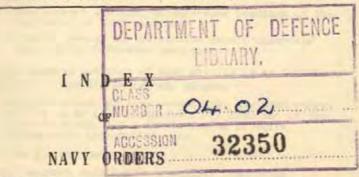


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COMMONWEALTH NAVY ORDERS



1ST APRIL TO JOTH SEPTEMBER, 1954.

For previous Navy Orders, refer to Index 1st January, 1948, to 31st March, 1954, and to Navy Order Volume 1927 - 1947, Part I.

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DIRECTIONS FOR USE.

This index follows closely the system used in compiling the Admiralty Fleet Order Index, and reduces cross-indexing to a minimum by the division of Navy Orders into 7 sections, as is done with each issue of Navy Orders.

- 2. The best method of locating a particular order is to -
- (a) Consider in which section the order is most likely to be listed;
- (b) Then consult the list of reference headings at the beginning of that section;
- (e) Finally, search in the section itself under the most likely reference headings.
- 3. The general coverage of each section is as follows :-SECTION 1 - ADMINISTRATIVE AND GENERAL

Administration, policy, ceremonies, and such other matters as do not conveniently fit into one of the other sections, e.g., commissioning of ships, hydrographic information, etc.

SECTION 2 - PERSONNEL

All matters relating to personnel (including recruitment, entry, training, examinations, education, promotion and advancement, welfare, discharges, pay and allowances, discipline, etc.), reserves, accounting, medical and dental (other than medical and dental stores), instructional films and film strips, etc.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

- (A) Aviation technical, excluding gunnery matters.
- (B) Communications and radio.
- (C) Electrical.
- (D) Engineering Main and auxiliary engines, boilers, flight deck and other machinery in the charge of the Engineer Officer, coal, fuel oil.
- (E) Gunnery guns (including sircraft gunnery matters), mountings, ammunition, turrets, directors, fire control, magazines, etc. and associated stores.
- (F) Navigation direction Navigation direction stores and equipment, action information organization equipment, compasses, charts, anchors, etc.
- (G) Torpedo anti-submarine anti-submarine
 weapons, demolition and explosives, diving,
 mine countermeasures, seaward defence,
 mining, torpedoes, tubes and associated
 stores.
- (H) Weather.
- Hull and general alterations and additions, naval stores, general, etc.
- (Y) Boom Defence.
- (Z) A.B.C.D.

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SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

SECTION 6 - SHORE ESTABLISHMENTS

SECTION 7 - CANCELLED LIST.

ABBREVIATIONS.

Confidential Navy Orders are indicated by the letter C before the number.

Headings marked † in the lists of reference headings are for cross-indexing purposes only: no orders are entered under these headings.

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(FOR OFFICIAL USE ONLY,)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 5th January, 1954.

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

By direction of the Naval Board,

J. C. Bumins

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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- 7 B.R.1979 (1) and (2) Alphabetical List of Consumable Naval Stores.
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- 10 Propellers and Tailshafts Base Spares Annual Returns.
- 11 Naval Dockyard Police Eligibility for Entry or Transfer and Conditions of Service.
- 12 Cancellation of Navy Orders.

1.

ISSUE OF NAVY ORDERS - 1953.

The last Navy Order issued for 1953 was No. 533.

(3712/20/8)

2

ROYAL AUSTRALIAN FLEET RESERVE.

CONSTITUTION .-

The Royal Australian Fleet Reserve is constituted under the Naval Defence Act as a section of the Citizen Naval Forces, and members of the Fleet Reserve will be available for service with the Permanent Sea-Going Forces when called up by Proclamation.

RESPONSIBILITIES OF COMMANDING OFFICERS .-

2. The conditions of service in the Royal Australian Fleet Reserve are to be brought to the notice of all eligible and suitable ratings who become due for discharge.

When a rating, who is eligible and recommended for service in this Reserve is about to be discharged, either on completion or prior to termination of his engagement, his Commanding Officer is to ensure that the advantages of joining the Fleet Reserve are duly set before him and that he is given every facility for joining before he leaves his ship or depot.

N.B. Where a rating is eligible for a gratuity of at least £120 or for a pension in respect of his service it is generally necessary for him to agree to enrol in the Fleet Reserve (without any obligation to drill or entitlement to retainer) before the full rate of the gratuity or pension can be authorized. Where the rating is prepared to enrol in the Fleet Reserve it is necessary that he should sign Form A, B, 103 on or immediately prior to his discharge.

The address of each eligible rating who does not agree to enrol in the Fleet Reserve on discharge from the Royal Australian Navy is to be communicated to the Registrar.

The Service Certificates of all eligible and recommended ratings discharged are to be endorsed with a notation "Recommended for Royal Australian Fleet Reserve" in the "Special Recommendations" column (Page 2), whether or not the rating affected is desirous, at the time, of joining the Reserve. Candidates for enrolment will be accepted only if Service Certificates have been endorsed accordingly.

Form A.S.103 is to be completed in respect of candidates and forwarded to the Registrar, Royal Australian Fleet Reserve, Navy Office, together with Service Certificates or copies thereof, for final acceptance for enrolment.

A copy of the following general conditions governing eligibility and service in the Royal Australian Fleet Reserve is to be handed to each eligible rating on discharge from the Royal Australian Navy :-

BLIGIBILITY FOR ENROLMENT. -

- 3. A candidate for enrolment in the Royal Australian Fleet
- (a) have served in the Sea-going Forces of the Royal Navy or Royal Australian Navy or of the Permanent Naval Forces of a part of the Queen's Dominions, or combined service in any two or more of them, for not less than three years.
- (b) be not more than 45 years of age at the date of enrolment, except that Permanent Naval Force Personnel who on discharge become beneficiaries under the D.F.R.B. Act or are paid gratuities of at least £120 may be acceptable for enrolment in the Royal Australian Fleet Reserve even if they have attained the age of 45 years.
- (c) have borns a generally satisfactory character throughout his service, with an assessment of "Very Good" for character for at least two years, and of "Very Good" or "Good" for the remaining one year of the last three years of service.
- (d) be physically fit for five years' service and pass such medical examination as the Naval Board may approve.

PERIOD OF ENGAGEMENT .-

4. A candidate will be enrolled for a period of 5 years with the option of re-enrolment for further periods of 5 years.

Provided that, if he will attain the age of 50 years before the expiration of a further 5 years, the period of angagement will be the period until he attains the age of 50 years.

RETAINER. -

5. A retainer of twenty-four pounds per annum is payable subject to satisfactory performance of annual training. Where because of expiration of the period of enrolment a member is unable to qualify for a full year's retainer, payment will be made pro rate at the rate of £2 per month for each completed month under engagement. No retainer will be payable in any case to a member after attaining the age of 50 years.

Where the member is a beneficiary under the D.F.R.B. Act or receives a Pay Code Gratuity subject to his contracting to serve on the Reserve, no retainer will be payable for the first period of enrolment.

ANNUAL TRAINING .-

6. Training, which will be arranged as far as practicable at a time suitable to each Reservist, (subject to 14 days' notice being given) is required to be carried out as follows:

2 - 5

- (a) if enrolled within 12 months of discharge from the Permanent Naval Forces - seven days per annum for the first period of five years enrolment and thereafter if re-enrolled fourteen days per annum; or
- (b) if enrolled after a lapse of 12 months since discharge from Permanent Naval Forces fourteen days per annum.

Additional paid voluntary training of up to fourteen days per annum may be performed, if desired. Annual training may be carried out biennially under prescribed conditions.

NOTE: - Members who are beneficiaries under the D.P.R.B. Act or who receive gratuities of at least £120 are not required to perform any training during their first five years of enrolment whilst ineligible for payment of retainer. They may, however, carry out voluntary training up to 14 days per annum, if desired. They will be required to complete and return a business reply card sent to them each year.

RATING ON ENROLMENT .-

7. Will be the rating last held in the Permanent Naval Forces, whether acting or confirmed, except that ex-ratings with a break in service will be enrolled in the lowest rating applicable to their class and will be re-advanced in daily stages to the rating last held in the Permanent Naval Forces.

PAY AND ALLOWANCES WHILST UNDER TRAINING .-

- 8. The following pay and allowances are payable to members of the R.A.F.R. during periods of training including voluntary training:-
 - (a) Active Pay at the on promotion rate for relative rating in the Permanent service.
 - (b) Marriage Allowance at the current rate subject to normal conditions (except that allotment will not be necessary) where the period of full-time continuous training is not less than four days.
 - (c) Separation Allowance at the current rate, subject to normal conditions, where the period of full-time continuous training is not less than 10 days.
 - (d) Provision Allowance or Living-Out Allowance as appropriate - to a member who is performing a period of continuous training and who is living at home by virtue of the inability of H.M.A. Establishment to provide accommodation.
 - (c) Uniform Allowance is not payable.
- (f) Good Conduct Badge Pay is not payable.

TRAVELLING ALLOWANCE AND TRAVEL WARRANTS .-

9. Travelling Warrants will be issued where necessary to attend training and to return home. During periods of travel, Travelling Allowance (when travelling overnight) or Meal Allowance, as appropriate, may be paid in accordance with the rates and conditions applying in the Permanent Naval Forces.

UNIFORM KIT .-

10. R.A.P.R. Kit will be issued gratuitously on first attendance for training.

CANCELLATION OF PREVIOUS INSTRUCTIONS.

11. Pay Code Signal No.121 and Navy Order 287 of 1952 are hereby cancelled.

(40:3/6/32)

3.

NAVAL PAINT COMMITTEE.

A Committee comprising the following officers has been set up to advise the Naval Board on paints and painting :-

- (a) A representative of the Engineering and Construction Branch, Navy Office, as Chairman:
- (b) A representative of H.M.A. Naval Dockyard, Garden Island;
- (c) A representative of the Defence Standards Leboratory, Maribyrnong;
- (d) A representative of the Pleat;
- (e) A representative of the Reserve Fleet;
- (f) A representative of the Directorate of Naval and Air Stores.
- 2. Its terms of reference are -
- (a) To examine conjointly Naval painting, specifications, and procedures, and to recommend schemes of painting appropriate to the various types of surface to be protected, and to prepare revised specifications for the paints recommended;
- (b) To acquaint themselves with new materials as they are produced, and to make recommendations for both laboratory and service trials of those which appear suitable for development for Naval Service;
- (c) To co-operate with the Commonwealth Paint Committee in rationalizing specifications and testing procedures;
- (d) To co-operate with the Marine Underwater Paints Committee, which should provide recommendations required under (a) and (b), for underwater paints.

Term (a) is the immediate task of the Committee and term (b) represents its continuing activity.

3. Action on recommendations of the Committee will be initiated by the Naval Board. As materials and practice for use in the Royal Australian Navy differ from those used in the Royal Navy, Admiralty Fleet Orders on paints, painting equipment, and painting practice may not be applicable to

6 - 8

the Royal Australian Navy. No action is to be taken to comply with Admiralty Fleet Orders on these subjects until a direction has been received from the Naval Board.

- 4. It is intended to publish as soon as the necessary information is available, a comprehensive Navy Order setting out the materials available in the Royal Australian Navy, the specifications to which these materials should be purchased, and the uses for which they are supplied.
- 5. Any 1tem which it is desired to have placed on the Agenda of the Committee should be forwarded to the Secretary, Naval Board.

(3406/14/21)

3 - 6

QUARTERS ARMOURER RATINGS - EMPLOYMENT.

A serious accident has recently occurred which was directly attributable to an inexperienced Q.A. 3rd class rating being allowed to re-assemble a 4 inch breech mechanism without supervision.

- 2. Whilst every opportunity should be taken to employ Q.A. ratings in such a manner as to relieve the Ordnance Artificers of some of the routine maintenance duties, it is most important that they should not undertake duties beyond their capabilities.
- 3. Until Q.A. ratings have proved themselves to be proficient and responsible in carrying out their duties they should work under close supervision.

(4002/81/6)

SPERRY MINOR CYRO COMPASS.

Trouble has been experienced with the rotor bearings of Sperry Minor Gyro Compasses. Pending the introduction of a modified bearing the existing rotor bearings fitted in Sperry Minor Gyro Compasses in H.M.A. Ships are to be examined at six monthly intervals by Dockyard Gyro compass technicians and renewed as necessary.

6.

IMPROVED OIL FUEL TANK HEATING.

The requirements for improved heating arrangements in boiler fuel oil tanks in H.M.A. Ships have been reviewed and the work will now be limited to the following ships :- H. M. A. S. SYDNEY - to be done on modernization.

H.M. A.S. MELBOURNE - peing done during construction.

DARING CLASS - being done during construction.

H.M.A.S. ANZAC - being progressed at refits.

H.M. A. B. TOBRUK - to be done at major refit.

A.S. Frigates (Converted Fleet) - to be done during major refit if not already done during

conversion.

TRIBAL CLASS DESTROYERS (except BATAAN)

- to be done during major refit if not done during modernization.

Type 12 Prigates - to be done during construction.

- 2. No action will be taken for Ships in Reserve, River Class A.A. and A.S. Frigates or other ships at present in commission.
- 3. Separate action will be taken regarding cancellation of alterations and additions.
- 4. Navy Order 170 of 1951 is hereby cancelled.

(4276/4/269)

B.R. 1979 (1) AND (2) - ALPHABETICAL LIST OF CONSUMABLE NAVAL STORES.

With reference to Admiralty Fleet Order 142/1953 and B.R. 4, Article 137, it has been decided that B.R. 1979 Should continue to be used in H.M.A. Ships as a record of stowages of Naval Stores. Ships which have not yet completed B.R. 1979 (1) and (2) should take action as indicated in Navy Order 280 of 1952.

- 2. The provisions of the foregoing are applicable also in R.A.N. Shore Establishments, except those in which Naval Stores are stowed in the storerooms in strict class/group/ pattern or section/reference number order.
- 3. This order is not applicable in ships which are fitted with the revised system of stowage referred to in Navy Order 389 of 1951. B.R. 1979 is issued to these ships to assist in locating items of which the pattern number or class and group are not known.

(4275/1/8)

BOOKLET OF SERVICING INSTRUCTIONS FOR NESTOR JOHNSON ATRCHAFT JACK - INTRODUCTION.

This booklet has been introduced into the Royal Australian Navy to assist in maintenance of Nestor Johnson Aircraft Jacks. Distribution will be effected without demand, as follows :-

8 - 9

8

H.M.A.S. SYDNEY	-	2 No.
H.M.A.S. VENGRANCE	-	2 No.
R.A.N.A.S. Nowra	-	3 No.
R.A.N.A.S. Schofields	-	2 No.
S.A.M.(E)	-	2 No.

(4139/41/515)

9.

BOOKS AND FORMS.

The undermentioned forms have been abolished A.M. 251Z - List of Officers and Men for Medical Survey.
(480/201/4191)

A.M. 184 - List of Trusses Issued.

(4482/49/114)

A.S. 536 - Abstract of Radio Telegrams Transmitted,

(3526/12/628)

 The undermentioned form has been introduced for use in the Royal Australian Navy. First supply will be effected without demand —

A.S. 1326 - Private Message (Radio Telegram) Form.

(A.P.O. 772/1950) (3526/12/912)

3. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form D. 346P. First supply will be effected on demand -

A.D. 346P - Trial of Electric Generating Machinery.

(3526/13/172)

4. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form 0.467. First supply will be effected on demand -

A.O. 467 - Report of Proofs of Puzes-Time Mechanical.

(3526/14/69)

5. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form S.226. First supply will be issued on demand, when stock of the existing form is exhausted -

A.S. 226 - Form for Assessing the Efficiency of Pilots.
(3526/12/932)

(3526/10/29)

10.

PROPELLERS AND TAILSHAFTS - BASE SPARES - ANNUAL RETURNS.

Statements are to be forwarded annually to Director of Engineering (Naval) and Officer-in-Charge, R.A.N. Central Machinery and Spares Depot, Sydney, showing the following particulars of all propellers and tailshafts held as spares as at 30th June:

PROPELLERS - Numbers held and whether right or left hand. Class of ship for which suitable. Pitch, diameter, and surface area.

TAILSHAFTS - Numbers held.
Class of ship for which suitable.
Borew thread. Right or left hand.

2. This order replaces Navy Order 371 of 1944, which is hereby cancelled.

(3771/11/74)

11

NAVAL DOCKYARD POLICE - BLIGIBILITY FOR ENTRY OR TRANSFER AND CONDITIONS OF SERVICE.

Paragraph 16 of Mavy Order 413 of 1951 is hereby cancelled.

(4002/72/12)

12.

CANCELLATIONS OF NAVY ORDERS.

Confidential Navy Order 9 of 1944, and Navy Orders 85 of 1948 and 217 of 1950 are hereby cancelled.

(3712/120/1)

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 6th January, 1954.

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

By direction of the Naval Board,

J. R. Bummins
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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13 Aviation - Air Engineering Ratings - Duties and Employment in Aircraft Maintenance.

13.

AVIATION - AIR ENGINEERING RATINGS - DUTIES AND EMPLOYMENT IN AIRCRAFT MAINTENANCE.

The following relates to the duties and employment of air engineering ratings.

- 2. The principal changes effected are as follows :-
- (a) Except for Before Flight and Daily Inspections the authority to declare aircraft "serviceable" after periodic inspection, rectification, storage, modification, etc., may be vested in the following ratings at the discretion of the Air Engineer Officer of the Ship, Station or Squadron:

Chief Aircraft Artificers (A/E).
Chief Aircraft Mechanicians (A/E).
Aircraft Artificers (A/E) 3rd class and
above.
Aircraft Mechanicians 1st class.

- (b) Only Supervisory Retinge may sign the "Inspected and Passed" certificate at the foot of Form A. 703.
- (c) The work done by a rating qualified to perform the duties of a Supervisory Rating does not normally require supervision by a separate Supervisory Rating and the same signature may appear in columns 8 and 12 of the Change of Serviceability, Periodic Inspection and Repair Log of the Form A.700 (Revised Dec. 1952), except when a separate check of the work is desirable such as in R.A.N.A.M.M. 122, paragraph 4,or as specified in R.A.N.A.M.M. 122, paragraph 5, for checking of Flying and Engine controls, or in other orders issued from Navy Office.
- 3. R.A.N.A.M.Ms will be amended where necessary.
- 4. The following Sections contain detailed instructions for the various categories of Air Engineering ratings, and a brief account of the training to assist in the correct appreciation of the Part II training system.
 - 5. Navy Order 288 of 1950 is hereby cancelled.

SECTION 1 - (A) AND (B) RATINGS

1. Naval Airmen 1 and 2 Mechanics (A) and (E)

(a) Training: The technical training received to qualify for Naval Airmen 2 Mechanics (A) and (E) is mainly practical and confined to the more simple first and second line servicing operations either in the airframe or engine specializations, including the rectification of aircraft defects by the replacement of selected components, but not including operations requiring the use of metal cutting tools, drills, files, etc.

This training qualifies Naval Airmen 2 Mechanics
(A) and (E) to maintain one or more types of sircraft in
one specialization. A record of this qualification and
the types of aircraft concerned is made on the rating's
History Sheet at the conclusion of the course.

(b) Qualification to maintain aircraft by types: A record in a rating's History Sheet that he is qualified to maintain certain types of aircraft permits him to be employed, under supervision, on servicing work on those types in his own trade. Mormally, such work should be either that requiring a signature as the rating responsible in the Change of Servicesbility Log of Form A.700 or that of assisting more experienced ratings in work on aircraft or compenents for which the experienced ratings take full responsibility by signing Form A.700 or Form A.703.

This qualification does not permit a rating to carry out Before Flight or Daily Inspections on his own responsibility nor to sign Form A.700 in the Flight Servicing, Pilot's Acceptance and Flying Log unless he has also been granted the qualification "Q.S.". (See paragraph 1(c) hereof.) Nor is he permitted to sign in the Change of Serviceability Log for periodical inspection work.

As opportunity arises, ratings are to be given the practical experience required for them to become qualified to maintain other types of aircraft. The rating is to be examined in his fitness to carry out this maintenance work by a suitable Aircraft Artificer (A/E) 3rd Class and above or Aircraft Mechanician (A/E) 1st Class and above detailed by the responsible Air Engineer Officer. The appropriate certification is then to be made in the rating's History Sheet.

(c) Qualification to sign Form A, 700 in the Daily
Inspection and Refuelling Certificates: Naval Airmen 1 and
2 Mechanics (A) and (E) are permitted to carry out Before
Flight or Daily Inspection on their own responsibility when
they have been satisfactorily examined and certified as
"Qualified to Sign" (short title: "Q.S.") by the Air
Engineer Officer or his representative. They may then sign
the Form A, 700 in the Daily Inspection Certificate, Flight
Servicing, Pilot's Acceptance and Flying Log, and the
Change of Serviceability Log for periodic inspection work,
as appropriate to their specialization. Once the
certificate in the rating's History Sheet has been made it
is automatically applicable to all types of aircraft which
the rating is already (or becomes) qualified to maintain.
(See paragraph 1(b) hereof.)

Naval Airmen Mechanics (A) or (E) are not to be certified as "Qualified to Sign" until they have had at least three months practical experience on aircraft since leaving their technical training course. Only ratings who are "Qualified to Sign" may be recommended to the Leading Mechanic course.

(d) Employment: Naval Airmen Mechanics should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -

13

- (1) Minor Inspection of Aircraft.
- (11) Simple rectification of aircraft defects including limited repair by replacement.
- (iii) Assisting more experienced ratings in aircraft and component servicing.
- (iv) Before Flight and Daily Inspection of aircraft.
- (v) Checking of aircraft equipment.

As much experience as practicable as in clause (iv) is particularly desirable for likely candidates for the Pilots' Mates' Course.

(a) Recommendation for selection as a Pilota' Mate:
Considerable responsibilities are involved in carrying out
the duties of Pilota' Mate and it is this category which
provides the most favourable opportunities for early
advancement to the higher rates and grades of skill.

Ratings who show outstending ability during their initial technical training course are provisionally recommended for selection as Pilots' Mates. On passing out of the course a notation to this effect is made on their History Sheets and Certificates of Progress and in drafting records.

Pinal selection for the Pilota' Mates' course will be made by the Naval Board on Commanding Officers' recommendations.

(f) Recommendation for Leading Airman Mechanics' Course: On or after reaching the requisite seniority as Naval Airmen 1 Mechanics (A) or (E), ratings may make application to undergo the Leading Rating Course.

Before recommendations are made ratings are to be "Q.S.". They are also to be given an oral aptitude test and are to be recommended only if this test indicates that they will, in all probability, pass the qualifying course.

- 2. Navel Airmen Pilots' Mates and Leading Airmen Pilots'
- (a) Training: During the Pilots' Mates' course, ratings are trained to carry out Before Flight and Daily Inspections of aircraft in (A), (E), (O) and (L) specializations. They are also instructed in the function of radio and radar equipment, so that they may have a full appreciation of all the first line servicing work necessary to prepare an aircraft for operational uss.
- (b) Certification of competence as Pilots' Mate: On completion of the Pilots' Mates' course, ratings are to be employed as assistants to experienced Pilota' Matea until such time as they may be considered to have gained sufficient practical experience for them to be certified as competent to undertake the full duties and responsibility of a Pilot's Mate. Certification of Competence as a Pilot's Mate may be granted by the Air Engineer Officer or a responsible officer delegated by him, and an entry is to be made to this effect on the rating's History Sheet. This Certification is applicable to all aircraft types, but before employment on unfamiliar types, ratings are to be given additional supervision and familiarization on the type. It should normally be possible to certify as competent ratings who have been employed as assistant Pilots' Mates for about three months.

- (c) Employment and duties of Pilots' Mates: The employment and duties of ratings holding the Certificate of Competence as Pilot's Mate should be as follows:
 - (1) Each rating should, wherever possible, be detailed as the Pilot's Mate of a particular aircraft, when he is to be responsible personally for his aircraft and is to stay with it as far as is practicable. He must become thoroughly conversant with the condition of his particular aircraft and be aware of the various pilots' requirements. He is required to attend on the Pilot when getting in or out of his aircraft, to assist in marshalling operations and to be responsible for the picketting and securing of it.
 - (ii) Pilots' Mates should be employed on the Before Flight and Daily Inspection of aircraft in all specializations, excepting radio, within the limitations laid down in relevant inspection schedules and applicable instructions insofar as certain electrical and ordnance servicing operations are concerned. In the performance of these duties, Pilots' Mates are required -
 - (a) To sign Form A.700 in all columns of the Pilots' Acceptance and Flying Log except those appropriate to the Pilot and Armament ratings.
 - (b) To sign the appropriate specialist columns of the Daily Inspection certificate of Form A. 700 and to ensure that where other specialist personnel, e.g. radio, electrical and ordnance, are also required for Daily Inspections that their signatures are also entered in the appropriate columns of the certificate.
 - (c) To place aircraft serviceable
 after Daily Inspection and to
 sign and complete Form A. 700
 in the appropriate columns,
 as the Daily Serviceability
 Inspector.
 - (iii) The employment of Pilots' Mates on rectification work arising in first line servicing units is to be at the discretion of the appropriate supervisory rating.
 - (iv) During second line servicing, including minor inspection, pilots' Mates are to be employed on work appropriate to the specialization in which they were qualified and practised before becoming Pilots' Mates.

- (d) Recommendation for selection for Aircraft
 Mechanician's Course: Ratings who show outstanding
 ability during their Pilots' Mates' course are recommended
 as provisional Aircraft Mechanician candidates, and their
 History Sheets and "Report as a Provisional Candidate for
 Aircraft Mechanician" marked accordingly. Reference
 should be made to the relevant advancement regulations
 (which also cover the later recommendation of those ratings
 not originally selected).
- (c) Recommendation for selection for the Petty Officer Airmen Fitters' Course: Before recommendation for the Petty Officer Airmen Fitters' course, ratings are to be given an oral and practical aptitude test to determine whether they will, in all probability, qualify at the end of the course. Reference should be made to the relevant advancement regulations for further information.

3. Leading Airmon Mechanics (A) and (B)

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- (a) Training: During the Leading Airmen Mechanica' course ratings are trained as appropriate to their specialization, but to a more extensive scale than that received to qualify for Naval Airman Mechanic. Training is given in all first and second line servicing operations other than those requiring the use of metal cutting tools or the stripping of complicated components. Particular attention is given to instruction on new aircraft types coming into service. On satisfactory completion of the course, ratings are granted a universal qualification to undertake first and second line servicing in their appropriate trade on all Naval aircraft, which qualification is recorded in their History Sheets.
- (b) Employment: Leading Airmen Mechanics (A) or (E) should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -
 - (1) Minor inspections of aircraft.
 - (ii) Rectification of aircraft defects including repair by replacement but excluding metal repairs.
 - (111) Servicing simple components in workshops.
 - (iv) Assisting more experienced ratings in servicing complicated components.
- (c) Leading Airmen Mechanics are not qualified to be employed as Supervisory Ratings or Daily Serviceability Inspectors.
- (d) Recommendation for selection for Petty Officer Airmen Fitters' Course: The oral and practical aptitude test is to be given before recommendation, as for Pilots' Mates.

4. Naval and Leading Airmen Fitters (A) and (E)

(a) Training: The engineering experience in civil life which it is essential that these ratings should have on entry is consolidated during the Naval Airmen Fitters' (A) or (B) course where the required training in Naval Air Engineering is given. On completion of the course they are fully trained in skill of hand to Fitter standard and qualified to maintain one or more types of naval aircraft in airframes or engines and their accessories according to

their specialization. They are also instructed in the routine operations required in first and second line servicing.

A record of qualification to maintain one or more types of aircraft is made on the rating's History Sheet.

- (b) Qualification to maintain aircraft by types:
- and (c) Qualification to sign Form A.700 in the Daily Inspection and Refuelling Certificate: These qualifications are the same as for Naval Airmen 1 and 2 Mechanics, paragraph 1(b) and (c).
- (d) <u>Employment</u>: Naval and Leading Airmen Pitters (A) and (E) should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -
 - Minor inspections of sircraft and routine servicing of components in workshops in a working capacity.
 - (11) Rectification of aircraft and components.
 - (iii) In snag parties for the disgnosis of defects and rectification thereof.
 - (iv) Embodiment of modifications and fulfilment of S.T.IS.

Naval and Leading Airmen Fitters are not qualified to be employed as Supervisory Ratings, nor as Daily Serviceability Inspectors.

- (e) Recommendation for selection for Aircraft
 Mechanician's Course: Ratings who show outstanding
 ability during the Naval Airmen Fitters' course are
 recommended as provisional Aircraft Mechanician candidates,
 and their History Sheets and "Report as a Provisional
 candidate for Aircraft Mechanician" marked accordingly.
 Reference should be made to the relevant advancement
 regulations (which also cover the later recommendation
 of those ratings not originally selected).
- (f) Recommendation for Petty Officer Airmen Fitters'
 Qualifying Examination: Leading Airmen Pitters are not
 required to undergo the Petty Officer Airmen Fitters'
 course, but must pass a qualifying examination before
 advancement to Petty Officer Airmen Fitter.

Ratings should not be recommended to undergo this examination unless they hold the "Q.S." qualification.

Reference should also be made to the relevant advancement regulations.

NOTS:- The entry of Naval Airmen Pitters is at present in abeyance.

5. Acting Petty Officer Airmen Mechanics (A) and (Z)

This rating brings no additional technical qualification. These ratings are to be employed on technical duties relevant to Leading Airmen Pilots' Mates or Leading Airmen Mechanics, as applicable.

6. Petty Officer and Chief Airmen Pitters (A) and (E)

(a) Training: During the Petty Officer Airmen
Pitters' course, ratings receive extensive training to
Pitter standard as appropriate to their original specialization in all skilled servicing work on aircraft and
components.

Training includes instruction in the duties of supervisory ratings, rectification work requiring the use of metal cutting tools, and the disgnosis of defects.

Ratings ex-Leading Airmen Fitters receive their basic Fitter training as Naval Airmen Fitters and pass a qualifying examination for advancement to Petty Officer rate.

- (b) Employment: Petty Officer and Chief Airmen
 Fitters (A) and (E) should be employed to the full extent
 to which they are qualified by training and experience.
 Examples of suitable work are -
 - Minor Inspections of sircraft and routine servicing of components in workshops in a supervisory and/or working capacity.
 - (11) Rectification of aircraft and components requiring use of hand and metal outting tools.
 - (111) In snag parties, for the diagnosis of defects and rectification thereof.
 - (iv) Embodiment of modifications and fulfilment of S.T.Is.
 - (v) Supervision of preservation and depreservation of aircraft.
 - (vi) As Supervisory ratings in component workshops.

Chief and Petty Officer Airmen Fitters (A) or (E) are permitted to carry out the duties of supervisory ratings in their own specialization and may sign the Form A. 700 or A. 703 as -

- (1) The Daily Serviceability Inspector in the Daily Inspection Certificate.
- (2) The Supervisory rating in the Change of Serviceability Lox.
- (3) In the "Inspected and Passed" certificate of Form A. 703.

7. Aircraft Mechanicians (A/E), 3rd, 2nd and 1st Class and Chief Aircraft Mechanicians

(a) Training: During the Aircraft Mechanician's course, ratings receive extensive training in all skilled servicing work on aircraft and components, to fit them for the integration of such work at a high level of skill and experience.

They are trained as Pitter and Turner or Sheet Metal Worker/Welder and the training includes instruction in organization and adminstration of maintenance, the duties of supervisory ratings, the diagnosis of defects, the use of machine tools required for maintenance by Service-manned establishments and the manufacture of certain parts.

- (b) Employment: Aircraft Mechanicians should be employed to the full extent to which they are qualified by training and experience. They may be employed in the following capacity:-
 - (1) In charge of minor inspections of aircraft and as controller of planned inspection teams.
 - (ii) As senior rating of Air Maintenance Control Offices.
 - (111) In charge of first line servicing snag parties,
 - (iv) As senior maintenance rating of a first and second line servicing unit.
 - (v) As senior maintenance rating of a reserve aircraft servicing unit or modification party.
 - (vi) In workshops.

Aircraft Mechanicians are permitted to sign the Form A.700 or A.703 as -

- (1) The Daily Serviceability Inspector in the Daily Inspection Certificate.
- (ii) The Supervisory rating in the Change of Serviceability Log.
- (111) In the "Inspected and Passed" certificate of Form A. 703.

Chief Aircraft Mechanicians and Aircraft Mechanicians 1st class may also declare aircraft serviceable after Periodic Inspection, rectification, modification, etc., at the discretion of the Air Engineer Officer of the Ship, Station or Squadron.

8. Aircraft Artificers (A/B), 4th, 3rd, 2nd, let class and Chief Aircraft Artificers

Aircraft Artificers are to be regarded as interchangeable with Aircraft Mechanicians in all respects, but the following notes should be observed :-

- (i) Aircraft Artificers, Acting, 4th Class, are not permitted to sign Form A.700 as the Supervisory Rating in the Change of Serviceability Log nor are they permitted to sign the "Inspected and Passed" certificate of Form A.703.
- (ii) Chief Aircraft Artificers and Aircraft Artificers 3rd Class and above may declare aircraft serviceable after periodic inspection, rectification, modification, etc., at the discretion of the Air Engineer Officer of the Ship, Station or Squadron.

SECTION 2 - ORDNANCE RATINGS

1. Naval Airmen 1 and 2 Mechanics (0)

(a) Training: The technical training received to qualify for Naval Airman 2 Mechanic (0) is mainly practical and is confined to the more simple first or second line ordnance servicing operations. On completion they should be capable of acting as assistants at the Daily Inspections

and Arming of Aircraft. They will have a reasonable grounding in the safety precautions required when working on aircraft armed with explosive stores and with loaded guns. No training is given in any operations requiring the use of metal cutting tools, drills, files, etc.

This training qualifies Naval Airmen 2 Mechanics (0) to maintain one or more types of aircraft in the ordnance specialization. A record of this qualification and the types of aircraft concerned is made on the rating's History Sheet at the conclusion of the course.

(b) Qualification to maintain aircraft by types: The record in a rating's History Sheet that he is qualified to maintain particular types of aircraft permits him to be employed under supervision on servicing and arming those types of aircraft. Such work should normally either be that requiring a signature as the rating responsible in the Change of Serviceability Log of the Form A. 700, or that of assisting more experienced ratings in work on aircraft or equipment such as guns or bomb carriers for which the experienced ratings take full responsibility by signing Form A. 700 or Form A. 703.

This qualification does not permit a rating to carry out Daily Inspections on his own responsibility nor to sign Form A.700 in the Daily Inspection certificate nor the Arming columns of the Filota' Acceptance and Flying Log (hereafter referred to as the Arming Certificate), unless he has also been granted the qualification "Q.S.". (See paragraph 1(c) hereof.) Nor is he permitted to sign in the Change of Serviceability Log for periodical inspection work.

As opportunity arises, ratings are to be given the practical experience required for them to become qualified to maintain and assist in the arming of other types of aircraft and the arming of aircraft with more advenced types of explosive stores. The rating is to be examined in his fitness to carry out this maintenance work by a suitable Chief Airman Fitter (0), Aircraft Artificer (0) 3rd Class and above or Aircraft Mechanician (0) 1st Class and above detailed by the responsible Air Engineer Officer or Air Ordnance Officer. The appropriate certification is then to be made in the rating's History Sheet.

(c) Qualification to sign Form A, 700 in the Daily Inspection and Arming Certificates: Naval Airmen 1 and 2 Mechanics (0) are permitted to carry out Before Flight or Daily Inspection on their own responsibility when they have been satisfactorily examined and certified as "Qualified to Sign" by the Air Engineer Officer or his representative. They may then sign the Form A. 700 in the Daily Inspection Certificate, Flight Servicing, Pilot's Acceptance and Flying Log, and the Change of Serviceability Log for periodic inspection work. The eigning of the Arming Certificate in the Flight Servicing Log is, however, subject to the proviso that all arming operations other than for aircraft signal devices must be countersigned by a supervisory rating, Petty Officer Airman Fitter (0) or above. Once the certification ".Q.S." in the rating's History Sheet has been made it is automatically applicable to all types of aircraft which the rating is already (or becomes) qualified to maintain and arm. (See paragraph 1(b) hereof.)

Naval Airmen Mechanics (0) are not to be certified as "Qualified to Sign" until they have had at least three months practical experience on aircraft since leaving their technical training course. Only ratings who are "Qualified to Sign" are to be recommended to the Leading Mechanics Course.

- (d) Employment: Naval Airmen Mechanics should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -
 - Assisting more experienced and skilled ratings on minor inspections of armsment equipment and appropriate Group Inspections on aircraft guns.
 - (ii) Removal and replacement under supervision of armament equipment in aircraft.
 - (111) Arming and re-arming under supervision.
 - (iv) Daily inspection of aircraft.
- (e) Recommendation for Leading Ratings' Course: The oral aptitude test is to be given to candidates for Leading rating in the Ordnance specialization. (See Section 1, paragraph (f).)

2. Leading Airmen Mechanics (0)

(a) Training: During the Leading Airman Mechanic course ratings receive training of a more extensive nature than that received to qualify for Naval Airman Mechanic. No training is given in any operations requiring the use of metal outling tools or the stripping of complicated components. Particular attention is given to instruction on aircraft types coming into service and armament equipment peculiar to new types of aircraft.

On satisfactory completion of the course, ratings are granted a universal qualification to undertake arming under supervision and first and second line servicing on all Naval aircraft, which qualification is recorded on their History Sheets.

- (b) Employment: Ratings should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -
 - Assisting skilled ratings in the servicing of the more complicated aircraft armament equipment.
 - (ii) Servicing simple items of armament equipment in workshops.
 - (iii) Daily inspections of sircraft,
 - (iv) Arming and re-arming aircraft under supervision.
 - (v) Assisting in the sircraft Gunwharf Stores organization. Leading Airmen Mechanics (0) are not qualified to be employed as supervisory ratings, nor are they permitted to sign the Arming certificate or Form A. 700 as an Arming supervisor.

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- (c) Recommendation for selection for Petty Officer Airmen Pitters' Course: The oral and practical aptitude test is to be given to Leading Airmen Mechanics (0) before they are recommended for Petty Officer Airmen Pitters' course. (See Section 1, paragraph 2(e).)
- (d) Recommendation for selection for Aircraft
 Mechanicians Course: Ratings who show exceptional
 ability during their Leading Airman Mechanic's course
 are recommended in the same way as in Section 1, paragraph
 2(d).

3. Acting Petty Officer Airmen Mechanics (0)

This rating brings no additional technical qualification. Acting Petty Officer Airmen Mechanics (0) are to be employed on technical duties relevant to Leading Airmen Mechanics (0).

4. Naval and Leading Airmen Fitters (0)

(a) Training: The engineering experience in civil life which it is essential that these ratings should have on entry is consolidated during the Naval Airmen Fitters' (0) course when the required training in Naval Air Engineering is given. On completion of the course they are fully trained in skill of hand to Fitter (0) standard and capable of performing skilled servicing work on aircraft armsment and equipment.

They are qualified to maintain one or more types of aircraft in the (0) specialization. A record of this qualification is made on the rating's History Sheet.

- (b) qualification to maintain aircraft by types:
- (c) Qualification to sign Form A, 700 in the Daily Inspection and Arming Certificates: These qualifications are the same as for Naval Airmen 1 and 2 Mechanics, Section 2 paragraph 1(b) and (c).
- (d) Employment: Naval and Leading Airmen Fitters
 (0) should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -
 - (i) Minor inspections of mircraft armament equipment.
 - (11) Rectification of armament equipment defects.
 - (iii) Group E and P examinations of sircraft guns.
 - (iv) Arming of aircraft.
 - (v) Embodiment of modifications on armament equipment other than guns and their components.

Navel and Leading Airmen Fitters (0) are not qualified to be employed as supervisory ratings, nor are they permitted to sign the Arming Certificate of Form A. 700 as an Arming supervisor.

(e) Recommendation for selection for Aircraft
Mechanician's Course: Ratings who show outstanding ability
during the Naval Airmen Fitters' course are recommended
as provisional Aircraft Mechanician candidates, and their
History Sheets and "Report as a Provisional Candidate for
Aircraft Mechanician" marked accordingly. Reference should

be made to the relevant advancement regulations (which also cover the later recommendation of those ratings not originally selected).

(f) Recommendation for Petty Officer Pitters'
Qualifying Examination: Leading Airmen Fitters are not
required to undergo the Petty Officer Airmen Pitters'
course, but must pass a qualifying examination before
advancement to Petty Officer Airman Pitter.

Ratings should not be recommended to undergo this examination unless they hold the "Q.S." qualification.

Reference should also be made to the relevant advancement regulations.

NOTE: The entry of Naval Airmen Fitters (0) is at present in abeyance.

5. Petty Officer and Chief Airmen Fitter (0)

(a) Training: During the Petty Officer Airmen
Fitters' course ratings receive extensive training to
Fitter (0) standard in skilled servicing work on sireraft
armament and equipment. They are trained also to act as
supervisors in arming operations and servicing of aircraft
and in the use of metal cutting tools. They are not
permitted to carry out modifications to sireraft guns.

Ratings ex-Leading Airmen Fitter (0) receive their basic Fitter training as Naval Airmen Fitters and pass a qualifying examination for advancement to Petty Officer rate.

- (b) Employment: Retings should be employed to the full extent to which they are qualified by training and experience. Examples of suitable work are -
 - (1) Minor inspections of mircraft armament equipment.
 - (ii) Rectification of armament equipment
 - (iii) Group E and F examinations of aircraft guns.
 - (iv) Arming of aircraft and supervision of arming.
 - (v) Embodiment of modifications on armament equipment other than guns and their components.
 - (vi) Aircraft Gunwharf Storekeeping.

Chief and Petty Officer Airmen Fitters (0) are permitted to carry out the duties of supervisory ratings in their own specialization and to sign as such in the Change of Serviceability Log of Form A.700 and as supervisors in the Arming Certificate and the "Inspected and Passed" certificate of the Form A.703.

- 6. Aircraft Mechanicians (0) 3rd, 2nd and 1st Class and Chief Aircraft Mechanicians, Aircraft Artificers (0) Acting 4th Class and above and Chief Aircraft Artificers
- (a) Training: These ratings have received extensive training in all highly skilled servicing work on sircraft armament and equipment. Training includes instruction in

organization and administration of maintenance, the duties of supervisory ratings, diagnosis of defects and the use of machine tools.

- (b) Employment: Aircraft Artificers (0) and Aircraft Mechanicians (0) should be employed on similar duties.

 Examples of duties which are confined to these ratings are -
 - Embodiment of modifications to guns and their components and to Belt Feed Mechanisms.
 - (ii) Group F inspections of Belt Feed Mechanisms.
 - (iii) Workshop servicing of Vickers B.M. Release Units.
 - (iv) Detailed investigation of gun stoppage and failures of armament equipment in first line units.
 - (c) Qualifications: These ratings are qualified -
 - (1) To maintain all types of aircraft in the ordnance specialization.
 - (ii) As supervisory ratings (except Aircraft Artificers (0) Acting 4th Class).

(4002/53/36)

(FOR OFFICIAL USE ONLY.)

The fitteens of Attended to Standard To Zennethin off the fitted that the Standard to Stan COMMONNEALTH NAVY ORDERS

Division september bearing invested for the Assets and

Navy Office, Melbourne. SOURCE SOLDEN TO 12th January, 1954.

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

By direction of the Naval Board,

J. R. Buumin

- and assol to Jun Charm To Juneau

and believed wellit redrant at assertant about at asserta Secretary. following figures for the last 3 years as regards looms PI SEES

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

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14.

B.A.N. RELIEF TRUST FUND - FINANCIAL STATEMENT.

The Statement of Accounts of the R.A.N. Relief Trust Pund, for the period lat July, 1952, to 30th June, 1953, is promulgated in the Appendix to this Order.

