Typical layout of firemain and methods of supplying it in a small Ship. Magazine and inflammable store flooding and spraying. Methods of introducing foam into and releasing steam in main machinery spaces and steps which must be taken to prevent re-ignition. Types and use of breathing apparatus. Precautions when sending men into a compartment which may contain poisonous or explosive gases or lack of oxygen. Types of gas to be expected after an explosion.

MACHINERY

31. Requirements in four states of readiness. Sub-division. Damage countermeasures to include effect on running machinery of damaged furnace fuel oil tanks or feed tanks, of heel and trim and of flooded engine rooms and boiler rooms. Effect of trailing turbines. Emergency valves and fittings and where operable. Alternative steering arrangements. Communications between command and engine room.

ELECTRICITY

32. High power. Supply and distribution in small Ship. Low power. Why fitted. Motor-generated and battery supplies. Alternative and emergency arrangements for essential light and power, running emergency leads. Requirements of electrical machinery in four States of Readiness. The internal communication system of a small Ship. Maintenance and use of portable first aid lighting equipment.

A.B.C. ASPECTS

33. War Gases. Their effects and characteristics, personal protection, cleansing and decontamination. Atomic explosions - their characteristics and hazards arising from the effects of blast, underwater shock, heat, light and nuclear radiations, personal protection, cleansing and decontamination. Biological warfare.

ORGANIZATION

34. The four States of Readiness and when used - responsibilities of the Commanding Officer and/or Senior Officer of Squadron or group in ordering states to be set. Principles of dispersal of personnel. Duties of A.B.C.D. Officer, Damage Control Engineer Officer and Monitoring Officer. Collective protection - policy, methods and organization. Closing down trials.

S U P P L Y D U T I E SVICTUALLING

35.

- (a) Period to which Ship should be stored;
- (b) Sources of supply and preparation of demands for both Service and non-Service provisions;
- (c) Stowage of dry provisions and refrigerated stocks;

- (d) Zonal rates of victualling allowance;
- (e) Victualling and Check Books;
- (f) Repayment issue and accounts;
- (g) Monthly Accounts;
- (h) Principles governing preparation of messing statements - and the source of the figures shown thereon.
- (i) General Messing and outline of system of accounting;
- (j) Payment for supplies from Contractor.

CASH AND LOAN CLOTHING

36. Restrictions on issues. The procedure for obtaining other sloop issues, i.e. from depots or affiliated ships, together with notes on rationing.

MESS TRAPS AND UTENSILS

37. Where the scale allowances are specified. Distinction between permanent, starred and consumable items. Inventory system of accounting for mess traps, etc. Principles of replacement of various categories of mess traps and utensils from Victualling Yards and reserve stocks.

NAVAL STORES

38.

- (a) Responsibility of Commanding Officer and Naval Storekeeping Officer (S);
- (b) What constitutes Ship's outfit of Naval Stores;
- (c) Period for which Ship is stocked with consumable Stores;
- (d) How supplies of stores are obtained;
- (e) How stores are returned to the Yard;
- (f) Procedure for internal issues and returns;
- (g) Permanent and temporary loan procedure;
- (h) Valuation;
- (i) Naval Store Account;
- (j) Stocktaking Rules;
- (k) Losses by accident and neglect;
- (l) Stowage and preservation of stores - general principles and where to find detail.

CASH DUTIES

39. CASH - custody, obtaining supplies, counting of. Contingent Accounts - Tenders payments - Foreign currencies - Non-public funds - Audits - Q.R. and A.I. - B.R.1950.

GENERAL

40. A general knowledge of -
Small Ship's Office Manual.
Frequency and methods of mustering of all types of stores.

Boards of Survey and casual condemnations; when required and on what items.
 Procedure for dealing with losses. Compensation for losses of clothing.- Key routines; security of valuable and attractive stores.