2. The easets of the Pund, as shown in the Balance Sheet, comprise -

Invested capital bearing interest	£53,500. 0. 0
Money out on loan bearing no interes	9,280.19. 3
Working capital, some of which bears Savinge Bank interest	3,212, 4,10
	£65,993, 4, 1
	£65,993, 4, 1

It will be seen also from the Balance Sheet that there has been a considerable increase during the year in the amount of money out on loan, i.e. -

On loan on 30th June, 1953	£9,280.19. 3
On loan on 30th June, 1952	7,132,16, 2
	£2,148. 3. 1

The increase in loan business is further illustrated by the following figures for the last 3 years as regards loans made :-

1950 -	51	-	£14,718,	0.	6
1951 -	52	-	£20,066.	8.	2
1952 -	53	-	£27,372.	4.	2

showing that loans made during the past year have been practically double those made in 1950 - 51.

This progressive increase, in the amount of money out on loan, has necessitated the realisation of £2,500 of invested Capital, with a consequent loss of income.

3. The Trustees are gratified to note that the valuable facilities afforded by the loan system are becoming more generally known to and used by serving personnel.

4. The various reasons for which loans have been made are indicated bereunder -

PERCENTAGE OF CASES
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5. The Naval Board have approved of the principle that the administration of the Fund, insofar as it relates to serving personnel, shall be mainly a Service responsibility. Accordingly, a P.O. W.R.A.N. (Welfare) has been appropriated to KUTTABUL for duty under the Port Chaplain as a Family Welfare Worker in the Sydney area.

The replacement by serving personnel of Civilian Welfare Workers previously employed and paid by the Fund will result in a considerable saving in the adminstrative expenditure during the coming year.

- 6. The Trustees have always in mind that the time will come when applications for financial aid from ex Naval men (and/or their dependants), who have not qualified by War Service for assistance from the Services Canteen Trust Fund, will have to be considered. Should a period of depression occur, with consequential unemployment, the demands upon the Fund in this connection might be heavy.
- 7. Navy Order 398 of 1953, issued on 20th October, 1953, has promulgated a decision by the Naval Board to the effect that an annual contribution to the Relief Fund will in future be made by the R.A.N. Central Canteen Fund. With this additional source of income the Trustees hope to be able to finance a continued increase in loan business for the benefit of serving personnel without encroaching upon invested Capital.
- 8. The Trustees wish to acknowledge the following donations received during the past year from ships paying off :-

WARRAMUNGA
Canteen Committee £30.12.10

COWRA
Canteen Committee £50. 0. 0

(4814/51/1)

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

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND

(I) STATEMENT OF RECEIPTS AND EXPENDITURE FOR YEAR ENDED 30TH JUNE, 1953

1951/52	RECEIPTS	1952/53	1951/52	EXPENDITURE	1952/53
288.19.8 " 1,747.14.2 " 224,446.13.10	o - Cash in hand, in Ba and Sub Advances, a at 1.7.52 Interest on invest- ments Profit on Sale and Exchange of Com. Bonds Donations Repayments of Loans Sale of Com. Bonds		£1,391. 8. 4 20,066. 8. 2 52. 2. 0 2,936.15. 4 £24,446.13.10	expenses	£1,542.14. 2 27,372. 4. 8 5. 0. 0 3,212. 4.10
	(II)	BALANCE SHEET AT	AT 30TH JUNE,	1953	THE PARTY
1951/52	LIABILITIES	1952/53	1951/52	ASSETS	1952/53
£66,069.11. 6	Accumulated Funds	£65,993. 4. 1	£56,000. 0. 0	Commonwealth Bonds Municipal and other Trustee Securities Loans out- standing £9,288. 9. 3	£43,500. 0. 0
			7,132.16. 2 2,936.15. 4	Less Services Canteen Trust Liebility Cash in hand, Bank and Sub Advances	

The above Statements have been exemined and are in agreement with the books. In my opinion they exhibit a true and fair view of the affairs of the Trustees of the Royal Australian Navy Relief Trust Fund.

D. H. HARRIES Commodore
P. PERRY Captain (S)
HERBERT E. FAWELL CHAPLAIN

TRUSTEES R.A.N. RELIEF TRUST PUND

14

J. BROPHY Auditor-General for the Commonwealth ...O.A. PARKER (Captain (S) (Rtd.)) Secretary 15.

RATINGS - ORDNANCE ARTIFICERS - SPECIALIZATION.

The classification of Ordnance Artificers qualified 3rd class and above, vide Navy Order 147 of 1953, has now been completed and the names of ratings, with the category allocated, are set out in the Appendix to this Order.

- 2. 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.
- 3. Adjustments to complements will be made in the normal course of drafting.
- 4. In future, 0.As will be classified by Commodore Superintendent of Training, Flinders Naval Depot, as they complete training. Sub-paragraph 1(2) of Navy Order 147 of 1953 is hereby cancelled. Reports showing the rating's preference and Commanding Officer's recommendation are to be rendered direct to Commodore Superintendent of Training by the Commanding Officers of Ships and Establishments concerned -
 - (1) On completion of Preliminary T.A.S. course,
 - (ii) One month before completion of sea training.

(4002/59/9)

AFPENDIX

NAME	RATING	0. N.
0.A.(C)		
ALDERMAN, D.J.	0.A.2	29470
BELL, J.R.	0.A.3	35618
CABENA, E.R.	0.A.4	41162
JONES, C.	0.A.3	36794 38816
FEENING, R.S.	0.A.4 0.A.3	35208
MCALLERY, J.O. OATES, D.G.	0.A.3	37577
PAXTON, A.G.	0. A. 3	35088
RYAN, B.L.W.	0.A.3	37418
SCANLAN, R.J.	0.A.2	29902
STEWART, K.	0.A.4	39079 35701
THOMPSON, W.A.	0.A.3 0.A.3	36827
THORNTON, J.M. WATSON, H.J.	0. A. 3	36829
MATOON'S 11404		12000
0.A.(W)		
BAKER, A.G.	0.A.3	39517
BRIDGEMAN, 8.A.	0. A. 4	41261
BURKE, M.W.	0.A.3	38126 41058
BUTTERWORTH, S.C.	0. A. 4 0. A. 3	37360
CAMPRELL, H.S.	0. 4. 3	41130
CARTWRIGHT, J.J.	0.A.3	36764
CHRISTIE, R.J.	0.A.4	46364
CRAINE, M.N.	0.A.3	28504
CULLIN, J.H.	0.A.3 0.A.2	23088 28197
DAVIS, K.L. DOUGLASS, G.C.	0.A.3	37531
Dougland F. O.O.	******	2,022

NAME	RATING	0.N.
ELPHICK, P.A.	0.A.2	30066
FOX, W.L.	0.A.1	23193
GALPIN, K.N.	0.A.3	37532
GIGER, J.H.	0.A.3	35979
GRIPPITH, E.J.	0.A.3	41093
HARRIS, E.H.	0. A. 4	45588
HAY, G.F.	0.A.4	38969
HUGHES, S.W.	0.A.3	35738
JONES, R.S.W.	0.A.2	40998
KAY, R.J.	0.A.4	46134
KELLY, A.W.	0.A.2	29241
MAXWELL, J.R.	0.A.3	37639
McCULLOOH, A.	0.A.3	41135
McDonald, J.N.R.	0.A.3	29275
MORRIS, J.E.	0.A.2	26052
PROCTOR, D.	0. A. 3	36815
REECE, W.B.	0.A.4	38589
SEWARD, B.F.	0.A.3	37419
SEYMOUR, F.L.	0.A.2	19668
SHEPPARD, A.R.	0. A. 3	36055
SIMPSON, G.W.	0.A.2	28971
SIMPSON, J.F.	0.A.4	39085
SPIBY, W.	0.A.3	28070
THORNTON, P.C.	0.A.4	39033
TRIFFETT, A.H.	0.A.2	28972
WELSH, J.	0.A.4	41221
WHITEHILL, K.M.	0.A.3	29445
WINTON, A.D.	0.A.3	36055
WOOD, N.F.	0.A.2	23013

16.

SPERRY MINOR GYRO COMPASS.

It has been reported that in certain ships the motor alternators of the Sperry Minor Gyro Compasses have been run for considerable periods with the covers removed. This practice allows free entry for dust and seriously reduces the efficiency of the governor.

2. Ships fitted with this type of compass are to ensure that after adjustment of the governor gear these covers are immediately replaced.

(4518/36/91)

17.

RADIO ELECTRICAL BRANCH - COMPLEMENTS.

Owing to the need for a high standard of maintenance of modern radio electrical equipment it has been decided to provide opportunities for advancement for Radio Electrical Branch personnel similar to those in other branches. Accordingly, Radio Electrical Branch complements will henceforth contain a higher proportion of senior ratings than in the past.

2. The necessary amendments to both peace and war complements are now being issued.

(4012/3/48)

18.

REMOVAL OF KEDGE ANCHOR.

With reference to Admirelty Fleet order 3225/1952, kedge anchors are no longer to be carried in H.M.A. Ships except where there is a specific requirement, e.g. Landing Ships and Craft, Coastal and Inshore Minesweepers.

- It is anticipated that a light type anchor of approximately 300-330 lbs. weight will be supplied to ships in due course, for general purposes in lieu of the kedge.
- 3. When the kedge anchor has been landed, its weight, less 330 lbs., may be allowed as compensating weight for future alteration and addition items.

(4276/4/270)

19.

AUTOCIAVES ELECTRIC AND URNS ELECTRIC -RESPONSIBILITY, ETC.

The responsibility for the supply, accounting, etc., of electric autoclaves and electric urns is vested in the Directorates detailed hereunder -

- (a) Autoclaves, Electric, of portable plug-in type.

 Director of Naval and Air Stores.
- (b) Autoclaves, Electric, installed and permanently connected to power mains -
 - (1) H.M.A. Ships Director of Engineering (Naval).
 - (ii) Shore Establishments (including Dockyards) Director of Engineering (Naval), except where unit is an integral part of a building.
- (c) Autoclaves, steam -

H.M.A. Ships - Director of Engineering (Naval).

- In Shore Establishments (including dockyards) electric autoclaves which are an integral part of a building and all steam autoclaves are the responsibility of the Department of Works.
 - 3. Urns Electric -
 - Up to and including 2 gallon size Director of Naval and Air Stores.
 - (ii) Over 2 gallon size Director of Engineering (Naval).

4. Any of these items, at present controlled by the Director of Naval Medical Services, are to be transferred by voucher to the appropriate authorities in H.M.A. Ships and Naval Establishments. A copy of the voucher obtained is to be included in the next rendition of the medical store accounts or dental store accounts involved.

- 5. Drums for autoclaves, used for sterilization of surgical dressings, etc., are to continue as medical utensils and are to be domanded from the Medical and Dental Store Officer as heretofore.
- 6. Navy Order 229 of 1947, paragraph 2(e), as amended by Navy Order 399 of 1949, is to be further amended to read -

"Electrical spares classified as machinery spares and including the following :-

Diesel and electric generators, cranes, winches, ventilating fans, blowers (other than portable), autoclaves, electric pumps, cool room equipment, drinking water units, laundry equipment, electric stock pote and electric urns above two gallons."

(4476/6/47)

20.

TOOL KITS FOR ENGINE ROOM BATTINGS.

Approval has been given for R.A.N. Engine Boom Artificers (Moulders) to be issued with the tools shown in the Appendix hereto, in addition to those items which comprise a tool kit type E.2 vide B.R.4, Appendix XXXII.

- 2. The additional tools referred to in paragraph 1 should be issued on personal loan to the ratings concerned, and the issue recorded on the front page of the ratings' history sheets, in accordance with the procedure set out in Navy Order 493 of 1953.
- 3. Demands (Form A.S.134d) should be lodged with the appropriate (Superintending) Naval Store Officer, by Services concerned, as necessary, for tools required for 16sue in accordance with paragraph 1 hereof.

(4505/1/181)

APPENDIX

Group No.		Description	Quantity	
D.4	1153	Begs, tool	1	
B.110	349	Chisels cold, chipping, nickel steel, sets of 4	1	
B.11C	354 or	Chisels, cold, cross-cut, cast steel, in. width on cut,		
	358	in. octagonal, 8 in. long	1	
B.11D B.11D	7587 1658	Knife, sheath Nippers, end cutting, 7 in.	1	
MAG 1 114	ye III	approx, toggle jointed	1	

Group No.		Description	quantity	
B.118	1914	Punches, parallel pin, 1 in. x	7	
	1000	11 in, parallel point, dia, of		
	100	stock 15/16 in. 4 in. overall	1	
B.11E	1915	Punches, parellel pin, 3/16 in. x	APPENDING.	
2177	37-	1% in. parallel point, dia, of	100	
		stock, in. x 4 in. overall	1	
B.11E	1916	Punches, parallel pin, 1 in. x	15110	
	-2	2 in. parallel point, dia. of	77	
		stock, 7/16 in. 5 in. overall	1	
B.11E	2129	Rule, flexible steel, 6 ft.	1	
8.10	50	Scissors, 7 in.	1	
B.11E	2227	Scraper, engineer's, helf-round	-	
	2001	bent file type, 8 in. long		
		handled	1	
9 119	2231	Scraper, engineer's, three-	-	
B.11E	2271			
		square straight, 6 in. long	4	
	mint.	handled	1	
B+11E	2474	Spanner, B.S.W. bolt sizes		
	100	D.E., open jaw (chrome vanadium), in. x 7/16 in.		
	****	Vanadium), * in. x //15 in.	1	
B.11E	2475	Spanner, B.S.W. bolt sizes D.E.,		
	1000	open jaw (chrome vanadium),	4.	
	1100	7/16 in, x + in.	1	
B. 11E	2476	Spanner, B.S.W. bolt sizes D.E.,		
	-	open jaw (chrome vanadium),		
		7/16 in. x 9/16 in.	1	
B.11E	2477	Spanner, B.S.W. bolt sizes D.E.,		
1	1000	open jaw (chrome vanadium),		
771	Acres de	1 in. x 9/16 in.	1	
B.11E	2478	Spanner, B.S.W. bolt sizes D.E.,		
7772	COMP 1	open jaw (chrome vanadium),		
		# in. x 11/16 in.	1	
3.11E	2479	Spanner, B.S.W. bolt sizes D.E.,		
4 200	3716	open jaw (chrome vanadium),		
		in. x in.	1	
3.11E	2480	Spanner, B. S. W. bolt sizes D.E.,		
		open jaw (chrome vanadium),		
		11/16 in. x 13/16 in.	1	
B.11E	2481	Spanner, B.S.W. bolt sizes D.E.,	100	
3. 2.2	Februar	open jaw (chrome vanadium),		
		1 in. x 13/16 in.	1	
3.11E	2481A	Spanner, B.S.W. bolt sizes D.E.,		
Dette	EdoTV	onen tem (chacas renedium)		
Bar 100		open jaw (chrome vanadium),	1	
2330	2483	Channey D C W helt since D W	-	
3.11E	2403	Spanner, B.S.W. bolt sizes D.E.,		
		open jaw (chrome vanadium),	4	
	Chat	in. x 1 in.	1	
3.11E	6424	Spanner, wheel, 12 in.	1	
3.11F	2537	Square combination, with	-	
		protractor head, 12 in.	1	
3.11F	2962	Vices, hand, 5 in.	1	

21.

TOOL KITS - SUPPLY TO RATINGS.

Nevy order 493 of 1953 is to be amended by substituting 1st February, 1954, for 1st December, 1953, in paragraph 1 thereof.

RESTRICTED

11

2. Navycirc 883 I (300018 December, 1953) is hereby cancelled.

(3996/1/51)

22.

UNIFORM - BADGES - NAVAL BATINGS INCLUDING WOMEN'S BOYAL AUSTRALIAN NAVAL SERVICE.

Appendix "A", Column 1, of Navy Order 435 of 1953, is amended by deleting the following :-

" Except Naval Airmon Fitters, formerly Skilled Air Mechanics and Air Mechanicians,"

(4532/12/129)

23.

PARACHUTE LOG BOOKS - INTRODUCTION OF R.A.A.F. FORM R/E58.

R.A.A.F. Form E/E58 Parachute Log Book, has been introduced into the Royal Australian Navy as a replacement for R.A.F. Forms 1507 and 1507A, Parachute Log Card, and Continuation Card.

2. Existing R.A.P. Forms 1507 and 1507A for individual parachutes should be affixed to R.A.A.F. Form E/E58, in order to maintain continuity of parachute logs.

3. Demands for supply should be forwarded to Naval Store Officer (Air) R.A.N. Air Store Depot, Randwick.

(3526/51/24)

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H.A.A.F. Born B.M.S. Jurnibuse Let Took, has been latterduced into the North Americans now as a replanment for R.A.F. Forms 1507 and 1507A, Terrachets Log Cart, and Continuation Cart.

A. Reinville N.A.F. Forme 1501 and 150 A for individual personal personal for the state of the s

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In Mary and (Second December, 1953) is hereby

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th January, 1954.

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

By direction of the Naval Board,

J. E. Eumins

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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24.

PRIORITY OF ALTERATIONS AND ADDITIONS.

The following broad policy is laid down for the guidance of refitting authorities for Alterations and Additions, Classification 'A', which directly affect seagoing or fighting efficiency. All other items are to be considered of lower priority.

AIRCRAFT CARRIERS

PRIORITY I	Items affecting the handling and operation of aircraft, including their servicing and arming.
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PRIORITY	II	Items affecting	the	direction	and	control
		of mircraft.				

PRIORITY	III	Items affecting the Action Information
		Organisation and Communications which

PRIORITY	IA	Items affecting the Gun Armameat Control.	and
		COMPLOY	

CRUISERS

PRIORITY	I	Items	affecting	the	Main	Gun	Armament
		and Co	ontrol.				

Items affecting the Action Information PRIORITY II Organization and Communications.

PRIORITY V Items affecting the Torpedo Armsment and its control.

FLEET DESTROYERS

PRIORITY	II	Items affecting the Main Gun Armamen	t
		and its control.	

PRIORITY III Items affecting the A/S Armament and its control.

Items affecting the Action Information PRIORITY IV Organization and Communications,

Items affecting the Close Range A/A PRIORITY V Weapons and their control.

A/S FRIGATES

PRIORITY	I	Items	affecting	A/8	Armament	and	its

Items affecting Anti-Torpedo Equipment, PRIORITY II

Items affecting the Action Information PRIORITY III Equipment and Communications.

Items affecting the A/S Armament and its PRIORITY IV control.

Items affecting the Close Range A/A PRIORITY V Weapons and their control.

A/A FRIGI	TAS		
PRIORITY	I	Items affecting its control.	the A/A Armement and
PRIORITY	II	Items affecting	the Action Informatio

ation Organization and Communications.

PRIORITY III Items affecting the A/S Armament and its control.

Items affecting the Close Range Weapons PRIORITY IV and their control.

PRIORITY V Items affecting Anti-Torpedo Equipment.

MINESWERPERS

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PRIORITY I Items directly affecting the Minesweeping equipment.

Items affecting the ship's safe depth PRIORITY II against all types of mines.

PRIORITY III Items affecting accurate Navigational

PRIORITY IV Items affecting the Anti-Aircraft Armament (including Close Range Weapons) and its control.

PRIORITY V Communications and Plotting Arrangements.

Oil fuel tank. Hesting. PRIORITY VI

A/D FRIGATES

PRIORITY I Items affecting the Anti-Submarine Armament and its control.

PRIORITY II Items affecting Anti-Torpedo Equipment.

PRIORITY III Items affecting the Close Range A/A Weapons and their control.

NOTE: - Maintenance facilities for new equipment installed in ships must be accorded the same priority as the items which they serve.

(4273/11/9)

25.

INCOME TAX - DEFERRED PAY AND GRATUITIES.

Advice has been received from the Federal Taxation Office that having regard to complaints made by members of the Defence Forces in regard to the Taxation of Deferred Pay and gratuities, paid to members who continue to serve in the Defence Forces, the Treasurer has approved that the matter is to be met by an allowance of a special remission of tax in appropriate cases. Action is being taken by the Taxation Office to give effect to the decision.

2. In order that a similar position may not arise in future and to ensure uniform treatment in regard to the taxation of gratuities (including deferred pay), the full amount of the gratuity will in future be shown separately in column 3 of the group certificate, together with an indication of its nature and whether the member has been discharged or has been re-engaged for further service.

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27 - 28

In cases where the member has been discharged, and where only 5% of the gratuity is assessable, no tax will be deducted from the payment. In all other cases the full amount of Deferred Pay or Gratuity will be subjected to tax, the amount of deduction being assessed as follows:

- (1) Ascertain the weekly instalment shown in the scale of instalment deductions current at the time the gratuity is paid in respect of -
 - (a) the average weekly pay and allowances, including the amount of the gratuity, for the preceding 52 weeks; and
 - (b) the average weekly pay and allowances for the same period excluding the gratuity.
- (2) Multiply the difference between (a) and (b) by 52 the resultant amount is the instalment to be deducted from the gratuity.

3. In view of the incidence of taxation on gratuities or deferred pay which are paid other than on final discharge, approval is given for members who continue to serve to be permitted to choose -

- (a) to be paid when the entitlement accrues the amount to be taxable in full; or
- (b) to be paid on final retirement only 5% of the amount to be taxable. In this event interest will not be paid on the amount which is held for the member until discharge.

4. Deferred pay and interest which accrued during the period 3rd September, 1939, to 30th June, 1947, is exempt from taxation.

(4845/1/1)

26.

ACCOUNTING - GUNNERY AND T.A.S. EQUIPMENTS, FITTINGS AND SPARE GEAR, TOOLS AND ACCESSORIES - RESPONSIBILITY.

With reference to paragraph 6 of Navy Order 356 of 1952, the following information is to be forwarded to Navy Office:-

- (a) The progress of the transfer of the charge and custody of electrical spare gear to the Electrical Officer;
- (b) The details of the re-allocation of storerooms in order that "As Fitted" drawings may be amended:
- (c) Whether the storerooms allocated for electrical spare gear are adequate.

(4476/6/43)

ELECTRICAL MACHINES - HIGH VOLTAGE TESTING.

Paragraph 1 of Navy Order 252 of 1953 is to be amended by deleting "Admiralty Fleet Order 548/1953" and inserting "Admiralty Fleet Order 3029/1953" in lieu.

(3764/11/142)

28.

27.

CANCELLATION OF NAVY ORDERS.

Confidential Navy Orders 263 of 1944, 16 and 41 of 1945 and Navy Orders 117 of 1946 and 302 of 1949 are hereby cancelled.

(3712/120/1)

(FOR OFFICIAL USE ONLY,)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 26th January, 1954.

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

By direction of the Naval Board,

J. E. Buumins

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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- 36 Forms S.1423 Gunners' Naval Armament Store Ledger Revision.

29.

USE OF THE TERMS "CAPTAIN" AND "COMMANDING OFFICER" IN THE ROYAL AUSTRALIAN NAVY.

In the Naval Service "the Captain" is the officer appointed to command a ship, "the Commanding Officer" being the officer or other person on board and in detual command at the moment.

2. The term "Commanding Officer" is often used in the Navy when "Captain" is the correct term, probably from lack of knowledge of the above definitions of the terms and because in the other armed Services the officer appointed to command a unit is usually designated "the Commanding Officer" (or sometimes "the officer commanding") and this use of the term has become widespread and common.

3. However, as the terms "the Captain" and "the Commanding Officer" are not synonymous in the Navy, care should be taken to use the correct term, particularly in written orders. instructions and letters. Where "the officer appointed to command the ship" is intended the term "Captain" and not "Commanding Officer" should invariably be used. The wording of Q.R. & A.I. is a good guide in this respect; action to amend local orders, where necessary, should be taken as opportunity offers.

4. Nothing in this direction is intended to restrict the Captain in delegating his authority in accordance with the regulations or the customs of the Service.

(3031/13/159)

30.

H.M.A. SHIPS - DEMANDS FOR NAVAL STORES.

The authorized storing periods for H.M.A. Ships are as fallows .-

OTTOWN !-			
Ship	Period for which stored	Storing Interval	Minimum Stock to be maintained
			Generally, require- ments at full commission peace time rate of expenditure for -
AUSTRALIA	8 months	6 months	2 months X
Light Fleet Carriers HOBART PLATYPUS	6 months	4 months	2 months X
Darings Destroyers (All Classes) Prigates (All Classes) O.M.S. (Bathurst Class)	4 months	3 months	1 month.

X In the case of paints, paint brushes and cleaning materials, the minimum stock is to be the equivalent of requirements for one month at peace time rate of expenditure.

- 2. Replenishments of stocks of consumable Naval Stores in H.M.A. Ships are to be confined as far as practicable to the authorized storing period, when the ship concerned should complete to full requirements for the period to which the ship is to store, having regard to the total expenditure during the previous 12 months and stocks on hand at the date of preparation of the demands. After completion of a periodical replenishment, it should not be necessary to lodge further demands for Naval Stores except in the case of unforeseen or emergent requirements, or for permanent items to replace others surveyed. Prequent casual demands for Mayal Stores for stock create additional work for both ships' and storehouse staffs.
- 3. Heads of Departments should be consulted as necessary to ensure inclusion in periodical replenishment demands of any special requirements of Naval Stores for work to be undertaken before the next storing date. Emergency stocks of essential stores should not be reduced below those considered necessary in an emergency, and stocks of special stores for engineering purposes, spares for technical equipments, etc., should be maintained at the authorized allowances. All demends for Naval Stores should be signed only by the ship's Storekeeping Officer.
- 4. Storekeeping Officers should periodically review stocks of Naval Stores on board in the light of current authorized allowances, and arrange for any surplus permanent items and excess stocks of consumable stores to be returned to the appropriate Naval Store Depot. As well as being uneconomical, the retention in ships of excess stores is undesirable because of weight considerations and creates unnecessary accounting work and stowage difficulties.
- 5. Navy Orders 172 of 1949 and 64 of 1950 are hereby cancelled.

(4501/6/49)

31.

FLEET AIR ARM PERSONNEL - TRAINING IN LOCAL DEFENCE (WEAPONS AND FIELDCRAFT).

It has been decided that all ratings of the Naval Airmen Branch are to receive training in Local Defence (Weapons and Fieldcraft) to enable them to carry out efficiently -

- (a) sentry duties;
- (b) defence of Naval airfields;
- (c) duties in a Landing Party.
- 2. Recruit Naval Airmen are to undergo a period of 34 hours training in Local Defence, as part of the Recruite' Airmanship Course, at R.A.N. Air Station, Nowra. The present course is to be extended one week to cover this training.

3. Naval Airmen (Ordnance): The present training of Ordnance ratings in Local Defence during their Part II Technical Course at R.A.N. Air Station, Schofields, is to be discontinued in its existing form. Ordnance ratings, in addition to the training in paragraph 2 hereof, are to carry out 17 hours Part II instruction in the 2" Mortar and Light Machine Gun, as shown in the Appendix to this Order.

4. Electrical Ratings are to carry out the course outlined in paragraph 2 hereof on completion of the Flight Servicing Course.

- 5. The Airmanship examination (Section II), for all Leading and Petty Officer Airmen, is to embrace Local Defence. Training of Leading and Petty Officer Airmen in the duties of Section Leader and Platoon Petty Officers is to be the responsibility of Commanding Officers of Naval air stations and aircraft carriers.
 - 6. The Appendix to this Order contains -
 - (a) Syllabus of training in Local Defence for the following :-
 - (1) Recruit Naval Airmen at R.A.N. Air Station, Nowra;
 - (11) Naval Airmen Mechanic (0) at R.A.N. Air Station, Schofields.
 - (b) the standards of knowledge in Local Defence required for Airmanship Examinations for -
 - (1) Leading Airman;
 - (11) Petty Officer Airman.

(4006/103/17)

APPENDIX

- 1. Syllabus of training in Local Defence for Recruit Naval
 - (a) Pieldcraft 74 hours.
- (b) The use of the rifle and bayonet 172 hours;
- (c) The use of the grenade 2 hours;
- (d) The use of the Machine carbins 6 hours;

TOTAL = 34 hours

- 2. Syllabus of Part II training in Local Defence for Naval Airmen Mechanic (0) at R.A.N. Air Station, Schofields -
 - (a) The use of the Light machine gun 114 hours;
 - (b) The use of the 2" mortar 5 hours:

TOTAL = 17 hours

5. The standards of knowledge in Local Defence for Leading Airman and Petty Officer Airman are as follows :-

Leading Airman -

(a) Elementary fieldcraft including movements by day and by night with rifle, and light machine gun;

- (b) Elements of personal camouflage;
- (c) Elementary training in Section Leading including formations, and hand, rifle and whistle signals;
- (4) Control of section fire power.

Petty Officer Airman -

- (a) Acquaintance with and use of 2" mortar;
- (b) Sufficient knowledge to carry out duties of Platoon Petty Officer.
- 4. Instruction should be based on the Handbook for Naval Landing Parties (B.R.1920).
- 5. The Airmanship syllabuses contained in R.A.N. Advancement Instructions (A.B.R. 10/53) will be amended.

32.

HE-ENCACEMENT PERIODS - PERMANENT NAVAL FORCES (SEA-GOING).

Except as varied by the succeeding paragraphs of this Order, re-engagements of ratings in the Permanent Naval Forces (See-going) will be successively for periods requisite to complete 12 years, 17 years and 22 years' continuous service in these Forces, and thereafter for periods of 2 years up to the date immediately prior to attaining the retiring age of 50 years, except that -

- (1) as a temporary alternative to the 5 year re-engagement, a member who has completed either 12 or 17 years' continuous service may re-engage for a period of 2 years followed by a period of 3 years; and
- (ii) where the period necessary to attain the retiring age is less than 4 years, but more than 2 years, re-engagement will be for the period up to the date immediately prior to attainment of that age.
- NOTE: Engagements of less than 2 years are not permitted, wide Section 25 of the Naval Defence Act. In any instance where the period of re-engagement would normally be for less than 2 years, the re-engagement will be for this latter period plus the period necessary to complete the next succeeding period of service.
- 2. The retiring benefits payable to ratings are dependent upon the duration of their engagements and the dates on which such engagements were effected. It is necessary therefore to provide in certain cases for variations from the normal pattern indicated in paragraph 1 hereof. These variations are detailed in the following paragraphs.
 - 3. Personnel Eligible for the Credit of Deferred Pay.

For personnel in this category (i.e. those whose continuous service in the Naval Porces commenced prior to lst July, 1947, and who elected under Section 78 of the D.F.R.B. Act not to contribute to the Fund), the periods of re-engagement will be in accordance with the pattern.

- 4. Personnel who are contributors to the D.F.R.B. Fund.

 For personnel in this category, the periods of reengagement will be -
- (a) In the case of personnel entered prior to lst July, 1947 - to complete 12 years' continuous P.N.F. service from date of entry into Permanent Navel Forces or from date of attaining age 20 years, whichever is the later;
- (b) In the case of personnel entered on or after 1st July, 1947 - to complete 12 years' continuous P.N.P. service from the commencement of the engagement during which the member became a contributor to the Fund.

Thereafter the re-engagements will be in accordance with the pattern. (See paragraph 7 hereof for the explanation of the fruming of this paragraph.)

5. Personnel who Elected under Section 80 of the D.F.R.B. Act not to become contributors.

Por personnel in this category (i.e. those who entered the Permanent Neval Forces during the period 1/7/47 to 1/7/48 (both dates inclusive) on engagements of 6 or 12 years and who as a result of their election not to contribute to the Fund qualify on discharge for payment of the gratuities detailed in Interim Pay Instructions, Instruction No.143), the periods of re-engagement will be in accordance with the pattern.

6, Personnel who at pate of Completion of their Existing Engagements are not covered by Paragraphs 3, 4 or 5.

For personnel in this category, (i.e. those who are serving on initial Permanent Naval Forces engagements of less than 6 years, or those who entered on such engagements and have not since re-engaged for a period of at least 6 years), the period of re-engagement will be for 6 years.

Those who so re-engage will then either become automatic contributors to the D.F.R.B. Fund or become eligible for a right of election to the D.F.R.B. Fund in accordance with the provisions of Navy Circ. 585 Item November, 1952. Ratings who at 2nd July, 1948, were serving in the Permanent Naval Forces and whose continuous Naval service commenced prior to let July, 1947, will, on reengagement for 6 years, become eligible for this right of election. Other ratings will, on re-engagement for 6 years, become contributors to the D.F.R.B. Fund.

Subsequent re-engagement periods will then be in accordance with paragraphs 3 or 4 hereof, dependent on whether the member is then eligible for credit of deferred pay or is a contributor to the D.F.R.B. Pund.

7. In framing the rules set out in paragraph 4, regard has been paid to the fact that under Section 42 of the D.F.R.B. Act a rating who, on discharge on completion of engagement, has had more than 6 years but less than 12 years "Service for pension" (as defined in Section 4 of the D.F.R.B. Act) can receive no greater gratuity than would have been payable had he completed only 6 years' service for pension. Regard has also been paid to the fact that service purchased as "Service for pension" under Sections 26 and 27 of the Act is not regarded as service for pension in determining the rate of gratuity payable under Section 42.

- 8. Any cases which are not covered by the provisions of paragraphs 3, 4, 5 or 6 hereof should be referred to Navy Office for decision regarding the re-engagement period.
- 9. Except where a rating applies for re-engagement from date of completion of current engagement, the period of re-engagement will date from the date of application to re-engage as shown on Form A. 9. 459Y. Care is to be taken that the date shown on that form is the actual date on which the rating applied for re-engagement and not the date on which he was seen by the Captain as a requestman or the date on which the form was prepared.
- 10. Ratings serving under special periods of engagement, vide C.O.R. Article 144, will be eligible to re-engage to complete the normal periods of continuous service set out in paragraph 1 hereof.
- 11. All re-engagements will be subject to medical fitness for sea service and prior Naval Board approval.
- 12. Applications for re-engagement from the date of completion of current engagement are to reach Navy Office five months before engagements expire. It should be pointed out to each rating affected that an application on Form A.S. 459Y does not bind him to re-engage should he later wish to be discharged when his current engagement expires.
- 13. At the same time as Form A.S. 459Y is sent, medical history documents are to be forwarded to the Director of Naval Medical Services under cover of Form A.M. 46Z which should be clearly endorsed with the reason for transmission. These documents will be returned by air mail when they have been corrected, and if the medical history of the rating is satisfactory, the medical history sheet will be stamped "Referred for Final Medical Examination", and is to be perused by the examining Medical Officer prior to the examination. If the documents are not available this should be stated on Form A.S. 459Y.
- 14. After approval for the re-engagement and the medical history documents are received from Navy Office, the Medical Officer is to peruse the documents and medically examine the rating in accordance with C.O.R., Article 562 and in the light of the information contained in the documents. The result of this examination is to be recorded on Form A.M.6 with the heading suitably endorsed. Under no circumstances is a rating to be re-engaged until this procedure has been carried out and he has been passed medically fit as at the date of re-engagement.
- 15. When the application for re-engagement is not approved on medical grounds, the rating is to be brought before a Board of Medical Survey with a view to invaliding. He is not to be invalided if unfitness for further service is certified by the Medical Officer as being due to unreasonable refusal of medical or dental treatment which would have rendered applicant fit for service.
- 16. When an application is not approved on other grounds the rating is to be discharged "engagement expired".

RESTRICTED

34 - 36

17. Navy Circs. 545 Item 1905582 September, 1952 and 565 Item 132320Z October, 1952, and Navy Orders 115 of 1946, 292 of 1947, 129 of 1949 and 361 of 1952 are hereby cancelled.

(4003/4/81)

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

R.A.N. WEATHER SERVICE.

The Director of Naval Education Service has assumed responsibility for the organization of and duties in connection with the Weather Service in the Royal Australian Navy.

- 2. The Director, Naval Weather Service, (D.N.W.S.), will -
 - (i) advise the Naval Board on the organization and administration of Meteorological Services within the Royal Australian Navy;
 - (11) maintain a lisison with the Director. Commonwealth Meteorological Branch, as the representative of the Naval Board;
- (111) maintain a liaison with the appropriate Royal Australian Air Force Director for inter-Service matters.

(3031/13/157)

34.

COMMONWEALTH GOVERNMENT CLOTHING FACTORY - ORDERS FOR MADE-TO-MEASURE UNIFORM.

In normal circumstances made-to-measure uniforms ordered from the Commonwealth Government Clothing Factory can be supplied within four weeks from the date of receipt of the order at the Factory.

- 2. Any urgent orders for uniforms required by newly promoted officers, or by new entries who cannot be fitted from stock-size garments, should be clearly endorsed as such, and will be given priority.
- 3. From an investigation which has been made, it has been ascertained that a number of delays which have occurred during the past twelve months in the supply of uniforms by the Pactory have been unavoidable, and have been due to such factors as -
 - (a) the shut-down of the Factory from mid-December to mid-January for annual holidays;
 - (b) pressure of work in coping with large orders for Cadet Midshipmen entering R.A.N. College and for special commitments such as the Coronation Contingent and the Royal Tour;
 - (s) temporary shortages of necessary materials.

4. Should any undue delay occur in the receipt of uniforms ordered from the Pactory, the ordering officer should take prompt hastening action direct with the Factory, forwarding copy of correspondence to Secretary, Naval Board. It is of course the responsibility of individual officers and ratings to follow up any private orders which they may place with the Pactory.

(4532/92/123)

35.

ACCOUNTING FORMS FOR SERVICE SYSTEM CANTRENS.

The initial distribution of standardized accounting forms for Service System Canteens on the basis of an estimated twelve months supply has now been completed. Replenishments will be available from the Superintending Victualling Store Officer, Sydney, and the Victualling Store Officer, Melbourne.

- 2. These Forms are provided by the Central Canteen Fund and strict economy in their use is essential.
- 3. Further demands should be limited to twelve months supply, and, where the original supply is considered inadequate, a report covering the reasons for the increased quantities desired should be forwarded to the Naval Board with the first demand for replenishment.
- 4. Navy Order 288 of 1953 is relevant.

(3526/50/165)

36.

FORMS S.1423 - GUNNERS' NAVAL ARMAMENT STORE LEDGER -REVISION.

Stocks of the re-designed Form S.1423 (Gunners' Naval Armament Store Ledger) introduced by Admiralty Fleet Order 2090/1952, are now available, and may be obtained on demand from the Superintending Neval and Air Store Officer, Garden Island, Sydney.

(3526/12/1034)

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 2nd February, 1954-

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

By direction of the Naval Board,

J. E. Buumins

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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- 38 Report on Air Engineering Rating as Provisional Candidate for Aircraft Mechanician - Instructions for Use - Forms A.S.1625 and S.1626.
- 79 Form A.S.1625 Report on Air Engineering Rating as Provisional Candidate for Aircraft Mechanician.
- 40 Residential Furniture Pire Screens.

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37.

A.W.A. W/T TRANSMITTER INSTALLATIONS, TYPES 18, 21/22J AND MODIFIED 22J5198 - REPLACEMENT OF BEUSHHOLDERS FITTED IN MOTOR ALTERNATORS TYPE MAJB AND CHARGING DYNAMOTOR TYPE CD2.

Manufacture of the brushholders, originally fitted with Motor Alternator Type MASB and Charging Dynamotor Type CD2. has been discontinued and the replacement brushholders, fitted with non-adjustable spring tension, which are listed in the Appendix to this Order, are now available, and will be supplied when stocks of the old type brushholders are exhausted.

2. Until the fitted brushholders (original type) become defective, ships and services concerned are to continue to demand the corresponding carbon brushes, supply of which can be maintained.

3. The new type holders are interchangeable with the original type, provided that the insulated spindle on the motor on which the brushholders are mounted is turned through 450 before fitting the new type brushholder.

4. Amendments to the relevant Instruction Books and Establishment Lists will be forwarded to all concerned in due course.

(4519/11/610)

APPENDIX

Motor	Ref. No. of original Brush- holder	Brush Box Size	Ref. No. of new Brush- holder	Brush Box Size
MA3B:				
Brushholders: A.C. End	Nil	중비 도 중비 도 1½비	JJ15	ån x 3n x 14n
Motor or D.C. End	N11	1" x ½" x 1½"	JJ11	Z" x ½" x 1½"
CD2:	MY - M			A STATE OF
Brushholders:		W-101 T-101 T-101	10.0	
H.T. End	Nil	축" 포 출" 포 1½"	JJ14	금" 도 금" 도 1½"
L.T. End	Nil	3" x 3" x 15"	3313	# x #" x 12"

38.

REPORT ON AIR ENGINEERING RATING AS PROVISIONAL CANDIDATE FOR AIRCRAFT MECHANICIAN - INSTRUCTIONS FOR USE - FORMS A.S. 1625 AND S. 1625.

The following amendments are to be made to Navy Order 418 of 1953 :-

Paragraph 9, line 2 - Amend Admiralty Fleet Order 1149/1952 to read 3478/1953.

Paragraph 9, line 3 - Amend "New Zealand" to read "Royal Navy".

(3325/3/168)

39.

FORM A.S.1625 - REPORT ON AIR ENGINEERING RATING AS PROVISIONAL CANDIDATE FOR AIRCRAFT MECHANICIAN.

It is intended to issue a revised Form A.S. 625 for use when recommendation; are made for Aircraft Mechanician.

2. Meanwhile current issues of Form A.S. 1625 (revised 1953) are to be used, amended as follows :-

MOTES paragraph 1 - Amend "C.N.O. 394/52" to read "Navy Order 418 of 1953." Delete "15th January and",

NOTES paragraph 2 - Amend "A.P.O. 1149/52" to reed "Admiralty Fleet Order 3478/1953."

- After words "Pilot's Mate Course" Section I delete "only" and add "or Leading Airman Mechanic (0)".

- After words "Leading Airman Pilot's Mate" add "or Leading Section II Airman Mechanic (0)".

- paragraph (a) Amend "O.N.O. Section V 239/52, page 17" to read "O.O.R. . Article 144".

(3526/12/1005)

40.

RESIDENTIAL FURNITURE - FIRE SCREENS.

Consequent on an outbreak of fire in an official residence caused by an ember rolling from an open fireplace, it has been decided that fire screens are to be included as a compulsory item in scales of furniture for official residences and married quarters furnished at Departmental expense, in which open fireplaces are provided. A screen should be provided for each open firsplace.

- 2. Draft Works Regulations for fire screens required to implement the above should be forwarded to Navy Office. The houses and rooms for which required should be stated.
- 3. Separate instructions will be issued in regard to unfurnished houses, and, in the meantime, tenants should be advised to take precautions as necessary to avoid fires from the abovementioned cause.

(3541/1/24)

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 9th February, 1954.

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

By direction of the Naval Board,

J. K. Bumins

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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41.

H.M.A.S. SYDNEY - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for H.M.A.S. SYDNEY, classification 'B' :-

"To re-reeve arresting unite Nos. 1, 2, 3 and 4 to operate alternate arresting wires, in accordance with drawing D.N.C. 15/A/317".

Class List Item No. 253

Compensating weight required: Nil.

References:

- (a) Drawing D.N.C. 15/A/317.
- (b) F.O.C.A.F.'s A.F.1816/761/47 of 29/10/53 and A.F.1931/2021/1 of 17/11/53.
- (c) H.M.A.S. SYDNEY's 017/3/10 of 7/10/53.

(4278/103/100)

42.

H.M.A. FIRST TUGS ("RESERVE" AND "SPRIGHTLY") ALITERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for H.M.A. Rescue Tuge :-

Class List Item No. 150

Classification "A"

Item - Engine Room to be provided with an emergency escape.

Compensating Weight required: 168 lbs. at Upper Deck

References: (i) 8.0.R.F.'s R.F.9/56 of 12th November, 1953.

(11) A.F.O.'s 1009/44 and 2653/44.

- 2. As this item has already been completed in H.M.A.S. RESERVE, Form A.S. 345 should be endorsed in accordance with Navy Order 424 of 1953, Part II, paragraph (d).
- 3. Proposals for compensating weight are to be forwarded by H.M.A.S. SPRIGHTLY.