ADMINISTRATION - DISCIPLINE -
 ADVANCEMENTS

41. General knowledge of -
- (a) Chapter 31, Q.R. & A.I. (Instructions to Captains);
 - (b) Summary Punishments;
 - (c) Framing Charges;
 - (d) Punishment Warrants;
 - (e) Service Certificates;
 - (f) Conduct and History Sheets;
 - (g) Divisional Officers Records;
 - (h) Recommendations for Advancement;
 - (i) Training and Advancement of Junior Ratings;
 - (j) Training Recommendations and Advancement of Specialist Ratings;
 - (k) Welfare - organization - rules for granting Compassionate Leave at sea and ashore;
 - (l) Customs Regulations, Trafficking and Smuggling.

NOTE:- With reference to Supply Duties and Administration no attempt should be made to memorize the Regulations. A good working knowledge of the Regulations and where to refer to details is what is required.

Photo-lithographed, by Authority:
 W.M. HOUSTON, Government Printer, Melbourne.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st December, 1953.

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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521.

INSTRUCTIONS FOR FLEET AIR ARM - AMENDMENT.

Article 133 of Instructions for the Fleet Air Arm is to be deleted and the following substituted therefor :-

" Controlled Airspaces.- Pilots, when operating in controlled airspaces under the jurisdiction of the Department of Civil Aviation, shall comply with the procedures applicable to civil aircraft as detailed in Part 11 of the Air Navigation Orders issued by that Department."

2. This amendment will be included in R.I. series.

(3712/50/58)

522.

IDENTITY CARDS.

The R.A.N. Identity Card is designed to provide a means of identification. The card has no security significance, nor will it pass the holder into any restricted area other than H.M.A. Ships and Establishments.

2. This card measures 2 9/16 by 3 15/16 inches in size (as required by the Geneva Convention), is contained in an outer covering of transparent substance, and bears a photograph and the signature of the holder. The photograph is to be stamped by the Issuing Authority in order to make substitution difficult.

3. If Service facilities are not available, arrangements should be made through local firms to supply photographs, as required in paragraph 2, which conform to ordinary 35 m.m. size.

4. This card is to be issued to all officers and ratings of the Permanent Naval Forces. Issuing Authorities are -

- (a) Flag and Naval Officers-in-Charge;
- (b) Commanding Officers of H.M.A. Ships and Establishments;
- (c) Resident Naval Officers.

Cards are to be signed by the Commanding Officer (or an Officer delegated) in the space provided and a notation made on the rating's A.S.264. Particular care is to be taken that this notation is made. Cards are to be issued to Royal Navy or other Dominion Naval personnel only if they are not in possession of an identity card issued by their own Service. Cards so issued are to be recovered from the holder prior to his return to his own Service.

5. Cards are to be -

- (a) shown on demand by Naval Shore Patrol, Dockyard Police or Peace Officers. They must not be surrendered except to own ship's Officers;
- (b) carried at all times ashore, whether in uniform or plain clothes;

(c) surrendered to the authority responsible for discharge procedure prior to discharge from the Royal Australian Navy.

6. On receipt, cards should be taken into custody by the ship's officer detailed to issue them. A simple register is to be kept showing number of card, full name, number and rank or rating of the person to whom it is issued. Cards cancelled for any reason are to be destroyed within the Ship or Establishment and the signature of the officer witnessing destruction is to be entered against the card in register.

7. Commanding Officers are to report the loss of identity cards to the Director of Naval Intelligence in the form of a monthly return.

8. Reports of loss are to include the following particulars :-

- (a) Number of card.
- (b) Name and rank or rating.
- (c) Issuing authority.
- (d) Area in which card was lost.
- (e) Date and time of discovery of loss.

9. Cards are to be sighted at regular intervals. Disciplinary action should not be taken for the loss of an identity card except in the case of wilful neglect. Lost cards may be replaced immediately.

10. Demands for requirements by authorities as laid down in paragraph 4 should be made to Superintending Naval and Air Store Officer, Sydney.

11. Confidential Navy Order 17 of 1953 is hereby cancelled.
(3935/101/13)

523.

A.B.C.D. TRAINING.

Defence Schools are located at H.M.A.S. CERBERUS, LEEUWIN and PENGUIN. The purpose of these schools is to train personnel in the basic principles underlying the technique and organization of Atomic, Biological and Chemical Protection and Damage Control (A.B.C.D.).