(4300/1/41)

43.

BOOM DEFENCE VESSELS - ALTERATION AND ADDITION ITEM.

The following alteration and addition item has been approved in principle for Boom Defence Vessels :-

Class Item No.100

Classification "B"

Item: "Remove 50 gallon salt water tank supplying officers' heads".

Compensation Required: The removal of the tank provides 0.27 tons (moment 3.7 ft tons) which can be used as compensation for future A's and A's.

Reference: KARANGI's letter T/lA of 18th September, 1953. (4286/4/61)

44.

A.A. AND A.S. FRIGATES (MODIFIED RIVER) - REMOVAL OF SANITARY PUMP AND SALT WATER GRAVITY TANK.

The following alteration and addition item is approved in principle for all A.A. and A.S. Prigates (Modified River):-

- "(a) Remove the 100 gallon salt water gravity tank situated on the lower bridge together with all associated pipes and fittings.
- (b) Remove the 5 ton salt water sanitary pump."
- 2. Class list item numbers are as follows :-
- (a) A.A. Prigates (Modified River)

Class Item No. 501 Classification "B"

(b) A.S. Frigates (Modified River)
Class Item No. 501 Classification "B".

3. The removal of the above items provides a topweight surrender of 2975 lbs. at upper Deck level.

4. As this work has already been carried out in H.M.A.S.'s CONDAMINE, CULGOA, and SHOALHAVEN, action in accordance with paragraph (d) of Part II of Navy Order 424 of 1953 is to be taken.

5. Navy Order 279 of 1953 is hereby cancelled.

(4283/1/109)

45.

LIFE ASSURANCE PREMIUMS - ALLOTMENTS FOR.

Treasury Instructions provide for a commission charge to be made for the collection of amounts paid to Life Assurance Companies as premiums on Life Assurance policies. Where the amount payable is for purposes other than Life Assurance, no charge is made.

2. The commission charge is the liability of the Company concerned and in order to ensure that the charge is being made only in respect of Life Assurance premiums, H.M.A. Ships are to furnish to the Director of Navy Accounts

particulars of allotments to Assurance Companies already in force, which are not for the payment of Life Assurance Premiums.

3. Forms A.S.63 for allotments payable to Life Assurance Companies should, in future, show clearly in the column, provided for the name and address of the allottee, the purpose for which the allotment is declared, e.g. Life Assurance Premiums, repayment of loan, etc.

(4836/1/1)

46.

FORM A.S. 247A - SHORT LEAVE CARD.

Form A.S. 247A has been revised and reprinted in the form of a folding card with gummed slip inserted.

- In order to avoid waste of cards, the cards of transferred ratings are to be re-used by means of the insertion of a new gummed slip. Spare slips will be supplied when the cards are issued.
- 3. Existing stocks of Form A.S. 247A should be used until exhausted. Supplies of the revised Form A.S. 247A will be issued on demand.

(3526/12/1012)

47.

MARRIED QUARTERS IN TROPICAL AREAS - PERCENTAGE CHARGES ON FURNITUES.

The prescribed percentage charges on official furniture supplied to married quarters at Darwin, New Guines, and Manus Island, will be waived in circumstances in which the quantity of furniture owned by the member and stored at Departmental expense in Australia is such as would normally be required by a comparable civilian household.

Payment of the prescribed percentage charge on a Departmental refrigerator supplied to the quarters will, however, not be waived unless the member owns a refrigerator which is also stored at Departmental expense.

- 2. The authority for endorsement of the official furniture inventory as to waivure of charges will be a Certificate in the terms of paragraph 1, hereof, to be furnished by the Naval Authority in the area of the member's domicile prior to transfer to the tropical area, and who was responsible for storage arrangements. The Certificate is to be furnished in duplicate to the Naval Authority for the area to which the member is proceeding.
- 3. In order to ensure that these provisions are brought to the notice of all personnel concerned, the form "Application for Waiver of Percentage Charges on Furniture installed in Departmental Married Quarters", set out in the Appendix to this Order, should be produced locally by Naval Officers-in-Charge, North East Austrelian Area and North West Australian Area, by the roneo, or similar process, for issue to personnel

at, or prior to, the commencement of each tenancy. Personnel who consider they are eligible for waiver of percentage charges in accordance with Paragraph 1, hereof, should complete the form in duplicate and sign both copies.

- 4. If the required Certificate in accordance with paragraph 2 of this order has been received at the Establishment in the tropical area, it should be attached to the application form completed by the member and thereafter dealt with as indicated in paragraph 5, hereunder. If the Certificate referred to has not already been received, the two copies of the application form should be forwarded through the normal channels to the Naval Authority for the area of the member's domicile prior to transfer to the tropical area and who was responsible for the storage arrangements, for certification and return.
- 5. Certificates and/or application forms, which have been duly certified, should be distributed by Naval Officers-in-Charge, North East Australian Area, and North West Australian Area, as follows, and action as requisite taken :-
 - (a) Original To be placed in the Original (Navy Office) copy of the relevant furniture inventory (Porms A.D. 508 Series).
 - (b) Duplicate To be attached to the Duplicate copy of the furniture inventory (Forms A.D. 508 Series) held by the Establishment during the tenancy and utilized as the closing inventory at termination of the tenancy.

6. Where waiver of charges on the official furniture is approved, the appropriate certificate on the front sheets of the furniture inventory (Form A.D. 508, No.1) should be clearly endorsed accordingly before transmission to Navy Office.

7. In any case where an unqualified certificate cannot be given, the matter should be specially represented to Navy office.

8. Navy Office Circular Memorandum No. 64 of 15th September, 1952, is hereby cancelled.

(3021/51/24)

APPENDIX

APPLICATION FURNITURE	FOR WAIVER O	P PAYMENT OF DEPARTMENTAL	PERCENTAGE CHARGE MARRIED QUARTERS	RS ON 3. ≢1.
Residence No.				
Establishment				
			ccupant	
		100010000000000000000000000000000000000	**************	

quarters now	y for exemption from payment of Percentage rniture installed in the abovementioned married occupied by me and supply the following n support of my application.
I possess pri	vate household furniture in another Command
	e comprises (1 room, 2 rooms, 4 rooms etc.)
Charles and the Control of the Control	es are being paid by the Department through
	r is not included in the furniture stored on Departmental expense
THE RESIDENCE OF THE PARTY OF T	is at present located at
/ /5	(Signature of member)
shown above h would normall	t the particulars re furniture and refrigerator ave been verified, and the furniture is such as y be required by a comparable civilian household es are being borne by the Department of the Navy nd. #2
	(Naval Officer-in-Charge)
/ /5	(Area)
The Supply Of	(Area)
The Supply Of Establishment	(Area)
The Supply Of Establishment Application	(Area)
The Supply Of Establishment Application	ficer, (Area) ficer, (Area)
The Supply Of Establishment Application Waivere	(Area) ficer, finormal furniture Percentage Charges approved. (Commanding Officer)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 16th February, 1954.

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

By direction of the Naval Board,

J. C. Buumins

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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48.

TOWNSVILLE - MOMOTE COURIER.

With reference to Navy Order 326 of 1953, paragraph 6, a standing allotment of six seats on each North and Southbound flight is now available to the Royal Australian Navy. Any additional requirements are subject to present procedure of application through appropriate R.A.A.F. Movement Control.

2. The Flag Officer-in-Charge, East Australian Area, is the co-ordinating authority for all north bound movements, and will advise R.A.A.F. Movement Control 48 hours before departure of any vacancies in standing allotment together with names and individual weights of personnel travelling.

3. Because of accommodation difficulties for women and children in Townsville, R.A.A.F. Movement Control is to be given ten days notice of proposed flight details. Flight reservations will be confirmed on receipt of advice from R.A.A.F. Movement Control that overnight accommodation has been arranged.

4. Navy Office Message D.T.G. 160230 December, 1953 (NOTAL) is hereby cancelled.

(4676/7/21)

49.

CARTRIDGES, S.A. . 22" RIMFIRE - STOCKS OF AMMUNITION MADE IN 1949.

The withdrawal of .22" Rimfire ammunition of 1949 manufacture, notified in Admiralty Fleet Order 3884/1953. does not apply to cartridges of Australian manufacture.

(4433/27/266)

H.M.A. SHIPS ALTERATION AND ADDITIONS - "SPERRY GYRO COMPASS MK. 14 TRANSMISSION SYSTEM".

The following alteration and addition item is approved in principle for A.A. and A.S. Frigates (Modified River), A.A. Prigates (8loop) and O.M.S. Vessels :-

"To replace Sperry commercial transmitter on master compass by fitting Admiralty pattern 1515 transmitter and to alter repeaters as necessary."

Class list item numbers are as follows :-

- (a) A.A. Frigates (Modified River) Class Item No. 503 Classification 'A'.
- (b) A.S. Frigates (Modified River) Class Item No. 504 Classification 'A'.
- (c) A.A. Prigates (Sloop) Class Item No. 502 Classification 'A'.

(d) Ocean Minesweepers (comprehensive) Class Item No. 502 Classification 'A'.

(e) Ocean Minesweepers (limited)

Class Item No. 502 Classification 'A'.

Compensating weight: NIL.

References: General Manager's, Williamstown Dockyard letters 238/46/10 of 24th November, 1952, and 238/46/18 of 5th May, 1953.

(4276/4/276)

51.

A.S. FRIGATES (CONVERTED FIRET) - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.S. Frigates (Converted Fleet) :-

Class Item No. 502 Classification 'A'.

Item: To fit longitudinal watertight sills, as near the centre line as possible, in the two larger meases, frames 67-71 and frames 73-77.

Compensating Weight required: NIL.

References:

- (1) Navy Office letter No. 38619 of 30th October, 1953.
- (11) P.O.I.C.B.A. 's letter E.A. 2263/517/2/1 of 6th July,
- (111) Report of Inspection A.B.C.D. arrangements in H.M.A.S. QUADRANT.

2. In view of the inconvenience caused by sills, this item will not be undertaken until final armament and torpedo control are installed.

(4283/1/106)

52.

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

With reference to Navy Order 490 of 1953, the following amendments are to be made to Appendix 'C' of Navy Order 142 of 1951 :-

DELETE

Trucks -

50 ton crocodile bogey rail type 6. 0 per hour 10. 0 per hour 12. 6 per hour 1 ton crocodile bogey rail type ton crocodile bogey rail type

INSERT

Trucks -

50 ton crocodile bogey rail type

ton motor transport ton motor transport 6. 0 per hour 10. 0 per hour 12. 6 per hour.

(3163/9/67)

53.

SMALL CRAFT - WOOD CONSTRUCTION - DOCKING.

Docking reports have revealed instances of anti-fouling paint having been applied to the copper eneathing of wooden vessels.

2. In this connection, attention is drawn to Admiralty Pleet Order 4177/1945.

(3211/1/75)

54.

ADAPTORS - OLEO 1EG CHARGING - HEF.4G/2433/4131.

Instances have been reported of unserviceable Refs. 43/2433 and 4131 Oleo Leg Charging Adaptors being returned to the R.A.N. Air Store Depot, from Services, without Extension Adaptors, Types F and G.

- 2. The Extension Adaptors cannot be separately provisioned and it is therefore essential that assemblies returned to the Air Store Depot for repair should be complete.
- 3. On receipt of this Order, a report is to be furnished to Navy Office, by user services, detailing the quantities of Extension Adaptors Types F. & G. held surplus to complete outfits of Refs. 4G/2433/4131 Adaptors as shown in AP4306A, Section 5, Item 22.

(4403/4/260)

55.

REFRIGERANT GAS (FREON) LEAK DETECTOR LAMPS.

Approval has now been given to the use of Leak Detecting Lamps for the detection of freon gas leakages in refrigerators in H.M.A. Ships and Establishments.

2. Demands to complete to the allowances of Pattern 9789
"Tilley" Leak Detector Lamps set out in the relevant Admiralty
Printed Establishments should be lodged with the appropriate
(Superintending) Naval Store Officer by H.M.A. Ships in
Commission and Headquarters Ships of the Reserve Pleet
Divisions equipped with freon operated refrigerators.
Dormant demands for ships in "E" Class Commission in Reserve
and ships undergoing construction or modernization will be
prepared by the Storing Yard concerned.

- 3. Shore Establishments should forward demands to Navy office through the appropriate Administrative Authority stating the number of Leak Detecting Lamps required and the number of freen operated refrigerators held.
- 4. It should be noted that the lamp is provided only for the detection of freon gas leakages. The scap and water method should continue to be used for detecting the leakage of methyl chloride gas.
- 5. Navy Order 72 of 1945 is hereby cancelled.

(3768/13/109)

56

INFLATABLE LIFE JACKETS - R.A.N. ALLOWANCES.

An inflatable life jacket, known as the R.F.D. type 50N Mark 6A with CO2 inflation, has been adopted as the standard life jacket in the Royal Australian Navy, in lieu of Admiralty Pattern 5580 life jackets referred to in Admiralty Pleet Order 3385/1952.

- 2. Limited stocks of Admiralty Pattern 5580 life jackets are held and will be issued until stocks are exhausted. The pattern 5580 jackets and also any Pattern N.14124 Rubber Life Jackets at present in service should be retained until they become unserviceable.
- 3. The inflatable life jacket will be fitted with a whistle, light, battery and life line. The complete unit will be accounted for as a Permanent Naval Store item under Class E, Group 3.
- 4. Allowances of inflatable life jackets will be as follows :-
 - (a) Sea-going ships in commission (except as provided in (b) hereunder) are to carry sufficient life jackets for 10 per cent of the War Complement, for instructional purposes and use in boats.
- (b) Ships engaged on minesweeping duties, and other ships as directed by the Plag Officer Commanding H.M.A. Fleet, for special operational reasons, are to carry sufficient life jackets for every man plus 10 per cent as spares.
- (c) Should hostilities become imminent all personnel afloat (including those employed in running harbour service boats), or about to be drafted to sea, are to be supplied with life jackets, etc., ships maintaining their stock of spares at 10 per cent of the war complement.
- 5. In addition to the allowances referred to herein, approval has been given to the following allowances of the type 50N Mark 6A life jacket (CO2 inflation) for instructional purposes :-

H.M.A.S. CERBERUS 6 No.

"PENGUIN 3 "

"LEEUWIN 2 "

"RUSHCUTTER 1 "

"LONSDALE 1 1 "

"LONSDALE II 1 "

"MORETON 1 "

"HUON 1 "

"TORRENS 1 "

6. Demands (Form A.S.134d) as necessary to complete to the allowances referred to in paragraphs 4 and 5 hereof should be lodged by H.M.A. Ships in commission and Shore Establishments concerned, with the appropriate (8) N.S.O. Dormant demands for ships in reserve, under construction, or undergoing modernization will be prepared by the Storing Yard concerned in the normal manner.

7. The initial issue of the inflatable life jackets on personal loan to ratings in accordance with the allowances shown in paragraph 4, sub-paragraphs (b) and (c) hereof is to be noted in Kit Lists (A.S.98).

Jackets so issued should be withdrawn when the conditions referred to at paragraph 4, sub-paragraphs (b) and (c) cease to apply. Periodical musters are to be arranged at the discretion of Commanding Officers to ensure that all personnel concerned are in possession of their jackets, lights, etc., and that the items are in good order.

- 8. Storage. The inflatable life jackets should be stored in the dark, and in a cool dry atmosphere, having regard also to the following :-
- (a) Prolonged exposure to light and any contact with grease, etc., is detrimental and will accelerate deterioration of the rubberized fabric from which these jackets are manufactured.
- (b) A reasonably even temperature is required, and the jackets should not be stowed more than three or four high on each shelf or rack.
- Separate instructions will be issued regarding periodical examination, maintenance, provision of spares, etc., for the inflatable life jackets.

(3211/41/14)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 23rd February, 1954.

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

By direction of the Naval Board,

J. E. Bumins

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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57. SHIPS BOATS - METHOD OF HOISTING IN ROUGH WEATHER.

The method of hoisting boats described herein is designed to remove the danger to bownen and boat structure caused by the weight and unhandiness of the lower blocks in falls, when hoisting is carried out in rough weather. Trisls using the method have proved successful and approval is given for its adoption in the Royal Australian Navy.

- 2. When using this method the boat is hoisted until its weight can be transferred to the long spans which are shackled to the davit heads. Palls are then overhauled, secured to the boat slings through the eyes of the blocks and hoisting completed in the usual manner. Diagram 0/2570 shows the arrangement of short and long spans.
- 3. The method of shackling the long spans to the davit heads or beams in aircraft carriers and the length of long and short spans, which will vary according to the type of boat, davit and class of ship, should be decided by ship and dockyard officers. In determining the length of the long spans, allowance must be made for shackling them to the slings before the falls are two blocks. The length of the short spans is to be such that the blocks are within the reach of bowmen, in order that they are able to take out any turns which may develop in the falls.
- 4. A thimble eye may not be suitable for hooking to some types of disengaging gear. A soft eye may be used, but only if absolutely necessary. Spring hooks, because of an element of danger, are not to be used.
- 5. Proof tests, equal to that of the davits, are to be applied by the Dockyard Authorities to the spans and any new work before the gear is to be used. Tests and inspections are subsequently to be carried out in accordance with Admiralty Pleet Order 114/1952. Soft eyes are to be frequently inspected for signs of weakness as a result of the sharp nip caused by the hook.
- 6. The following table gives the size of F.S.W. rope suitable for making up spares for various boats :-

Boat	Lifting weight in tons with two men and equipment or as sea boat		F.S.W.R. as for hawsers and running rigging		
Hard Chine Motor	-		2.70		
55 ft. F.M.B. 50 ft. F.M.B. 25 ft. F.M.B. 16 ft. F.M.B. Cound Bilge Motor	5. 0 3. 5 2. 5 1,25	3" 21" 2" 11"	Patt.	No.	N.57 N.58 N.59 N.61
ft. Pinnance ft. Survey ft. Cutter ft. Pinnance	7. 0 6. 0 4.75	31"	Patt.	No.	N. 56 N. 56 N. 57
or Barge ft. M.B. ft. Cutter ft. Motor Dinghy	4. 6 5. 1 3. 8 1.25	3" 3" "	# # #		N. 57 N. 57 N. 58 N. 61

Boat	Lifting weight in tons with two men and equipment or as sea boat	P.S.W.R. as for hawsers and running rigging		
Sailing and Pulling Boats 32 ft. Outter	3. 6	3" Patt. No. N. 57		
27 ft. Whaler 27 ft. Surf boat	1: 7	13" " " N. 60		

To estimate the size of the wire for boats of different weight from those in the above table, the lifting weight of the boat plus all gear and men should be multiplied by three. This gives the minimum breaking strain of the wire required.

- 7. The spens are to be added to the Rigging Warrant and entered in the List of Portable Fittings.
- 8. The arrangement for Aircraft Carriers is shown on Navy office drawing No. 205/231.
- 9. The following alteration and addition item is approved in principle for Ocean Minesweepers and above, "to modify ships'davits for hoisting boats in rough weather".

Majestic Class Light Flect Carriers Item No. 252 Classification "A".

Modified Leander Class Cruiser Item No.1000 Classification "A".

'Q' Class Destroyer Item No. 501 Classification "A".

Modernized Tribal Class Destroyers Item No. 501 Classification "A".

Tribal Class Destroyer

Item No.501 Classification "A".

Battle Class Destroyers Item No.52 Classification "A".

A.S. Prigates (Modified River)
Item No.503 Classification "A".

A.S. Frigates (Converted Fleet) Item No. 501 Classification "A".

A.A. Prigates (Modified River) Item No. 502 Classification "A".

A.A. Frigates (Sloop)
Item No.501 Classification "A".

Ocean Minesweepers (Limited)
Item No. 501 Classification "A".

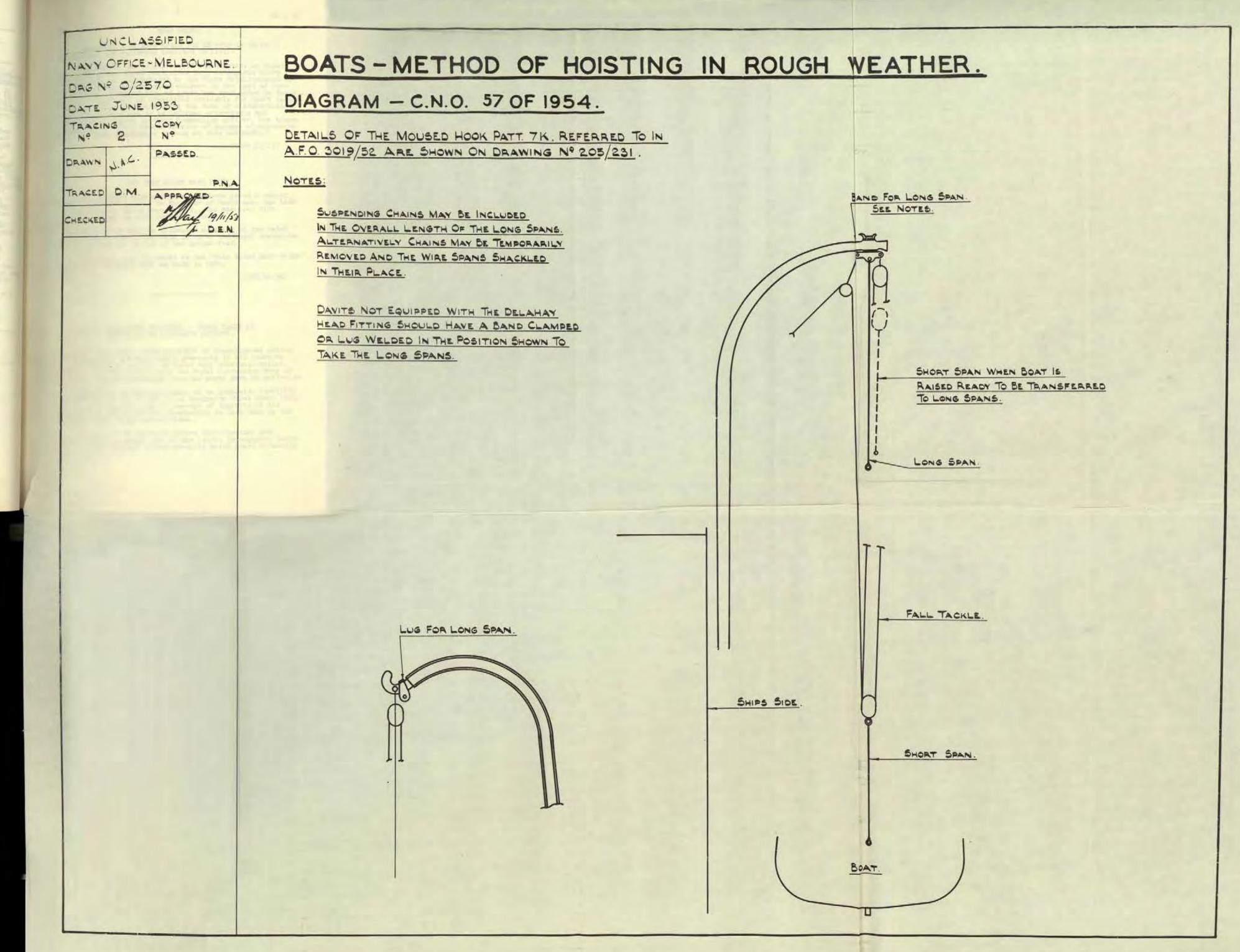
(3211/3/120)

LIBRARY,

Ocean Minesweepers (Comprehensive) Item No.501 Classification "A". Compensating weight required - NIL. Reference -

- (a) Home Pleet Order No. 1105.
- (b) Navy Office Drawing No. 0/2570.
- (c) Navy Office Drawing No. 205/231.

(3211/3/120)



61

60 - 61

 The assessment of Foreign Service leave due to Royal Mavy personnel as an Australian Government liability is made in Navy Office (see Navy Orders 109 and 186 of 1953).

4. Navy Order 409 of 1949 and Navycirc, 473 Item of 30th June, 1952, are hereby cancelled.

(4022/1/99)

61.

NEW PAY-ACCOUNTING SYSTEM.

A new pay-accounting system has been considered for naval personnel. It is hoped to introduce it after the machinery necessary for the Mavy Office control system is installed in about a year's time.

2. Objects. -

- (a) The objects of the revised system of payaccounting are briefly:-
 - (1) to reduce accounting work in ships' pay offices;
 - (ii) to facilitate the prompt preparation of pay records of naval personnel regardless of the ship or establishment in which they are serving;
 - (iii) to make available to all personnel the details of their pay each pay-day;
 - (iv) to make available in Navy Office up-to-date information on all matters appertaining to personnel and pay records;
 - (v) to eliminate delay in finding errors and the promulgation of the necessary adjustments.

3. Outline of revised pay-accounting system -

- (a) At the present time ships and establishments of the Royal Australian Navy prepare pay records in duplicate (i.e. in rough and fair ledgers). At the end of each quarter the fair ledgers, together with ledger enclosures, are despatched to the Director of Navy Accounts, Navy Office, Melbourne, where a staff is employed in checking the ledger records received from the various ships and establishments. The information available in Navy Office is, therefore, often in arrears and is not easily available owing to the fact that accounts appear in one or more ships' ledgers and in one or more lists of the ledger.
- (b) In the new system the quarterly pay-ledger is abolished.

Instead, each person's pay-account is kept on a continuing pay-account card which is transferred at the same time as the person from ship to ship. On the card, all the necessary information about pay is classified into three parts:

Part 1, shows by insert pages the net fortnightly drawing rate (which is much the same calculation as the ledger-keeper now makes in pencil in each account in his ledger to arrive at the fortnightly scale payable);

7

Part 2, provides for one-time debits and credits such as mulcts and diving pay;

Part 3, which is done every fortnight, brings the netfortnightly drawing rate and the one-time credits and debits together, resulting in an amount to be paid and a balance. This calculation is made on Pay-Lists and the amount paid and balance are entered in Part 3 of the payaccount card after payment is made. A copy of the insert pages of Part 1 (as issued) and of the Pay-List (each fortnight) will be furnished to each officer and rating.

It will be seen therefore that in the new system the pay-account is kept in original only in ships and establishments. The control account is kept at Navy Office from the documents which support the ship's pay-account cards. The fortnightly balance of each account reported to the Director of Navy Accounts in the ships' pay-lists provides for a frequent and regular check of each account and for an early investigation of any differences disclosed.

- 4. The new system requires the forwarding of certain pay documents regularly and frequently to Navy Office. At present such documents are kept by ships until the quarterly pay-ledger is sent in. All concerned will have to pay particular attention to this new procedure, as it is a complete change in the basic approach to naval pay-accounting.
- 5. Although the scheme is mostly concerned with payaccounting, it touches on certain other aspects to which attention is specially drawn;
 - (i) The careful and accurate preparation of gangway victualling and check sheets is essential in the new system, as Form A.S. 165 (Daily return of all ranks and ratings entered or discharged) will be abolished.
 - (ii) Form A.S. 161 has been revised to provide for reporting changes under two heads - those affecting pay and those not affecting pay. Certain information processed to the existing pay-ledger by other means will require in the new system to be reported on Form A.S. 161 (e.g. mulcts of pay).
 - (iii) No provision is being made in the new system for the victualling details and cost of gratuitous issue of clothing now recorded in the pay-ledger.

Instructions relating to these matters will be issued separately.

 Draft copies of a manual of instructions and sets of specimen forms will be distributed to ships and establishments. The instructions are to be read by all concerned.

62 - 63

It is particularly desired that supply officers and writer ratings should discuss the details of this system as applied to their particular ship or establishment. Ideas for improvement, queries on procedures, the use of forms and matters not covered or thought to be insufficiently covered should be forwarded by the Captain direct to the Secretary, Navel Board, copy to Administrative Authority.

(4801/5/5)

62.

B.A.N. CENTRAL CANTREN AND RELIEF FUND - LOWER DECK REPRESENTATIONS ON COMMITTEES.

With reference to Navy Order 398 of 1953, paragraph 5, the following Committees are established with representation as shown:-

R.A.N. CENTRAL CANTEEN COMMITTEE - MEMBERS.

Navy Office.

Director of Personal Services - Chairman. Director-General of Supply and Secretariat Branch.

H.M.A. Pleet.

One representative of F.O.C.A.F. and four representatives from H.M.A. Ships, preferably two from H.M.A. Carriers and Cruisers, one from H.M.A. Destroyers and one from H.M.A. Frigates.

East Australian Command.

One representative of F.O.I.C., B.A. One representative from Naval Establishments in the Sydney Command and one from ALBATROSS.

Plindera Naval Depot.

One representative of C.S.T. One representative from CERBERUS.

Secretary.

The Secretary shall be the officer for the time being acting as Secretary of the Pund.

- 2. The representatives of P.O.C.A.P., P.O.I.C., E.A. and C.S.T. may be officers, but representatives from H.M.A. Ships and Establishments are to be selected from Chief Petty Officers, Petty Officers and ratings of any Branch.
- The Director of Personal Services, Director-General of Supply and Secretariat Branch and Secretary shall be nonvoting members.
- 4. The Committee will make recommendations on policy in the expenditure of R.A.N. Central Canteen Funds and, generally, regarding the interests and welfare of naval personnel in Canteen matters.

5. R.A.N. Relief Pund Committee.

The membership of the Committee will be on the same basis as that of the R.A.N. Central Canteen Committee, and it may be found advantageous to have the same representatives on both Committees.

9

- 6. The R.A.N. Relief Fund Committee will make recommendations on matters of policy in the use of the Fund within the terms of the Services Trust Pund Act, 1947, which established the Fund.
- 7. It should be understood clearly that neither individual claims for assistance, nor criticism or comment on applications on which decision has been taken, can be discussed by the R.A.N. Relief Fund Committee. All applications for assistance from the R.A.N. Relief Fund are treated as strictly confidential by the Agents and Trustees, and no information whatever on these matters will be given to the Committee. Those deciding to take advantage of the benefits available from the Fund may do so in complete confidence that their trust will always be safeguarded.
- 8. The Committees will meet twice yearly on dates to be arranged.
- 9. Proposals for inclusion in the Agenda of the meetings should be forwarded by Administrative Authorities to The Secretary, R.A.N. Central Canteen Pund and The Secretary, R.A.N. Relief Pund, Navy Office, Melbourne, helf-yearly, to arrive not later than 31st March and 31st August in each year.

(3238/3/21)

63.

TAPE RELAY - TRIBUTARY STATION TELETYPE EQUIPMENT - MODIFICATION.

As at present fitted, the motor of the Transmitter Distributor Teletype XD200 can only be stopped, when not in use, by pulling the unit forward is the slip connection base. In order to overcome this, and control the motor from the Page Printe. Keyboard perforator motor on-off switch, the following medification is to be carried out by Ship's staff in the Ships and Establishments concerned:

- (a) Connect No. 22 terminal of the Page Printer Keyboard Perforator to No. 3 terminal of its Jones Plug.
- (b) Connect the A.C. supply for the slip connection base to terminals 1 and 3 of the Page Printer Keyboard Perforator Jones socket.

(4518/76/4)

64.

H.M.A.S. SYDNEY - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for H.M.A.S. SYDNEY:-

CLASS LIST ITEM NO. 254.

CLASSIFICATION "A".

Item - To fit exhaust steam supply to the coils of the second shell of both main evaporators.

COMPENSATING WEIGHT REQUIRED: Mil.

REFERENCES: F.O.C.A.F's A.F.1281/667/6 of 17th August, 1953, and H.M.A.S. SYDNEY's 17/3/9 of 3rd August, 1953.

(4278/3/505)

65.

TRIBAL CLASS DESTROYERS (MODERNISED) - TURBO GENERATORS AIR COOLING PUMPS - ALTERATION AND ADDITION.

The following alteration and addition item is approved in principle for Tribal Class Destroyers (Modernised):-

CLASS ITEM NO. 502.

CLASSIFICATION "A".

Item - To fit independent electrically driven pumps for the armature air cooling systems of the 155 KW. Turbo Generators.

COMPENSATING WEIGHT REQUIRED: Nil.

REFERENCES: P.O.C.A.F's A.F. 2168/1921/7 of 22nd December,

The above work is to be carried out in H.M.A.S. WARRAMUNGA during modernisation.

(4280/1/187)

66.

ALLOWANCES OF BUCKETS WITH WRINGER ATTACHMENT.

After consideration of reports relative to the usefulness of buckets with wringer attachment, it has been decided that the item should be provided for use in R.A.N. Hospitals and Sick Bays only. The following scales have been approved:

Hospitals and Sick Quarters Ashore

1 No. for each ward occupied.

1 No. each for operating theatre, dressing station and laboratory. Sick Bays - Destroyers and below

1 No. if Medical Officer, or sick berth rating if borne.

Sick Bays - Cruisers

2 No.

Sick Bays - Aircraft Carriers 3 No.

2. The item should be accounted for as a Permanent Naval Store under Class B, Group 10.D.

3. Demands (Form A.S. 134d.) should be raised on the appropriate (S) Naval Store Officer by H.M.A. Ships and Establishments concerned to complete to the allowances shown above.

4. The relevant Establishments of Naval Stores will be amended.

(4506/4/47)

67.

STOWAGE OF NAVAL STORES IN SMALL H.M.A. SHIPS.

Navy Order 389 of 1951 is to be amended as follows:-Delete paragraph 4 (111) and insert in lieu:-

"Form B.R.1979 - Alphabetical list of Naval Stores is provided to enable pattern number and class and
group of items to be readily ascertained. Stowage
particulars are not required to be entered in
B.R.1979".

(4275/2/3)

68.

PRICES OF CLOTHING, ETC., MAINTAINED FOR ISSUE TO SHIPS' COMPANIES.

The following additions are to be made to page 11 of the official Memorandum "Prices of Clothing, etc. maintained for issue to Ships' Companies":-

. Drill, light blue

6/2d. per yard.

satin, dark blue

7/10d. "

(4716/2/12)

69.

PROTECTIVE CLOTHING.

Sufficient quantities of anti-flash gear (hoods and gloves) must always be carried in H.M.A. Ships to equip every officer and man on board, except in Harbour Craft where these items are provided for guns' crews only.

69 - 71

2. Demands are to be lodged with Victualling Yards for quantities necessary to complete requirements, quoting this Order as the authority.

- 3. Stocks of other items of protective clothing are to be restricted to the quantities necessary for weather protection and training purposes, and dormant demands for quantities to complete to full establishment lodged with Royal Edward Victualling Yard, Sydney.
- 4. Navy Orders 107 of 1947 and 90 of 1951 are hereby cancelled.

(4533/31/41)

70.

SERGE, LICHTWEIGHT.

It has been decided that Chief Petty Officers and Petty Officers may wear uniforms of lightweight serge, and that stocks of this material, hitherto reserved for issue to officers only, may in future be taken up on repayment by these senior ratings.

(4716/1/151)

71.

RATINGS - RECOMMENDATIONS FOR INSTRUCTIONAL DUTY -REPORTS CALLED FOR AS APPENDIX TO A.S. 507.

To facilitate the selection of suitable ratings for drafting to Training Establishments as Instructors, it is necessary that Navy Office records include up-to-date information of ratings who are recommended for instructional

- 2. In addition to the notations required in column 14 of the rating's Conduct Sheet (Form A.S. 239), a nominal list is in future to be forwarded as an Appendix on each occasion of rendering the Quarterly Return of Ratings Recommended for Advancement (Form A.S. 507).
- 3. The return should include only those Chief Petty Officers, Petty Officers and Leading ratings, of all branches, who are recommended for :-
 - (a) recruit and National Service Training;
 (b) other instructional duties.
- 4. Column 14 of the Conduct Sheet is still to be completed as laid down.
- 5. F.O.C.A.F., F.O.I.C. E.A., C.S.T. F.N.D., Captain (Air) and N.O.I.C. W.A. are to report annually, on 31st December, the names of ratings who have been employed as Instructors during the preceding year. The report should divide these ratings into three categories;-

- (a) satisfactory instructors;
- (b) ratings who may become satisfactory instructors with further experience;
- (c) ratings who are unsuitable for employment as instructors.

(4002/51/41)

(FOR OFFICIAL USB ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 2nd March, 1954.

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

By direction of the Naval Board,

J. K. Bummins

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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72 - 73.

72.

DARING CLASS SHIPS - CLASSIFICATION.

The provisions of Admiralty Fleet Order 2835/1953 are applicable in the Royal Australian Navy, with the following alteration :-

Paragraph 3. Accounts. All Daring Class Ships will be self-accounting.

(4276/4/279)

73.

NATIONAL SERVICE TRAINERS - TRAVELLING FROM AND RETURNING TO PLACE OF RESIDENCE.

Where the authorised National Service training period commences or terminates on a week day, Monday to Friday inclusive, the preceding or ensuing Saturdays and Sundays or parts thereof spent by a trainee in travelling from and to his place of recidence will not be counted as additional to the training period or constituting part of a subsequent training period for either training or pay purposes.

- An interstate or country traines who, in order to reach his home by p.m. Sunday, is discharged to shore prior to the time of completion of the training period will, however, be deemed to have completed the full authorised period for both training and pay purposes.
- 3. An interstate or country trainse who does not reach his place of residence until after 2400 hours Sunday will be entitled to receive normal pay and allowances in respect of the Monday and also for subsequent week days (in order to avoid any monetary loss in civil employment) until he reaches his place of residence but such time will not count for training purposes.
- 4. Pay is not to be credited in respect of Saturdays and Sundays spent in travelling, and not forming part of a period of training except where it is established that Saturday and Sunday constitute part of the trainee's normal civilian working week (e.g. Transport Services, Power House maintenance, etc.). In all such cases the claim should first be referred to the District Employment Officer for check with the trainee's employer.
- 5. Commanding Officers of Training Establishments should ensure that on completion of the training period, trainess living interstate or in remote localities within the State, are, where possible, discharged to shore in time to reach their homes by p.m. on Sunday. Interstate trainees who would otherwise pass their homes en route should be discharged direct to their homes (e.g. trainees living in Northern Tasmania). In such cases action is to be taken to arrange for their pay to be sent on by chaque with the least possible delay.

6. A cash payment in respect of travelling allowance in advance (where overnight travel is involved) or meal allowance (for lengthy day journeys) is to be made where entitled in all cases prior to discharge from the Training Establishment. Travelling Allowance (where entitled) is to be paid in respect of the period on Saturday and also Sunday necessarily spent in travelling although pay is not credited for such days.

Pay due should also be settled where possible prior to discharge from the Training Ship or Establishment. A substantial portion of the final settlement should be paid by change.

- 7. Similar action is to be taken in regard to the annual continuous training periods performed by National Service Trainces.
- 8. The last seventeen lines of clause 21 (1) of Navy Order 240 of 1951 are hereby cancelled.

(4822/1/5)

74.

TOWNSVILLE-MOMOTE COURIER.

Air travel warrants, addressed to the R.A.A.P. Movement Control at Townsville and/or Momote as necessary, must be in possession of all personnel and dependents travelling by the Townsville-Momote Courier at Departmental expense.

- Where arrangements are made for non-entitled persons to travel, then a chargeable warrant must be issued and Navy Office advised of the proposed method of recovery.
- 3. A.C.N.B's 2207122/June, 1953, to certain Authorities, is hereby cancelled.

(4677/61/27)

75.

MACHINERY - STEERING GRAR - SPARE VALVE AND CAGE -A.S. AND A.A. FRIGATES (MODIFIED RIVER).

A.S. and A.A. Prigates (Modified River) are to carry one spare steam control governor valve and cage for steering engines.

- 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 astablishment are to be demanded from R.A.N. Central Machinery and Spares Depot. Sydney.

(4283/1/108)

ADMIRALTY FLEET ORDER 616/1955 - SPARE GEAR -BASIS OF SUPPLY.

Allowences of "On Board" spare gear included in Engineer & Electrical Officers (Part I) Lists of Portable Pittings, etc., in B.M.A. Ships (Navy Order 437 of 1953 is relevant) and Pixture Lists in Shore Establishments are to be reviewed.

- 2. It is considered that substantial savings in weight and space in ships, and in unnecessary stocks in ships and shore establishments, can be made without prejudice to operational efficiency if existing allowances are modified in conformity with the following considerations :-
 - (a) Where two or more identical machines are fitted, it may be practicable to dispense with the whole, or part of, sets of spare gear and/or tools: which have been provided on a basis of one set for each mechine.
 - (b) The time in which these spares could be fitted (by ship's staff working continuously) should be the determining factor of what bulky spares should be carried. This should be taken as 24 hours in general with an extension of 72 hours regarding those hull and machinery spares which affect the mobility and watertightness of the ship, this 72 hours is to include time for cooling, stripping down, repairing and re-assembling. (A unit which forms a typical example to be considered is that of the complete assembly of an automatic feed water regulator. The shipping of such a unit involves, inter alia, the opening of steam and water systems associated with its operation and sometimes the temporary removal of fittings unassociated with it. Moreover, hand feeding may be resorted to as an alternative).
 - (c) Turbine lifting gear, as at present carried, propellor nut spanners and some special tools, to be retained on board.
 - (d) The adequacy of stowage facilities.
 - (e) The distance from, and facility of transport to. sources of replenishment (Shore Establishments and stationary vessels only).
- 3. This review is primarily designed to reduce stocks. However, if instance occur in which larger stocks appear desirable, consideration will be given to recommendations.

In this connection, Shore Establishments, situated at considerable distances from sources of supply, should submit recommendations for "Base Spares" allowances additional to those maintained as "On Board" spares for attached craft, etc.

4. Ships and craft affected by this Order are those referred to in the Class List incorporated in Navy Order 424 of 1953, with the exception of those undergoing conversion, modernisation, large repairs and extended refits. As far as practicable these and new construction vessels will be dealt with separately.

5. Commanding Officers and Authorities concerned are to arrange for a review in their ships and establishments and forward recommendations for new allowances (both reduced and increased) through their Administrative Authorities.

These reports are to indicate whether any proposed alterations to existing stowages can be carried out by ship's staff.

- 6. A progress report with initial recommendations is to be made on 30th April, 1954, and subsequently at the end of each quarter, until the review is completed.
- 7. No spare gear or special tool is to be landed under the foregoing instructions until proposals have been approved by the Wavel Board.

(4355/1/22)

77.

AIR STORES - HANDLING, LABRILLING AND PRESERVATION IN TRANSIT.

Whenever air stores are transferred from one Service to enother, or returned for survey to R.A.N. Air Store Depot. Rendwick, the following precautions are to be taken to protect them from damage and deterioration in transit,

- 2. In future, whenever Air Stores are transferred the following precautions are to be observed by the despatching unit :-
 - (a) All orifices, conduit entries, ends of pipe lines, etc., to be blanked off to prevent ingress of dirt or packing material, or damage to external
 - (b) Exposed shafts, sealing faces and any machined surfaces to be suitably protected against damage or corresion.
- (c) Hygroscopic cushioning materials, such as strew, wood-wool, shavings and sawdust, are not to be used unless the stores are hermetically sealed in a moisture-proof envelope. A list of approved packing materials is included in paragraph 3.
- (d) Cushioning materials containing dust or loose fibrous particles, whether hygroscopic or not, should not be used unless the item to be packed is of such a character that it cannot be damaged by the ingress of foreign matter. If it is necessary to use such materials in circumstances where there is the alightest risk of damage to Stores through the ingress of injurious particles from the packing, the items should be carefully wrapped in several layers of waxed paper and sealed at all edges by the use of adhesive tape.
- (e) Stores are to be surrounded by sufficient cushioning materials to provide adequate protection against all reasonable handling shocks,

3. The undermentioned materials have been approved for the packing of Air Stores and are obtainable, on demand, from the Superintending Naval and Air Store Officer, Garden Island, Bydney -

Paper wadding
Sponge rubber in thicknesses of i and l'
Corrugated cardboard
Cellophane bage
Oiled paper
Grease proofed paper
Cardboard cartons
Durex tape
Blanking caps (viscaps)
Labels "Handle with cars - Delicate instruments"
Fumigated Plax Haulm (in limited quantities only).