2. As experience in war has stressed the vital significance of Damage Control (which includes Fire-Fighting), it is important that officers and men should receive adequate training in this subject in peace time.

3. Training in defence against A.B.C. attack is equally important. Although no form of this aspect of warfare has been experienced, recent years have seen the advent of new and potent weapons, for which it is necessary to be prepared.

4. The training of personnel at the Defence Schools is intended only as a background for the training and exercises which must take place in all ships. Facilities for practical training which cannot be carried out in ships, such as fire-fighting and practical A.B.C., can be made available at H.M.A.S. PENGUIN.

5. The responsibility for co-ordination of A.B.C.D. training matters between the schools is vested in the Officer-in-Charge, Defence School, H.M.A.S. PENGUIN.

6. The Officer-in-Charge, Defence School, H.M.A.S. PENGUIN, is responsible for the inspection of A.B.C.D. arrangements in new construction ships and ships undergoing modernization or conversion.

7. Reports in duplicate of major damage to H.M.A. Ships, including fire, collision and grounding, are to be forwarded to the Naval Board, through Administrative Authorities, by the ship concerned. In due course one copy will be forwarded to the Defence School at H.M.A.S. PENGUIN for information.

ADMINISTRATIVE INSTRUCTIONS FOR COURSES AT H.M.A.S. PENGUIN.-

8. There will be two series of courses annually, the commencing dates being promulgated separately.

9. Application.- Applications for courses are to be made to H.M.A.S. PENGUIN stating -

- (a) Course required and date.
- (b) Number of candidates, including ranks and ratings.
- (c) Accommodation required.

10. Accommodation.-

- (a) Accommodation is available on application. Accommodation for Officers, Chief Petty Officers and Petty Officers is limited.
- (b) Ratings attending courses but not accommodated in H.M.A.S. PENGUIN will be provided with the mid-day meal.

11. Dress.-

- (a) Officers are to bring No. 14, action dress, for wear in the School.
- (b) All ratings are to bring two sets of No. 8, action, working dress for wear in the school.
- (c) All personnel in possession of anti-gas respirators are to bring them.

12. Joining Instructions.-

- (a) A nominal list is to accompany each class sent to the Defence School.
- (b) Personnel, who are to be accommodated in H.M.A.S. PENGUIN, are to join on, or before, the day previous to the commencing date of the course.
- (c) All courses commence at 0845.

13. Results.- Lists showing the results of ratings' courses are to be forwarded to their ships so that the appropriate entry may be made in their service documents. Details of the notations to be made are shown in Appendix I to this Order.

14. Navy Orders 463 of 1951, 171, 243 and 376 of 1952 and 4 of 1953 are hereby cancelled.

(4006/20/9)

APPENDIX I - COURSES AVAILABLE

COURSE	DURATION	FOR WHOM INTENDED	LOCATION	NOTATION ON S.C.	REMARKS
N.S. DEFENCE	2 days	National Servicemen and Reservist recruits	F.N.D. PENGUIN LEEUWIN		1 day Ship Safety 1 day A.B.C. Protection
PRELIMINARY DEFENCE	5 days	Recruits of all Branches; Officers on completion of Divisional Course	F.N.D. LEEUWIN		3 days Ship Safety 2 days A.B.C. Protection (includes issue of Respirators)
JUNIOR DAMAGE CONTROL	3 days	For Junior ratings who have been unable to get this training at sea	PENGUIN LEEUWIN	"Junior D.C. Course"	Normally combined to form a Junior Defence Course
JUNIOR A.B.C.	2 days	Junior ratings	PENGUIN LEEUWIN	"Junior A.B.C. Course"	
STANDARD DAMAGE CONTROL	5 days	(Officers - see Note) Ratings - Leading rate and above, who have done a Junior D.C. Course or the equivalent training at sea.	PENGUIN	"Standard D.C. Course"	<u>Note:-</u> Officers who lack up-to-date sea experience may attend this Course.
STANDARD A.B.C.	5 days	Officers of all Branches; Ratings - Leading rate and above; Dockyard Constabulary	PENGUIN	"Standard A.B.C. Course"	
ADVANCED DAMAGE CONTROL	5 days	Officers of all Branches; Ratings - Petty Officers and above who have done a Standard D.C. Course within the past 12 months	PENGUIN	"Qual. D.C. Instructor"	