Brown paper and other unproofed paper compositions are liable to contain harmful quantities of acids and are not to be used in direct contact with stores which are subject to corrosion.

4. Attention is directed to the instructions in A.P.(N) 5 Articles 413 and 426, and to N.A.M.Os. General I.5, I.7, L.12 and L.13.

- 5. The precautions referred to in the foregoing paragraphs are applicable not only to serviceable stores, but also to stores which are unserviceable but which may be declared repairable on survey.
- 6. The adequate labelling of air stores returned to the Air Store Depot for survey is also of great importance, to ensure easy identification of the items and correct treatment to repair any damage. The following requirements, in amplification of the instructions in A.P.(N) 5 and R.A.N.A.M.M., are to be strictly observed;
 - (a) All labels are to be so secured as to obviate them becoming detached in transit.
 - (b) When air stores which are otherwise serviceable are deficient of component parts on return to the Air Store Depot, they should be classified as "repairable", and labels should be attached listing the parts needed to complete the assemblies to the serviceable standard. The absence of an authorized modification from an assembly, however, is not to be regarded as a deficiency of component parts.
 - (c) The cause of unserviceability of damaged items, where the damage is not self-swident, should be specified on the labels.
 - (d) Whenever an aircraft component has been subjected to excessive heat, as in an aircraft fire, it should normally be acrapped to eliminate the danger of re-use. Valuable components, such as mainplanes, which have been only partially affected by fire, and which may be repairable by replacement of the suspect portions, should however, be returned for survey, but in these instances reports on the condition of the components should be forwarded separately to the Naval Store Officer (Air). Labels marked "DAMAGED BY FIRE" should be attached to the components before return.

7. Navy Order 404 of 1950 is hereby cancelled.

(4401/10/6)

78.

LOSSES OF STORES, MATERIAL, ETC. - REPORTS TO LOCAL AUDITOR.

The procedure to be observed in furnishing advice in regard to losses, stockteking discrepancies, etc., to the Commonwealth Audit Office is set out hereunder.

- A. Reports of losses and stocktaking, where the original value of the stores lost or deficient exceeds £250 -
 - (i) In cases arising in H.M.A. Shore Establishments, in ships attached thereto, in ships in reserve and in course of paying off into reserve, the report should be referred to the Local Auditor for remarks prior to being forwarded to Navy Office. A copy of the remarks of the Local Auditor should be forwarded to Navy Office when received.
 - (ii) In all other cases the Naval Board will take steps necessary to inform the Auditor-General.
- B. Losses or deficiencies of an original value exceeding flo due or suspected to be due to theft, robbery or fraud -
 - (i) In cases arisen in H.M.A. Shore Establishments, in ships attached thereto, in ships in reserve and in course of paying off into reserve, the Local Auditor is to be notified of the loss at the same time as the report is made to the Naval Board, and his remarks requested. A copy of the notification is to be forwarded with the report for the information of the Naval Board. A copy of the remarks of the Local Auditor should be forwarded to Navy Office when received.
 - (ii) In all other cases the Naval Board will take steps necessary to inform the Auditor-General.
- C. Reports of Survey -

Reports of survey, irrespective of the value of the condemned, unserviceable or obsolete stores, are no longer required to be referred to the Local Auditor for his remarks.

- 2. Attention is directed to Navy Order 32 of 1948 in regard to the method of reporting losses to the Commonwealth Audit Office.
 - 3. Navy Order 367 of 1950 is hereby cancelled,
- 4. Naval Financial Regulations and Instructions, Article 218, will be suitably amended in due course.

(4476/1/11)

MUSICAL INSTRUMENTS - PROCEDURE FOR SUPPLY, ACCOUNTING, ETC., IN THE BOYAL AUSTRALIAN NAVY.

With reference to Nevy Order 39 of 1952, the procedure outlined hereunder is to be observed in the Hoyal Australian Navy in future in regard to Supply, Accounting, etc., of ceremonial and orchestral band instruments and bugles.

- 2. All musical instruments, bugles and accessories are to be accounted for in the Naval Store Account, Class E, Group 4, under the permanent and consumable classifications set out in Appendices I and II to Admiralty Fleet order 1053/1951.
- 3. Transfers of musical instruments, bugles, etc., from the accounts in which they are at present recorded are to be effected by means of Forms A.S.549, the copies of which should be disposed of as follows:
 - Gony No. 1 To be posted to the Naval Store ledgers and retained in the monthly bundle as a supporting voucher.
 - Copy No. 2 To be used to credit the Implement
 Account or Naval Armament Store Account
 concerned, and retained therewith.
- Copies Nos. To be forwarded to the Director of Naval and Air Stores, Navy Office, in the quarterly return of Porms A.8,549.
- 4. Pull details, including Departmental registered numbers, are invariably to be shown on all vouchers relating to the receipt, transfer and issue of musical instruments.
- 5. Unallocated stocks of musical instruments, including percussion instruments, and bugles, will in future be maintained only at Flinders Naval Depot. Instruments held in other establishments pending formation of R.A.N.R. bands, etc., should continue to be retained in the establishment concerned, and suitable arrangements made for their maintenance.

Instruments, etc., for Musician ratings, -

- 6. Musical instruments and Bugles issued to musicians and musician buglers are to be dealt with on permanent personal loan, and particulars of all such issues are to be noted in a Musical Instrument Loan History Sheet, to be enclosed in the Service Certificate of the rating concerned.
- 7. Forms A.S.549 should be raised to cover issues on personal loan, and copies of the forms, appropriately endorsed, should be distributed as follows:
- Copy No. 1 To be posted to the Maval Store ledgers and retained in the monthly bundle as a supporting voucher. This copy should be certified by a responsible officer that the requisite notation, vide paragraph 6 hereof, has been made in the Musical Instrument Lean History Sheet concerned.

- Copy No. 2 For retention by the rating receiving the instruments.
- gonies Nos. To be forwarded to Navy Office in the quarterly return of Forms A. S. 549.
- 8. Musicians and musician buglers to whom instruments are issued will, except as indicated hereunder, be held personally responsible for the safe custody of such instruments throughout their period of service. Particular care should be exercised by the ratings concerned when proceeding on draft to snother ship or establishment. In this connection, transport of instruments which cannot conveniently be carried as personal baggage, should be arranged by the Supply Officer. When instruments are not in use they should normally be retained in the band store of the ship or establishment, and while so stored will be the responsibility of the Officer-in-Charge of the band. A simple issue and receipt book should be maintained in the band store as a record of all issues and receipts of instruments.
- 9. (i) Instruments held on personal loan should be maintained in a serviceable condition in the ship or establishment concerned so far as local resources permit. When an instrument is worn or damaged beyond repair locally, it should be returned to the Supply Officer and taken on charge by means of Form A.S.549, and a copy of the voucher handed to the rating concerned for retention pending return or replacement of the instrument. The return of the instrument to the Supply Officer should be suitably noted in the Musical Instrument Loan History Sheet.
- (ii) The damaged instrument should be returned to the (S)N.S.O. at the appropriate storing yard on Form A.S.331, which should indicate the reason for return, and the name and official number of the rating concerned. A demand, Form A.S.154G, covering re-issue of the instrument after repair, and bearing a reference to the name and official number of the rating concerned, should also be lodged when the instrument is returned.
- (iii) If the instrument is found on survey to be beyond repair, the demand (Form A.S.154d) should be forwarded to the C.S.T., Flinders Neval Depot, in order that supply of a replacement instrument may be arranged. The Commodore Superintendent of Training will supply the replacement instrument on Form A.S.549, which will bear a reference to the serial number of the Form A.S.154d of the ship or establishment concerned.
- (iv) On receipt of the repaired instrument, or a replacement instrument therefor, issue to the rating concerned should be effected on Form A.S.549 and the Musical Instrument Loan History Sheet noted accordingly. Care should be taken in the event of a replacement issue, that the Departmental Registered Number is also recorded in the Loan History Sheet.

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10. Band instruments should be mustered and inspected fortnightly by the Officer-in-Charge of the band.

- 11. (i) Instruments issued on personal loan are to be returned to the Supply Officer on the rating finally leaving the Service, or such other occasion as may be directed. The instruments should be taken on charge in the Navel Store Account of the ship or establishment to which the rating is attached, on Forms A.S.549, which should be distributed as follows:
- Copy No. 1 To be posted to the Naval Store Ledger and retained as a supporting voucher.

 This copy should be endorsed by a responsible officer that return of all instruments has been noted in the Musical Instrument Loan History Sheet, enclosed in the Service Certificate of the rating concerned.
- Copy No. 2 For retention by the rating.

Copies Nos. - To be forwarded to Navy Office in the guarterly return of Forms A.S. 549.

- (ii) Instruments received in the Ship's Naval Store in accordance with the foregoing should be returned, complete with cases, to the (S)N.S.O. at the appropriate storing yard with Forms A.B. 331, which should indicate the reason for return of the instruments and the name and official number of the rating concerned.
- (iii) After survey, and completion of any necessary repairs, the instruments should be transferred to the Supply Officer, Flinders Navel Depot, for retention. The relevant issue voucher should be endorsed with the name and official number of the rating by whom the instrument was returned.

Musical Instruments, Drume, Bugles, etc., for Volunteer and R.A.N.R. Bends. -

- 12. (1) Musical instruments, Drums and Bugles for volunteer and R.A.N.R. bands should be taken on charge in the Naval Store Account in the ship or establishment concerned and issued by the Supply Officer on permanent loan to the responsible officer.
- (ii) Instruments which become unserviceable in use to the extent that repair is beyond the resources of the ship or establishment concerned should be returned to the Supply Officer on Forms A. S. 1091 in the normal manner.
- (iii) Instruments received in the Ship's Naval Store in accordance with the foregoing should, except as indicated in (v) hereunder, be returned to the (8) N.S.O. at the local storing yard with Form A.S.331, accompanied by a demand Form A.S.134d for re-issue of the items.
- (iv) If the instrument is found on survey to be beyond repair, the demand (Form A.S.134d) should be forwarded to the C.S.T., Flinders Naval Depot, for action as indicated in paragraph 9 (iii) hereof.
- (v) In the case of establishments in an area remote from a storing yard, the Supply Officer should arrange for repairs to be effected locally. If this cannot be arranged, however, the procedure at (iii) hereof should be observed.

Accessories and Spares.

- 13. (i) Stocks of band accessories and spare parts for the repair of musical instruments will not be maintained at Naval Store Depots or Plinders Naval Depot. Requirements of such items should, subject to requisite approval where necessary, be demanded from the (S) N.S.O. at the appropriate storing ward.
- (ii) Care should be taken to ensure that full details of requirements are stated on the demands to facilitate procurement of suitable items.
- (iii) Accessories of a permanent nature, e.g. Music Stands, etc., should be issued by the Supply Officer on permanent loan to the Officer responsible for the band.
- (iv) Consumable items of accessories and spares should be dealt with in accordance with normal procedure.

14. Losses of or damage to instruments and accessories should be dealt with on the appropriate form in accordance with the procedure set out in Chapter XII of B.R.4.

- 15. Sheet music for ceremonial, orchestral and R.A.N. volunteer bands may be purchased as requisite up to the monetary limits set out in Navy Orders 245 and 378 of 1952, and the former also provides for limited expenditure by the R.A.N. School of Music in the purchase of text books and additional music for use of musicians in training.
- 16. No alterations to present authorized allowances of band instruments or bugles are to be made consequent on the transfer of these items to Naval Stores. When it is considered necessary to vary present allowances, an application, setting out the reason for supply, should be forwarded to the Naval Soard through the Administrative Authority, as indicated in Many Order 295 of 1950.
- 17. Consolidated Orders and Regulations, Articles 464 and 485, will be revised.

(4512/40/112)

80.

SHIPS' LIBRARY BOOKS (FICTION) - AVERAGE PURCHASE PRICE.

The maximum average purchase price of Ships' Library Books (fiction) is increased to 16/- per volume. Paragraph 3 of Mayy Order 175 of 1949 is to be noted accordingly.

- 2. This price is to be utilized as the standard rate for charges in cases where books are lost or damaged by neglect.
 - 3. Navy Order 388 of 1952 is hereby cancelled.

(3716/3/9)

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81.

USE AND DISPOSAL OF FORMS FOR RECORDING AIR WEAPON TRAINING.

12

The following instructions for the use and disposal of forms required for air weapon training are to be observed ;- l. Use of the Forms.

- (1) S. 419 Course and Pilot Summary of Weapon Training.
 - (a) Under the heading "WRAPON" the following entries may be made :-

Bombs (if other than practice bombs, the type of bomb should be specified.

R.P.'s (if other than concrete heads, the type of head should be specified).

Guns Strafing.

Guns Air to Air.

Camera Air to Air.

Camera Air to Ground.

- (b) Under the heading "INTENDED FORM OF ATTACK", the information required for ground attack exercises is what the pilot was trying to achieve, i.e., the briefed conditions of the attack. For Air to Air exercises, the actual height and true airspeed of the target should be given.
- (c) Under the heading of "ACCURACY", it should be noted that when the distribution of the fall of shot is not circular, as for example in Low Level Bombing, the 50 percent Errore Range and Line must be quoted. They need not be quoted when the distribution of fall of shot is circular, when the 50 percent Error Radial will suffice. (The distribution may be treated as circular for these purposes if the elipticity is 1.5 to 1 or less). The results of Air to Air Camera exercises should be recorded as follows :-
- (1) Fixed Ring (G.R.U.
 Assessment) Percentage hitting time to be
 recorded in the last
 column on the form;

- (ii) Gyro Gunsight (G.G.S. Assessment) -Pilot's accuracy index, followed by the letters "G.G.S.", is to be recorded in the last column on the form.
- (d) Any remarks about the conduct of the exercises, or about any peculiar or adverse conditions obtaining during the exercises and which may have affected the results of the exercises, are to be recorded on the back of the form.
- (e) This form should be rendered on the completion of any Weapon Training Course, a summary being made for each individual (Instructors and Pupils) and a summary for the course as a whole (not to include instructors).
- (f) The form should also be rendered at the completion of any period of Weapon Training undertaken by Front Line Squadrons, a summary being made for each individual pilot and also for the squadron as a whole.
- (2) 8,421 Weapon Training Plotting Form.
 - (a) Fall of Shot.
 - The fell of shot should be plotted in chinagraph on a Perspex sheet covering the Range Diagram;
 - (ii) This form should then be placed on to the Perspex sheet, lined up with the line of attack and then the centre of the target and the fall of shot should be traced in;
 - (iii) The errors should then be read off (most easily done by using gridded transparencies) and entered in the table at the top of the form;
 - (iv) The other information for the table at the top of the form should be obtained direct from the range and checked against the duplicate from the Range and Quadrant Records;
 - (v) The scale should always be shown; it should be noted that the position of the target may be varied, as also may the scale, to give maximum freedom in plotting, but the scale used must always be dated;
 - (vi) If the attack has been against a moving target (e.g., a splash target) information required at the bottom left hand corner of the form must be supplied;
 - (vii) The form should then be signed.

- In the most convenient position on the form a copy of the master frame of the target should be stamped.
- (ii) The form can then be used with the O.R.S. Assessing Equipment in the usual way.
- (iii) The results of the assessment should be entered in the table at the top of the form.
- (iv) The other information for the table at the top of the form should be obtained direct from the range and checked against the duplicate from the Range and Quadrant Record.
- (v) The form should then be signed.

(3) A.S. 298 - Camera Gun Attack Assessment Form.

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- (a) To use the form for plotting fixed ring attacks:-
 - (1) The headings "Gyro Gunsight"

"G.G.S. Target Range:-

"Index figure"

and the whole of the left hand column headed "G.G.S." should be deleted.

- (ii) All the information required along the top of the form should be supplied.
- (iii) At the heading "Fixed Correct deflection;"

 a short RED line against "Correct
 deflection", and a short RUE line

deflection", and a short BLUE line against "Pilot's deflection" should be drawn.

- (iv) The time in seconds of the frame being assessed, starting at 0 seconds for t the first frame, should be entered on the top line.
- (v) The angle and the target range should be measured off and these figures entered opposite the heading "Range and Attack Angle".
- (vi) True deflection should be plotted in RED.
- (vii) Pilot's deflection should be plotted in BLUE.
- (wiii) Line error should be plotted in BLUE.

(ix) It should be estimated whether the target has been hit or clipped and this recorded at the top of the form under the heading "Hitting Time". To record a hit, the whole square should be filled in BLUE. To record a clip, half the square should be filled diagonally in BLUE.

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- (x) The form must be signed by the assessor and the pilot.
- (b) To use the form for plotting G.G.S. Attacks;-
 - (1) The headings "Fixed Ring Sight"

 "Pixed Correct deflection:-

and the whole left hand column headed "Fixed" should be deleted.

- (ii) All the information required along the top of the form should be supplied.
- (iii) At the heading "G.G.S. Target Range:-Graticule Range:a short RED line against "Target

Range", and a short BLUE line against "Graticule Range" should be drawn.

- (iv) The time in seconds of the frame being assessed, commencing at 0 seconds for the first frame, should be entered on the top line.
- (v) Graticule range should be plotted in BLUE.
- (vi) Target range should be plotted in RED.
- (vii) Percentage ranging error should be plotted in BLUE.
- (viii) Tracking error should be plotted in BLUE.
 - (ix) The pilot's index figure should then be recorded at the top of the form by filling in the whole of the square in BLUE if the index is one, and half the square disgonally in BLUE if the index is half.
 - (x) The form must be signed by the assessor and the pilot.
- (4) 8.1206 Squadron Deily Air Firing Record.
 - (a) Columns 1 8, 10 and 19 should be filled in by the squadron officer nominated to carry out this duty until such time as a squadron air warfare instructor is appointed.

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- (b) Columns 11 and 12 should be filled in by the same officer, in consultation with the Air Ordnance Officer, if necessary.
- (c) Columns 9, 13 18 and 20 should be filled in by the Squadron Air Warfare Instructor. If no such officer is borne, this duty will be carried out by the Station Air Warfare Instructor or Air Weapons Officer.
- (d) It is not anticipated that this form will be used unless there is a Station or Squadron Air Wespons Officer or Air Warfare Instructorborne.
- (5) 8.1207 (Introduced 1953) Gun Daily Performance Record.
 - (a) This form is to be filled in by the firer immediately after the practice.
 - (b) If a gun defect or stoppage has occurred during the practice, the form is to be sent to the Air Ordnance Officer for insertion of the relevant details and the action taken as a result of local investigation.
 - (c) The form is then to be returned to the Squadron Commander for signature and disposal.
- (6) S. 1208 Range and Quadrant Record.
 - (a) This form is to be completed by the Range Safety Officer or Quadrant Petty Officer.
 - (b) On completion of the day's practices it is to be returned to the plotting office for checking of results passed by telephone.

2. Disposal of the Forms.

- (1) (a) Disembarked squadrons are to forward completed forms in original to Captain (Air) through the Commanding Officer of the R.A.N. Air Station at which they are disembarked.
 - (b) Embarked squadrons are to forward completed forms through the usual channels to the Flag Officer Commanding H.M. Australian Fleet, who is to forward them, with such remarks as are considered necessary, to Captain (Air) for retention.
- (2) Squadron Commanders are to use their discretion as to the number of exercises or details entered on each form and are responsible that the forms are correctly completed and forwarded.
- (3) All completed forms, with the exception of S.419 and S.1208, are to be forwarded to Captain (Air) quarterly on 31st March, 30th June, 30th September and 31st December, except during a "weapon training period" as defined in paragraph 3 of this Order, when they are to be forwarded weekly.

- (4) The disposal of 8.419 is laid down in subparagraphs 1(1)e and 1(1)f of this Order, 8.1208 may be destroyed when no longer required by the plotting office.
- (5) On receipt of the completed forms as laid down in sub-paragraph 2(3), Captain (Air) is to forward to Navy Office his remarks on the standard of Air Weapon Training. The completed forms need not be forwarded to Navy Office unless considered necessary by Captain (Air) to amplify remarks on the standard of Training. Completed forms may be destroyed after a period of 12 months.
- 3. A "weapon training period" is defined as:-
 - (a) Any period during which a front line squadron is working up prior to embarkation:
 - (b) Any other period designated by the Administrative Authority as such.

4. As from the date of this Order the provisions of Admiralty Fleet Orders 783, 3362 and 3363/1953 no longer apply in the Royal Australian Navy.

(3526/12/1103)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 3rd March, 1954.

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

By direction of the Naval Board,

J. R. Bummins

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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LEAVE TRAVEL CONCESSIONS.

SECTION A. ELIGIBILITY AND OCCASIONS OF ISSUE.

Subject to the conditions of this Order, the concession of transport at Departmental expense for a return journey within the Commonwealth to home town, may be granted during periods of home service or foreign service leave. Transport under this Order will be provided by means of Leave Concession Warrants.

Reasons for the grant of the concession.

 The purpose of the concession is to assist members to visit their homes after extended absence, and it is not intended to be regarded, spart from domestic considerations, as a holiday leave pass.

Members entitled to leave concession warrants.

3. A member of the Permanent Naval Forces, excluding a Cadet Midshipman not in receipt of active pay, granted home service leave or foreign service leave from a place in Australia or New Guinea which is not his home town will be eligible for the concession.

Note: The arrangements governing leave travel of Cadet Midshipmen who are not in receipt of active pay are contained in Naval Pinancial Regulations and Instructions, Article 159.

- 4. Officers and ratings of the Royal Navy, on loan to the Royal Australian Navy, are also eligible for the concession under this Order.
- 5. Officers of the Royal Navy on exchange service with the Royal Australian Navy are not eligible for the concession.

Normal entitlement.

- 6. Members of the Permanent Naval Forces (other than members of the Auxiliary Services) are normally entitled to the concession on not more than two occasions in each leave year. Members of the Auxiliary Services (including Naval Dockyard Police) are normally entitled to the concession on not more than one occasion in each leave year.
- 7. On passing out of the Royal Australian Maval College, a Cadet Midshipman in receipt of active pay may, if necessary, be granted a third warrant to visit his home prior to his emberkation for the United Kingdom.

Note 1:- Special conditions apply to the grant of leave travel concessions to members serving in Darwin and New Guinea, vide Navy Order 344 of 1953.

Note 2:- Travelling leave on long distance journeys is normally limited to one occasion in each leave year wide Consolidated Orders and Regulations, Article 279.

pererment of entitlement.

8. Where, as a result of the deferment from one year to another, under the provisions of Consolidated Orders and Regulations, Article 268, of a period of home service leave, a member proceeds on leave on three occasions in any leave year, he may be granted the concession on each such occasion, provided he was not granted the concession on more than one occasion during the preceding leave year.

occasions when the concession may be granted.

- 9. As a general rule, the grant of the concession will be confined to leave taken during one of the regular leave periods (as prescribed in Consolidated Orders and Regulations, Article 267) and upon the return of the member from service abroad.
- 10. The concession may, however, be granted to a member in respect of home service leave taken immediately prior to his proceeding on service abroad or in Darwin or New Guinea, provided the leave due to the member is not less than ten days and an interval of not less than three months has elapsed since completion of the member's previous period of leave. Where these requirements are not met but special circumstances exist, the case may be submitted for Naval Board consideration.

Note: - The circumstances under which the concession may be granted to a member who is granted compassionate leave are covered in Navy Order 408 of 1953.

Concession not normally applicable during leave prior to discharge.

11. A member who, prior to discharge, is granted leave due up to the date of completion of service, is not to be issued with a leave concession warrant unless he is entitled to the concession under this Order and it is essential for him to return to his discharge depot to complete discharge procedure.

Note: The conditions governing the grant of duty warrants to members travelling on discharge are contained in Pay Code Signal 118.

SECTION B. DESTINATIONS TO WHICH A MEMBER MAY BE GRANTED FREE TRAVEL.

Definition of home town.

- 12. The destination to which a member is entitled to free travel will be known as his home town and will be as follows:-
- (a) Member other than a married member the town in Australia in which his parent (or parents) usually reside.
- (b) Married member the town in Australia in which his wife usually resides.

Cases in which there are circumstances indicating that (a) and (b) do not clearly apply (e.g. a widower with children, a married member separated from wife, etc.) are to be submitted for Naval Board consideration giving the member's choice of the following:-

- The place in Australia where his child (if any) usually resides;
- (11) The recognised address of his next-of-kin or guardian;
- (iii) The place in Australia where he resided immediately prior to his appointment or engagement;
- (iv) The nearest capital city in Australia to his place of service.

Note 1:- Where an estrangement exists between a member and his wife, and he desires free travel other than to the place of residence of his wife, application, containing the full circumstances of the case, is to be made to the Naval Board. A copy of the decision given is to be attached to the Certificate of Service.

Note 2:- A member whose home town is "the nearest capital city" and who is granted leave from a capital city is not entitled to the concession in respect of that leave.

Note 3:- The fiances of a member will not be recognised for the purpose of this Order.

Nomination of home town.

- 13. A member who is eligible under paragraph 12 to nominate a home town is to make nomination prior to his first leave period following his appointment, entry or reentry. The member's choice of home town is subject in all cases to the approval of the Naval Board prior to the grant of leave travel warrants. Following that approval, the home town is to be recorded on the member's service certificate and a copy of the Board approval should also be attached thereto.
- 14. The same procedure is to be observed in all cases (other than where a member marries) where:-
- (a) through a change in family circumstances (e.g. the death of the member's wife) a change of next-of-kin is involved and the member becomes eligible to nominate a new home town;
- (b) a member desires to change an existing home town nominated in accordance with clauses (i) to (iv) of paragraph 12.
- 15. A member desiring to nominate or to change his home town should state the circumstances fully.

glection of home town where member's parents are living apart.

16. Where a member would, under the definition of home town, be entitled to free travel to visit the home of his parents and the parents are living apart, the member shall elect which parent he desires to visit. Leave concession warrants to visit the other parent are not to be issued without the approval of the Naval Board. The decision given should be recorded as indicated in paragraph 15.

Entitlement to leave concession warrants to the home of a guardian.

- 17. For the purposes of this Order a guardian means a relative or other person who has taken a parental interest in the member's upbringing and general welfare or, where the parents of a member have died since his entry into the Service, a near relative.
- 18. Action towards determining the eligibility of a member for the concession to visit the home of a guardian is to be initiated by the Commodore Superintendent of Training on the entry of the member. In the case of a member who becomes an orphan subsequent to his entry into the Service, similar action is to be taken by the Captain of the Ship or Eatablishment in which the member is serving.

Entitlement where the member's wife or parent resides outside Australia.

19. Where a member's wife or parents reside outside Australia the nearest capital city will be deemed to be his home town.

Entitlement of a member recruited in the United Kingdom whose wife remains in the United Kingdom.

20. The home town of a member recruited in the United Kingdom whose wife remains in the United Kingdom will be the nearest capital city. However, subject to the prior approval of the Naval Board in each case, such a member who is serving in one of the H.M.A. Ships and who is entitled to an exchange concession on his allotment under Interim Pay Instructions, Instruction 58, may be granted the concession to visit a friend or relative on the occasion of his first long leave period in Australia. This approval will only apply where the Naval Board is satisfied that the member requires the warrant in an attempt to arrange accommodation for his dependents through the friend or relative concerned.

Grant of free travel to other than the member's home.

21. Under normal circumstances free travel will be granted only to the destination indicated in paragraphs 12 or 20. The Naval Board may, however, in special circumstances (e.g. where a married member spends his leave with his wife elsewhere then her usual place of residence) grant free travel to snother place, provided that it is not further distant by rail than the member's home. In such a case a chargeable warrant is to be issued and full particulars of the circumstances submitted to the Naval Board for consideration.

9

Issue of leave travel warrants within three months of change of home town.

22. Leave concession warrants will not be issued where residence of a permanent character has not been established by the member's family or guardian for a period of at least three months prior to the commencement of the member's leave. Cases in which change of permanent domicile within the period of three months is due to reasons of health or to other special circumstances may be submitted for consideration of the Naval Board.

Where travel is undertaken pending Naval Board decision in such a case, a chargeable warrant is to be issued.

SECTION C. METHOD OF TRAVEL WHERE CONCESSION APPLIES.

Method of travel.

23. The approved methods of travel for a member entitled to leave concession warrants under this Order are detailed in Navy Order 325 of 1953.

Class of travel.

24. Members proceeding on leave are entitled to the same class of travel as when travelling on duty. (See Naval Financial Regulations and Instructions, Article 155 and Navy Order 303 of 1953).

Minimum value of the concession.

25. The concession will not apply within the suburban area of a capital city and will be restricted to cases where the cost of the return journey to the member's home exceeds, in the case of an Officer or Chief Petty Officer, 7/6 (based on first class fare), and in the case of a Petty Officer or rating 5/- (based on second class fare).

Concession includes charge for booking of railway seats.

26. Where the booking of seats is provided for by the railway service, charges for booking will be accepted as a Departmental liability.

Circumstances under which sleeping berths form part of the concession.

- 27. The cost of sleeping berths will form part of the concessions under the following circumstances:-
- (a) On all journeys on the Trans-Australia Railway.
- (b) Where an Officer travels between Sydney and Melbourne in charge of a party of ratings proceeding on leave or returning from leave.

SECTION D. GENERAL.

No payments in lieu of the concession.

28. Under no circumstances will payment be made in lieu of the concession.

Misuse of travelling concessions.

29. Attention is drawn to Consolidated Orders and Regulations, Article 220, and Naval Financial Regulations and Instructions, Article 154, regarding the misuse of travelling concessions.

Chargeable warrants to be issued where doubt exists.

30. Leave concession warrants are not to be issued in any case where a doubt exists as to the eligibility of the applicant under the approved conditions. Where, in such a case, a member so desires a chargeable warrant may be issued and the matter referred for decision by the Naval Board.

Members to be sent on leave from ports nearest homes.

51. Wherever practicable members are to be sent on leave from the ports nearest to their homes, e.g., those whose homes are in Sydney should not be sent on leave from ship in Melbourne.

Members must obtain warrants.

32. It will be the responsibility of each member to obtain the necessary leave concession warrants to which he is entitled, prior to his departure from his Ship or Establishment when proceeding on leave.

Loss of warrants or tickets.

- 33. In the event of the loss of a leave concession warrant (or railway ticket) application should be made to the Captain of the Ship or Establishment in which the member is serving (if the loss occurs prior to the commencement of the journey) or to the nearest Naval authority for the issue of a chargeable warrant. In such a case application for the recredit of the charge, accompanied by a full statement of the case, should be submitted for the consideration of the Naval Board.
- 54. Refund of the cost of fares paid by a member in consequence of the loss of a leave concession warrant (or railway ticket) will be considered only in very exceptional cases in which definite proof of travel by train is furnished and it is clearly established that it was not possible for the member to have obtained a chargeable warrant for the journey.

Refund of fares paid in cash.

35. Proof of the amount expended on travel is required before claims for the refund of fares paid in cash are admitted. The provisions of Navel Accounts Regulations and Instructions, Article 327, apply in such cases.

Preparation of warrants.

36. Warrants for leave concession rail journeys should be on the special form adopted for the purpose and should show clearly the relationship existing between the member and the person visited.

37. Where the special form is not available or where the member travels by other means the ordinary duty warrant should be utilised and should be clearly marked across the face "Leave Concession Warrant". Warrants for the journey to and from the member's home should be issued at the same time. Warrants for "return" tickets should be issued where this is possible and where a saving would thereby result.

Travel by Motor Transport.

- 38. Where it is essential for a member to travel by public road transport in the absence of rail facilities, the leave concession warrant form for rail travel, suitably altered, is to be used.
- 39. Where such an amended form is not acceptable to the service car operators, the fare should be paid in cash by the member and a claim made for refund supported by receipts.
- 40. A certificate will be required on the claim that the amended warrant issued (if any) has been returned and cancelled.

Cancellations.

41. Naval Financial Regulations and Instructions, Article 170, is hereby superseded. Form A.S.1400Z is cancelled and will be reprinted in due course. For the present, Ships and Establishments are to prepare their own application forms in accordance with the Appendix to this Order.

The following Navycircs, are also hereby cancelled;-

444 Item 090201 December, 1948. 452 " 160133 December, 1948. 577 " 060810 June, 1949. 702 " 030134 December, 1949.

Note: The conditions governing the issue of Monthly Leave Travel Concession Warrants are contained in Navy Order 83 of 1954.

(4677/66/97)

APPENDIX

FRONT.

APPLICATION FOR LEAVE CONCESSION WARRANT

# Home Service Bave Date # Compassionate A requisite)				
Rank or rating	Official No.	Surname (block letters)	Christian names	Member's home town
to vi Membe	sit home of r) st (addr	esa)	(Re	lationship to
suburb of shown. (b) If jou of po (c) Date p	rney involvertion by se	es changing rvice car, n leave		ty is to be
lat F (f) If so, (g) Is the	when? destination	this year	(a) the perms	
month:	are the abo	ve particul	ars to be cor	rect and I
I am av	sion warran	ts and that ot entitled t may invol	ns governing knowingly ob or incorrect we discipline of the warran	taining a ly using a ry action in
	entitled	ed this app to a travel	Date	Signature consider that on Warrant

Date

Divisional Officer.

BACK.

12

NOTES.

THESE NOTES ARE A GUIDE ONLY AND ARE NOT TO BE TAKEN AS AUTHORITY FOR THE ISSUE OF LEAVE CONCESSION WARRANTS WITHOUT REPERENCE TO THE FULL CONDITIONS.

- (2) Subject to the governing regulations and instructions. officers and ratings may be granted transport at Commonwealth expense for a return journey to home town within the Commonwealth during long leave.
- (3) The concession is restricted to cases where the cost of the return journey to and from home exceeds 7/6d. based on first class fare in the case of an Officer or Chief Petty Officer, or 5/- second class in the case of a rating.
- (4) The normal annual entitlement to the concession is:-

Permanent Naval Forces (Sea-going) personnel and Wrans - twice a year.

Auxiliary Services personnel (including Naval Dockyard Police) - once a year.

- (5) Home town is:-
- (a) The usual place of residence in Australia of the wife and family of a married officer or rating:
- (b) The usual place of residence in Australia of the parent (or parents) of an unmarried officer or
- (c) The place other than as at (a) or (b) to which the member is entitled to travel with specific prior Naval Board approval, e.g., to home of guardian or recognised next-of-kin; or
- (d) The capital city nearest the member's place of service.
- (6) The concession is applicable only to journeys to and from home town as defined. It does not apply to journeys to or from a place where the parent or guardian or wife may be resident temporarily, except where such is allowed in instructions.
- (7) CONCESSION WARRANTS ARE NOT TO BE ISSUED UNLESS RESI-DENCE OF A PERMANENT NATURE HAS BEEN ESTABLISHED AT A NEW ADDRESS FOR AT LEAST THREE MONTHS PRIOR TO THE OFFICER OR RATING COMMENCING HIS LEAVE, Cases where change of domicile within three months is due to reasons of health or other special circumstances may be submitted for Naval Board consideration.
- (8) In connection with leave travel by air to and from Western Australia and North Queensland, under paragraph 9 of Mavy Order 326 of 1953, an entitlement to air travel wholly at Departmental expense does not exist, if, during the current leave year, a member has previously been granted -
- (a) an air warrant and sir travelling leave to and from those

(b) a rail warrant and rail travelling time for the journey.

MONTHLY LEAVE TRAVEL CONCESSION WARRANTS.

conditions of lesue.

83.

A member may be granted, upon his application and upon the payment by him of the sum of seven shillings and six sence, a monthly leave travel concession warrant to visit. by rail or road, a destination, within 100 miles of his place of duty, approved for the purpose in accordance with this

- 2. All members serving on continuous full time duty and National Service Trainees undergoing initial training are eligible for this concession.
- 3. The concession is granted in respect of short leave and not in respect of long leave. The conditions under which Leave Concession Warrants are issued to members proceeding on long leave are promulgated in Navy Order 82 of 1954.
- 4. The concession may be availed of on one occasion in each calendar month, provided that it is not used within the period of one month of either the commencement or termination of long leave. In the case of National Service Trainees the concession is limited to four occasions during the initial period of training.

Issue of Warrants.

5. The ordinary duty rail travel warrant is to be used, the purpose of issue being stated as "Monthly Leave Travel Concession". Leave Concession Warrants are not to be used.

Destinations.

- 6. The destination in respect of which a monthly leave travel concession warrant may be issued to a member will be :-
 - (a) the member's home town,
 - (b) the nearest large town as determined from time to time for this purpose by the Naval Board, or
 - (c) the address of a relative or friend,

if within one hundred miles by the normal means of transport, provided that a member will not be granted a monthly leave travel concession warrant to visit a destination further distant than his home town.

- 7. Where the member's home town is further than the Rearest large town, but is within 100 miles travel of his Ship or Establishment, the concession may be applied to either his home town or the nearest large town.
- 8. The concession may be availed of to visit the home of a relative or friend if it is nearer than the member's home town. In such cases the application should be supported by a written invitation and by the written agreement of the member's next-of-kin.
- 9. Where the member's home is within or near the Establishment, no warrant is issuable.

83.

Definition of home town.

10. For the purpose of this concession, a member's home town will be as defined for the issue of Leave Concession Warrants, vide Navy Order 82 of 1954.

Approved nearest large towns.

11. For the purpose of the issue of monthly leave travel concession warrants the nearest large town to Nowra will be regarded as Wollongong.

Grant of monthly leave warrants in Sydney.

12. For the purpose of the issue of monthly leave travel concession warrants from Ships and Establishments in Sydney, the 100 miles radius will be taken from the Central Railway Station.

Applications and forms.

- 13. Applications for the concession should be completed in triplicate on roneod form prepared in accordance with the Appendix to this Order.
- 14. The forms should be numbered consecutively and made a separate series for each month.
- 15. The originals are to be forwarded to the Supply Officer with cash collection on the date of receipt and the duplicates mailed to the Director of Navy Accounts at the same time. The original and official receipt for the 7/6d. will support the debit entry in the cash account.
- 16. Pay Code Signal No. 162 is hereby cancelled.

(4677/61/26)

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

APPENDIX

# To	be prepare	d in triplic	eate.	
Ship or De	pot	Seria	No Mo	onth of
Rank or rating	Official No.	Surname (block letters)	Christian names	Member's home town
			leave travel	concession
Size.				ting (name)
I am a monthly les obtaining a war to recovery Date	ware of the vertex to the vertex to the value of the value of the value of the verticed is verified in	e instruction concession wo which I am wolve discitue of the wolve Sign has been chin accordance Sign	ms governing arrants and to not entitled plinary actionarrant issued ature	the issue of hat knowingly or incorrectly n in addition applicant's isting
for journey	on (date)	•••••	Iss	uing Officer.
			and the second s	taken on charge
Debit vr. 1	etter	. Official	receipt No	Book Na
			Suppl	ly Officer.

Photo-lithographed, by Authority: W. M. HOUSTON, Government Printer, Melbourne.

^{*}ORIGINAL to be retained by Supply Officer.

DUPLICATE to Director of Navy Accounts.

TRIPLICATE to Transport Officer.

RESTRICTED

84-87/54

Bir Meferico Library

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 9th March, 1954.

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

By direction of the Naval Board,

J. K. Buumins 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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- 85 H.M.A. Battle Class Destroyers Fitting Turret Training Indicators Alteration and Addition Item.

at it makes and and topy makes the which or make to

- 86 Rotary Valves of Main Lubricating Oil Coolers Modification.
- 87 Books and Forms.

01

84.

FLAGS ON OFFICIAL CARS.

The Secretary, Department of the Navy, when individually paying official visits to Naval Establishments, will fly a distinguishing flag on his car.

2. The flag approved is the Admiralty gold anchor bisected horizontally, the top half red and the bottom half blue with 1" dark blue and red surrounds on the red and dark blue sections, respectively.

3. A car flying this distinguishing flag is to be saluted and armed sentries are to present arms when being passed by the car.

(3583/11/86)

85.

H.M.A. BATTLE CLASS DESTROYERS - FITTING TURRET TRAINING INDICATORS - ALTERATION AND ADDITION ITEM.

The following alteration and addition is approved in principle for H.M.A. Ships ANZAC AND TORRUE :-

"To fit turret training indicators in the T.S. in accordance with Navy Office Drawing No.651/16/103."

Class List Item No. 51

Classification "A"

Compensating Weight Required: 600 lbs at Upper Deck Level or 275 lbs at Forecastle Deck.

References: (a) Navy Office Drawing 651/16/103.

- (b) ANZAC's Gunnery Equipment Trials Report No. 4.
- (c) TOBRUK's Gunnery Equipment Trials Report No.8.

2. Proposals for compensating weight are to be forwarded by H.M.A. Ships ANZAC AND TOBRUK.

(4280/101/114)

86.

BOTARY VALVES OF MAIN LUBRICATING OIL COOLERS - MODIFICATION.

It has been found necessary to modify the rotary valves fitted to Mesars, Serck's Main Lubricating Oil Coolers so that the supply of lubricating oil to the main engine bearings cannot be shut off between the "working" and "bye-pass" positions.

2. Ships fitted with this type of Oil Cooler are to insert an item in their next Defect List for the valves to be examined and modified as necessary by the Dockyard.

(4276/5/72)

87.

BOOKS AND FORMS.

The undermentioned form has been revised in accordance with the amended B.R.1792, "Signal Training Manual". Supply will be effected on demand when stock of the existing form is exhausted -

A.S. 1246 - Signal History Sheet,

(3526/12/944)

2. The undermentioned form has been revised. Supply will be effected on demand, when the existing form will be rendered obsolete -

A. S. 250a - Station Bill.

(Admiralty Fleet Order 1227/1952) (3526/12/986)

3. The undermentioned form has been revised. First supply will be effected without demand, when the existing form will be rendered obsolete -

N.M.T.10 - Motor Accident Report Form. (35

(3526/50/111)

4. The undermentioned form has been revised and one cover will be common to all Branches. Supply will be effected on demand as stock of each existing form is exhausted -

A.S. 459A - Cover for Certificate of Service and Enclosures. (3526/12/877)

5. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form 0.66. First supply will be effected on demand -

A. 0. 66

 Schedule of Navel Armament and Torpedo Store Receipt Vouchers Transmitted, herewith,

(3526/14/73)

6. The undermentioned form has been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form 8.1275(M). First supply will be effected without demand -

A. B. 1275(M) - External Communication Trials.

(Admiralty Fleet Order 1927/1952) (3526/12/947)

7. The undermentioned form has been introduced for use in the Royal Australian Navy. Pirst supply will be effected without demand -

A.S. 2001Z - Enterteinment Allowance - Application for Reimbursement of Expenses.

(3526/12/956)

8. The undermentioned forms have been adopted for use in the Royal Australian Navy. First supply will be effected on

S.1203B (Revised October, 1952) - Details of A/8 Action with Submarines.

> (Confidential Admiralty Fleet Order 19/1953) (3526/12/724)

8.1203C (Established October, 1952) - Record Form for Use by Submarines in A. S. P. 's.

> (Confidential Admiralty Fleet Order 19/1953) (3526/12/774)

5.1168 (Established October, 1952) - Covering Letter for Submarine Records of A/S Exercises.

> (Confidential Admiralty Fleet Order 19/1953) (3526/12/898)

S. 1169 (Established October, 1952) - Depth Charge Attack Analysis Form.

> (Confidential Admiralty Fleet Order 19/1953) (3526/12/899)

8.1169A (Established October, 1952) - Squid Attack Analysis Form.