6

COURSE	DURATION	FOR WHOM INTENDED	LOCATION	NOTATION ON S.C.	REMARKS
ADVANCED A.B.C.	5 days	Officers of all Branches; Ratings - Petty Officers and above who have done a Standard A.B.C. Course within the past 12 months	PENGUIN	"Qual. A.B.C. Instructor" (and/or) "Qual. A.B.C. Repair"	Includes Monitoring and A.B.C. Repair subjects.
PASSIVE DEFENCE OFFICERS	2 weeks	Selected Officers R.A.N., R.A.N.R., and R.A.N.V.R. Civilian Officers designated for Naval P.D. duties	PENGUIN		Arranged by Naval Board as required

NOTES:-

1. Special Courses.- The following special courses, consisting of advanced practical training for Ship Teams, can be arranged on application to H.M.A.S. PENGUIN subject to commitments :-

DAMAGE CONTROL TEAM	1 day
MONITORING TEAM	1 day
FIRE-FIGHTING	1 day.

2. Courses for Special Duties.-

Duty	Courses	Duration in weeks	Remarks
A.B.C.D. Officer in H.M.A. Ship	STANDARD D.C. STANDARD A.B.C. ADVANCED D.C. ADVANCED A.B.C.	(4)	
D.C.(E) Officer in H.M.A. Ship	STANDARD D.C. STANDARD A.B.C. ADVANCED D.C.	(3)	

7

<u>Duty</u>	<u>Courses</u>	<u>Duration in weeks</u>	<u>Remarks</u>
Monitoring Officer in H.M.A. Ship	STANDARD D.C. STANDARD A.B.C. ADVANCED A.B.C.	(3)	
D.C. Staff Instructor	STANDARD D.C. STANDARD A.B.C. ADVANCED D.C. 1 week under- study	(4)	
A.B.C. Staff Instructor	STANDARD A.B.C. STANDARD D.C. ADVANCED A.B.C. 1 week under- study	(4)	see Note 3 re "Instructors"
D.C. Instructor in H.M.A. Ship	STANDARD D.C. ADVANCED D.C.	(2)	
A.B.C. Instructor in H.M.A. Ship	STANDARD A.B.C. ADVANCED A.B.C.	(2)	

3. Instructors.-

- (a) Candidates for Instructor should have passed an Instructional Technique Course and obtained minimum qualification "good".
- (b) They should take the courses consecutively and will be examined at the conclusion of the Advanced Course.

524.

REQUIREMENTS FOR SEAMAN SPECIALIST QUALIFICATION.

With reference to A.B.R. 10/1953, Article 81(a), the following are the requirements for the various Seaman Specialist Branches :-

Gunnery Rates	53%
RP	21%
UC	7%
UW	8%
CD	2%
BT	6%

(4006/42/9)

525.

EXAMINATIONS FOR ABLE SEAMAN.

With reference to A.B.R. 10/1953, Articles 81 and 136 (4), the Part 1 examination of Ordinary Seamen for the rating of Able Seaman is to be supervised by an officer appointed by Captain (D), 10th Destroyer Squadron, Captain (F), 1st Frigate Squadron, or the Commanding Officers of cruisers or aircraft carriers, as appropriate. The Flag Officer Commanding H.M.A. Fleet is to co-ordinate the examination to ensure that consistent standards are maintained. The Part 2 examination should be carried out at the same time as the Part 1 examination.

2. Ordinary Seamen should be examined after completing a minimum of three months' sea-going service and before completing 12 months' sea-going service.

3. A.B.R. 10/1953 will be amended in due course.

(4006/42/9)

526.

FLEET AIR ARM RATINGS, NAVAL AIRMAN BRANCH - AMENDED SYLLABUSES FOR 1ST, 2ND AND 3RD CLASS PHOTOGRAPHERS.

The training and advancement of Naval Airmen Photographers is being made uniform with other Naval Airman categories by the suspension of direct training to Photographer 2nd Class, and the introduction of Photographer 3rd Class qualification.

2. The following are the details of the amended syllabuses for Photographers 1st, 2nd and 3rd Class :-

Photographer 1st Class.-

- 1st Week - Transformation of formulae, trigonometry and Logarithms.
- 2nd Week - Scale of Reproduction - optical calculations, gunnery marking trigonometry.
- 3rd Week - Mosaic Calculations. Oblique Calculations.
- 4th Week - Light and optics, image formation.
- 5th Week - Types of lenses, glass, lens aberrations. Photographic Chemistry, chemicals, chemical solutions. Practical stand camera, press camera, flash camera, production of negatives for after treatment, reduction, intensification, toning.
- 6th Week - Gamma, characteristic curve, emulsions, panchromatism, practical use of filters, theory of colour, practical dufay colour, theory of reversal, low angle marking theory and practical.
- 7th Week - Low angle marking practice at sea. Practical plotting. Pupils to give lectures on photographic subjects of own choice (from Phot. 11 syllabus).
- 8th Week - Cine photography 16mm and 35mm, exposure considerations, cine printing and reversal processing. Cine editing, pupils to make own "film short".
- 9th Week - Pupils to lecture on set subjects. Practical 16mm and 35mm Cameras. Continuation of cine film production. Rapid matched printing, matched enlarging, section organization, stores procedure.
- 10th Week - Half term examinations :
Written paper
Practical.

- 11th Week - Re-introduction to Air Photography
Purpose and uses of Air Photography
Map reading
Practical application of air calculations
Strategical and Photographic Reconnaissance
F.24 camera, ancillary equipment
F.52 theory
F.24 running faults and maintenance
Pupils to lecture on own subjects.
- 12th Week - Practical use of air cameras
Processing and after treatment of air negatives
Rapid and tropical processing
Rapid matched printing of Air Film
Wet printing.
- 13th Week - K.20 Camera - Theory and practical
Flying for VLO's
Laying down mosaics, titling
Types of Mosaics.
- 14th Week - G.45 cine camera
G.45 running faults
Pupils to lecture on set subjects
F.24 and G.45 installation
G.45 processing
G.G.S. Recorder
Air Stores.
- 15th Week - Scale enlarging
Stereoscopy, use of stereo pairs
Visit to Kodak (2 day visit)
Finishing of mosaics
Copying mosaics.
- 16th Week - Final examination (Ground)
Ground paper 1
Ground paper 2
Practical Stand camera
Practical Press camera
Practical Cine camera
Lecture 30 minute duration.
- 17th Week - Final examination (Air)
Air paper 1
Air paper 2
Air camera installation
Oral examination
Practical examinations
Lecture 30 minute duration.

PASSING MARKS 70%

18th and
19th Weeks - Modelling.

PASSING MARKS 85%

Photographer 2nd Class.-

- 1st Week - Transformation of formulae, and elementary trigonometry and Logarithms.
- 2nd Week - Theory of light and elementary trigonometry as applicable to gunnery marking.
- 3rd Week - Theory of light and optics.
- 4th Week - Optics and scale of reproduction and photographic chemicals.