> (Confidential Admiralty Fleet Order 19/1953) (3526/12/900)

S.1179 (Revised October, 1952) - Report of A/S Operations. (Confidential Admiralty Fleet Order 19/1953) (480/202/4040)

(3526/10/34)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 10th March, 1954.

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

By direction of the Naval Board,

J. K. Bummins

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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88 Safe Custody of Small Arms and Small Arms Ammunition.

88.

SAFE CUSTODY OF SMALL ARMS AND SMALL ARMS AMMUNITION.

References

INTRODUCTION

The following instructions consolidating the various instructions and regulations are designed to furnish a basis for the safe custody of small arms and small arms ammunition.

- Included in the references are orders which, having been sufficiently promulgated, have been cancelled.
- It must be realized that the frustration of a determined thief can only be accomplished by continual vigilance.

4. ALL SMALL ARMS, THEIR MAJOR COMPONENTS AND AMMUNITION ARE TO BE REGARDED AS IMPOR-TANT STORES AND THEIR LOSS IS TO BE REPORTED IMMEDIATELY;

A.F.O. 2791/1953

- (A) TO THE APPROPRIATE POLICE
 AUTHORITIES
- (B) TO THE NAVAL BOARD THROUGH THE ADMINISTRATIVE AUTHORITY.

Q.R. & A.I. Art. 1938 5. THE REPORT AT A(B) IS TO BE SUPPLE-MENTED BY THE REPORT IN ACCORDANCE WITH Q.R. & A.I., ARTICLE 1938, WHERE THE LOSS IS BY THEFT OR SUSPECTED THEFT. IN NEARLY ALL CASES IT WILL SAVE TIME AND ENHANCE THE POSSIBILITY OF RECOVERY IF A FORMAL ENQUIRY IS BEGUN AT ONCE EVEN THOUGH IT MAY HAVE TO BE ADJOURNED FOR FURTHER INFORMATION. THE VITAL FACTOR IS THE MAXIMUM INFORMATION IN THE MINIMUM TIME.

6. For convenience of reference the instructions have been grouped in four sections, viz -

Section I - H.M.A. Ships.

Section II - H.M.A. "White Ensign" Establishments.

Section III - R.A.N. Armament Depots and Armament Store Issuing Ships.

Section IV - Supply and Transport.

7. In the case where instructions are common to both H.M.A. Ships and "White Ensign" Establishments, a reference to this effect is included in the text of Section II.

SECTION 1 - INSTRUCTIONS FOR H. M. A. SHIPS

REGISTERED NUMBER OF SMALL ARMS - RECORDING.

The registered numbers of all small arms, including signal and Schermuly pistols and 12 bore shot guns, are to be entered on the appropriate page of the Naval Armament Store Ledger.

2. On all occasions when these weapons are mustered or cleaned they are to be checked by register number. All "mated" components are to be checked at the same time.

KEYS OF RIFLE RACKS, SUB-MACHINE GUN RACKS AND PISTOL CUPBOARDS.

Q.R. & A.I. Art. 1512 Q.R. & A.I. Art. 1068

- 3. The keys of rifle and sub-machine gun racks and pistol cupboards are IMPORTANT KEYS and are to be listed, together with the names of persons entitled to draw them, in the IMPORTANT KEY BOOK.
- 4. Issues and returns are to be recorded in the Important Key Book as they occur and are to be initialled by the person drawing the key and by the sentry or officer in charge of the keys when returned.

Q.R. & A.I. Art. 1068 N.M. & E.R. Appendix II Art. 83012. 5. Important Keys are not to be listed in the Magazine Log. In small ships the Magazine Key Board and Important Key Board are combined but neither Keyboard is to be allowed to lose its identity nor are the Keys to be merged.

RIFLES AND RIFLE RACKS.

- 6. Sufficient racks are supplied to H.M.A. Ships for the stowage of the authorized allowance and rifles are normally to be stowed in these racks with bolts shipped and closed with safety catches "ON".
- 7. All racks are to be fitted with a wire lanyard or chain which can pass through the trigger guards. The lanyard or chain is to be securely fastened to the rack at one end and fitted for locking by padlock of high security to the rack at the other. If chain is used the links should be welded or so constructed that they cannot be opened. In some cases a metal rod may be found to be more suitable than a wire lanyard or chain.
- 8. Rifle racks are to be securely fixed to the ship's structure preferably by welding.
- 9. Under certain circumstances the Commanding Officer may deem it expedient to remove bolts from rifles, e.g., when a ship is open to visitors. In such cases the bolts are to be stowed in a securely locked stowage in the Gunner's store.
- 10. Particular care is to be taken when replacing bolts that each rifle is fitted with its "MATED BOLT". Failure to do this will affect the accuracy of the rifle and may be the cause of a serious accident during firing.

88

5

PISTOLS, REVOLVER AND PISTOL CUPBOARDS.

A.F.O.648/1947 A.F.O.2749/1948 Q.R. & A.I. Art. 1491

11. Properly fitted cupboards for the authorized allowance of pistols are supplied to all ships and are to be sited in a position where their contents can be supervized by the sentry. Where no sentry is employed the cupboard is to be sited in the Wardroom in such a position that the pistols are easily seen.

12. Cupboards are to be fitted with an electric light to each shelf and the door is to be fitted with a stout wire mesh panel and not glazed.

N.O. Drawing 0/2610

13. Heretofore cupboard doors have been secured with a lever lock but this type of lock has been found vulnerable as the doors can be aprung. Lever locks are to be replaced by a hasp and staple rivetted to the top and bottom of the cupboard and locked by padlock of high security.

N.O. Drawing 0/2610 14. Hinge pins are to be rivetted at both ends.

15. Each shelf is to be fitted with a separate chain or wire lanyard secured to an eyebolt at one end and fitted for locking to a second eyebolt at the other end. Eyebolts are to be spot welded or rivetted over. If chain is used it is to be made of welded links or the links are to be such that they cannot be opened. A suitable metal rod may be used in lieu but, in common with the chain or lanyard, the locking arrangements are to remain INSIDE THE CUPBOARD.

N. O. Drawing 0/2610 16. Cupboards are to be attached to the ship's structure in such a manner that they cannot be removed without the door being first unlocked.

A.F.O. 872/1952

17. Officers and men to whom pistols are issued are to be impressed with their personal responsibility that they are not lost or stolen.

A.F.O. 872/1952

18. FOR EACH PISTOL HELD OR ISSUED THERE MUST BE AN INDIVIDUAL RESPONSIBLE FOR ITS CUSTODY. IN CASES OF LOSS THAT RESPONSIBLITY IS TO BE BROUGHT HOME.

The provisions of Q.R. & A.I., Articles 1936 and 1938, are to be followed carefully.

19. Where it is necessary to issue pistols to sentries or quartermasters the pistol is always to be worn in the appropriate equipment.

20. Where pistols are turned over from sentry to sentry or quartermaster to quartermaster the turn over is to be governed by written orders signed by the Executive or Gunnery Officer and the turn over is to be recorded and initialled in the log by both men concerned.

21. Pistols so issued are to be sighted by the Officer doing the 2100 Rounds and recorded in the Night Rounds Book.

Q.R. & A.I. Art. 1491 22. In ships where a sentry supervises the pistol cupboard the Master at Arms is responsible that the sentry reports to the Officer doing the 2100 Rounds that all Keys have been returned, the contents of the pistol cupboard and the number of pistols absent from the cupboard.

23. In ships where no sentry is available for supervising the pistol cupboard the Officer doing the 2100 Rounds is to satisfy himself personally that the cupboard and contents are correct. He is to note the number of Pistols sighted in the Night Rounds Book.

24. In order that the state of the cupboard may be immediately appreciated Plywood shapes representing pistols are to be placed in vacant positions as under -

- (a) For each space for which no pistol is held a shape painted white is to be inserted.
- (b) For each space vacated by a pistol whether issued for use or maintenance a shape painted red is to be inserted.

25. All shapes are to be secured in position by the chain, lanyard or rod in common with the remaining pistols.

SUB-MACHINE GUNS

26. Sub-machine guns are to be stowed in the racks provided and are to be secured in the same way as rifles. Sub-machine guns are never to be stowed in racks with magazines shipped.

MACHINE GUNS

27. Machine gums supplied for the landing organization are to be stowed in their chests in the approved stowage in the Gunner's Store. Spare barrels are to be kept in the chest with the parent gum. Chests are to be kept looked.

28. Machine guns, which form part of the armament of small vessels, when not mounted are to be stowed in their chests in the vicinity of the mounting. Spare barrels are to be stowed in the parent gun chest and chests are to be kept locked.

SIGNAL PISTOLS

6

29. At sea, signal pistols when not placed in position for use are to be kept in the Night Signal Box which should be kept locked. The key is to be retained by the senior signal rating on watch.

30. In harbour, signal pistols should normally be returned to a locked stowage in the Gunner's Store. If one should be required to be ready for emergencies in harbour it should be placed in the charge of the Duty signalman, quartermaster or sentry and kept in the Night Signal Box or the Pistol cupboard.

31. If kept under the Sentry's charge it is to be dealt with in accordance with paragraphs 21 and 22 hereof.

32. Signal pistols are to be sighted by the Naval Armament Store Accounting Officer -

- (a) When preparing for sea.
- (b) 1600 daily at sea (and in harbour if stowed in the Night Signal Box).
- (c) On return to harbour.
 - (d) Weekly in harbour if stowed in the Gunner's Store.

SCHERMULY PISTOLS AND SHOT GUNS

33. Schermuly pistols and shot guns are to be stowed in a locked stowage in the Gunner's Store.

SMALL ARMS AMMUNITION

34. Issues of small arms ammunition are to be inserted on Form 8.301 as they occur. Where boxes with unbroken seals are issued the contents as stated on the label are to be accepted but where boxes with broken seals are issued both the Accounting Officer and the recipient are to satisfy themselves as to the quantity of cartridges therein.

35. During practices, particularly where 12 bore, .38 in. and .22 in. cartridges are being used, the officer-in-charge is to take particular care to prevent theft.

36. After any practice the Officer-in-Charge 18 to certify on Form 8.301 the number of cartridges expended.

37. The Accounting Officer is then to satisfy himself that the unerpended balance is correct before entering any expenditure in his Expense Book. All fired cases are to be checked as required by the accounting instructions for these stores.

STOCKTAKING AND TEST STOCKTAKING

Q.R. & A. I. Arts. 1958 and 1959

38. Stocktaking is to be carried out on change of Accounting Officers. On these occasions small arms are to be mustered by register numbers. Subject to the exigencies of the Service the time allowed for the change over will be in accordance with

A.F.O. 3153/1953 A.F.O. 3153/1953.

39. A stocktaing of all valuable and important stores should be made more frequently and in small ships on change of Gunner's Yeomen.

Q.R. & A.I. Art. 1490 N.A. Store Ledger Instructions.

40. In order that an accurate account may be maintained the Accounting Officer is to make tests of stock from "time to time". These tests are to be governed in their frequency by the relative attractiveness of the arm or ammunition to the potential thief and the degree of security afforded by preventive measures.

41. Tests of stock should be made to establish both quantity and condition.

42. Unless otherwise stated in these instructions small arms are to be subject to test stocktaking once per week or more frequently should the conditions existing at the time render this desirable.

Q.R. & A.I. Art. 1929

43. Test stocktaking of small arms ammunition is to be made on all occasions when Demands are prepared. The "quantity remaining on board" is to be established by actual count.

44. As small arms ammunition is attractive to the potential thief whether he be s souvenir hunter, disposer or user, the seals of all unopened boxes and the contents of opened boxes are to be checked once a month.

ARMS LANDED

45. Where arms are landed for service outside the ship they are to be mustered by register number before landing and immediately on return.

Q.R. & A. I. Art. 1495

46. The Officer-in-Charge of the party is to furnish a receipt for the arms landed and on return is to obtain a quittance when the Accounting Officer is satisfied that the arms in question have been checked and are correct.

Q.R. & A. I. Art. 1495

47. The instructions in paragraph 46 hereof will not apply to parties landed for drill where euch drill is carried out in the immediate vicinity of the ship and is of short duration.

8

SECTION II - H.M.A. "WHITE ENSIGN" ESTABLISHMENTS

REGISTER NUMBERS OF SMALL ARMS - RECORDING

The instructions in Section I, paragraphs 1 and 2, concerning the recording of register numbers of small arms and the use of these numbers for mustering purposes, apply to "White Ensign" Establishments.

KEYS OF RIFLE RACKS, SUB-MACHINE GUN RACKS, PISTOL CUPBOARDS AND ARMOURY

2. The instructions in Section I, paragraphs 3 and 4, are to be extended to include the Armoury or Gunner's Store where this room is used to store small arms.

ARMOURY - SECURITY

5. Any building selected as an armoury or Gunner's Store where the latter will
house small arms - is to be of stout
construction preferably of brick or concrete.
Where it is of timber or similar light
construction it is to be lined.

4. All windows giving access are to be protected by iron bars or stout grills.

5. The door looks are to be of high security, and fitted in such a manner that the look or locks can only be operated by the proper key. Yale and similar locks can be operated by a knife or steel rule and, where such locks are fitted, a steel guard is to be fitted to prevent the entry of such an instrument between the door and the jamb.

RIFLES AND RIFLE RACKS

6. Rifles, other than "DRILL ONLY", are to be stowed in racks in the Armoury. The instructions contained in Section I, paragraphs 6, 7 and 9, are to apply to "White Ensign" Establishments.

7. Rifle racks are to be securely fixed to the walls and/or floor of the armoury.

"DRILL ONLY" RIFLES

8. Where "Drill Only" rifles are supplied as in CERBERUS and are stowed in racks in an open drill hall they are to be secured in the same way as other rifles except that their bolts are to be kept in a locked stowage in the Gunner's Store and issued when required.

PISTOLS AND PISTOL CUPBOARDS

9. Properly fitted cupboards for the authorized allowance of pistols are to be used. They are to be sited in a position where their contents can be supervised by the sentry. Where no sentry is employed the cupboard is to be sited in the armoury in such a position that the pistols are easily seen.

10. The instructions contained in Section I, paragraphs 12 to 25, are to apply to "White Ensign" Establishments.

SUB-MACHINE GUNS

11. Sub-machine guns are to be stowed in racks in the Armoury. The instructions contained in Section I, paragraph 26, are to apply in "White Ensign" Establishments.

MACHINE GUNS

12. Machine guns are to be stowed in their chests, together with spare barrels, in the Armoury. Chests are to be kept locked.

SIGNAL PISTOLS, SCHERMULY PISTOLS AND SHOT

13. Signal pistols, Schermuly pistols and Shot Guns when not in use for instructional purposes are to be placed in a locked stowage in the Armoury.

B.R.932 Paras. 702 and 703 14. Now that Red Distress Signals are supplied there should normally be no necessity for signal pistols to be kept in the boats of an establishment, but where they are issued for special signalling purposes care is to be taken that they are adequately safeguarded and are accounted for when returned from this special service.

SMALL ARMS AMMUNITION

15. The instructions contained in Section I, paragraphs 34 to 37, are to apply in "White Ensign" Establishments.

STOCKTAKING

16. The instructions contained in Section I, paragraphs 38 to 44, are to apply in "White Ensign" Establishments.

ARMS LANDED

17. The instructions contained in Section I, paragraphs 45, 46 and 47, are to apply in "White Ensign" Establishments.

SECTION III - R.A.N. ARMAMENT DEPOTS AND A.S.I. SHIPS

Rifles, Pistols, Sub-Machine guns and ammunition for these weapons are to be stored in strong, securely looked stowages.

 Pistols should be threaded on a strong welded chain or wire lanyard fastened by a padlock. 11. Losses or suspected losses are to be dealt with immediately in accordance with "Introduction", paragraphs 4 and 5.

12. The attention of all concerned is drawn to the provisions of Article 417 of Consolidated Orders and Regulations.

13. Navy Orders 337 of 1944, 163 of 1946, 222 of 1948, 137 and 402 of 1950 are hereby cancelled.

(5146/30/11)

DEPARTMENT OF DEFENCE LIBRARY.

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RESTRICTED

11. Losses or suspected losses are to be dealt with immediately in accordance with "Introduction", paragraphs 4 and 5. 12. The attention of all concerned is

drawn to the provisions of Article 417 of Consolidated Orders and Regulations. 13. Navy Orders 337 of 1944, 163 of 1946, 222 of 1948, 137 and 402 of 1950 are hereby cancelled.

(5146/30/11)

DATE

Photo-lithographed, by Authority: W. M. HOUSTON, Government Printer, Melbourne.

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PISTOL CUPBOARD.

TO TAKE FIVE PISTOLS.

SCALE: 3 INCHES = I FOOT.

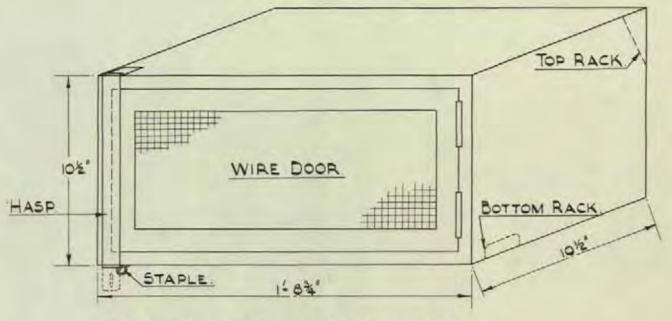
SPECIFICATION CUPBOARD TO BE CONSTRUCTED OF 22 G. ZINCANNEAL FORMED AS SHOWN, AND FITTED WITH HINGED DOOR AT FRONT. DOOR TO HAVE PANEL OF STOUT WIRE MESH BENT ON WIRE FRAME ATTACHED BY CLIPS NOT MORE THAN 4" APART RIVETED TO DOOR STOWAGE RACK TO BE CONSTRUCTED OF 20 G. ZINCANNEAL TO TAKE FIVE PISTOLS AS SHOWN STEEL SOLID LINK KEEP CHAIN TO BE FITTED TO EVEPLATES.
PASSED THROUGH TRIGGER GUARDS OF PISTOLS AND JOINED AT CENTRE WITH HIGH SECURITY PADLOCK.
PINS OF HINGES AND HASP TO BE RIVETED OVER TO PREVENT REMOVAL.
CUPBOARD TO BE LOCKED BY MEANS OF DOUBLE HINGED HASP AS SHOWN, STAPLE AND HIGH SECURITY PADLOCK.

CUPBOARD TO BE FITTED WITH INTERNAL LIGHTING ARRANGEMENT.

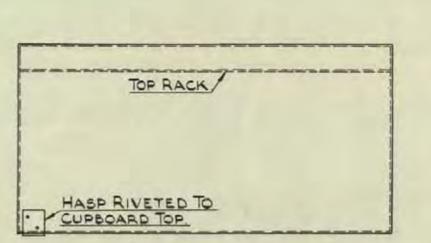
CUPBOARD TO BE SITED SO AS TO GIVE VISIBILITY OF CONTENTS OVER THE WIDEST ARC

METHOD OF CONNECTION TO ADJACENT STRUCTURE IN WAY OF MILD STEEL, SCREWED STUDS ARE TO BE WELDED TO THE STRUCTURE TO LINE UP WITH HOLES IN PADS ON BACK OF CUPBOARD AND NUT FITTED ON INSIDE OF CUPBOARD IN WAY OF ALUMINIUM, PADS ARE TO BE FITTED TO THE STRUCTURE WITH TAPPED HOLES TO TAKE TAP BOLTS INSERTED FROM INSIDE OF CUPBOARD.

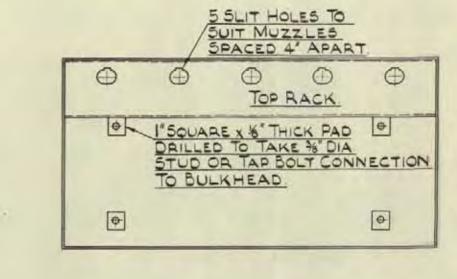
FINISH INSIDE TO BE FINISHED IN WHITE. OUTSIDE TO BE FINISHED IN COLOUR TO SUIT COMPARTMENT ALL FITTINGS TO BE CHROMIUM PLATED.



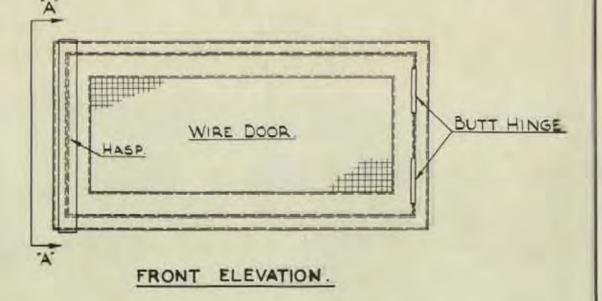
DIAGRAMMATIC ARRANGEMENT

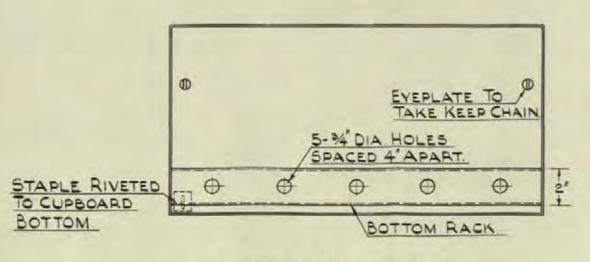


PLAN AT TOP.

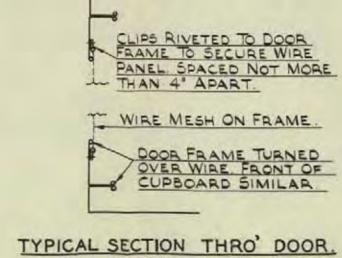


BACK ELEVATION

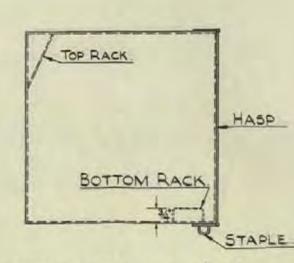




PLAN AT BOTTOM.



SIDES OF DOOR SIMILAR. SCALES HALF FULL SIZE



VIEW LOOKING ON "AA".

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 16th March, 1954.

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

By direction of the Naval Board,

J. E. Bummins

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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- 93 Knock for Knock Agreements Naval Vehicles.
- 94 Victualling Stores Dried Apricots.
- 95 Introduction of Store References for Naval Armament Stores - Reprinting of Part II (Ammunition) of the Vocabulary of Naval Armament Stores (U.U.5365 B).

No.

89.

PRIORITY OF ALTERATIONS AND ADDITIONS.

Mavy Order 24 of 1954 is to be emended as follows :-"A/8 Prigates - Priority 1V" delete "A/8" and insert "A/A" in lieu.

(4273/11/10)

90.

T.A.S. BRANCH - SUB-SPECIALIZATION OF RATINGS.

The existing appendix to Navy Order 356 of 1953 is to be cancelled and the following substituted:-

APPENDIX

	The A SHAW ALL	
NAME	RATE	O.N.
T.A.B.I.		-
AYLWARD, R.M. BOYLE, J. BARTLETT, J.E. CLEGG, V.	P.O. C.P.O. C.P.O. P.O.	31924 20929 32361 40317
DAVIS, H.F.	C.P.O.	21508
FREW, M.F. HARRISON, J.	C.P.O. C.P.O.	24719 25115
LEWIN, R.G. MACDONALD, A.J.	C.P.O.	38718
MASON, B.W.	P.O. P.O.	28324
MUDGE, A.E.C.	C.P.O.	35254 21373
MARSDEN, K.L.	C.P.O.	26733
MYLES, D.H.	C. P. O.	15741
MONWS, R.W.	C. P. O.	26333
MCANULTY, J.	C. P. O.	14909
REARDON, D.	P. O.	28944
TODD, J. TODD, H.S.	C.P.O.	20034
TIMMONS, P.J.	P.O. C.P.O.	31941
YOUNG, R.V.	C. P. O.	25065 23545
U.W.I.		
BRUNE, B.R. HARVEY, J.G.	P. O.	35178
PALMER, R.	C.P.O. L/S	19916
PATERSON, R.B.	C. P. O.	35307 34320
SNAPE, N.M.	A/P.O.	35695
WILSON, G.S.	P. O.	28984
POWER, T.F.	P.O.	32442
HORNSBY, H.J.	L.S.	27536
U.C.I.		
CLARKE, A.	P. O.	35370
DUNN, J.A.	P. O.	35002
DALY, G.V.	P. O.	25089
GUBBINS, J.T. GOUGH, R.W.	L/S P.O.	28222
HALL, N.K.	P. O.	33346 28581
HANSSON, G.R.	C.P.O.	20783
KIMPTON, A.E.W.	· L/8	35295
	200	

NAME	RATE	0. N.
4 2200 4	D O	40382
LAING, A.	P.O.	27571
LAING, L.R.	P.O. P.O.	28301
MASTERTON, B.L.	L/S	28892
POWELL, T.D.	P. O.	28352
TAGGART, L.B.	P.O.	35088
WELCH, R. P. B.	C.P.O.	19952
WEEKS, B.L.	P. O.	28432
DUNK, D.A.M.	P. O.	24780
20000	2.22	
U.W.2		10000
ABBOTT, R.J.	A. B.	27381
BARNES, D.L.	L. S.	35357
BELL, R.J.	C.P.O.	15362
BRUCE, H.	L/8	36894
BROOKS, W.H.	L.S.	37111 38332
CONDUIT, R.O.	A.B.	36422
COWLISHAW, J.G.	L. 9.	29122
DREW, K.E.	P.O.	37776
DORAHY, V.G.	L/S A.B.	35476
DEAN, I.H.	A.B.	35385
BLKINS, R.A. FOLEY, V.	L.S.	28543
PITZGERALD, W.	P.O.	30992
GILLETT, B.J.	L/8	38162
GILLIGAN, F.D.	A.B.	37376
DIFFORD-BURGESS, R.	A. B.	40651
BEALEY, K.B.G.	L. S.	27508
HARBUTT, R.J.	P. O.	29204
HERRICK, I.M.	A. B.	28836
HILLARD, B.	L.S.	36929
REERY, M.J.	L.S.	37143
HERBERT, R.J.	A.B.	35736
HOGAN, R.J.	L. S.	37710
KIMBERLEY, S.W.	P. O.	29713
LIVINGSTONE, D.W.	L. S.	35750
LARKIN, B.B.	L.S.	36944
LEWIS, K.T.	L.S.	36457
MASON, R.P.	A.B.	27588 35752
MACK, R.G.	A.B.	36386
MOSELEY, T.R.	L/S	38862
MARDEN, K.W.	A.B.	37050
MCKAY, R.G.	L. S.	28345
O'LEARY, R.	A. B. L. S.	35507
O'BRIEN, S.	P. O.	28934
RIST, J.K. RAMUS, H.W.	L.S.	40035
RICHARDS, K.D.	A.B.	27764
RINKIN, G.E.	P. O.	36688
REILLY, F.J.	C.P.O.	21372
SHARPE, R.T.	A. B.	35514
BOLWAY, E.J.	P.O.	31696
SIMPSON. R.J.	L.S.	36731
SIMPSON, R.J. TURNER, V.W.	L. 8.	35222
TUNKS, S.E.	P.O.	28706
THOMAS, T.	A/L.S.	40348
THOMPSON, R.W.	A.B.	28702
VAGG, H.J.	A.B.	25011
WEIR, A.E.	A.B.	35094
WADE, K.A.	L.S.	35787
WATERS, T.	L. S.	38047
WOOD, W.R.	L. 8.	35792

NAME	RATE	O. N.		NAME	RATE	O.N.
U.C.2			_	BOYD, J.R.	A.B.	44391
	20	26808	_	BANNISTER, L.A.	A.B.	39554
ADELT, L.	P. O. L. S.	27391	_	BROWN, R.	A.B.	38055 44073
BERWICK, R.A. BLAKE, C.A.	A. B.	28135	_	BIRCH, J.W.	A.B.	44194
BACKHOUSE, N.	A.B.	44735	100	BLADK, K.W.	A. B. L. S.	36552
BESSANT, R.	A. B.	25087	9.00	BATES, R.A.	L. 8.	31358
BANKS, K.G.	P. O.	26679	-	BROWN, E.R. BARWISE, W.R.	A. B.	35179
BEATTIE. S.I.	A. B.	35261	_	CONNOR, J.	P.O.	24064
COOKE, M.L.	L. 8.	35834	_	CARTER, R.	A.B.	36060
COOPER, J.C.	A. B.	36212 34684	_	COALL, R.J.	0.8.	40000
DIMOND, A.J. DODEMAIDE, G.A.	P.O. A.B.	28136	-	CORKHILL, T.R.	A.B.	1,544.0
DICKINSON, W.A.	L. S.	35186	_	CUMMINGS, D.	A.B.	38665
ELLIOTT, P.E.	C. P. O.	15942	_	CHESHIRE, V.A.W.	A.B. L.S.	35940
EVANS. P.	A.B.	40322	_	CREMDON, B. CRUIKSHANK, A.F.	A.B.	38336
Propost d	L. S.	36556	_	CAMPBELL, D.C.	A.E.	44499
		35389	_	CLUNES, G.J.	A.B.	45341
PEGAN, N.J.B.	P. O.	34614	_	CORKER, D.	A.B.	39860
FRASER, A.	P.O. L.S. A.B. L.S. P.O. L.S.	38158 35487	_	GURTIS, D.	0.8.	46270 37587
GERMAIN, R.A.	A.D.	36286	_	DUNN, E.W.	A. B.	47045
GREBERT, P.A.	P. O.	29179	_	DUNBAR, L.T.	0.8.	45138
HARDMAN, G.	L.S.	35734	_	DEVERILL, T.R.	A.B.	35185
HANSON, G.R.	C.P.O.	20738	_	DOWSON, J.R.	L.S. L.S.	37996
HALL, E.O.	P.O.	41106	_	DYSON, S.M. DARNLEY-STUART, J.		36772
HENKEL, R.J.	L.S.	28830	_	DAVIS, J.	A.B.	44215
HALL, G.D.	L. 8.	40363	_	DAVIES, E.N.		28788
HAIR, L.M. HORSFIELD, A.C.	L. 8.	36379 41065	_	EMERY, R.C.	A.B.	37131
IRVING, R.J.	L. S.	35196	_	EVANS, G.P.	A. B.	38341 40370
JEWELL, R.C.	1.8.	35870	_	EVANS, J.R.	L.S.	27482
MARTIN, A.M.	L.S. L.S. A.B.	27610	_	HDGAR, J.N.	A. B. A. B.	44224
MATTHISON, J.A.	A.B. L.S. L.B.	29286	_	FLAVELL, K.A.	A. B.	40853
MILLAZO, B.C.	L.S.	35938	-	PITZGERALD, C.W.	L. S.	35972
	A.B.	30803	_	PORBES, K.R.	L.S.	35847
MCALLISTER, K.	L.S.	31897 36385	_	GALVIN, L.C.	0.8.	45361 46325
MOORE, K.W. PORTEOUS, K.	L.S. A.B.	28349	_	GROOME, K.J.	A.B.	46710
PHILP, P.	P. O.	48288	_	HAYDEN, C.H.	0.8.	27530
AUTOV D T	T O	31168	_	HAYDEN, B.W.	A.B.	45812
RATCLIFFE, K.D.	L.S.	35219	_	HUGHES, B.K. HODGSON, T.H.	A.B.	35861
SHAW, R.	L.S.	36728	_	HANSEN, N.	A.B.	36294
SHIELDS, H.R.	A.B.	38247	_	HATTER, J.R.	A. B.	38275
SPOONER, J.R.	A.B.	36045 35698	_	HEERY, J.	A.B.	44768
STANTON, E.L.	L. S. L. S.	35081	_	JOHNSTON, L.A.	A.B.	31524 37289
SMITH, B.K. STIBBARD, A.E.	A. B.	38040	_	KNEALE, V.R.	A.B.	38439
TUNSTED, N.P.	L.S.	35703	_	EONEMANN, P.D.	A.B.	39386
TREVANION, R.	A. B.	27725	_	KRISTENSEN, R.C. KIERNAN, D.A.	A.B. A.B.	36936
WARD, G.E.	P. O.	46595	_	KNIGHT, J.H.	L.S.	25149
WILLIAMS, K.C.	L. S.	30301	_	LOCKE, S.R.	A.B.	46547
			_	LAWRENCE, R.	L.S.	27579
U.W.3			_	LAWRENCE, O.	A.B.	35415 47917
ATHERTON, K.M.	A.B.	37591	-	MILTON, D.R.	A.B.	
BEALES, R.C.	A.B.	29492	8.9	MARKS, J.C.	A.B.	
BOURKE, W.R.	A.B.	38327		MCGARVEY, A.S.	Les man	
BRADLEY, J.	A.B.	38792 39180		MOCALLUM, W.E. MORRISON, R.B.	A.B. A.B.	
BEST, W.J. BURTON, W.A.	A. B. A. B.	144827		MICKKELSON, R.M.	A.B.	38864
BARKER, R.R.	A.B.	45951		MALONE, D.L.	A. B.	35299
BELLAMY, K.A.	A.B.	38927		MOORE, A.J.	L.S.	
BANBURY, L.	P. O.	15998		MORGAN, M.H.	A.B.	
BOYES, E.L.	A.B.	39566		MANNING, R.A.	A. B.	28901

NAME	RATE	O. N.		NAME	RATE	O.N.
MASON, D.	A.B.	35886	_	DUMBRELL, A.C.	A.B.	45142
MARSHALL, J.	A.B.	40344	_	DUNKERLEY, P. L.	A.B.	38945
MCKAY, R.	A.B.	44157	_	DALEY, B.P.	A.B.	44636 45988
MCLEAN, A.F.	L. S.	35931	_	FAULKNER, E.J.	A.B. L.S.	40854
MCINTYRE, A. O'BRIEN, V.	A.B. A.B.	25017	100	GOLDING, R. GOODWIN, R.J.	A.B.	44657
PERKS, R.C.	A. B.	37905 44973	100	GORTON. D.J.	A.B.	39599
PURSER, D.	L.S.	28924		GIBSON, B.B.	A.B.	46000
PETERSON, J.S.	A. B.	39646	_	GOODWIN, B.M.	0.8.	45789
PETERSON, B.A.	A.B.	44719	_	HAMILTON, B.L.	A. B.	29202 34911
PHILLIPS, V.O.	A.B.	38531	_	HOGG, D.C.	L.S.	37282
ROBINSON, J.D.	A.B.	44725	_	HARCLA, B.K.	L. 8. A. B.	39759
ROMAGE, G.F. REID, M.J.	A. B. A. B.	28935 44314	_	HUMPHRIES, A.C. HOWES, R.A.	A.B.	44676
RUSSELL, J.W.	A.B.	36725	_	HUTCHINSON, E.W.	0.5.	44253
RITCHIE, L.J.	L.S.	38872	_	HALL, A.G.	A.B.	44395
ROONEY, N.J.	A.B.	37317	_	ILES, R.J.	A.B.	45098
RICHARDSON, J.S.	A.B.	29837	_	INGRAM, R.C.	A. B.	44255 28267
REESON, J.E.	A.B.	44313	_	JONES, J.K.	A.B.	44604
RYAN, T.J. ROOPE, R.C.	A.B.	44727	_	JACOBS, R.P. JOYCE, S.G.	A. B. A. B.	38705
RAWNSLEY, R.T.	A.B.	44320 39005	_	JACKSON, H.B.	A.B.	45210
ROBERTS, D.S.	A.B.	45874	_	JOHNSTON, G.B.	L.8.	36578
SUTHERLAND, R.G.	A.B.	41007	_	KORVIN, T.V.	A.B.	31533
SMITH, P.R.	0.3.	47003	_	KNIGHT, D.J.	A.B.	44924
SCHOLTZ, J.R.	A.B.	39399	_	LARKIN, M.L.	A.B.	35297 46032
SINCOCK, E.	0.8.	46567	_	LLOYD, C.A.	A.B. L. S.	37304
SPEED, J.	A.B.	39354	_	McMAHON, R.J.	A.B.	45324
STEWART, G.J. SWINFIELD, J.	A.B.	39075 45277	_	MERRY, F.G. McGEE, R.C.	A.B.	46259
SLEEMAN, A.J.	A.B.	45277	_	MOIVER, R.P.	A. B.	45850
SCOTT, R.	A.B.	38244	_	MORELAND, G.E.	A.B.	39975
SWADLING, J.E.	A.B.	44741	_	MADDEN, D.G.	A. B.	44267
UNICOMB, L.J.	A.B.	38407	_	MILES, A.M.	A.B.	44149 35301
VAUBELL, F.G.	A.B.	37516	_	MAXPIELD, G,J.	L.S. A.B.	39628
WHITE, L.J.G.	L.8. A.B.	28980 39798	_	McGRATH, J.T. MACDONALD, V.J.	A.B.	44283
WILSON, H.W.	L.S.	35525	_	MACDONALD, G.R.	A.B.	44960
WOOD, J.B.	A.B.	39409	_	MURRAY, R.A.	A.B.	44952
WATTERS, J.B.	A.B.	46090	_	NASH, J.	A.B.	41159
				NICHOLLS, D.W.	A.B.	45241 36472
U.C.3			_	NORMAN, R.C.	L.S.	35057
ASHCROFT, R.A.K.	A.B.	36869	_	O'BRIEN, J. O'DONNELL, W.N.E.	A.B. A.B.	38518
AYRES, K.J.	A.B.	29461		O'RIORDON, M.J.	A.B.	44536
ATKINSON, S.T.	A.B.	45321		OLSSON, R.O.	A.B.	45624
AVENT, A. BRYANT, K.R.	A.B.	45103	_	PAGE, G.A.	A.B.	44962
BRIEN, M.J.	A.B.	28159 29481	_	PAYNE, C.R.	A. B.	39393 37652
BRAMWELL, C.H.	0.8.	46636		PETTIT, N.F.	A. B.	35214
BOSKELL, L.C.	0.8.	46852	_	PLEWRIGHT, W.B.	L.S. A.B.	44304
BUSCH, E.W.	0.8.	47275	_	PATERSON, R. REID, A.E.	A. B.	32714
BINGHAM, K.J.	L.S.	28495	_	RIDLEY, H.R.	A. B.	46562
BISMAN, C.T. BONES, M.H.	A.B.	39834		RYAN, C.N.	A.B.	44989
BAKER, W.G.	A.B. A.B.	29480 39261		ROBINSON, L.E.	L.S.	37315 46061
BARNES, A.P.	A.B.	44284	10	RACKEMAN, N.	0.8.	39505
BROMFIELD, C.J.	0.5.	46676	Delivery of the last	SMITH, K.J.	A.B. A.B.	38598
COCKER, R.	0.8.	46867		SHAW, D.W. SPITERI, C.	A.B.	39509
CRAIG, E.J.	A. B.	38935		SIMPSON, R.H.	A. B.	45635
CREIGHTON, F.S.	L.S.	35268		STEPHENS, J.	A.B.	44780
CAMERON, R.F.	A. B.	35364		SERVIN, R.S.	0.8.	47755
CARR, C.G. CARTY, J.M.	L. 8. A. B.	37254 44837		SCANLAN, J.	L.S.	36404 40807
DYER, J.H.	L.S.	41287		SUTHERLAND, W.S.	A.B.	40001
		4-0-01				

8

NAME	RATE	O.N.
SANDLANT, W.J. SIMPSON, E.L. STROMPELDT, L.R. TILLEY, M.S. TINDALL, L.G. TURNER, A.R. TESTER, M.H. WEST, J.J. WATERS, D. WATSON, B.R. WIGFIELD, J. WHITBY, H.H. WRIGHT, A.T.M. WHITE, N.F. WALSH, P.A. WINTON, W. WRIGHT, R. WHITEMAN, E.W. WOTHERSPOON, A.R.	A.B. A.B. L.9. A.B. A.B. A.B. A.B. A.B. A.B. A.B. A	44992 46075 46774 35324 38756 44474 39673 29481 33291 41289 40875 37683 45305 46758 35226 25247 44486 28108
100000000000000000000000000000000000000	194.414	45050 (4019/40/3350)

91.

SUBSIDIES FOR SECONDARY EDUCATION OF CHILDREN OF SERVICE PERSONNEL STATIONED IN PAPUA AND NEW GUINEA.

The conditions under which subsidies may be granted for the education of children of European permanent residents of the Territory of Papua and New Guinea at Secondary Schools in Australia have recently been widened (with retrospective effect from the beginning of the 1953 school year) to include residents who are normally resident in the Territory.

- 2. Members of the Forces who are appointed or drafted for service in the Territory and who elect to serve there for at least two years and are accompanied by their wives and families are deemed to be domiciled in the Territory for the purposes of the amended conditions of eligibility. Residents whose wives are living in Australia are ineligible.
- 3. Secondary education is defined as education after the completion of Grade 6 in the Primary Schools in the Territory or its equivalent in any Australian State, and up to qualification for matriculation.
- 4. The amount of the subsidy is £115 per annum. One fare per annum to and from the Territory to the mainland as far as Sydney is also payable in respect of each student.
- 5. Any applications for the subsidy should be submitted direct to the Director of Education, Port Moresby.

(3451/4/7)

ISSUE OF AIGUILLETTES AND ROYAL CYPHERS.

92.

Stocks of aiguillettes, complete with plaited shoulder cord or blue cloth shoulder strap, are maintained for loan issue to officers appointed to any of the following positions:

Naval Aide-de-Camp to Her Majesty the Queen Honorary Physician to Her Majesty the Queen Honorary Burgeon to Her Majesty the Queen Honorary Dental Surgeon to Her Majesty the Queen Naval Aide-de-Camp to His Excellency the Governor-General

Honorary Physician to His Excellency the Governor-General Honorary Surgeon to His Excellency the Governor-General Honorary Dental Surgeon to His Excellency the Governor-General Naval Aide-de-Camp to a State Governor

Australian Naval Attache
Flag Lieutenant-Commander to the Naval Board
Flag Lieutenant-Commander or Flag Lieutenant on the
ataff of a Flag Officer or Commodore
Secretary to a Flag Officer or Commodore.

- 2. Immediately on receiving notification of his appointment to one of the positions referred to, an officer is to make application for loan issue of an aiguillette. Such application is to be forwarded through the usual channels to the Secretary, Naval Board, by the Ship or Establishment in which the Officer is serving. When received, the aiguillette is to be taken on charge in the Ship's Clothing Account and issued on loan to the Officer concerned.
- 3. It is emphasized that an aiguillette is issued only for the period of an Officer's appointment to one of the positions named in paragraph 1 hereof, and that, on expiry of such appointment, the aiguillette is to be recovered by the Ship or Establishment in which he is serving.
- 4. In the case of an Officer relinquishing one of the appointmente listed at I of paragraph 1 hereof, the aiguillette is to be returned to the nearest Victualling Yard. An aiguillette on issue in respect of an appointment listed at II of paragraph 1 may be retained in the Ship or Establishment concerned for issue to the Officer succeeding to such appointment.
- 5. When an Officer is appointed to another Ship or Establishment while holding any of the appointments listed in paragraph 1 hereof, the aiguillette on issue to him is to be transferred to the charge of the Ship or Establishment to which he is appointed.
- 6. An Officer holding any one of the appointments detailed in paragraph 1 hereof who has obtained an aiguillette at his own expense, may, if he so desires, make application to the Naval Board for transfer of the aiguillette to loan charge, and for refund of its value. Purchase receipt should be forwarded, if possible, in support of the claim for refund, or, if this be not available, detailed particulars of the item in question, date and place of purchase, and the purchase price.

11

7. Royal Cyphers are issued on loan, under the same conditions as aiguillettes, to Officers holding appointments to Her Majesty the Queen.

8. Navy Order 229 of 1949 is hereby cancelled.

(4533/24/76)

93.

KNOCK FOR KNOCK AGREEMENTS - NAVAL VEHICLES.