- 5th Week - Lens aberrations
Conjugate foci
Depth of field
Finding focal lengths - methods - theory and practical
Depth of focus
Circle of confusion - theory.
- 6th Week - Theories - Development
Fixation
Washing
Reduction
Intensification
Theories - Toning - Hypo-Alum
Practical Toning.
- 7th Week - Theory - Dufay Colour
Practical - Dufay Colour
Theory - Kodachrome
Panchromatism
Emulsion and coating of sensitive material
Paper and plates, orthochromatic, panchromatic
characteristic curves
Film speeds, comparisons, densitometry.
- 8th Week - Pupils to lecture, 20 minute duration on selected Photographic subjects from Phot. 3's syllabus
L.A. Marking - theory
Plotting - theory
Practical sea experience with L.A. Mk. 4 camera.
- 9th Week - Cine cameras 16mm
Newman Sinclair - 35mm
Leica and Contax cameras - practical
Enlarging - A21's matched printing
Contact printing, print finishing
16mm film projecting, editing, joining
Large print production, exteriors, interiors, dial recording camera, print mounting (wet and dry).
- 10th Week - Mid term examinations
Written paper
Practical examination.
- 11th Week - Uses of Air Photography
Types of Air Photography
F.24 practical
F.24 running faults
F.24 cycle of operations
F.24 ancillary equipment
Friction testing, shutter testing, installation of F.24 in aircraft with necessary tests
F.24 developing.
- 12th Week - Flying for oblique line overlap
Mosaic calculation
Flying for vertical line overlap
Mosaics
Laying down mosaics
Titling and copying mosaics

- 13th Week - 20 minute lectures (Phot. 3's syllabus)
 G.45 B Cine Camera
 G.45 B Cycle of operations
 G.45 B running faults
 G.45 B Mass processing of films
 Deck landing procedure and practical application aboard Carrier
 Film splicing
 G.G.S. recorder, theory and practical
 Installation of G.45 and G.G.S. in aircraft.
- 14th Week - Tropical processing
 Rapid processing
 Wet printing
 F.24 matched rapid printing
 Negative titling, section organization
 Stores procedure.
- 15th Week - Cine film making and projection of film and projector maintenance.
- 16th Week - Resume on whole course and visit to Kodak Pty. Ltd.
- 17th Week - Practical examinations.
- 18th Week - Final examinations
 2 written ground papers
 2 written air papers
 Oral examinations.

PASSING MARKS 65%

Photographer 3rd Class.-

- 1st Week - Basic study of light
 Visible and photographic spectrums
 Pin-hole camera
 Reflection, absorption, law of inverse squares
 Right angled prisms - lenses
 Focal lengths methods
- 2nd Week - Circle of confusion, hyperfocal distance, depth of field, depth of focus. Relative and effective apertures, stop markings, practical focussing, introduction to Pattern 8304.
- 3rd Week - Emulsions elementary theory
 Types of plate and uses
 Dark room procedure
 Elementary development and fixation
 Plate size
 Practical 8304
 Mixing of chemicals
 Use of Panchromatic materials.
- 4th Week - Exteriors with 8304 and copying line drawings
 Written test
 Exposure consideration-small groups
 Practical stand camera A.21's
 Interiors
 Photographic chemicals.
- 5th Week - Printing room technique
 Contact printing
 Theory of enlarging
 Enlarging

- 6th Week - Press camera
 Stationary objects
 Slow moving objects
 Fast moving objects
 Reduction and intensification.
- 7th Week - Half term examination - written
 Half term examination - practical
 Introduction to Air Photography
 Value and uses of Air Photography
 Introduction to F.24 camera.
- 8th Week - F.24 camera - installation of F.24 in aircraft
 F.24 general
 Stores procedure.
- 9th Week - F.24 - flying for experience
 F.24 - developing
 F.24 - printing
 F.24 - scale enlarging.
- 10th Week - G.45 installation in camera
 G.45 exposing and titling of films
 G.45 processing of films
 G.45 protecting.
- 11th Week - Spiral processing
 Types of mosaic
 Tropical development
 Resume.
- 12th Week - Examinations
 Written paper
 Practical.

PASSING MARKS 60%

3. A.B.R. 10/53 (R.A.N. Advancement Instructions) will be amended in due course.

4. Navy Order 38 of 1953 is hereby cancelled.

(4002/90/5)

527.

ADVANCEMENT INSTRUCTIONS IN THE ROYAL AUSTRALIAN NAVY.

Navy Order 385 of 1953 is to be amended as follows :-

Paragraph 4 - Add Navy Order 425 of 1953 to the list of Navy Orders cancelled.

(4139/13/845)

528.