When forwarding particulars of an accident covered by a "Knock for Knock" Agreement to the insurance company or self-insured body concerned in accordance with paragraph 8 of Navy Order 267 of 1953, brief details of the accident only, i.e. date and place of accident, registered numbers and types of vehicles involved and name and address of the owner of the other vehicle involved, should be furnished.

(4809/1/2)

94.

VICTUALLING STORES - DRIED APRICOTS.

Due to the known preference in the Royal Australian Navy for pulp fruits, no further purchases of dried apricots will be made, and upon exhaustion of present stocks this item will not be issued from H.M.A. Victualling Yards.

(4528/40/7)

95.

INTRODUCTION OF STORE REFERENCES FOR NAVAL ARMAMENT STORES - REPRINTING OF PART II (AMMINITION) OF THE VOCABULARY OF NAVAL ARMAMENT STORES (0.U.5365 B).

It has been decided by the Admiralty to reprint Part II (Ammunition) of the Vocabulary of Naval Armament Stores in a revised form, the new publication being known as B.R. 1837(7) and (8).

- 2. Prices will not be shown in the new Vocabulary.
- 3. Parts 7 and 8 of the Vocabulary will be issued in eight Divisions as follows :-
- Part 7 Division H Non-explosive ammunition components issued to the Fleet (cross referenced with Part 8 Division N).
 - " J Gun and Small Arms Ammunition and associated stores.
- " K Naval Aviation Explosives and associated stores.
- " " L Pyrotechnics and miscellaneous magazine stores.
- Part 8 Division M Filled explosive components not supplied to the Fleet, and Bulk Propellant.

part 8 Division N - Ammunition components.

" p - Naval Aviation and miscellaneous magazine stores and components not supplied to the Fleet.

" Q - Spare

h. Those Divisions comprising Part 7 of the Vocabulary will be issued to the Fleet and Fleet Establishments. They will be published first, and probably in the following order: J. K. L and H.

- 5. A supply description, which includes a Store Reference, has been devised for every distinctive item or group of items that may need to be supplied to meet a particular requirement.
- 6. The Store Reference will be in the Form of two letters followed by three digits and a condensed description of the store s.g. -

JA 157 Cartridges B.L.15"

meaning Cartridges B.L. 15 inch, Mks. 2 and Igniter No.1, filled 108 lbs., S.C. 280 Composite Lots, fitted Boxcloth Wrappers in Cases Cyl. "M" Mk. 4C.

- 7. The Store Reference Number comprises the two letters and three digits only.
- 8. After the issue of a Section of the Vocabulary, the full supply description of the items contained therein is to be used in R.A.N. Armament Depot Ledgers, folios being arranged in Vocabulary order.

The existing generic headings will continue to be used in Naval Proportion Books, Ships' Warrants and Gunners' Ledgers. This will retain simplicity in ships' accounting, and obviate undesirable bulkiness in the books and documents themselves. In entering receipts and issues in their ledgers, however, Gunners are to note in manuscript the Store Reference Number appropriate to the stores concerned in each entry, to facilitate their general supply work.

- 9. Division J has now been distributed and the Store Reference for items therein will be used as from let April, 1954, in all vouchers and other accounting documents, and also in official correspondence, unless for particular reasons it is necessary to use the full Supply description. The dates on which the Store Reference will be used for other Divisions will be promulgated later.
- lo. The Store Reference Number alone will, in due course, be used in signals between Navy Office, Naval Armament Depots and H.M.A. Ships as may be found expedient. This procedure will not be introduced until all Vocabulary Divisions J to L inclusive have been issued and will not apply to Underwater Weapons ammunition, the code for which has been issued separately. The Store Reference Number is not to be used alone for any other purpose.

11. Amendments and additions to the Vocabulary will be published in the Admiralty Fleet Order "P" Series from which alone the Vocabulary is to be amended.

12. The extent to which Store References will be marked on Naval Armament stores and their packages is under consideration. For the time being, existing markings will be unaltered.

13. This is a reprint of Admiralty Fleet Order 3376/1952. amended to meet Royal Australian Navy requirements.

(4433/1/560)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 23rd March, 1954.

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

By direction of the Naval Board,

J. E. Buuning

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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- 100 Royal Navy Local Overseas Allowance Amendments to Conditions of Payment and Variation in Unaccommodated Rates.
- 101 Power Boats Procedure.
- 102 Watches, Wrist, Chronograph H.S.9 Issue.
- 103 Clothing Spare Belts for Ratings' Raincoats.

P4400

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96.

NAVAL SHORE ORGANIZATION ON THE AUSTRALIA STATION.

The Appendix to Navy Order 196 of 1952 is to be amended as follows :-

Under F.O.I.C. B.A. delete "General Engineer Overseer, E.A."

Amend "Captain Superintendent, Sydney" to read "Captain of the Port, Sydney".

Insert under F.O. I.C. E.A. -

GENERAL MANAGER, GARDEN ISLAND.

add to explanations of symbols -

Also Staff Officer (E) to F.O.I.C., E.A., and General Overseer, Rastern Area.

(3031/113/19)

97.

PREVENTION OF PROPELLER ACCIDENTS.

Aircrew and personnel working on the flight deck are to be warned at frequent intervals that they must never pass forward (relative to the aircraft) either between the wheels or underneath the wing of an aircraft whilst engines are running.

(4227/21/1)

98.

JEWISH SACRED FESTIVALS - 1954.

Subject to the exigencies of the Service, leave of absence may be granted to Royal Australian Navy personnel belonging to the Jewish Faith who may desire to observe the following festivals:

Pestival of Passover - 18th April to 25th April inclusive.

Pestival of Pentecost - 7th and 8th June, 1954.

New Year - 28th and 29th September, 1954.

Day of Atonement - 7th October, 1954.

Festival of Tabernacles - 12th and 13th October and 19th and 20th October, 1954.

- Leave should be granted, if possible, so as to enable those concerned to reach their destination by sunset the previous day in each case.
- 3. Leave granted is to be regarded as part of the annual leave of the officers and ratings in question.

h. Mavy Order 90 of 1953 is hereby cancelled.

(4022/1/98)

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

99.

MONEYS DEPOSITED WITH SUPPLY OFFICERS FOR CUSTODY ONLY - ABOLITION OF SYSTEM.

In view of the savings bank facilities which exist in H.M.A. Ships and afford officers, ratings, messes, etc., adequate means for depositing and withdrawing money, as well as the advantage of interest on deposits, it has been decided that the system of depositing moneys for custody only with Supply Officers shall be discontinued.

2. Suitable notation should be made against Naval Account Regulations and Instructions, Articles 43 and 44. These Articles will not be included in a reprint of the Naval Account Regulations and Instructions which will be issued on completion of a general review now in course.

(4807/1/2)

100.

BOYAL NAVY LOCAL OVERSEAS ALLOWANCE - AMENDMENTS TO CONDITIONS OF PAYMENT AND VARIATION IN UNACCOMMODATED RATES.

The unaccommodated rates of Local Overseas Allowance payable to Royal Navy personnel serving in Australia have been revised and the following are approved for application to Royal Navy loan and exchange personnel (in receipt of Royal Navy emoluments) with effect from 1st October, 1952. in the case of the Single, Married Accompanied and Sea-going Married Accompanied rates, and with effect from 1st March, 1953, in the case of the Married Unaccompanied rate;

Rank	Una	ngle ccom- ated	Unac pan Un-		Acc pan Un-		Sea-going Married Accompanied Un-accommo- dated			
	в.	d.	0.	d.	8.	d.	8.	d.		
Plag Officer	17.	9	22.	9	34.	0	26.	6		
Captain over 6 years	16.	6	21.	6	31.	6	24.	9		
Captain under 6 years and Commander	15.	3	20.	3	29.	0	23.	0		
Lieutenant- Commander and below	14.	0	19.	0	26.	6	21.	3		
8.M.R.M.	-		-	Serr III	22.	0	16.	9		
0.P.O.	-		-		20.	6	15.	9		
P.O.	-		-		19.	0	14.	9		
Leading Seaman and below	-		-		17.	6	13.	9		

100

- 2. Conditions of payment are contained in Naval Pay Regulations (B.R. 1950), Articles 250-280, as modified by Interim Pay Instructions, 270/5, 270/6, and Circular Memorandum No. 87 of 12th November, 1953, except that an officer, to whom sub-paragraph 3 (1) of Instruction 270/5 applies, will be credited with the appropriate married Unaccompanied rate in lieu of the single rate. A suitable notation to this effect should be made in Interim Pay Instructions, instruction 270/5, paragraph (3.), subparagraphs (i) and (iii) pending amendment by Regulations and Instructions Series.
- 3. Action will be taken at Navy Office to authorize arrears of Local Overseas Allowance to Royal Navy officers who have been discharged for reversion to the Royal Navy.

4. In view of the possibility of large sums being payable as arrears Supply Officers are authorized to credit arrears of Local Overseas Allowance only on receipt of an application from each Royal Navy officer in accordance with the following Pro Forms which should be produced locally and forwarded to the Director of Navy Accounts on completion.

(3712/11/126)

PRO PORMA

Supply Officer, H.M. A. S. Application for arrears of Local Overseas Allowance Name Renk I hereby apply for arrears of the increased rates of Local Overseas Allowance payable in accordance with Navy Order 100 of 1954 to be credited as follows :-Single unaccomodated as from Married unaccompanied unaccommodated as from Married accompanied unaccommodated as from Sea going married accompanied unaccommodated as from Ø Delete or amend as applicable 2. My wife has resided at as from (any change of address to be indicated).

3. I understand the residential conditions as laid down in Interim Pay Instructions; Instruction 270/5, necessary to be fulfilled for entitlement to the married rates of Local Overseas Allowance and the requirement of NOTE 2 of Article 255 (d) of Naval Pay Regulations (B.R. 1950).

h. I understand that the amount credited in respect of this claim is subject to verification by the Director of Navy accounts and I undertake to repay any amount overcredited.

Signature	•					•		•		•	•	•	•	

II

Director of Navy Accounts, NAVY Office, MELBOURNE.

The entitlement of the abovenamed officer to the rate of Local Overseas Allowance claimed has been verified in so far as it relates to his present appointment. All arrears claimed have been credited in ledger of H.M.A.S. for quarter ended 31st March, 1954, as follows :-

Rate per diem

Period

Amount

Supply Officer, H.M. A. S.

101.

POWER BOATS - PROCEDURE.

The general responsibilities for the procurement, repair, custody and accounting, etc., of power boats in the Royal Australian Navy are as follows :-

Director of Construction (Naval) - Responsible for supply of all new power boats. The costs of new power boats are to be charged to Miscellaneous Small Craft Division of the Naval Construction vote, or the particular New Construction project, as appropriate.

Director of Engineering (Naval) - Responsible for repair and refit of all power boats, including hulls. The costs are to be charged against the Repair and Refit vote.

Director of Naval and Air Stores - Responsible for receipt, custody and issue of power boats. Unallocated power boats are to be held on charge at Naval Store Depots by the (Superintending) Naval Store Officer, and those on issue are to be accounted for in Naval Store Accounts of Ships and Retablishments.

2. Power boats in the custody of (Superintending) Naval Store Officers, should be inspected periodically as necessary by professional officers, who should originate any action necessary to maintain the boats in a satisfactory condition.

3. When a boat has been allocated, the (Superintending)
Naval Store Officer concerned should advise the Professional
Departments of the date by which the boat is required for
issue with a view to action being taken as necessary to
ensure that the boat is ready in all respects by the date
indicated.

(3211/3/121)

102.

WATCHES, WRIST, CHRONOGRAPH H.S.9 - ISSUE.

Watches, Wrist, Chronograph Pattern H.S.9, are to be issued only to -

- (1) aircrew undergoing O.F.S. training;
- (ii) aircrew who are appointable or who are appointed for flying duties vide Interim Pay Instructions, instruction Plying Pay, paragraph 22, clauses (1) to (5).
- 2. Chronographs are not to be issued other than to those persons mentioned in paragraph 1 of this Order.

(4576/11/44)

103.

CLOTHING - SPARE BELTS FOR RATINGS' RAINCOATS.

To pobe and a light to the state of the stat

Supplies of spare belts for ratings' raincoats are available in Victualling Yards and may be demanded for issue on repayment.

2. The issuing price is 2/- each.

(4532/94/20)

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Defence Library

RESTRICTED 104-110/54

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 30th March, 1954.

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

By direction of the Naval Board,

J. J. Bumins

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.

ADMIRALTY FLEET ORDERS - ADOPTION IN THE ROYAL AUSTRALIAN NAVY.

Commencing with the first issue of Admiralty Fleet Orders in April, 1954, those which are wholly or partly applicable to H.M.A. Naval Service will be repromulgated in toto or in amended form as Commonwealth Navy Orders.

- 2. Admiralty Fleet Orders (Restricted, Confidential and Limited Confidential Issues) from let April, 1954, onwards will therefore be held "for information only", and allowances thereof will be decreased in due course.
- 3. Because of the continued applicability, except where otherwise determined, of Admiralty Signal Publications and Books of Reference, Admiralty "S", "S.P.C.", "S.C." and "P" series will continue to be distributed in H.M.A. Naval Service. When an amendment in a "P" series is inapplicable, e.g., where a local supplement exists as in the case of B.R.4, instructions will be promulgated to make a suitable notation against the amendment, which, however, should be inserted in the appropriate place in the relevant book.
- 4. The question of promulgating Diagrams in a separate Issue will be reviewed after the new procedure has been in operation for two months.
- 5. 'Navy Orders commencing with the first issue of April. 1954, will be sectionized on the lines of Admiralty Pleet Orders, and the Quarterly Index will be amplified, particularly in respect of technical matters.

(3712/20/5)

105.

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

Navy Order 5 of 1953 is to be amended as follows :-Paragraph 4. Delete and insert new paragraph -

" 4. Navy Order 523 of 1953, paragraph 6, is relevant."

(3031/13/168)

106.

R.A.N. AIR MEDICAL SCHOOL - FUNCTIONS AND COURSES OF INSTRUCTION.

An Air Medical School is established at R.A.N. Air Station, Nowra, to carry out the following functions :-

- (a) The instruction of Medical Officers in the principles and practice of medicine as applied to the special requirements of Naval Aviation.
- (b) The instruction of officers and ratings in such medical subjects as may be necessary for the proper performance of their duties connected with Naval Aviation.

- (c) To apply medical knowledge to the solution of aviation problems in the Naval Service.
- (d) High altitude selection of Naval aircrew.
- (e) Diagnostic decompression tests as directed.
- 2. Co-operation with Safety Equipment and Survival Trainng School .- The School will work in close co-operation with the Safety Equipment and Survival Training School. One officer from the Air Medical School will act as Safety Equipment Medical Officer to both Schools.

3

3. Special Authority and Requirements. - The Commanding officer, R.A. N.A.S. Nowra, has authority to correspond direct with the following on routine and technical matters in this regard :-

Director of Naval Medical Services, Director of Air Warfare, Organization and Training, Director of Naval and Air Stores, Director of Victualling, also with R.N. School of Air Medicine, Gosport, and Director of Medical Research, R. N. Medical Bchool, Monckton House, Alverstoke, Hants (keeping Director of Naval Medical Services informed).

Other matters are to be dealt with through the normal Service channels.

- 4. The Senior Medical Officer of the R.A.N. Air Medical School will act, when required, as adviser on Air Medicine to Captain (Air), Australia. In this capacity he will be required to visit Air Stations and Aircraft Carriers to give lectures on air medical metters and to keep in touch with current flying problems. He is to maintain a close liaison with the R.A.A.F.
- 5. Courses for Medical Officers .- It is the intention that at least one medical officer in each Aircraft Carrier and at each Naval Air Station should have qualified at a recognized Air Medical School. For this purpose medical officers will be appointed for the course by the Maval Board whenever possible. Should it not be possible for the medical officers concerned to undergo the course before taking up their duties, it is the responsibility of the Commanding Officer to make the necessary arrangements.
- 6. The Air Medical Course will cover the following broad outlines in the syllabus :-
 - (a) Anoxia.
 - (b) High altitude flying.
 - (c) Acceleration.
 - (d) Supersonic speed.
 - (e) Day and night vision.
 - (f) Clothing and equipment.
 - (g) Aircrew welfare and comfort.
- (h) Survival.
- (1) Examination for fitness for flying.
- (j) Accident prevention.

106 - 107

- 7. Courses for Executive Officers. A special short course of three days' duration for Commanding Officers, Commanders (Air), and Squadron Commanders is given in conjunction with the Safety Equipment and Survival Training School in matters appertaining to the duties of these officers in air medicine and safety equipment.
- 8. Instruction for Ratings. No special courses are in force for ratings, but officers of the School of Air Medicine will give lectures on subjects such as oxygen and flying clothing to air category ratings as arranged by Captain (Air).
- 9. Investigations and New Problems. Problems requiring investigation or new methods to be tried by the research and development section of the school, will be referred to the Air Medical School in one of the following ways:
 - (a) Naval Board requirements will be referred to Captain (Air).
 - (b) Matters raised by Naval Air Stations or Carriers are to be communicated through the Administrative Authority to the Captain (Air).

10. Matters brought to light by the Air Medical School, either from their own researches or from lisison with other Air Medical Establishments, are to be reported by the Air Medical School to Captain (Air) through Commending Officer, N.A.S. Nowra, with a copy to Director of Naval Medical Services.

- 11. The priority in which investigations on the aforementioned subjects are to be undertaken will be arranged by the Captain (Air) after consultation with the Director of Naval Medical Services.
- 12. Navy Order 77 of 1950 is hereby cancelled.

(4006/20/17)

107.

AIR MAPS AND CHARTS - SUPPLY FROM R.A.A.F. SOURCES.

Demands for air maps and charts, for supply from R.A.A.P. sources, are to be forwarded to the Secretary, Naval Board.

- 2. The present practice of demanding them direct from the R.A.A.P. Printing and Publications Unit is to cease.
- 3. R.A.A.F. Publication A.A.P.121 (June, 1950) provides a guide to the maps and charts available from R.A.A.F. sources. Ships and Establishments, which submit demands for such maps and charts, and which do not hold this publication, are to inform Navy Office.

(3804/1/3)

108.

THERMOMETERS FOR MACHINERY PURPOSES.

permands for the supply of thermometers for machinery purposes are continually being received at R.A.N. Central machinery and Spares Depot, Sydney. In many cases, these thermometers are stendard mercury types enclosed in brass pockets, many others are dial types (similar to Rototherm type), whilst others are of the pyrometer type.

 Thermometers are classified as items of Naval Stores and, as such, should be demanded from the appropriate Naval Store Depot.

(4505/90/114)

109.

MUSICAL INSTRUMENTS.

The record of musical instruments referred to in Consolidated Orders and Regulations, Article 485, clause 5(b), will be maintained at Navy Office in future. During the period of transfer of musical instruments from Victualling to Naval Store charge, movements of items were not recorded in all cases, and action as indicated hereunder is necessary to bring the record up to date.

- 2. A report, by memorandum, is to be forwarded to Navy Office by all Ships and Establishments as early as possible, setting out the undermentioned particulars, as applicable, in respect of musical instruments, cases, maces, sashes, bugles, etc., held in the Ship or Establishment concerned. In the case of musical instruments held on personal loan by musicians, the name, rating and official number of the member concerned should be included in the report -
 - (1) Detailed description.
 - (11) Makers name.
 - (111) Makers serial number.
 - (iv) R.A.N. registered number.
 - (v) Account in which recorded.
- 3. Nil returns are required.

4. Consolidated Orders and Regulations, Article 485, will be amended.

(4512/40/112)

110.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS.

A revised procedure for the distribution by S.N.S.O., Sydney, of non-accountable amendments to publications, e.g., A.P.'s, B.R.'s, etc., and also for the distribution of non-accountable magazines and publications, will be brought into force on 1st April, 1954.

2. In future, these items will be supplied to ships and services without supply notes or packing notes, but an advice note, a pro-forms of which is shown in Appendix A, will be enclosed in the package with each consignment of amendments, etc. These advice notes will be scrially-numbered before despatch by 3.N.S.O., Sydney, and a separate scries of numbers commencing with I each year will be used for each ship or service. Distribution will be made in accordance with recorded holdings by Units and as a general rule the amendments, etc., will be forwarded by ordinary post.

3. If a supply of amendments is received which is not in accordance with the number of parent publications held by the Unit, S.N.S.O. Sydney, should be suitably advised in order that the distribution lists may be adjusted.

4, On receipt of a consignment of amendments, etc., the items are to be checked against the advice notes, and if in order no acknowledgement or advice of receipt is to be given to S.N.S.O. Sydney, as in the absence of any advice of any discrepancies it will be assumed that the consignment has been correctly received. A break in the sequence of the serial numbers on advice notes is to be taken as evidence that a consignment has gone astray, and particulars of the missing number or numbers are to be reported to S.N.S.O., Sydney, immediately it is clear from the dates of the advice notes on either side of the missing numbers that a consignment is overdue.

5. A record of amendments is to be maintained on the back of each publication ledger page (A.S.123A) in the form shown in Appendix B. A suitable rubber stamp may be used for this purpose. If insufficient space for this record is available on the back of the ledger page, continuation sheets (Form A.S.123B/146B) may be interleaved with the publication ledger pages and used for this purpose.

6. The internal distribution of amendments to holders of the relevant parent publications is then to be made, signatures being obtained in the columns provided for this purpose on the advice notes. The advice notes are then to be filed in numerical order as a record of internal distribution.

7. As soon as possible after the end of each month, a Navy Order will be promulgated detailing non-accountable publications and amendments distributed by S.N.S.O., Sydney, during that month. On receipt of this Navy Order, ships and services are to check their records and if any amendments or non-accountable publications have not been received, S.N.S.O., Sydney, is to be informed immediately. S.N.S.O., Sydney, will furnish the Unit with despatch particulars of the items concerned and at the same time will forward a duplicate supply.

8. The efficiency of the new procedure will depend to a large extent on the prompt circulation within ships and services of Navy Orders notifying distribution of amendments, so that holders of publications affected may take early action to inform S.N.S O., Sydney, of the non-receipt of any amendments. Ships and services are to take steps to ensure that their local organization for the circulation of Navy Orders is effective and adequate to take care of this aspect of the new system.

(4139/3/80)

APPENDIX A

Berial	No	 	

NAVAL STORE DEPOT, SYDNEY

ADVICE NOTE FOR NON-ACCOUNTABLE PUBLICATIONS ETC.

Issued to

(This Advice Note is to be retained by the Consignee and filed in numerical sequence as a record of receipt and internal distribution.)

To be	S.O. S	eted i	оу	To be completed by Ship or Establishment									
			-	Date	Distribution to Holders								
Publi- eation No	Amndt. No.	Qty.	Re- marks		Signa- ture	Date	Signa- ture	Data					
				0									

APPENDIX B.

AMNOT.	DATE	DATE RECD.	RECD.	REMARKS

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 6th April, 1954.

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

By direction of the Naval Board,

J. R. Bumins

Secretary.

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

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Subject

- 111 Aircrew Entry Selection of Ratings for Training as Pilot or Observer.
- 112 Overseeing and Technical Duties for Naval Aircraft
 Manufacturing and Repair Work in New South Wales.
- 113 R.A.N. Relief Trust Fund.
- 114 Ammunition Propellant Landing Destruction Reports.
- 115 Aircraft Bombs Practice Types in Supply to the Fleet Air Arm.
- 116 Avometer Testing Set Type HR1 Supply of Avometer Model 8S in lieu.
- 117 H.M.A.S. SYDNEY Communication Between Arrester and Barrier Units and their Respective Cont: 1 Rooms -Alteration and Addition Item.
- 118 A.S. Frigates (Modified River) Alteration and Addition Items.
- 119 Naval and Victualling Stores Revision of Procurement and Supply Arrangements for Certain Items.

111.

AIRCREW ENTRY - SELECTION OF RATINGS FOR TRAINING AS PILOT OR OBSERVER.

The following ratings have been selected for the 11th entry of Naval Airmen (Aircrew) commencing 28th March, 1954 :-

N.A. I McLaren, D.C. A.44708 H.M.A.S. VENGRANCE N.A. II HANSON, P.L. A.47412 H.M.A.S. NIRIMBA N.A. II RIDGWAY, R.W. A.47322 H.M.A.S. SYDNEY.

(4019/140/636)

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

112.

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 AIR ENGINEER OVERSEER

Insert the following sub-paragraph after subparagraph 5 (e) :-

(f) Direct with Superintending Naval and Air Store Officer, Sydney, on air radio matters.

(3031/13/171)

113.

R.A.N. RELIEF TRUST FUND.

As a result of the Naval Board decision promulgated in Navy Order 398 of 1953, whereby an annual contribution to the Relief Fund will be made from the R.A.N. Central Canteen Fund, the Trustees are able to extend the scope of the Relief Fund operations in two important directions as indicated hereunder -

I. GRANTS TO WIDOWS OR OTHER DEPENDANTS OF DECRASED PERSONNEL.

There is no authority whereby allotments to widows or dependants can be continued after the death of a member except where death occurs in an operational area on war service. It is also unavoidable that some little time must elapse before payment to dependants can be made from the Estate, D.F.R.B. Pension or Contributions, extended leave payment, compensation or other entitlements. The Trustees have therefore decided that, where there are widows or other dependants concerned, the Relief Fund will provide finance to bridge the gap between the cessation of deceased's allotment and other monies becoming available. For this purpose up to three fortnightly payments, at the rate of the minimum allotment qualifying for marriage allowance, will be made to the payee of the existing allotment as a non-repayable grant.

TABLE OF CONTENTS (Continued)

No. Subject

120 Laundering of Mess Linen and Sick Berth Ratings' White Working Dress.

121 Form A.S. 73 and A.S. 72Y - References to General Mess.

122 Form A.S.1626 - History of Progress of Naval Airman - Introduction.

II. HOUSING AND FURNITURE.

To assist personnel in satablishing their homes, substantial long-term loans for sequiring land, purchase or building of a house, and/or furnishing, will be granted in approved cases, up to a limit of £300 for house or land and £150 for essential furniture, provided that -

- Repsyment is assured by means of allotment, Deferred Pay, refund of Benefit Fund Contributions, or other means, within three years or before termination of engagement if earlier;
- (ii) it is shown that the full amount of the necessary finance is not obtainable from other sources;
- (iii) the applicant is contributing a reasonable amount of his own money towards the transaction.

It should be emphasized in this connection that it is not the policy to assist the improvident and careless, but rather to help those who are helping themselves by saving.

In exceptional cases, where the circumstances are held to justify it, the Trustees may waive proviso (iii).

Applications for loans for housing or furniture will be dealt with confidentially, as is the case with all other Relief Fund applications.

(4814/51/3)

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

114.

AMMUNITION - PROPRILANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges or rocket motors containing these lots or sub-lots are to be returned to the nearest Naval Armament Depot as early as practicable. Commanding Officers of H.M.A. Ships who are unable to comply within three months from the date of this Order are to report the fact specially to the Naval Board for instructions:

Propellant Lot Propellant nature | Nature of gun ammunition, etc. which may be involved

RNC 157	80 103	B.L.6 in., B.L.4.7 in., Q.F.4.7 in. (F.A.), B.L.4 in., Q.F.4 in. (F.A. & S.L.) Q.F.5.25 in., Q.F.4.5 in. (F.A. & S.L.)
RNC 165	90 061	B.L.6 in., B.L.4.7 in.,
RNC 168	90 061	Q.F.4.7 in. (F.A. & S.L.)
RNC 171	80 061	Q.F.4 in., (F.A.),
RNC 216xA	80 061	Q.F.5.25 in., Q.F.4.5 in.,
RNC 258xB	90 061	(F.A. & S.L.), Q.F.3 in.,
RNC 1706xR	90 061	20 cwt., Q.F.12-pdr-cwt.

propellant Lot	Propellant nature	Mature of gun ammunition, etc. which may be involved
RNC 1708xR RNO 1721xR	90 103 80 103	(B.L.6 in., B.L.4.7 in., Q.F.4.7 in. (F.A.), B.L.4 in., Q.F.4 in., (F.A. & S.L.) Q.F.5.25 in., Q.F.4.5 in., (F.A. & S.L.)
RNC 1873x8	80 .22	(S.L.), Q.F.4.7 in., (S.L.), Q.J.4.5 in., (F.A. & S.L.)
RNC 1904x8	80 103	(B.L.6 in., B.L.4.7 in., Q.P.4.7 in., (F.A.) B.L.4 in., Q.F.4 in., (F.A. & S.L.) Q.F.5.25 in., Q.F.4.5 in., (F.A. & S.L.)
RNC 5871 RNC 5896 RNC 5939 RNC 5952 RNC 5960 RNC 5983	SUK 1.7-0.6 SUK 1.7-0.6 SUK 1.7-0.6 SUK 1.7-0.6 SUK 1.7-0.6 SUK 1.7-0.6	Motors Rocket 2 in.
RNP 1106xJ	NF 029	(F.A. & S.L.) Q.F.3 in., 20-cwt., Q.F.12-pdr. 12 cwt., Q.F.6-pdr. Q.F.3-pdr.

2. Attention is drawn to B.R.862A, Naval Cordite Regulations, Article 53, paragraphs 6, 7 and 9.

R.A.N. Armament Depots

5. All cartridges or rocket motors, with the exception of those quoted in paragraph 4 hereof, in store or subsequently received, are to be reported on Form N.O.C.M. 16 for disposal.

4. Reports are to be forwarded to the Director of Ordnance and Underwater Weapons showing stocks of propellant of the following sub-lots in store or subsequently received. Stocks are to be retained pending further instructions.:-

RNC 1706xR RNC 1708xR RNC 1721xR RNC 1873x8 RNC 1904x8

(4433/51/171)

115.

AIRCRAFT - BOMBS - PRACTICE TYPES IN SUPPLY TO THE FIRST AIR ARM.

The following types of practice bomb are in supply to the Pleet Air Arm :-

Bombs, Practice, A/C, Smoke and Flash, 25 1b., No.1,

Bombs, Practice, A/C, Smoke, 11+ 1b., Mark 1 Bombs, Practice, A/C, Smoke, 10 1b., Mark 1 Bombs, Practice, A/C, Plash, 10 1b., Mark 3

Bombs, Practice, A/C, Smoke, 8: 1b., Break-up, Mark 2.

- 2. These bombs are all described in A.P. 1661B, Volume 1 (2nd Edition), Section 9. Allowances for H.M.A. Ships, together with particulars of the packages in which they are supplied, are detailed in C.B. 4485B. Allowances for Naval Air Stations are included in their Establishment of Naval Armament Stores (Ammunition Items). Group classification for stowage in H.M.A. ships and R.A.N. Air Stations, as well as storage life (where applicable), is shown in B. R. 862 (N.M. and E.R.) and B. R. 863 (N. A. S. M. and E. R.). The method of charging and fuzing bombs is also described in A.P. 1661B, Volume 1 (2nd Edition), Sections 9 and 12.
- 3. SUPPLY. (a) Bombe, Practice, A/C, Smoke and Plash, 25 lb., No.1, Mark 1, will in due course supersede all 11: 1b. and 10 1b. bombs.
- (b) The 25 lb. bombs will normally be issued to service as Noses, packed 4 per crate B649 in polythene bags, and Taile, packed 4 per box B652. The noses and tails will be assembled by the user as required. Initial deliveries to service will however, be assembled bombs in Box B537 (4 per box).
- (c) The following equipment is provided in connection with the charging and assembly of practice bombs :-
 - (1) Gauge for central plug of bombs, practice (S.N.174) or Gauge, Cavity, Detonator, No. 17, Mark 1 - for gauging the detonator cavity prior to inserting a detonator.
 - (11) Apparatus, smoke charging, practice bomb No. 2, Mark 1 - for charging bombs 114 1b., 10 lb. and 84 lb. with TITET.
 - (111) Extractor, detonator, No.1, Mark 1 for handling detonator bursters.
 - (iv) Composition RD 1158 for treating the threads of filling plugs of bombs when charging with TITET.
 - (v) Wrench, Allen, 1 in. A.F. for use with the 1 in. B.S.F. Allen Set screws securing Noses and Tails of 25 lb. bombs.

4. DISPOSAL OF DEFECTIVE BOMBS. - (a) Bombs found to be defective in any points named in A. P. 1561B, Vol. 1 (2nd Edition), Section 9, Chapter 1, Appendix 1, paragraph 4 other than those filled white smoke, at Naval Air Stations), should be put aside for return to the nearest Naval Armament Depot for rectification and a report made. Screw threads of the body should be re-greased with mineral jelly or oil M. 80 if necessary.

(b) It has been found that in certain 10 lb. bombs the dismeter of the detonator burster head cavity is too small to accept the detonator burster.

Any such bombs are to be disposed of as described in paragraph (6) (a). Should the detonator burster become jammed in the head cavity it should be disposed of IN SITU with the

(c) At Naval Air Stations, defective bombs, filled white amoke, should be dealt with in accordance with the following procedure :-

Select a site at least 50 yards down wind of buildings and runways. Remove the filling plug of the bombs and pour away the liquid filling.

Leave the bomb cases to teather for 24 hours, wash out with carbon tetrachloride and return the empty bombs to the appropriate Naval Armament Depot at the next opportunity.

PRECAUTIONS

- (i) The operator must stand up wind of the bomb during the emptying operation and must wear eye-shields, anti-gas.
- (11) Should the operator be splashed with bomb filling, the affected part is to be washed immediately with clean water.
- 5, DAMAGED BOMBS. (a) Bombs which have been accidentally dropped fuzed bombs, 10 lb., with safety devices in position, are liable to function if dropped from a height of 3 ft, or more on to concrete.
- (b) All practice bombs, 11 and 10 lb., and all break-up 84 1b. bombs are to be regarded as unserviceable if accidentally dropped from any height on to a hard surface.
- 6. DISPOSAL OF DAMAGED BOMBS. Bombs damaged as the result of accidental dropping are to be dealt with as follows :-
- (a) Puzed bombs .- To be dumped in deep water (Navy Order 310 of 1947 refers) or, at a Maval Air Station, destroyed by demolition.
- NOTE: At Navel Air Stations, bombs, filled white smoke, mey at the discretion of the Gunnery Officer, or where no Gunnery Officer is borne, the Senior Commissioned or Commissioned Airman borns for explosive accounting duties, be returned to a fuzing point, unfuzed, emptied as described in paragraph 4(c) of this Order and disposed of as produce. If it is considered that unfusing may be a dangerous operation the bomb should be destroyed by demolition.
- (b) Unfuzed bombs .- White smoke filled, in ships, to be disposed of by dumping. At Naval Air Stations, to be emptied as described in paragraph 4(c) and disposed of as produce.
- (c) Bombe 81 1b. break-up, found to be cracked when removed from their boxes, are to be dealt with as described in Article 22A of B.R. 863 and Article 271A of B.R. 862.
- 7. Bombs, practice, A/C, smoke, 81 lb. break-up, Mark 2, at Naval Air Stations may be stowed filled. On no account are these bombs to be returned to Naval Armement Depots in a filled condition.
- 8. RESTRICTIONS ON USE OF PRACTICE BOMBS. Practice bombs other than break-up are never to be used for practices against submarines or other ship targets, unless such vessels have been allocated for target purposes.

9. RHODAMINE "B".- (a) Rhodamine "B" is supplied as an alternative filling for the 8½ lb. practice break-up bomb, Mark 2, for use in practice bombing against moving targets. It is a fluorescent dye and provides a persistent mark indicating the strike of bombs. It is unsuited for use against stationary targets as the duration of the patches would cause confusion in marking.

- (b) The stendard 81 lb., Mark 2, break-up bomb empty, as supplied for smoke filling, is to be used and fuzing components and procedure are as for Mark 2 smoke filled bombs.
 - (c) Filling procedure -
 - (i) Prepare a sufficient quantity of liquid, mixing the dye with fresh water on the scale of 1 lb. of dye to 2½ gallons of water. This proportion will give a saturated solution. Stir well immediately before use. Care is necessary to avoid damage to clothing which may result from the dye substance.
 - (ii) Examine the bomb body for cracks, rejecting defective bombs; unscrew tail container and remove filling plug.
 - (iii) Carefully pour in the dye solution, until bomb is almost filled and replace filling plug.
 - (iv) Re-assemble tail container to body.
- (d) Identification of filled bombs All bombs filled Phodamine "B" solution are to be stencilled in black lettering with the words "Dye filled".
- (e) Disposal of filled bombs At Naval Air Stations Bombs filled Rhodamine "B" solution may be stored in any suitable dry storage, and, if unexpended after a flight, they may be again stored after the detonator burster has been removed and the bomb examined for cracks. They are not to be returned in a filled state to Naval Armament depots.

Filled bombs, which develop leaks or which are not required, should be broken up and destroyed or dumped.

- (f) Storage Rhodamine "B" is not classified for storage purposes and may be stored in any suitable dry storage.
- (g) Supply Rhodamine "B" solution which is dealt with as an item of air stores under Ref. No. 330/1086 is allowed to services as indicated in A.P.(N)377/378 (Air Stores Establishments).

10. The foregoing information will be incorporated in A.P.(N) 84, in due course.

(4432/31/69)

AVOMETER TESTING SET TYPE HR1 - SUPPLY OF AVOMETER MODEL 8S IN LIEU.

Avometer Type HRl, Pattern 12945, approved for supply to H.M.A. Ships and Establishments vide Navy Order 217 of 1952, is no longer being manufactured. Avometers Model 88 will be supplied in lieu.

(4518/15/284)

117.

116.

H.M.A.S. SYDNEY - COMMUNICATION BETWEEN ARRESTER AND BARRIER UNITS AND THEIR RESPECTIVE CONTROL BOOMS -ALTERATION AND ADDITION ITEM.

The following Alteration and Addition Item is approved in principle :-

Ship H.M.A.S. SYDNEY

Class List

Item No. 2

Classification

Item

"To fit direct communication between -

- (a) arrester control room and barrier control room.
- (b) arrester control room, arrester control position and each of the five arrester units.
- (c) barrier control room, barrier control position and each of three barrier units"

Compensating

Weight required 450 lbs. at Flight Deck Level.

References

FOCAF's AF 1593/761/37 of 5th October, 1953.

2. Proposals to meet compensating weight requirements are to be forwarded by H.M.A.S. SYDNEY.

(4278/102/48)

118.

A.S. FRIGATES (MODIFIED RIVER) - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.S. Frigates (Modified River) :-

(a) General Purpose Derricks Port and Starboard to be modified as necessary, to enable squid ammunition to be loaded on to loading rail on squid deck.

- (b) Squid trolley rails Port and Starboard to be extended to frame 414, rails to be curved as necessary, so that outboard rail is at the deck edge at after end.
- (c) Remove and land squid loading davits and pedestals.
- (d) To fit a 30 ft. derrick in lieu of the 15 ft. general service derrick.

Class Item No. 505 Classification "B"

1226 lbs. at forecastle Compensating weight required deck level or 3133 lbs. at upper deck level.

Reference A.F. 1165/14/73 of 30th July, 1953.

- 2. Proposals to meet the compensating weight requirements are to be furnished by all A.S. Frigates (Modified River), except H.M.A.S. BARCCO.
- 3. As part (d) of this item is not applicable to H.M.A.S. BARCOO, Form A8345 (Record of A's & A's) should be endorsed in accordance with Part 11(d) of Navy Order 424 of 1953. H.M.A.S. BARCOO'B A & A Item No. 165 is cancelled.

(4283/1/115)

119.

NAVAL AND VICTUALLING STORES - REVISION OF PROCUREMENT AND SUPPLY ARRANGEMENTS FOR CERTAIN ITEMS.

Navy Order 342 of 1953 is to be amended by adding the following paragraph :-

- " 3. Cast iron weights, Patterns 124 to 130 inclusive, will continue to be dealt with as Victualling Stores in the Royal Australian Navy."
- 2. Buitable action is to be taken to return all stocks to Victualling Store charge.

(4476/1/20)

120.

LAUNDERING OF MRSS LUNEN AND SICK BERTH RATINGS' WHITE WORKING DRESS.

Approval has been given for the cost of laundering the following items to be accepted in future as a charge to public funds :-

- (1) white working dress of Sick Berth ratings, up to a maximum of two shirts and two pairs of trousers per rating weekly;
- (11) mess linen, including table cloths, glass cloths, tea cloths and napkins.

(3708/1/27)

FORM A.S.73 AND A.S.72Y - REFERENCES TO GENERAL MESS.

The details of General Messing formerly recorded on Form A.S. 73, "Mess Account", and Form A.S. 72Y "Abstract of Value of Provisions Issued on Repayment etc.", are to be omitted from these Forms in future.

2. The printing of these forms to accord with this procedure will be effected when present stocks are exhausted.

(3526/12/1059)

122.

121.

FORM A.S. 1626 - HISTORY OF PROGRESS OF NAVAL AIRMAN -INTRODUCTION.

A history sheet forming a record of progress of a Naval Airman from the time of his entry until advancement to Naval Airman 1st Class is now being introduced.

2. Copies for inclusion in the Service documents of all Naval Airmen (Recruits) will be forwarded to the Commodore Superintendent of Training, Flinders Naval Depot.

(3526/12/1035)

Photo-lithographed, by Authority: W. M. HOUSTON, Government Printer, Melbourne,

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 13th April, 1954.

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

By direction of the Naval Board,

J. E. Bumins

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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123.

OVERSKAS SHIPS SIGHTED AT ANCHOR OR STOPPED OFF THE AUSTRALIAN COAST IN PLACES OR PORTS WHICH ARE NOT CUSTOMS PORTS.

H.M.A. Ships sighting overseas merchant ships at anchor or stopped off the Australian coast in places or ports which are not Customs ports, should report this fact together with the name and nationality of the ship by restricted signal to the Naval Board.

2. The following are Customs ports :-

NEW SOUTH WALES - Botany Bay (for the discharge of bulk motor spirit only), Grafton, Newcastle, Port Kembla, Sydney,

VICTORIA - Geelong, Melbourne, Portland, Warrnambool, Westernport (for the discharge of motor spirit only).

QUEENSLAND - Bowen, Brisbane, Bundaberg, Cairns, Gladstone, Karumba, Lucinda, Mackay, Maryborough, Rockhampton, Thursday Island, Townsville.

Ardrossan, Cape Thevenard,
Edithburgh, Port Adelaide,
Port Augusta, Port Broughton,
Port Germein, Port Lincoln,
Port Pirie, Port Victoria,
Rapid Bay, Stenhouse Bay
(for the purpose of shipping
primary products), Wallaroo,
Whyslla.

WESTERN AUSTRALIA - Albany, Broome, Bunbury,
Busselton, Carnarvon, Derby,
Esperance, Fremantle, Geraldton,
Onslow, Point Samson, Port
Hedland, Wyndham,

TASMANIA - Burnie, Devonport, Hobert, Launceston, Ulverstone.

NORTHERN TERRITORY - Darwin, Groote Eylandt.

(4331/101/4)

124.

DIVING REGULATIONS - CONDUCT OF DIVING OPERATIONS.

The attention of Commanding Officers is drawn to Admiralty Fleet Order 3/1953, paragraph 3.

 Where no qualified Officer is borne, ships should make arrangements direct with Commanding Officer, H.M.A.S. RUSH-CUTTER, for one officer to undergo a 5 days' supervisory diving course.

(3583/27/5)

125.

ALLOCATION OF DIVERS AND EQUIPMENT.

3

Column 2 of the table in paragraph 1 of Navy Order 276 of 1953 is to be amended to read as follows in respect of H.M.A.S. RUSHCUTTER:

1 Diver 1 4 Divers 2 7 Divers 3.

2. To comply with Admiralty Fleet Order 3/1953, the following additional equipment is to be demanded by ships carrying standard equipment, R.A.N.T.E. and S.I.R., Melbourne:

Air Pump		Pattern	3	1	in No.
Air Pipe			5134	24	lengths
Air Pipe			5135	2	lengths
Adaptors	(Double Female)		5131	2	in No.
	(Double Male)		5132	2	in No.

(3583/27/5)

126.

BRANCH OFFICERS COMMISSIONED GUNNER T.A.S. QUALIFICATIONS FOR PROMOTION THERETO AND DURATION OF COURSES.

The following is a summary of the qualification and courses for promotion to the rank of Commissioned Gunner T.A.S. :-

- 2. Before being selected to undergo courses for Commissioned Gunner T.A.S. a candidate must -
 - (a) be qualified for Branch Officer under Q.R. and A.I. . Article 306.
 - (b) pass educationally for branch rank.
 - (c) pass professionally for branch rank, viz., examination in seamanship as prescribed in Form A.S.440.

To be eligible for this examination a rating must -

- (i) be either a Petty Officer or a Leading Seaman passed for Petty Officer, and hold a certificate from his Commanding Officer that he has a reasonable chance of passing the examination.
- (ii) have served four years man's time in sea-going ships.
- (iii) have elected to qualify for Commissioned Gunner T.A.S.
- (iv) be medically fit.
- (4) have held a Second Class (or higher) T.A.S. Specialist Qualification for one year in a sea-going ship.

- (e) be of such age that he can complete the courses and be promoted before reaching the age of 34. In exceptional cases where the candidate will reach the age of 34 years before being due for promotion, and providing he has not reached the age of 36 years, application is to be made to the Navel Board for the candidate to be considered eligible. Each case will be considered on its merits.
- 3. On passing professionally for branch rank, a report is to be made on Form A.S. 198 to the Naval Board, copy to the T.A.S. School, H.M.A.S. RUSHCUTTER, and subsequently as prescribed on the form. The candidate's name is to be placed on a roster for selection to undergo the courses for Commissioned Gunner T.A.S. The roster date will be the date of passing professionally. The date of passing of candidates examined during the six-monthly periods ending 31st May and 30th November, will be regarded as 31st May or 30th November respectively, and, except as otherwise provided, the order on this roster will be determined by these dates, the order in each half-yearly batch being determined by seniority in rating.

Candidates are selected from the roster after consideration of their qualifications and Officer-like qualities.

4. The educational tests may be taken either before or after the professional examination, but a candidate who has not passed educationally before passing professionally is required to do so within three years of the date of passing in seamanship, otherwise his name is removed from the roster. Should a candidate whose name has been so removed subsequently pass the educational test, his name will be replaced on the roster, but his position will be determined by the date of passing the educational test.

5. Those candidates who do not already hold the specialist qualification of T.A.S. Instructor will first be given the appropriate course for T.A.S. Instructor (ex U.C.1 or ex U.W.1).

6. Those candidates who are Leading Seamen or who have not the requisite experience as Petty Officers (Q.R. and A.I., Article 307, paragraph 16) at the end of this course will be rated Acting Petty Officers, if necessary, and will be drafted to gain this experience, preferably at sea, as T.A.S.Is. (See paragraph 8 (a)).

Leading Seamen given the acting rate of Petty Officer under this Order are to be confirmed as Petty Officers after 12 months as acting Petty Officers if recommended in all respects for branch rank. If not so recommended or if found unsuitable for branch rank at any time before the end of 12 months, they are to be reverted to Leading Seamen. They will be eligible for subsequent advancement to Petty Officer in the ordinary course.

7. A candidate, when fully qualified according to the preceding paragraphs and selected for courses for Commissioned Gunner T.A.S., will be given the following courses:

- (a) T.A.S. Course 11 weeks in H.M.S. VERNON and H.M.S. OSPREY.
- (b) Navigation Course 6 weeks in H.M.S. DRYAD.
- (c) Gunnery Course 4 weeks in H.M.S. EXCRLLENT.

8. To be eligible for promotion to Commissioned Gunner T.A.S. a candidate must -

- (a) be a Petty Officer or Acting Petty Officer, with not less than one year's service in the actual performance of the duties of such rating.
- (b) be not more than 34 years of age, or in exceptional cases not more than 36 years of age, wide paragraph 2(e).
- (c) have passed the courses laid down in paragraph 7.
- (d) be medically fit.
- (e) be recommended for branch rank under Q.R. and A.I., Article 306.
- 9. Detailed syllabuses of the courses mentioned in paragraph 7 will be found in the appropriate Training Manuals.

10. After promotion, Acting Commissioned Gunners T.A.B. will take the following courses :-

- (a) Divisional course 2 weeks in R.N. Barracks.
- (b) Rendering mines 1 week in H.M.S. VERNON.
- (c) Bomb disposal 4 weeks at Army Bomb Disposal School.
- (d) A.B.C.D. course 2 weeks in H.M.S. PHOENIX.
- (e) Communications 1 week in R.N. Signal School, Chatham.
- (f) Diving supervision officers' course - 2 weeks in H.M.S. VERNON.

* (NOTE: - The Diving Supervision Officers' course may be taken before promotion if this is administratively convenient.)

11. On completion of courses detailed in paragraph 10, newly promoted officers will undergo a Joint A.S. Course at the Joint A.S. School, Londonderry, followed by 6 months' see experience in the Portland or Londonderry squadrons.

12. In view of the shortage of Commissioned Gunners T.A.S. in the Royal Australian Navy, Commanding Officers are to give every encouragement to suitable T.A.S. ratings to qualify for branch rank.

(4002/22/13)

127.

LEADERSHIP COURSE - R.A.N. PETTY OFFICERS' SCHOOL - FLINDERS NAVAL DEPOT.

The Course. The Petty Officers' School at Flinders
Naval Depot gives Petty Officers of all Branches a course of
leadership training along the general lines laid down in
Admiralty Fleet Order 599/1954. Each course is of 42 days'
duration.

- 2. Purpose of the Course. The purpose of the course, which is of a non-technical nature, is to inculcate a spirit of responsibility and self reliance, and to develop the leader-ship qualities of the higher ratings of all branches of the Royal Australian Navy. It is emphasized that this course is in no sense a 'disciplinary course' but is rather an aid to broadening the outlook of Petty Officers to help improve the manner in which they carry out their duties.
- 3. The Syllabus. The syllabus includes practical training in power of command, handling bodies of men, physical training, recreational games, rifle, pistol and carbine shooting, instructional technique, lectures and discussions on naval subjects and current affairs, and practical experience of lecturing. There are opportunities for field games, and any sporting gear owned by the candidates should be brought for the course.
- 4. Candidates. It is the Naval Board's wish that all Petty Officers should take this important course, as soon as possible after their advancement to Petty Officer rating, but owing to the manning situation this is not yet practicable. The Manning Department drafts Petty Officers for the course, as far as possible, without relief.
- 5. Documents. Service Certificates and Forms A.S.264, of ratings lent to CERRERUS for the course, are to be forwarded to C.S.T. P.N.D. Early action in regard to these documents is essential. Transfer lists are not required.
- 6. Joining Instructions and Kit. Courses commence at 0915 on appropriate Mondays, and ratings should join Flinders Naval Depot by p.m. on the previous Friday. Candidates are to take full kits, but hammocks are not required. Bedding will be provided.
- 7. Petty Officers' School Report. On conclusion, a full report on the leadership shilities of each candidate will be rendered to the rating's Commanding Officer on Form A.S. 264 and the notation "Completed Petty Officers Course" with the date of completion, will be entered on the Service Certificate.
- 8. Navy Orders 131 of 1951 and 511 of 1953 are hereby cancelled.

(4006/141/9)

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

128.

OVERSEAS TRAVEL ARRANGEMENTS - ENTRY TO JAPAN.

The Japanese Government has decided, that, hereafter, members of the United Nations armed forces shall be permitted to enter Japan without Japanese visas, provided that they are in possession of an identity card showing date of birth, rank or rate, official number, service and photograph. A travel order, individual or collective, issued by the appropriate service is also required.

- 2. R.A.W. identity cards, wide Navy Order 522 of 1953, cover all but date of birth, and personnel travelling to Japan are to ensure that this is added before leaving Australia.
- 3. Navy Order 253 of 1952 is hereby cancelled.

(3935/2/16)

129.

STOCKTAKING OF NAVAL STORES - R.A.N. SHORE ESTABLISHMENTS.

With reference to paragraph 78 of the R.A.N. Supplement to B.R.4, the key stowage list and record of stocktaking, referred to in paragraph 4 (1) of Navy Order 389 of 1951, are to be used in R.A.N. Shore Establishments in future, in lieu of the Stocktaking Book Form A.S.148Z.

- 2. The key list referred to is a loose-leaf book which provides for descriptions and stowage details as well as a record of musters carried out. This arrangement facilitates stocktaking, and at the same time eliminates the work of periodically writing up a fresh stocktaking book.
- 3. The key list-stocktaking record should be brought into use when stocktaking books at present in use are completed. The perforated sheets and covers to form the loose leaf books should be demanded by memorandum from the Director of Naval and Air Stores, Navy Office, Melbourne. In this connection the first supply of loose sheets should be based on the total number of items on charge in the Naval Store ledgers allowing approximately 25 items to a sheet, and commencing a fresh sheet for each class and group. In addition a reasonable quantity of spare sheets should be included to meet any anticipated increases in the range of Naval Store items carried.

The number of binders required will vary in individual establishments, but it will generally be found convenient for all classes except "P" to be included in one book, and class "P" in another.

4. On the setting up of the combined key list-stocktaking record in R.A.N. Shore Establishments, the procedure set out in paragraph 6 of Navy Order 389 of 1951 should be followed in connection with stocktaking of Naval Stores.

(3526/12/1061)

5. A further Navy Order will be issued in regard to adoption of the revised stocktaking book in H.M.A. Ships

other than those stored in accordance with Navy Order

389 of 1951.

A STATE OF THE PARTY.

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 20th April, 1954.

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

By direction of the Naval Board,

J. E. Bummins 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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130.

ADMINISTRATIVE ORGANIZATION - AUTHORITIES - ESTABLISHMENTS.

The Appendix to Navy Order 196 of 1952, as amended by Navy Order 96 of 1954, is to be further amended by the deletion of "Naval Dockyard, Garden Island" under "Captain of the Port, Sydney".

(3031/113/19)

131.

WAR SERVICE BENEFITS - KOREA.

Navy Order 492 of 1953, paragraph 5, is to be amended as follows :-

- (a) by inserting in the third column opposite H.M.A.S. CULGOA, the date "27.11.53".
- (b) by inserting in the third column opposite H.M.A.S. TOBRUK, the date 12.2.54".
- (c) by adding -

SHIP		COMMENCEMENT	CONCLUSION
.M.A.B.	SYDNEY	27.10.53	
.M.A.8.	MURCHISON	2.11.53	
.M.A.B.	ARUNTA	25. 1.54	

(4016/101/7)

132.

MALARIA AND SCRUB TYPHUS - MEASURES FOR PREVENTION AND CONTROL.

All Maval personnel in or about to be drafted to malarious areas, as defined hereunder, are to be thoroughly instructed in anti-mosquito and anti-malarial precautions. Medical Officers are to advise and assist in such training.

2. Before embarking for a malarious area, the Commanding Officer of the Ship or Establishment, from which members are being moved, is to ensure that each member is issued with the following items of anti-malarial supplies and equipment:

Tablets oral Paludrine Mosquito Repellent lotion No.12 Bottle 1.

and that he possesses the regulation long protective clothing. Mosquito nets will be issued upon arrival at the destination in malarious areas.

j. All Navel parties proceeding to a malarious area, other than H.M.A.S. TARANGAU, are also to be supplied with sprayers, hand, small, 20% of unit strength and antimosquito spray fluid, Pattern 4864, before leaving. Continuity of supply of these items to the parties is to be ensured in accordance with Scale Allowances. These are to be demanded from the appropriate Naval Store Depot. In H.M.A.S. TARANGAU, stocks are already carried and issues will be made on arrival of the drafts. (Paragraph 10 refers.)

4. The Commanding Officer of a Ship, Establishment or Party in a malarious area is to ensure that the following precautions for personal protection are carried out :-

- (a) From sunset to sunrise, every member, except when protected by a mosquito net, is to wear slacks, boots, web gaiters, and long sleeved shirt or jacket with sleeves down and buttoned at the wrist.
- (b) Guards and sentries are to be provided with veils and gloves, in addition to the items shown in paragraph 4(a), which also are to be worn from sunset until sunrise.
- (c) Every member is to carry a container of mosquito repellent lotion, and is to apply the lotion to exposed skin surfaces as described in paragraph 9.
- (4) Every member sleeping on deck or on shore within one mile to windward of and two miles to leeward of a malarious area is to sleep under a mosquito net -
 - (1) A special type of net, dyed green, made of fine mesh and capable of preventing the ingress of sandflies and other tropical insects, has been designed for use on decks of H.M.A. Ships based on, or operating from ports where sandflies and other insects pasts abound. These nets are obtainable on demand from Royal Edward Victualling Yard, Sydney. The authorized allowance is three nets for each anti-aircraft gun and three for bridge duties watch-keepers.
 - (ii) Another special type is the Bush net a type of small (one man) tent having a calico top and bottom, sides of butter muslin and fitted with sisal stay ropes for erecting - authorized for losn issue at the discretion of Commanding Officers to personnel stationed in tropical areas.

Items in (i) and (ii) are provided for special upper deck and shore operations.

- (e) In Naval Shore Establishments all occupied quarters, tents or bivouscs, also native huts and buildings, are to be closed and sprayed each night and each morning with anti-mosquito spray. The Medical Officer is to advise the Commanding Officer as to appropriate instructions for methods of spraying to be used locally and will be required to advise as to priority and method of screening buildings to render them mosquito proof.
- 5. Anti-mosquito measures to be adopted for H.M.A. Ships in melarious or potentially malarious areas are as follows :-
 - (a) The ideal anchorage for a ship in harbour in a malarious area is not less than one mile to windward of the shore.

132

Malaria bearing mosquitoes have been known to fly almost this distance up wind and much greater distances down wind. Mosquitoes may also be brought on board on slothing or in ship's boats, lighters, water tanks, native craft, etc., and have been known to multiply on board during a wet season in insufficiently protected accumulations of water, e.g. in hold-alls for water, the drip pan of scuttles, unstoppered water bottles, etc. They tend to cling to dark corners of cabins or other accommodation, under clothing or bunks during daylight hours, but bright light at night also attracts mosquitoes. In the morning mosquitoes which have entered compartments or flats during the night should be driven out, hanging clothing and curtains disturbed, and corners, clothing and under bunks sprayed with insecticide.

- (b) No member is to be allowed to sleep on deck unless a mosquito net is used (vide paragraph 40), if the ship is within mosquito range.
- (c) Care is to be taken that no uncovered pools of stagnant rain water (e.g., in boats and awnings) are allowed to remain.
- (d) Leave should be completed by sundown as far as possible and sny men remaining on shore must have suitable regulation clothing and mosquito repellent lotion, in the use of which and in the danger of allowing mosquitoes to bite them, they should be fully instructed. Bentries on gangway and wharf duty are particularly vulnerable. Anti-malaria propylaxis is to be taken by the whole crew in accordance with the instructions laid down in paragraph 6.
- 6. Suppressive treatment (prophylaxis) for malaria. To be demanded from the Medical and Dental Store Officer, No. 24 Shed, Bundock Street, Randwick, N.S.W.

Peludrine is the routine anti-malaria drug used in the Royal Australian Mavy, but in order to offset any tendency to create drug resistant strains of mosquito in certain areas, other drugs will be introduced from time to time. These are to be administered in the area concerned, in accordance with the specific instructions issued concurrently with the drug;

- (a) The Commanding Officer of each land based naval party, or of a ship in harbour in malarious areas, is responsible for the administration of malaria prophylaxis to every officer and rating under his command. Whenever possible, the drug is to be given under the supervision of an officer. Strict supervision is necessary to guard against failure to awallow the tablets.
- (b) For all personnel proceeding to a land Base in a malarious area, paludrine suppressive treatment need commence only a day prior to arrival in the malarious area and then be continued under supervision. Such treatment will consist of one tablet of paludrine (0.1 gm) taken daily immediately after food (the evening meal) with a drink of water and is to be continued in accordance with clause (c).

- (c) In malerious areas, the suppressive dosage of paludrine will be one tablet - 0.1 gm daily.
- (d) In H.M.A.S. TARANGAU members may be allowed to take atebrin prophylaxia after arrival, in lieu of other anti-malaria prophylaxis, if they so desire and upon request to the Medical Officer.
- (i) Personnel moving from a malarious area to a non-malarious area need only continue on suppressive paludrine treatment for two days after leaving the area. If atebrin has been the suppressive drug taken, it is to be taken continuously for 10 days after leaving the area. The dose of both paludrine and atebrin is one tablet, 0.1 gm daily. If another malaria prophylactic drug is being taken, the continued use is to be that laid down for the particular drug.
 - (11) Personnel moving from a malarious area to a potentially malarious area are to continue on suppressive prophylaxis for one calendar month after leaving the malarious area, at the same dosage of one tablet, 0.1 gm daily, of either paludrine or atebrin, or the prescribed dosage of other types of prophylaxis permitted from time to time.
 - (111) Movements of R. A. N. personnel, from a malarious area to a potentially malarious area, are only to be made for urgent military necessity, and then due notice is to be given by the Commanding Officer of the malarious area to the Commanding Officer in the potentially malarious area of the impending arrival of personnel. All such advices are to be repeated for the information of the Naval Board.

7. For Maval purposes, the following definitions are made of the Australian region :-

(a) Malarious area -

Within 1 mile to windward of and two miles to leeward of land in New Guinea and associated islands lying West of 1700 East Longitude, and North of 200 South Latitude, with the exception of Thursday Island and Horn Island.

(b) Potentially Malarious Area -

That part of the continent of Australia lying North of a line drawn between Townsville and Broome, but excluding -

- (1) The Establishments in Townsville and Broome.
- (11) Horn Island and Thursday Island and its ancillary stations.
- (iii) That portion of the Atherton Plateau lying above 2000 feet elevation (note the town of Atherton is above this level, and the town of Marceba is below it.).

These definitions do not apply to H.M.A. Ships operating in the waters of either area provided a medical officer is borns.

8. Personnel proceeding to Australia for leave or duty from a malarious area, with the intention of returning to that area after leave or duty, are to be given sufficient teblets to carry out suppressive treatment throughout the period until return to the area. They are to be impressed with the importance of regular dosage, Members are to be particularly instructed that, should illness occur whilst on leave or duty, they are to report to the nearest Bervice Medical Officer, or, should one not be available, to the nearest qualified medical practitioner. A certificate should be obtained from the Medical Officer treating the illness, as to the exact nature, type of malaria if present, and the treatment employed.

9. Mosquito repellent lotion is to be used in malarious areas according to the following procedure :-

- (a) The lotion is to be applied by each member at sundown and again on rising, if before suarise.
- (b) Members on night duty are to apply the lotion on commencing duty, and renew applications at three-hourly intervals, or more often if necessary.
- (c) Method of application -
 - (1) A small quantity, not more than half a teaspoonful, is poured on to the palm and after rubbing the hands together, smeared all over all exposed portions of the face, neck and arms.

10. Demands for requirements are to be prepared in accordsnee with the following allowances:-

Pattern	Item	Denomination of Quantity	To be demanded from	Allowance
4864	Mosquito Spray (See elso A.P.O. 3355/1953)	Gallons	(s)N.s.o.	Malarious Areas- 9 gallon per 100 men for 28 days. Potentially Malarious areas of areas where there is an outbreak of dengue fever - 6 gallons per 100 men for 28 days - issue to be made on authority of Medical Officer.

NOTE: D.D.T. Emulsion, Pattern 4864, must never be allowed to come into direct contact with food. For use against mosquitoes, flies, etc., indoors the emulsion may be diluted in the proportion of two parts of water to one part of the emulsion. Spraying is thus made easier, and the diluted emulsion is effective against flying insects. A general application may be made in the same manner as with D.D.T./Kerosene solution.

pattern	Item	Denomination of Quantity	To be demanded from	Allowance
5017	Sprayers Hend	Number	(8)N.S.O.	Malarious Areas - 20% of unit strength. Other areas where mesquite spray is issued - 10% of unit strength.
1485/7	Insect Repellent Lotion (a) 4 cz. bottle (b) Drum	Nottles (Individual) Gallons (Bulk)	MA D.S.O.	1 Mo. 4 oz. bottle per men (2½ gall- ons per 100 men) per 28 days to be issued in Malar- ious and potent- ially malarious areas only. For scrub typhus, 5 gallons per 100 men for 26 days on authority of medical officers.
	Anti- Malaria Oil (Com- prises - Diesel Fuel 47 Octans (i.e. Automotive Diesel Oil) with 5% Creosote added)	Gallons	See note below	Malarious Areas - 50 gallons per 100 men for 28 days. Potentially Malarious areas - 25 gallons per 100 men for 28 days. Non Malarious areas, Dengue - 10 gallons per 100 men for 28 days. (The authority of the Medical Officer is required for supply to potentially malarious and non- malarious areas,)

MOTE:- Requirements of Diesel Fuel and Creosote should be demanded as separate items from the (S)N.S.O. concerned and mixed in the Establishment as required.

11. Gcrub Typhus. - For protection against mites, for the prevention of scrub typhus, the outside of the socks, inside and outside of gainters, inside of the shirt at neck, wrist, front opening and armpit region, should be lightly smeared with the lotion. The lotion is first smeared on the hands, which are then rubbed over the parts of clothing just indicated. Thorough treatment of the upper part of the socke is particularly important. Treatment should be repeated each time the clothes are washed. While the application on the skin passes off within a few hours, the lotion remains effective on clothing for about three days. Paragraph 10 refers to supply.

12. Navy Orders 193 of 1942, 143, 275, 520, 603 of 1943, 15, 118, 213, 231, 240, 418 of 1944 and 58 of 1951 are hereby cancelled.

(4018/1/16)

133.

O.M.S. VESSELS (COMPRESENSIVE) - MODIFICATION TO "L.L." BEEL.

It has been established that the reel originally fitted for the L.L. sweep is not large enough to accommodate the whole of the M.L. sweep Mk.4.

2. The following elteration and addition item is approved in principle for Ocean Minesweepers (Comprehensive):-

"To modify "L.L." reel Mk.4 in accordance with Navy Offics drawing No. 157/837 (G.I. No. 162/84)."

Class Item No. 506

Classification "A"

Compensating weight: NIL

References: Mavy Office Drawing No. 157/837 (GI. No. 162/84).

(4284/101/53)

134.

FIRST TUGS - ALTERATION AND ADDITION ITEM.

The following Alteration and Addition item is approved in principle for Fleet Tugs :-

"To instal 5% cubic ft. refrigerator in lieu of 3% cubic ft. refrigerator in wardroom."

Class Item No. 151 Classification "A"

Compensating Weight required: 161 lbs. at Forecastle
Deck or 408 lbs. at
Upper Deck.

Reference: F.O.I.C. R.A.'s Message 010355 December, 1953.

2. Proposals to meet compensating weight required are to be forwarded.

(3768/13/101)

135.

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLECT.

With reference to Navy Order 361 of 1953, as amended by Navy Order 430 of 1953, variations to replacement costs of bedding referred to therein are as follows:

Item No.	Pattern No.	Description	Amended Replacement dosts
			£ 8. d.
3	37a	Covers for pillows,	0.10
10	34	pattern 37 Sheets, white, cotton,	2.10
	And Street	72" x 108"	1. 8. 3
12	25	Coverlets, blue and white cotton	1.14. 2
14	21	Mattress, coir, 6'4" x 2'6"	2.16. 9
16	7	Mattress, coir, 6' x 2'6" x 4"	2.12. 0
17	2	Mattress, coir, 6'4" x 3' x 4"	3. 6. 0
23	-	Mattress, hair, 6'6" x 3' x 4"	7. 8. 7
25	18a	Covers for mattress, patt, T372	1.13. 7
27	1	Covers for mattress, khaki 6'5 x 3'1" x 4"	1.19. 8
		the bost again	(3190/1/68)

136.

STORE ROOMS - ACTION MESSING RESERVE - STOWAGE.

Proposals for the allocation of stowages to meet the requirements of Admiralty Fleet Order 3828/1953, are to be forwarded by Commanding Officers to Navy Office.

2. In order that the effect on stability can be investigated, it will be necessary to state the quantity to be stowed in each location, and also, where the restowage of other articles is involved, the quantities to be transferred with details of their new location.

(4275/1/10)

137.

NAVAL STORRS - ALBUMS, PHOTOGRAPHIC - ALLOWANCES.

Admiralty have decided to allow 1 No. Photographic Album Pattern 2483 together with 200 leaves Pattern 2585 to each surveying ship. The allowance will be included in the Establishment of Sea Stores for Photographic Purposes, B.R.386 (49).

2. R.A.N. Surveying ships requiring the items should lodge demands (Form A.S.134D) on the Superintending Naval and Air Store Officer, Sydney.

(4518/50/184)

138.

NAVAL AIR STORES - DEFECTIVE ITEMS SUBJECT TO A21 REPORT - DESPATCH FOR TECHNICAL EXAMINATION.

The procedure to be observed in regard to the disposal of Air Stores, subject to A21 reports, is now laid down in R.A.N.A.M.M., Article 251.

2. Navy Order 407 of 1951 is hereby cancelled.

(4401/1/41)

139.

BIRCTRIC FLOOR POLISHING MACHINES FOR H.M.A. NAVAL ESTABLISHMENTS - POLICY - SUPPLY OF SPARE PARTS FOR MAINTENANCE OF MACHINES.

The approved scale of supply of electric floor polishing machines to Shore Establishments is generally 1 No. machine for every 1000 square wards of floor area to be maintained, except in the case of larger establishments where the concentration of buildings should enable requirements to be met by a more restricted scale.

- 2. Current allowances to the various Shore Establishments have been communicated by memorandum to the Authorities concerned.
- 3. The machines should be accounted for as permanent Neval Store items under Class F. Group 1.0.
- 4. It is intended that the repair and maintenance of electric floor polishing machines should be carried out as far as practicable by Service personnel at the establishments to which the machines are supplied.
- 5. The approved scale of supply of spare parts and accessories for the machines is as indicated hereunder. Establishments concerned should lodge demands, as necessary, on the appropriate Storing Yard for items required to complete to these allowances -
 - (a) "Silovac" Domestic Two Brush Polishers

Scrubbing Brushes - 2 No.
Polishing Brushes - 2 No.
Rubber Driving Bands - 2 No.
Priction Plate Bearing - 1 No.
Carbon Brushes - 2 No.
Brush Holders - 2 No.
In service.

(b) "Hi Shine" Single Brush 13" Commercial Polishers

Scrubbing Brushes Polishing Brushes Ball Bearings - Roll Top for Motors	- 1 No. - 1 No. - 2 No.	For each 3 machines in service
Carbon Brushes Brush Holders	- 2 No.}	For each D.C. machine in service.

6. Establishments, holding machines of types other than those referred to in paragraph 5 hereof, should demand spare parts and accessories as and when required to make good defects.

7. Navy Orders 86 and 248 of 1952 are hereby cancelled.

(4518/17/150)

140.

CANCELLATION OF NAVY ORDERS.

The following Navy Orders, having been superseded or sufficiently promulgated, are hereby cancelled :-

Navy Orders 138, 157 of 1940, 317, 368, 564 of 1945, 298 of 1946, 284, 395 of 1947, 8, 347 of 1949, 262 of 1950, 188 and 238 of 1952.

(3712/20/10)

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th April, 1954.

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

By direction of the Naval Board,

J. E. Bummins

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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141.

BATINGS - TELEGRAPHIST (FLYING) - INSTITUTION OF NEW AIRCREW CATEGORY.

A Telegraphist (Plying) category will be instituted in the Royal Australian Navy from October, 1954. Initially the duties of telegraphists (flying) will be to fly in threeseat anti-submarine aircraft for radio and radar duties.

- 2. It is hoped that sufficient suitable volunteers will be forthcoming entirely from serving telegraphists who may volunteer for telegraphist (flying) provided they hold the following qualifications on date of volunteering:
- (a) confirmed as a telegraphist and below the rating of acting petty officer telegraphist;
- (b) under the age of 25;
- (c) V.G. conduct;
- (d) recommendation by Commanding Officer;
- (e) medically fit to A3B standard.
- 3. The first requirement is for sixteen ratings to be selected of whom eight will begin a four months' course at R.A.N. Air Station, Nowra, in October, 1954, and the remainder in February, 1955.
- 4. Names of suitable recommended volunteers are to be signalled to A.C.N.B. by Ships and Establishments by 1st June, 1954. Nil reports are not required. Copies of Service Certificate, Conduct Sheet, History Sheet and Form A.S.264 for each applicant are to be forwarded to Mavy Office. Arrangements will then be made for required candidates to be given air medical examination and to be seen by an Interview Board at R.A.N. Air Station, Nowra. Shipe and Establishments concerned will be advised of candidates selected.
- 5. Belected candidates who pass the telegraphist (flying) course will be employed in that capacity for an initial period of three years, including time under training, after which they may resume telegraphist duties. Recommended volunteers will be allowed to continue telegraphist (flying) duties for further periods each of two years, provided that they are still medically fit for flying and subject to wacancies existing.
- 6. Advancement will be in the parent branch, and, in order that ratings' prospects may not be jeopardised, arrangements will be made for telegraphists (flying) to be drafted to undergo telegraphist courses for advancement, as required, during their aircrew service.
- 7. The suffix "(Plying)" will be removed from a rating's designation when not employed on aircrew duties.
- 8. In addition to the basic branch pay, flying training allowance of 3/-d. a day will be paid continuously during the period of initial training and will cease on successful completion of the initial course. Plying pay at the rate of 3/6d. a day will commence from the day following successful completion of the telegraphist (flying) course and continue whilst borne for aircrew duties.

9. Petty Officer Telegraphists and Leading Telegraphists, who are recommended and are volunteers and who have served for two or more periods as sircrew, may be employed as sircrew instructors even if they are no longer physically fit for flying. Such ratings will receive instructors' pay of 1/-d. per day but not flying pay.

3

- 10. In addition to their other badges ratings will, on satisfactory completion of the telegraphist (flying) course, wear the T.A.G. flying badge above the left cuff. They will normally continue to wear this badge for the remainder of their service as ratings, whether employed on aircrew duties or not. The badge may, however, be withdrawn if the holder has been removed permanently from aircrew duties for disciplinary or other reasons within his own control. The withdrawal of the badge will be subject to Naval Board approval in each individual case.
- 11. The terms of Consolidated Orders and Regulations, Article 144, will not be applied to telegraphist ratings volunteering for the telegraphist (flying) category. However, in view of the relatively high cost of the telegraphist (flying) course, no rating will be selected for training unless, either he has at least three years remaining of his current engagement at the date of commencing the course or, before beginning the training, he re-engages in accordance with the pattern of Navy Order 32 of 1954.

(4002/55/13)

142

AIRCREW - CONVERSION AND FAMILIARIZATION OF PILOTS.

Section I of this Order lays down the procedure to be followed in converting a pilot to an aircraft group in which he is not already qualified. Section II lays down the check-out procedure for familiarizing a pilot in an aircraft contained in a group in which he has previously qualified under Section I.

SECTION I.

2. Navel Aircraft have been divided into groups as follows :-

Piston Groups	Description	Examples	Normal Method of Conversion	
A	Single-engined light aircraft	Auster Tiger Moth	Local conversion	
В	Single-engined service trainer	Wirraway	N.A.S. Nowra (No. 723 Squadron	
0	Single-engined opera- tional sircraft and associated trainers	Sea Fury Firefly	N.A.S. Nowrs (No.723 Squadron	
σ	Heavy twin engined aircraft	pakota	Courses with R.A.A.F. will be arranged by A.C.N.B.	
8	Helicopters	Sycamore	N.A.S. Nowra (No.723 Squadron	

5

Jet Groups	Description	Examples	Normal	
Р	Single jet operational aircraft and associat- ed trainers	Sea Venom Vampire Trainer	N.A.S. Nowra (No.723 Squadron)	
G	All prop jets and associated trainers	Gannet Gannet Trainer	N. A. S. Nowra (No. 723 Squadron)	

3. Local Conversions. - Briefing officers for local conversions should be selected for their experience on type and should conduct their briefings in accordance with Section II of this Order.

SECTION II

4. This section lays down the check-out procedure for familiarizing a pilot in aircraft within a group in which he is already qualified. Pamiliarization is not necessary before a pilot, qualified on one mark of an aircraft, flies another mark of the same aircraft, for which there is not a separate issue of Pilot's Notes.

- 5. A Captain is to ensure that the procedure set out hereunder is strictly followed :-
- (a) the pilot is to make a detailed study of the Pilots'
 Notes, Engine Handling pamphlets and all relevant
 S.F.I.'s and S.T.I.'s;
- (b) a briefing officer, experienced on type, should give the pilot a thorough cockpit familiarization on the ground, including a blindfold cockpit check;
- (c) dual instruction is to be given in all possible cases. If no Qualified Flying Instructor is available, who is qualified on type, this instruction may be given by a pilot experienced in the aircraft concerned, at the Captain's discretion;
- (d) favourable weather conditions, with particular reference to crosswind, are to be selected for the initial flights;
- (e) the briefing officer is to give the pilot a complete pre-flight briefing before each flight. Two local flights of 45 minutes each are to be made for single engined aircraft, with an additional flight of 45 minutes for twin engined aircraft and two additional flights for jet sircraft. All flights in jet aircraft should be timed to allow 30 per cent of fuel remainings on landing;
- (f) before making any flights or obtaining a logbook notation of competency, the pilot is to be examined orally by the briefing officer in the following:-
 - (1) radio sids and equipment installed;
 - (11) I.F.F. (where applicable);
 - (iii) all emergency drills, including Ejector seat drill where applicable;
 - (iv) ditching and dinghy stowage;

(g) the objects of the flights are -

FIRST FLIGHT

Starting, warming and running up.
Taxying and use of brakes.
Take-off.
Engine handling and changing tanks.
Stalling (clean and all down).
Slow flying.

Note the emergency system of operating undercarriage and flaps.

Pamiliarization with and interpretation of the instrument panel.
Use of dive brakes.
One sirfield landing.

SECOND FLIGHT

Circuits and landings.
Overshoot procedure.
Forced landing approaches.

THIRD FLIGHT (twin engined aircraft only)

Asymetric flying.
Feathering and unfeathering.
Critical speeds, with varying power on the
live engine and under varying conditions
of flight.

THIRD FLIGHT (Group "F" aircraft only)

Climb to 30,000 ft. Use of pressurization. High speed stall and speed turns. High speed runs to critical Mach number.

POURTH FLIGHT (Group "F" aircraft only)
Climb to 35,000 ft.
Controlled descent and G.C.A. (if available)

NOTE I: - Single engined overshoot procedure and single engined landings are to be practised, at the discretion of the Squadron Commander, as soon as he considers runway and weather conditions suitable and the pilot competent. In all cases single engine landings are to be carried out prior to gaining eight hours' experience on type. In no circumstances is a pilot to be considered "qualified on Type or Mark" until he has carried out a single engined landing and overshoot procedure satisfactorily.

NOTE II: - Except when comparing the drag of a windmilling propeller with that of a feathered one, all single engined flying should be carried out with the propeller of the failed engine feathered.

6. The above familiarization flights are to be entered in red ink in the Flight Authorization Book.

7. On successful conclusion of the required number of familiarization flights, a notation is to be made in the Pilot's log book to the effect that he has been checked out in (aircraft type and mark) under

Section II of this Order. This should be signed by the briefing officer and Commander (Air).

- 8. The above are the minimum requirements for familiarization applicable to an experienced pilot in flying practice. Extended familiarization is to be arranged whenever adverse local conditions obtain or when the pilot concerned has less than 300 hours total experience.
- 9. "Chase" Aircraft, On all occasions when an experienced pilot can be made available to follow in a "Chase" aircraft, to advise, if necessary, a pilot carrying out a first solo flight, during familiarization or conversion, this procedure should be adopted.
- 10. Returns. Notation of aircraft, in which a pilot has checked out under Section II of this Order, is to be made on 8.206E rendered on 1st July annually. All conversions under Sections I and II should be reported on completion to A.C.N.B., copy to Captain (Air), Australia.

(4006/23/30)

143.

PROMOTIONS IN THE ROYAL AUSTRALIAN NAVY.

The following officers of the Branch List have been selected to undergo courses in the United Kingdom for direct promotion to Lieutenant's rank :-

Senior Commissioned Gunner (T.A.S.) J.H. GUEST, R.A.N. Commissioned Gunner (T.A.S.) H.K. DUNCAN, R.A.N. Commissioned Engineer M.B. CARTER, M.B.E., R.A.N. Commissioned Mechanician G. LAING-SCHOFIELD, R.A.N. Commissioned Mechanician B.M. ZIEGLER, R.A.N. Commissioned Ordnance Engineer R.D. HAZZARD, R.A.N. Commissioned Electrical Officer J.H. EUSTON, R.A.N.

2. The following ratings have been selected to undergo courses in the United Kingdom for promotion to Acting Sub-Lieutenant's rank :-

Engine Room Artificer, 3rd Class, D. CHARLTON, O/N 38330.
Leading Writer F. YOUNG, O/N 37217.
Writer L.K. THOMSON, O/N 39355.

(4006/20/16)

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

144.

ENTRY OF CADST MIDSHIPMEN INTO THE ROYAL AUSTRALIAN NAVAL COLLEGE.

The usual educational examinations for entry into the Royal Australian Naval College as Cadet Midshipmen (13 year-old entry) and Cadet Midshipmen (Intermediate Entry) will be held at the end of August, 1954.

- 2. Boys born in the calendar years 1939 and 1941 will be eligible to sit for the 1954 examinations. Those who qualify at the examinations will be medically examined between October and December. The selected candidates will enter the Naval College about the end of January, 1955.
- 3. Applications on the required form should reach the Secretary, Department of the Navy, Navy Office, Melbourne, 8.C.1, Victoria, not later than 15th June, 1954.

4. Application forms and full details of these entries may be obtained from -

The Secretary, Department of the Navy, Navy, Office, Melbourne, S.C.1, Victoria.

The Commanding Officer, H.M.A.S. RUSHCUTTER, Beach Road, Edgecliff, Sydney, New South Wales. The Naval Recruiting Officer, 127 Eagle 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, Hobert, Tasmania,
The Naval Officer-in-Charge, Naval Staff Office,
Oliff Street, Fremantle, Western Australia.

(4550/2/197)

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

145.

FINORESCENT PANELS FOR DETECTION OF DOWNED AIRCRAFT - INTRODUCTION OF FINORESCENT FARRIC.

Pluorescent fabric is being introduced into the Royal Australian Navy for use by aircrew of downed aircraft as an aid to rescue. The fabric is stocked in two colours, yellow and red. Tests have proved that a piece of either colour, 3 ft. x 2 ft. in size, is visible at an altitude of 15,000 ft.

- 2. All aircrew members are to carry two panels 3 ft. x 2 ft. one of each colour, as part of their personal Safety and Survival Equipment.
- 3. This fabric is being stocked in bulk at the R.A.N. Air Store Depot, Randwick, under Vocabulary Section 150 under the following descriptions :-

Fluorescent Fabric, 36" wide, Yellow Fluorescent Fabric, 36" wide, Rodamine Pink.

4. Initial supply of the material in bulk will be made to H.M.A.S. SYDNEY and R.A.N.A.S. NOWRA without demand.

(4403/47/67)

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146.

EXCISE AND DUTY FREE TUBACCO AND CIGARETTES.

The following ruling has been given by the Department of Trade and Customs regarding the landing of excise free tobacco and cigarettes :-

Returning from War Service or occupational duties overseas

Por each week of leave granted - 200 cigarettes (or their equivalent in tobacco or cigars) up to a total of 2,000 cigarettes. (NOTE: - 200 cigarettes are regarded as weighing 1 pound.)

Proceeding on leave from H.M.A. Ships returning from duty oversess other than on War Service or occupational duties

400 cigarettes (or their equivalent in tobacco or cigars) only are allowed per person.

Proceeding on leave from sea-going ships operating only in and out of Australian Ports

Only a small quantity of cigarettes for immediate personnel use may be landed. The total is not to exceed 240.

Returning from Manus

A total of 400 cigarattes (or their equivalent in tobacco or cigars) only may be landed irrespective of the amount of leave due.

(4666/21/44)

147.

COMMONWEALTH EMPLOYEES' COMPENSATION ACT -REPATRIATION INSTITUTION CHARGES.

With reference to Navy Order 319 of 1952, the Delegate of the Commissioner for Employees' Compensation, Canberra, has advised that charges in respect of compensation cases treated in Repatriation Commission Institutions have been increased to £2.10. O a day with effect from 1st January, 1953.

A suitable notation is to be made against paragraph 1 of Navy Order 319 of 1952.

2. As regards any further adjustment in respect of cases where members have been treated in Repatriation Commission Institutions subsequent to 31st December, 1952, and action has already been taken in accordance with Navy Order 319 of 1952, the principles set forth in paragraph 3 of that Navy Order are to apply, i.e. further adjustments should be effected only in respect of members still receiving inpatient treatment.

(3809/21/13)

148.

INSTRUCTIONAL FILMS AND FILM STRIPS - S.A.396,
"TRANSMISSION SYSTEMS", PARTS 1 AND 2 - DISTRIBUTION.

With reference to Admiralty Pleet Order 287/1954, copies of Parts 1 and 2 of the new film strip "Transmission Systems" (Serial No. S.A. 396) are being obtained, and initial distribution will be made without demand by the S.N.S.O.: Sydney, on the following scale:

H.M.A. SHIPS AND ESTABLISHMENTS	NO. OF COPIES
Flinders Naval Depot. (for "L" School) H.M.A.S. KUTTABUL. (for G.I.C.) R.A.N. Film Library, Sydney Light Fleet Carriers Cruisers	1 2 2 1 No. each 1 No. each.

(4518/61/319)

149.

INSTRUCTIONAL FILMS AND FILM STRIPS - S.A. 559,
"RIBOTRICAL COMPUTATIONS USED IN GUNNERY
CONTROL SYSTEMS" - DISTRIBUTION,

With reference to Admiralty Pleet Order 3549/1953, copies of the new film strip "Electrical Computations used in Gunnery Control Systems", (S.A. 559), have been received and initial distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, and the Naval Store Officer, Port Melbourne, on the following scale:

H.M.A. SHIPS AND ESTABLISHMENTS	NO. OF COPIES
Flinders Naval Depot	1 (N)
R.A.N. Film Library, Sydney	1 (N) 1 (8)

(M) To be issued by N.S.O., Port Melbourne. (B) To be issued by S.N.S.O., Sydney.

(4518/61/323)

150.

KITS OF BATINGS - BIBCTRICAL BRANCH (AIR) BATINGS.

The compulsory kits of Electrical Branch (Air) ratings have been amended as follows :-

- (1) 2 No. Suits, blue overall, have been added.
- (ii) the quantities of shirts, action-working, and trousers, action-working, have been reduced to 2 No. and 2 Prs., respectively.

Electrical Branch (Air) ratings now serving, whose engagements are not due to expire before 30th June, 1954, are to be issued gratuitously with one overall suit. The other overall suit required to complete the authorized scale is to be provided at the expense of the ratings concerned, who are to be permitted to retain the set of action-working clothing which is now surplus to scale.

2. Navy Order 66 of 1948 is to be noted accordingly.

(4716/1/155)

151.

PATTERN 826 INDICATORS, STEAM PRESSURE, DOBBIE MCINNES - ALLOWANCES TO H.M.A. SHIPS.

Approval has been given for the undermentioned ships to hold Pattern 826 Dobbie McInnes Steam Pressure Indicators as a special allowance of Naval Stores -

Class of Ship	Allowance
Ocean Minesweepers (Bathurst Class)	1 No. per Ship. 3 No. additional for Senior officer's Ships (1 ship in 4)
A.S. Frigates (Modified River Class)	4 No. per ship.
A.A. Prigates (Modified River Class)	4 No. per ship.
Boom Defence Vessels	I No. per ship.