GUNMOUNTINGS - 4.5 INCH TWIN R.P. 41 MOUNTINGS MK. 6 FITTED IN R.A.N. "BATTLE" CLASS DESTROYERS - MODIFICATIONS.

Additional modifications, Admiralty Numbers 283-296 and A.N. Numbers 60-66, will be issued to Ships and Establishments concerned, together with amendments to previous lists, and are to be treated in the manner outlined in Navy Order 257 of 1951.

(4429/123/114)

529.

BAGS, FLYING CLOTHING - INTRODUCTION.

Stocks of Admiralty pattern Flying Clothing Bags are now held by the Superintending Victualling Store Officer, Sydney.

2. This item is for issue, on personal loan, to aircrew only, and details of issues are to be recorded on the flying clothing cards of personnel concerned.

3. Issues of these bags are to be restricted to 1 No. to each entitled member who has not previously received this article from Service sources.

(4533/1/33)

530.

BOOKS AND FORMS.**FORM S.425 AND S.427 - INSPECTION REPORT FORMS.**

The undermentioned forms will be introduced for use in the Royal Australian Navy in lieu of existing Forms S.425 series, A.S.427 series and A.S.425Z/A.S.427Z. First supply will be made without demand on receipt of supplies on order from the United Kingdom -

S.425 Series (Revised 1952)
(Except S.425(15))
S.427 Series (Revised 1952)

Forms for Inspection
of H.M. Ships.

(3526/12/916)

531.

MOTOR TRANSPORT FORMS.

As from 1st February, 1954, requirements of the under-mentioned printed motor transport forms should be demanded from the Superintending Naval and Air Store Officer, Sydney, and not from the Director of Naval and Air Stores, Navy Office, as hitherto -

N.M.T.1 - Motor Transport - Daily Record (Cars)
N.M.T.2 - Motor Transport - Daily Record (Trucks)
N.M.T.3 - Motor Transport - Monthly Record.
N.M.T.5 - Motor Vehicle Driving Licence.
N.M.T.7 - Instructions to Drivers of Naval Motor Vehicles.
(3526/50/94)

532.

**RADAR TYPE A276 - MISALIGNMENT OF WAVEGUIDE FLANGES -
MODIFICATION TO R.F. UNIT, P.N. (AUST) 502 -
(MODIFICATION NO.3).**

Navy Order 58 of 1949, having been sufficiently promulgated, is hereby cancelled.

(4519/31/374)

533.

CLEANING OF CURTAINS AND OVERCASES IN SHORE ESTABLISHMENTS.

All curtains and overcases in Shore Establishments, whether in Officers', Ratings', or W.R.A.N.S. Quarters, are eligible for cleaning at Departmental expense, provided they have been supplied through Service channels.

2. Cleaning may normally be carried out once every 12 months. Prior approval of the Naval Board must be obtained for this interval to be reduced where abnormal conditions obtain.

3. A Sub-Requisition should be issued on the Department of Works for the cleaning to be carried out, copy being referred to Navy Office for information.

4. The foregoing instructions do not apply to Official Residences and Married Quarters, in which cleaning of curtains and overcases, during or at change of tenancy, will only be undertaken at Departmental expense once in two years, where warranted by the condition of the items as disclosed on survey. Sub-Requisitions on the Department of Works should be prepared and submitted for Naval Board approval in accordance with normal procedure.

5. Should it be necessary for cleaning to be carried out other than through the Department of Works, a dry cleaning process only should be used, the work being carried out by a reputable firm, observing that the items can be rendered unserviceable after a very short life when unsuitable chemical agents are used in laundering processes. In cases where dry cleaning facilities cannot be arranged locally, overcases and curtains should be washed with care, using ordinary yellow hard soap (Class/Group E.8) and tepid water. This instruction is to be brought to the notice of tenants of official residences and married quarters.

6. The relevant provisions of B.R.4 (Naval Storekeeping Manual) which conflict with the foregoing, are not applicable in the Royal Australian Navy and should be noted accordingly.

7. Navy Order 74 of 1952 is hereby cancelled.

(3541/1/23)

RESTRICTED

35348