- 2. Approval has also been given to the retention of 3 No. Pattern 826 Indicators by the N.O.I.C. W.A. for losn for trial purposes to ships under his control. The establishment of Naval Stores for H.M.A.S. LEEUWIN will be amended accordingly.
- 3. Demands (Form A.S.134d) should be lodged with the appropriate (8) Naval Store Officer as necessary to complete to the allowances referred to in paragraphs 1 and 2 hereof. Dormant demands for ships concerned in E Class commission in reserve will be prepared by the Storing Yard concerned in the normal manner.

4. Navy Order 185 of 1948 is hereby cancelled.

(4505/90/111)

152.

NAVAL STORES - CUSTODY OF STORES IN DESTROYERS AND SMALLER SHIPS.

The state of the s

The provisions of Admiralty Fleet Order 2641/1953 are not applicable in the Royal Australian Navy.

(4501/30/23)

RESTRICTED

11

153.

CANCELLATION OF NAVY ORDERS.

The following Newy Orders, having been incorporated in Interim Pay Instructions, are hereby cancelled :Navy Orders 86 and 121 of 1949 and 451 of 1953.

(3712/20/11)

153

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
4th May. 1954.

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

By direction of the Naval Board,

J. R. Bummins

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

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154.

SIGNALLING WITH BRITISH MERCHANT SHIPS -TEAB ENDED JIST DECEMBER, 1953.

GENERAL . -

The returns show a total of 917 exercises, while there were only 4 failures to establish or hold communication.

2. Successful exercises reported by individual H.W.A. Ships were as follows :-

H.M.A. Ship	Successful Exercises
AUSTRALIA BYDNEY	189 113
BARCOO RESERVE Paid off 19th 00 SPRIGHTLY Commissioned 233	rd Nov 1953 7
VENGEANCE MURCHISON	45 41 37 37
BATAAN ANZAO SHOALHAVEN	35
WOOMERA HAWKESBURY	53 27 27 27 27
TOBRUK QUADRANT COOTAMUNDRA	20 18
MACQUARIS KOALA ARUNTA	18 16 15
KANGAROO WARREGO	13
WAGGA CULGOA COWRA	12 12 4

The number of exercises carried out by H.M.A. Ships AUSTRALIA, SYDNEY, BARCOO and RESERVE is noteworthy. The total shows a big improvement on previous annual exercises.

3. Ships other than British are still being included on Form A.8.174 and column 4 in some cases has not been completed. It is appreciated that some small ships may not have the necessary publications to enable them to identify the Owners or Line. However, an attempt should be made to obtain this information from H.M.A. Ships in company, in herbour or from the Merchant Vessels themselves while in communication with them.

4. The following table shows the number of successful exercises carried out by various Shipping Lines. The table is not to be taken as an indication of the comparative signalling efficiency of the Lines listed, and those with less than 10 exercises have not been included.

NOTE: - Copies of reprint of this Order are being forwarded to the Shipping Companies listed.

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Adelaide S.S. Co. Ltd. Australian United Steam Navigation Co. Ltd. Anglo Saxon Petroleum Co. Ltd. Anglo Saxon Petroleum Co. Ltd. Event Co. Ltd. British Tankers Co. Ltd. Broken Hill Pty. Ltd. Burns Philp and Co. Blue Star Line Ltd. China Navigation Co. Ltd. Colonial Sugar Refining Co. Ltd. Coumonwealth of Australia (D. of S.) Ellerman Lines Ltd. Mollwraith McRachera Ltd. Huddart Parker Ltd. James Patrick Co. Ltd. Orient Steam Navigation Co. Ltd. Peninsular and Orient Steam Navigation Co. Ltd. Poot Line Ltd. Poot Shipping Co. Ltd. Ropner Shipping Co. Ltd.	Company	Buccessful Exercises
Co. Ltd. Anglo Saxon Petroleum Co. Ltd. Anglo Saxon Petroleum Co. Ltd. Australian S.S. Pty. Ltd. British Tankers Co. Ltd. Broken Hill Pty. Ltd. Broken Hill Pty. Ltd. Scheme Philp and Co. Blue Star Line Ltd. China Navigation Co. Ltd. Colonial Sugar Refining Co. Ltd. Colonial Sugar Refining Co. Ltd. Commonwealth of Australia (D. of S.) Ellerman Lines Ltd. McIlwraith McEachern Ltd. James Patrick Co. Ltd. Orient Steam Navigation Co. Ltd. Peninsular and Orient Steam Navigation Co. Ltd. Poot Line Ltd. Poot Shipping Co. Ltd. Ropner Shipping Co. Ltd.		34
Anglo Saxon Petroleum Co. Ltd. Australian S.S. Pty. Ltd. British Tankers Co. Ltd. Broken Hill Pty. Ltd. Burns Philp and Co. Blue Star Line Ltd. China Navigation Co. Ltd. Colonial Sugar Refining Co. Ltd. Commonwealth of Australia (D. of S.) Ellerman Lines Ltd. McIlwraith McBachera Ltd. James Patrick Co. Ltd. James Patrick Co. Ltd. Orient Steam Navigation Co. Ltd. Peninsular and Orient Steam Navigation Co. Ltd. Port Line Ltd. Pool Shipping Co. Ltd. Ropner Shipping Co. Ltd.		26
Australian S.S. Pty. Ltd. British Tankers Co. Ltd. Broken Hill Pty. Ltd. Burns Philp and Co. Blue Star Line Ltd. China Navigation Co. Ltd. Colonial Sugar Refining Co. Ltd. Commonwealth of Australia (D. of S.) Ellerman Lines Ltd. McIlwraith McEschera Ltd. James Patrick Co. Ltd. Orient Steam Navigation Co. Ltd. Peninsular and Orient Steam Navigation Co. Ltd. Poot Line Ltd. Poot Shipping Co. Ltd. Ropner Shipping Co. Ltd.		
British Tankers Co. Ltd. Broken Hill Pty. Ltd. Burns Philp and Co. Blue Star Line Ltd. China Navigation Co. Ltd. Colonial Sugar Refining Co. Ltd. Commonwealth of Australia (D. of 8.) Ellerman Lines Ltd. McIlwraith McEschera Ltd. Huddart Parker Ltd. James Patrick Co. Ltd. Orient Steam Navigation Co. Ltd. Peninsular and Orient Steam Navigation Co. Ltd. Port Line Ltd. Pool Shipping Co. Ltd. Ropner Shipping Co. Ltd.		13
McIlwraith McEachern Ltd. 25 Huddart Parker Ltd. 18 James Patrick Go. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		35
McIlwraith McEachern Ltd. 25 Huddart Parker Ltd. 18 James Patrick Go. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		52
McIlwraith McEachern Ltd. 25 Huddart Parker Ltd. 18 James Patrick Go. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		18
McIlwraith McEachern Ltd. 25 Huddart Parker Ltd. 18 James Patrick Go. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		11
McIlwraith McEachern Ltd. 25 Huddart Parker Ltd. 18 James Patrick Go. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		11
McIlwraith McEachern Ltd. 25 Huddart Parker Ltd. 18 James Patrick Go. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		92
Huddart Parker Ltd. James Patrick Co. Ltd. Orient Steam Navigation Co. Ltd. Peninsular and Orient Steam Navigation Co. Ltd. Port Line Ltd. Pool Shipping Co. Ltd. Ropner Shipping Co. Ltd. 15		11
James Patrick Co. Ltd. 11 Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		25
Orient Steam Navigation Co. Ltd. 13 Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		
Peninsular and Orient Steam Navigation Co. Ltd. 31 Port Line Ltd. 20 Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		
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Pool Shipping Co. Ltd. 26 Ropner Shipping Co. Ltd. 15		
Ropner Shipping Co. Ltd. 15		
Kopner Shipping Co. Ltd.		26
D W Willer and Co red		15
R.W. Miller and Co. Ltd. 15 Shaw Savill and Albion Co. Ltd. 28		
Union Steamship Co. of New Zealand 26		

5. The high standard of visual Signalling, on the part of Merchant Vessels generally, is being maintained. It is difficult to select vessels for special mention, and the following examples are typical of many :-

H.M.A. Bhip	Date	With 8.8.	Remarks
ARUNTA	9/9/53	Dominion Monarch	10 W.P.M. Very Good Indeed.
AUSTRALIA	22/8/53	Merino	10 W.P.M. 1 Mile, Excellent.
	23/8/53	Melbourne Star	8 W.P.M. 1 Mile, Very Good.
10000	11/10/53	Oronsay	8 W.P.M. 5 Mile, Excellent.
	14/2/53	Kooralya	6 W.P.M. 5 Mile, Excellent.
BARCOO	29/11/53	William McArthur	8 W.P.M. Very Good. (reported V.G. on 15 occasions)
BATAAN	20/11/53	Port Jackson	10 W.P.M. Very Good.
COOTAMUNDRA	2/12/53	Ormiston	12 W.P.M. 5 Miles, Excellent.
CONDAMINE	2/8/53	Kooringa	lo W.P.M. 3 Miles, Very Good.
	7/7/53	Port Phillip	9 W.P.M. 2 Miles, Excellent.
	20/10/53	Elmore	10 W.P.M. 5 Miles, Excellent.
CULGOA	8/3/53	Iron Yampi	10 W.P.M. Very Good.

H.M.A. Ship	Date	With S.S.	Remarks
HAWKESBURY	4/6/53	Iron Wyndham	8 W.P.M. Good. Exercised Semaphore, Flashing and Flags 1 hour.
KANGAROO	27/12/53	Iron Derby	10 W.P.M. Excellent.
	21/9/53	Esstern Star	10 W.P.M. Expellent.
MACQUARTE	11/4/53	Cycle	8 W.P.M. 1 Mile, Excellent,
QUADRANT	11/8/53	Pikepool	6 W. P.M. Very Good.
SYDERY	29/1/53	Port Brisbane	10 W.P.M. 3 Miles, Very Good.
	5/11/53	Empire Windrush	12 W.P.M. 3 Miles, Very Good.
TOBRUK	5/5/53	River Murrumbidgee	10 W.P.M. 3 Miles; Very Good.
VENGEANCE	11/3/53	Mordic	10 W.P.M. Very Good.
0	7/7/53	Taiping	10 W.P.M. 12 Miles, Excellent.
*	10/8/53	Elmore	12 W.P.M. 5 Miles, Excellent,
WOOMERA	21/11/53	Kanimbla	10 W. P.M. Very Good.

(4363/11/118)

SECTION 2. - PERSONNEL

155.

A.B.C.D. TRAINING - ADVANCEMENT.

The following gives detailed information of the knowledge required for advancement by ratings in all branches of the Royal Australian Navy.

2. For advancement to the 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.

P.4422-2.

- (1) 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 suctions.
- (1) 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. Organisation.
- (q) Personal cleansing.
- (r) Gas Alarms and A.B.C. Sentry duties.
- (s) Decontamination methods and practice.
- (t) Atomic explosions and rediction hazards.

3. For Advancement to Leading Rate .-

Section 1

Knowledge required for advancement to Leading Rate in all Branches, additional to that required for the Able Rate :-

- (a) Watertight sub-division, datum deck, and markings of compartments openings and valves.
- (b) Position of Damage Control lockers and firefighting equipment in own ship.
- (c) Practical use of portable fire-fighting appliances, the handling of hoses and life lines.
- (d) Reduction of fire risks.
- (a) 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.
- (1) Ability to use broadcast systems.
- (j) Elementary knowledge of nuclear physics.
- (k) Monitoring.
- (1) Practical use of principal Radiac Instruments.

Section 2

Additional Departmental knowledge required -

- (a) Seaman and Communications
 - Details of stowage of all life-saving equipment, method of release sto.
 - (ii) Ship's orders referring to evolutions likely in the event of damage.
 - (111) Picking up and treatment of survivors.

(b) Engine-room

- (1) General knowledge of rigging and operation of all portable pumps.
- (ii) Uses and operation of all firefighting appliances in own ship.
- (111) General knowledge of steering arrangements in own ship.
- (iv) General knowledge of all types of breathing apparatus.
- (v) Communications between machinery spaces.
- (vi) Plooding and counter-flooding arrangements.
- (vii) Colour markings of important pipes.
- (c) Naval Airmen: General knowledge of -
 - (1) 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 hanger 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 syllabuses for higher rate.
- (e) Supply and Secretariat: General knowledge of -
 - (i) D.C. aspects of stowage of store rooms.
 - (ii) Location of stores carried for emergency.
 - (iii) Inflammable stores and stowage precautions to be observed.
 - (iv) (Stores Ratings) Duties of Stores rating of D.C. Section.
 - (v) Outline of Action Messing Organization.
 - (vi) (Cook and Steward) Preparation and distribution of food and drink suitable for meals in action.
 - (vii) (Steward) First Aid to casualties.

(f) Bick Berth and Dental

- (1) Outline of Medical Organization for Action.
- (ii) Arrangement and equipment of a First Aid Post,
- (iii) Details of contents of First Aid Medical Lockers, First Aid Containers, and First Aid Bags.
- (iv) Medical First Aid equipment of boats and rafts.
- (v) General knowledge of treatment of Gas and Atomic casualties.

4. For Advancement to Petty Officer Rate .-

Section 1

Knowledge required for advancement to Petty Officer Rate in all Branches, (Additional to that required for the Able and Leading Rates) -

- (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.
- (4) Thorough knowledge of a ship's D.C. organization.
- (e) Outline of Action Messing Organization.
- (f) Elementary knowledge of Biological Warfare.

Section 2

Additional Departmental knowledge required -

- (a) Besmen and Communications
 - (1) Knowledge of principles of shoring.
 - (ii) Method of running emergency electric leads (sufficient to aid Electrical Repair perties).
 - (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

- 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.
- (111) Electrical supply and alternative arrangements in machinery spaces.
- (iv) Thorough knowledge of fire main, main suction, oil fuel and petrol system.

- (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) Neval Airmen: Thorough knowledge of -
 - (i) Precautions to be observed when fuelling and defuelling aircraft.
 - (11) Hangar Fire risks and general precautions ("Fuel Danger" State; inflammable stores, etc.)
 - (iii) Hangar fire-fighting arrangements; sprays, curtains, doors, lifts, scuppers and ventilation,
 - (1v) Fire security in hanger 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 syllabuses for higher rate.
- (e) Supply and Secretariat
 - (i) Details of emergency stores and storerooms in own ship.
 - (ii) Organization for emergency access into locked compartments.
 - (iii) Departmental organization for clothing and feeding survivors.
 - (iv) (Cook and Steward) Emergency cooking sites, arrangements and methods.
 - (v) (Stores (V) Cook and Steward) Details of Action Messing organization and arrangements.
 - (vi) Details of arrangements for water and provisions in boats and lifefloats.
 - (vii) General knowledge of survival after shipwreck.
 - (wiii) General knowledge of Medical Organisation for Action.
- (f) Sick Berth and Dental
 - (i) Detailed knowledge of Medical Organization for action.
 - (ii) General knowledge of arrangements to be made in Sick Bay and Emergency Operating Station in action.

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- (iii) General knowledge of survival after shipwreck.
- (iv) Detailed knowledge of treatment of Burn and Blast casualties.
- 5. General details of the Defence Schools and the courses available are given in Navy Order 523 of 1953.
 - 6. Navy Order 246 of 1953 is hereby cancelled.

(4006/20/14)

156.

HOSPITAL BENEFITS - CASES IN WHICH HOSPITAL FEES ARE PAYABLE BY THE COMMONWEALTH.

The Hospital Benefits Act provides for payment to hospitals by the Commonwealth (Department of Health) of hospital benefits in respect of patients. No such separate payment is made, however, in respect of a patient, the whole of whose fees, whether directly or indirectly, is paid by the Commonwealth. Commonwealth hospital benefits are therefore not payable to hospitals in respect of treatment of Naval personnel.

- 2. Cases have occurred in which hospitals, when submitting claims for treatment of Naval personnel, have deducted the hospital benefits (at present sight shillings per diem). In such cases, the deduction has been disregarded and payment of the gross amount of the claim has been authorized. This procedure should be followed in any similar cases that may arise in future.
- 3. The possibility exists, however, that hospitals which have allowed such deduction in their original claim may inadvertently include the period of hospitalization in the statement of daily occupied beds prepared for the purpose of the claim on the Commonwealth for hospital benefits. To provide a check in this regard, the Director-General of Health, Department of Health, Canberra, A.C.T. has requested that advice be furnished to him of any cases in which hospital benefits are deducted by hospitals in claims rendered for treatment of Naval personnel. Any such cases that may arise should be reported to the Naval Board and action to advise the Director-General of Health will be taken in Navy office.

(4837/11/1)

157.

INSTRUCTIONAL FILMS AND FILM STRIPS - S.A.345. MINESWEEPING, PARTS 2A AND 2B - DISTRIBUTION.

With reference to Admiralty Fleet Order 286/1954, copies of Parts 2A and 2B of the new film strip "Minesweeping" (Serial No. S.A. 345) are being obtained and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale :-

H.M.	A. Ships end	Ratablishmenta	No. of Copies
	RUSHCUTTER LONSDALE LONSDALE II LEEUWIN TORRENS HUON MORETON		1 1 1 1 1
R. A. N. P	ilm Library,	Sydney	(4518/61/315)

158.

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 cadet training ship.
- 3. (a) On passing out of the cadet training ship 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 Electrical Engineering.
- (b) Subject to satisfactory progress in their University course, Midshipmen (L) will be promoted to Acting Sub-Lieutenant (L) after 16 months as Midshipmen (L).
- (c) on satisfactory completion of the third year of their University course, Acting Sub-Lieutenants (L) will be promoted Sub-Lieutenant (L) with original seniority.
- (d) 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.)

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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

let Class Certificate 2 months 1 month 2nd Class Certificate

Cadet Training Ship

2 months lat Class Certificate 1 month 2nd Class Certificate

University Course

Degree with 1st or 2nd Class Final Honours Degree with 3rd Class Final Honours Pass Degree 8 months

4 months

Post Graduate Training

Course at Electrical School -

First Class Cortificate (75% and over) 4 months Second " " (55% " ") 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 24 to 40 months, but because of their relative ages on entry, Intermediate Entry Cadets of years 1951, 1952 and 1953 will have seniority calculated between 20 and 36 months.

- 7. (a) Officers who fail at the end of the first year may, if recommended and considered suitable, repeat the year. Where for any reason an Officer is not recommended, consideration will be given to his transfer to snother branch of the Service. In these latter circumstances training, promotion and seniority in the newly selected branch will follow the normal pattern until promotion to Lieutenant's rank when seniority will be adjusted to achieve equity with his own R.A.N. College term.
- (b) The cases of Officers who fail in the second and subsequent years of their course will be dealt with on their merits.
- 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.
- 9. Officers undergoing University training will be required to reside in a University College during College terms. No exception will be made without prior approval of the Naval Board. Where the possession of an academic gown is obligatory the minimum cost of such a gown will be borne by the Department.

10. Compulsory fees as approved by the Naval Board will be paid direct to the University by the Department.

Il. 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.

12. 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 Retablishment. Items which are only required for a part of the course will be returned when no longer required.

15. 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 Registrer 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.

14. In certain cases where time does not permit of a book or other item being obtained from Maval 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.

15. 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 Mavy Office, so that arrangements for their use elsewhere may be made.

16. Books and instruments, purchased in accordance with this Order, are to be taken on charge in the B/R and 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.

17. During University vacations, officers will be required to undergo training both in Naval Ships and Establishments and with manufacturing organizations. The nature of the latter work will be related to the subject matter and stage of the officer's course. This training will be arranged to ensure that officers are immediately available if required by the University for special tests, until the end of the second week in December.

18. Officers undergoing Industrial training will conform to the hours of work and discipline of the organization concerned, but will continue to be paid by the Department.

19. Leave will normally be granted during the August University vacation for the duration of the vacation. Remainder of annual leave will be granted during the Summer vacation. This leave period will include the Statutory Christmes holideys. Travelling time in addition to either period of leave will not be allowed. The provisions of paragraph 9(a) of Navy Order 326 of 1953 may however be applied in the case of officers proceeding on leave during the Summer vacation where the next-of-kin lives in North Queensland or Western Australia.

20. Navy Order 338 of 1953 is hereby cancelled.

159.

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MEDICAL QUALIFICATION FOR ADVANCEMENT.

Approval has been given for ratings serving in medical drafting categories "BY", "P" and "K", who become due for advancement, to be advanced while serving in those categories.

2. A.B.R.10, Article 29, paragraph 1, which provides for the advancement of ratings serving in medical drafting categories "A" and "B" only, will be amended by R. I. Series in due course.

(4008/3/27)

160.

OFFICERS SHORT COURSES - JULY-DECEMBER, 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 p	eriod July-December, 1954 :-	mental and an and an
(a)	Divisional	
	Divisional Course	12th July 4th October
(6)	Gunnery	
	Basic Gunnery Course	26th July 18th October
	R.A.N.R. Lieutenants Gunnery Course	2nd August 25th October
	Reserve (g) Officers Part 1 Part 2	16th August 30th August
	Destroyer Gunnery Officers Course (4 weeks)	lat November
(c)	Communications	
	Basic Communications	9th August 1st November
	R.A.N.R. Lieutenants Communications Course	16th August 8th November
(d)	T.A.S.	
	Basic T.A.S. Course	13th September 29th November
	R.A.N.R. Lieutenants T.A.S. Course	20th September 6th December
	Reserve (a/s) Officers Course	
	Part 1 Part 2	15th November
(e)	N.D.	
	Basic N.D. Course	20th September 6th December
	Instructor Officers N.D. Course	19th July
	Reserve (n) Officers Course Part 1 Part 2	30th August 13th September
	R.A.N.R. Lieutenants N.D. Course	27th September.

2. Dates of commencement of A.B.C.D., A.J.A.S.S., and Land/Air Warfare courses will be promulgated separately. (4007/11/74)

161.

SAFETY EQUIPMENT AND SURVIVAL TRAINING SCHOOL -TERMS OF REFERENCE.

Navy Order 260 of 1948 is to be amended as follows :-Safety Equipment and Survival Training School.

Paragraph 8

Add new item (vi) Trials and evaluation of safety equipment and instructional apparatus.

Paragraph 9

Add new item (k) Ejection seat safety equipment.

(3163/62/264)

162.

T.A.S. BRANCH - SUB-SPECIALIZATION OF RATINGS.

Navy Order 90 of 1954 is to be amended as follows ;-Under the heading "U.C.1" delete -

KAKE	RATE	O. Na
"Hansson, G.R.	C. P. O.	20783"
and insert in lieu -		
"Hansson, H.D.	P. O.	28231".
		(4019/40/3350)

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES 163.

AIRCRAFT CUNS - HISPANO 20 M.M. - USB AS BALLAST GUNS.

It has been decided to introduce Ballast Guns, Hispano 20 m.m. and Belt Feed Machanisms for use in aircraft not permitted to fly unless guns are installed, when such aircraft are being flight delivered to or from a civilian contractor. The only type aircraft affected in the R.A.N., at present, is the Sea Fury P.B. Mark 11.

2. Ballast guns, Hispano 20 m.m., as supplied, will be No.3, Mark 5 or 5* guns complete with No.4, Mark 2 front mounting unit (less buffer assembly No. 2), and will have had the breech block and associated components removed. These guns will be stencilled "BALLAST" in } inch white lettering. Ballast belt feed mechanisms will be Mark 1* and will be similarly stencilled "BALLAST" in 1 inch white lettering. The gune used for this purpose will either be known to have fired at least 6,000 rounds or have been recovered from crashed sircraft and subsequently tested and proved satisfactory for this requirement.

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3. Four sets of ballast gun squipment are being made up at R.A.M. Armament Depot, Spectacle Island, each set consisting of 4 guns and 4 feed mechanisms.

Initial supply will be made without demand as follows :-

N.A.S. Nowra 2 Sets Naval Overseer's Assistant, Bankstown 2 Sets

4. Before aircraft are despatched by flight delivery from N.A.S. Nowra to a civilian contractor the serviceable guns, etc., are to be removed and ballast gun equipment installed in lieu. Aircraft being returned to N.A.S. Nowra from a contractor will be similarly equipped.

Berviceable guns, etc., removed at N.A.S. Nowra should be held for re-installing in aircraft, as required. They should not normally be returned to a R.A.N. Armament Depot unless due for return in accordance with the instructions contained in B.R. 291/45.

- 5. In the event of aircraft movements making it necessary to adjust holdings of ballast gun equipment by using road/rail transport, the arrangements for this to be effected are to be made through the Naval Air Engineer Overseer and not the Superintending Armament Supply Officer.
- 6. The following are to be cross referenced to this Order :-
 - Navy Order 231 of 1949, paragraph 35, as amended by Navy Order 151 of 1953.
 - (11) Navy Order 22 of 1953, Appendix 1, paragraph 10, as amended by Navy Order 168 of 1953.

(4428/53/136)

164.

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OCEAN MINESWEEPERS ALTERATION AND ADDITION ITEM.

It has been decided to remove the silent cabinet, from the W/T Office of Ocean Minesweepers, to improve the layout of equipment and facilitate maintenance.

2. The following alteration and addition item is approved in principle for Ocean Minesweepers :-

"To remove the silent cabinet from the W/T Office and re-arrange equipment in accordance with Navy Office Drawing No.157/827."

Class list item numbers are as follows :-

- (a) Ocean Minesweepers (Comprehensive).
 Class Item No. 505 Classification 'A'.
- (b) Ccean Minesweepers (Limited) Class Item No. 504 Classification 'A'.

Compensating Weight required: 730 lbs. at upper deck level or 300 lbs. at Forecastle deck level.

Reference: Navy Office Drawing No. 157/827.

3. Proposale to meet the compensating weight requirements, set out in paragraph 4 hereof, are to be forwarded by all 0.M.S. Vessels.

4. As this work was completed in H.M.A.S. STRAHAN during conversion, Form A.S. 345, Record of A's and A's", should be endorsed accordingly. Mavy Order 424 of 1953, Part 11, paragraph (D), is relevant.

(4284/101/52)

165.

PRIORITY OF ALTERATIONS AND ADDITIONS.

The following broad policy is laid down for the guidance of refitting authorities for Alterations and Additions. Classification "A", which directly affect seagoing or fighting efficiency. All other items are to be considered of lower priority:

riority :-	
Aircraft Carrie	ra
PRIORITY I	Items affecting the handling and operation of aircraft, including their servicing and arming.
PRIORITY II	Items affecting the direction and control of aircraft.
PRIORITY III	Items affecting the Action Informa- tion Organization and Communications which are not covered by Priority 1.
PRIORITY IV	Items affecting the Gun Armament and Control.
Cruisers	
PRIORITY I	Items affecting the Main Gun Armament and Control.
PRIORITY II	Items affecting the Action Information Organization and Communications.
PRIORITY III	Items affecting the Anti-Aircraft Armament and Control.
PRIORITY IV	Items affecting Close Range A.A. weapons and their control.
PRIORITY V	Items affecting the Torpedo Armsment and its control.
Pleet Destroyer	g
PRIORITY I	Items affecting the Torpedo Armament and its control.
PRIORITY II	Items affecting the Main Gun Armament and its control.
PRIORITY III	Items affecting the A.S. Armsment and its control.
PRIORITY IV	Items affecting the Action Information Organization and Communications.
PRIORITY V	Items affecting the Close Range A.A. Weapons and their control.

Mineswee	pers,-	
PRIORITY	I	Items directly affecting the Minesweeping equipment.
PRIORITY	II	Items affecting the ship's safe depth against all types of mines.
PRIORITY	III	Items affecting accurate Navigational aids.
PRIORITY	IA	Items affecting the Anti-Aircraft Armement (including Close Range Weapons) and its control.
PRIORITY	A	Communications and Plotting arrangements.
PRIORITY	AI	Oil fuel tank, Heating.
A. 8. Fr1	gates	
PRIORITY	1	Items affecting A.S. Armement and its control.
PRIORITY	II	Items affecting Anti-Torpedo Equipment.
PRIORITY	III	Items affecting the Action Information Equipment and Communications.
PRIORITY	IA	Items affecting the A.A. Armament and its control.
PRIORITY	Λ	Items affecting the Close Range A.A. Weapons and their control.
A.A. Pri	zates	
PRIORITY	I	Items affecting the A.A. Armament and its control.
PRIORITY	II	Items affecting the Action Information Organization and Communications.
PRIORITY	III	Items affecting the A.S. Armament and its control.
PRIORITY	IV	Items affecting the Close Range Weapons and their control.
PRIORITY	A	Items affecting Anti-Torpedo Equipment.
A.D. Pris	rates	
PRIORITY		Items affecting the direction and Control of Aircraft.
PRIORITY	11	Other items affecting the Action Information Organization and Communications, which are not covered by Priority I.
PRIORITY	III	Items affecting the Anti-Aircraft Armament and its control.
PRIORITY	IV	Items affecting the Anti-Submarine Armament and its control.
PRIORITY	γ	Items affecting Anti-Torpedo Equipment.

PRIORITY VI

Items affecting the Close Range A.A. Weapons and their control.

NOTE: - Maintenance facilities for new equipment installed in ships must be accorded the same priority as the items which they serve.

2. Navy Orders 24 and 89 of 1954 are hereby cancelled. (4273/11/9)

SECTION 4.- DENTAL, MEDICAL AND VICTUALLING STORES 166.

HOT DRINKS FOR AIRCREWS.

Coffee may be supplied as an 'Extra Issue', in accordance with Scale 3 shown in Form A.S. 71B, to ready rooms for sircrews when flying operations are taking place.

(3818/2/37)

167.

MEDICAL STORES - ANTIBIOTICS - MONTHLY REPORTS.

The following drugs are now included in the Scale of Medicines for the R.A.N. They are to be used solely for the treatment of the diseases listed in column 3 hereof and then only when it is considered that no other drug will serve the purpose. They are not to be used in the treatment of venereal diseases, except with prior approval of the Director of Naval Medical Services:

Column 1 Item No.	Column 2 Antibiotic	Column 3 Disease
64/5	Aureomycin	Acute Ameobic Dysentery; Acute and sub-acute Bacterial Endocarditis - Str. Paecalis; Staphylococcal infections which do not respond to Penicillin; Pneumonia which has not responded to Penicillin or to sulphonamides Psittacosis; Urinary tract infection due to Str. Faecalis;
197/2	Chloremphenicol (Chloremycetin)	Typhoid Fever; Brucellosis; Typhus and other Rickettsial Diseases; Influenzal Meningitis; Granuloma Inguinale; Lymphogranuloma Vernreum; Whocping Cough (Haemophilus Pertussis); Infections due to Haemophilus Influenzae; Acute Laryngo-Tracheo-Bronchitis; Salmonella infections; Severe Gastro-enteritis in children;

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Column 1 Item No.	Column 2 Antibiotic	Column 3 Disease
		Staphylococcal infections which do not respond to either Penicillin or Aureomycin; Urinary tract infections due to gram negative bacilli which do not respond to sulphonemides; Meningitis due to Bacterium Coll if other forms of treetment are unsuccessful;
728/7	Stilboestrol (Hospitals only)	Carcinoma of the Prostate; Mammary Carcinoma;
733/5	Streptomyain	Infections due to Heemophilus Influenzae; Chencroid; Pneumonia due to B. Friedlander; Acute Tuberculosis; Acute exacerbations in chronic Tuberculosis; Salmonella infections; Bacillary Dysentery not responding to Bulphonamides; Surgical conditions of the bowel and of the thoracic organs; Tularaemia; Infections due to Ps. Pyccyaneus;
796/8	Terramycin	Acute Amoebic Dysentery; Acute and sub-acute Bacterial Endocarditis - Str. Paecalis; Staphylococcal infections which do not respond to penicillin; Pneumonia which has not responded to Penicillin nor to sulphonamides; Psittacosis; Urinary tract infections due to Str. Paecalis.

2. Monthly Reports .- It is necessary to exercise control over issues of antibiotics in pursuance of the policy laid down by the Department of Health. A monthly return of their use is to be submitted to the Director of Naval Medical Services in the following form, Returns are not required if no expenditure has occurred during the month. Peniaillin is not to be included in the returns :-

Antibiotic used Rank or giving total Remarks Name Disease Treatment Rating dosage

3. Cortisons .- This has not been placed on scale. It may be demanded as a life saving measure only.

4. R.A.N. Medical Technical Instruction to Medical Officers, No. 61580, dated 17th April, 1952, is to be smended accordingly.

(4482/1/166)

MUGS. ALUMINIUM.

In view of the reported unsuitability of aluminium muge for the purposes for which they were introduced, it has been decided to delete them from the compulsory kits of R.A.N. and W.R.A.N.S. ratings.

2. No further gratuitous issues are to be made to R.A.N. or W.R.A.N.S. ratings, nor are loan issues to be made to R.A.N.R. and R.A.N.R. (N.S.) ratings undergoing training or continuous service.

3. Stocks of aluminium mugs held in H.M.A. Ships and Establishments are to be returned to the nearest Victualling Yard.

(4530/11/34)

SECTION 6 .- SHORE ESTABLISHMENTS

169.

AUTHORITY TO INCIR EXPENDITURE.

Appendix "A" of Navy Order 184 of 1952 is to be amended as follows :-

Authorities of Flag Officer-in-Charge, New South Wales; Captain Superintendent, Sydney; Commodore Superintendent of Training, Flinders Naval Depot and Commanding Officer, R.A.N. Air Station, Nowra.

Add to Paragraph 2 -

- (1) Sub-paragraph (h), after "case" at end of first sentence - "excluding furniture for official residences and married quarters".
- (11) New Sub-paragraph (1) to approve subrequisitions for minor repairs and replacements of furniture in official residences and married quarters found necessary on surveys at changes of tenancy, up to a maximum of £10 in any once case, providing the items concerned are in accordance with the current approved standard of furnishing for the residence and repair or replacement is due to fair wear and tear. Copies of all such sub-requisitions are to be forwarded to Navy Office monthly under a covering memorandum.

Add to Paragraph 3 -

- (1) Sub-paragraph (f), after "case" at end of first sentence "excluding furniture for official residences and married quarters".
- (ii) New Sub-paragraph (g) to approve subrequisitions for minor repairs and replacements of furniture in official residences and married quarters, found necessary on surveys at changes of tenancy, up to a maximum of £10 in any one case, providing the items concerned are in accordance with the current approved standard of furnishing for the residence and repair or replacement is due to fair wear and tear. Copies of all such sub-requisitions are to be forwarded to Navy Office monthly under a covering memorandum.

Add to Paragraph 4 -

- (1) Sub-paragraph (f), after "case" at end of first sentence "excluding furniture for official residences and married quarters".
- (11) New Sub-paragraph (g) to approve sub-requisitions for minor repairs and replacements of furniture in official residences and married quarters found necessary on surveys at changes of tenancy, up to a maximum of glo in any one case, providing the items concerned are in accordance with the current approved standard of furnishing for the residence and repair or replacement is due to fair wear and tear. Copies of all such sub-requisitions are to be forwarded to Navy Office monthly under a covering memorandum.

"Authorities of Naval Officers-in-Charge; Resident Naval Officers and RUSHCUTTER."

Add to Paragraph 1 -

- (1) Sub-paragraph (1), after "case" at end of first sentence "excluding furniture for official residences and married quarters".
- (11) New Sub-paragraph (m) to approve subrequisitions for minor repairs and replacements of furniture in official residences and married quarters found necessary on surveys at changes of tenancy, up to a maximum of £10 in any one case, providing the items concerned are in accordance with the current approved standard of furnishing for the residence and repair or replacement is due to fair wear and tear. Copies of all such sub-requisitions are to be forwarded monthly to Navy Office under a covering memorandum.

Amend Paragraph 2 to read as follows -

- 2. The Naval Officer-in-Charge, New Guinea, is authorized (in addition to exercising the authority vested in the Captains of H.M.A. Ships) -
- (a) to requisition on the Department of Works for repairs and maintenance in connection with Naval Establishments under his control and minor New Works, not exceeding £200 in any one case. A monthly schedule of approvals given under this authority is to be forwarded to the Naval Board,
- (b) to approve sub-requisitions for minor repairs and replacements of furniture in official residences and married quarters found necessary on surveys at changes of tenancy, up to a maximum of £10 in any one case, providing the items concerned are in accordance with the current approved standard of furnishing for the residence and repair or

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replacement is due to fair wear and tear. Copies of all such sub-requisitions are to be forwarded to Navy Office monthly under a covering memorandum.

(3031/81/60)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 11th May, 1954.

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

By direction of the Naval Board,

J. R. Bummins

Secretary.

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

RESTRICTED

SECTION 1 .- ADMINISTRATIVE AND GENERAL

170.

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180 Form A.E. - 190A (Pilot), (Revised 1953) - Introduction.

LOSSES OR DEFICIENCIES OF PUBLIC MONEYS IN H.M.A. SHIPS, ESTABLISHMENTS AND OFFICES.

The Treasury has notified the following amending Treasury Instructions numbered 61, 61K to 61.0, together with an amendment to the existing Instruction 61.A. These will be included in a revised Manual of Treasury Instructions, and the Treasury has directed that immediate effect be given to the procedures indicated. Suitable amendments should be made to the current edition of Treasury Instructions by all holders thereof:

Definition of Loss or Deficiency of Public Moneys.

61. A loss or deficiency of public moneys is a physical loss by an accounting officer of any cash value with a monetary designation which is readily convertible to cash. A cash value includes notes, coins, cheques, postage stamps, postal notes, money orders, money order telegrams, bonds, bond coupons, savings certificates, savings stamps, Income tax instalment stamps, Customs or other duty stamps, but does not include -

- (a) an inscribed stock receipt, fixed deposit receipt or a bank guarantee where negotiable under authority, unless irregular negotiation occurs in the hands of an accounting officer; or
- (b) A Commonwealth Government cheque which is lost by the payee unless the cheque is drawn in favour of an accounting officer or a department or unless, a duplicate cheque having been issued, the original is debited to the official account.

61K. Unless otherwise approved by the Treasury, the provisions of Instructions 61L, 61u, 61N and 61.0 shall also apply to -

- (a) an irregular payment which has not been immediately recovered;
- (b) an overpayment due to a breakdown in procedure:
- (c) an overpayment due to arithmetical error which cannot be recovered from moneys due, or known to be due in the future, to the payee concerned and which is not recovered within a period of four weeks from the date of discovery of the overpayment;
- (d) a loss of revenue occasioned by the noncollection of an amount which is determined to be due to the Commonwealth under a law, regulation or a decision by competent authority; and
- (e) a non-collection or under-collection of an amount which is due to the Commonwealth, is not recorded in a Debtor's ledger and is not recovered within a period of four weeks from date of discovery.

Report of Losses or Deficiencies of Public Moneys,

61L. Losses or deficiencies, as defined in instructions 61 and 61K, are divided into the following categories for the purpose of determining departmental action to be taken before any such loss or deficiency is written off under delegation from the Treasurer :-

- (a) up to an amount of £10;
- (b) exceeding £10 but not in excess of any higher amount in respect of which authority to write off is delegated by the Treasurer to a local branch officer (not including the Minister or administrative officers of the Central Office of a Department);
- (c) exceeding the amount of delegated authority referred to in sub-paragraph (b) hereof but not in excess of the amount in respect of which authority to write off is delegated to the Minister or administrative officers of the Central Office of a Department;
- (d) in excess of the amount of any delegations held by the Minister or administrative officers of the Central Office of a Department (see sub-paragraph (c));
- (e) of any amount due to theft or fraud committed by, or suspected of having been committed by, a Government Officer or employee.

The Departmental action shall be -

- Losses or deficiencies covered by subparagraph (a) shall be adjusted under delegated authority without reference to the Audit Office or Treasury;
- (ii) cases covered by sub-paragraphs (b),
 (c), (d) and (e) shall be brought under
 the notice of the local Audit Inspector
 as soon as the loss or deficiency becomes
 known;
- (iii) as soon as possible after action as outlined in (ii) the relative file of papers in respect of losses or deficiencies covered by sub-paragraph (b) shall be made available to the local Audit Inspector;
- (iv) as soon as practicable a report shall be furnished (in duplicate) to the Chief Auditor through the local Audit Inspector in all cases covered by sub-paragraphs (c), (d) and (e) and to the Treasury in cases covered by sub-paragraphs (d) and (e).

The file of papers or the report, as the case may require, shall deal with the following aspects or as many of them as are applicable to the particular case :-

- (f) what is the amount of the loss or deficiency and how, where and when did it occur?
- (g) was the loss or deficiency caused or necessitated through the fraud, mistake, default, neglect or error of any person?
- (h) has the amount been made good by the person concerned?

- (i) if there is evidence of theft, robbery or fraud, is prosecution proposed or, if not, why not? and
- (j) does the investigation show any defect of the existing system of control and, if so, what remedy is proposed not only in the branch concerned but in similar branches of the Department elsewhere?

Prosecution

61M. An undertaking not to prosecute a person if he makes certain restitution is one which shall never be given by a Commonwealth Department or suthority. It is an offence against the law to compound a felony such as by agreeing that, if the person who committed the felony does a certain thing, he will not be prosecuted. So also, it is highly objectionable for any Commonwealth Department or authority to promise to a person who has contravened the law immunity from prosecution if he does a certain thing as, for example, makes restitution.

Charge of Loss or Deficiency to Revenue

61N. Losses or deficiencies of public moneys generally require to be charged to an appropriation provided by the Treasury. Where the loss or deficiency concerns moneys which should be credited to a head of revenue or have been charged to a head of expenditure, the Treasury may direct that such loss or deficiency shall be carried by that head.

Writing off Losses or Deficiencies of Public Moneys

61.0. An officer shall not write off any loss or deficiency as defined in Instructions 61 and 61K, except within the limits of the authority delegated to him by the Treasurer under Section 70A to write off losses under Section 70C of the Act. Where the report or the relative file of papers has been referred to the Audit Office as directed in Instruction 61L, the views of the local Audit Inspector or the Chief Auditor, as the case may require, shall be ascertained and transmitted in full to the competent authority before action is taken to write off any such loss or deficiency. All losses or deficiencies of Public Moneys shall be suitably and briefly recorded in a Register of Losses or Deficiencies or Public Moneys kept for the purpose.

Instruction 61A is amended by substituting the amount of £10 for £5 appearing in sub-paragraph (II).

- 2. These Instructions are applicable to all losses of public moneys in H.M.A. Ships, Establishments and Offices. In regard to Instruction 61L, delegations to write off losses of public moneys have been granted to Officers of Central Administration only. In all cases, therefore, irrespective of the amount involved, an immediate report should be made to the Naval Board.
- 3. The procedure to be followed in furnishing advice to the Commonwealth Audit Office in regard to losses in excess of flo due to theft etc. is as follows:-

- (a) In cases arising in H.M.A. Shore Establishments, in ships attached thereto, in ships in reserve and in course of paying off into reserve, the Local Auditor is to be notified of the loss at the same time as the report is made to the Naval Board, and his remarks requested. A copy of the notification is to be forwarded with the report for the information of the Naval Board. A copy of the remarks of the Local Auditor should be forwarded to Navy Office when received.
- (b) In all other cases the Naval Board will take steps necessary to inform the Auditor General.
- 4. Reports to the Treasury will be rendered by Navy Office where necessary.
- 5. Suitable notation should be made against Navel Account Regulations and Instructions, Article 361. Necessary amendment will be effected in a general review of the Navel Account Regulations and Instructions now in course.

(3712/42/13)

SECTION 2 .- PERSONNEL

171.

COURSES - OFFICERS - SCHOOL OF LAND/AIR WARFARE, WILLIAMTOWN - JULY-DECEMBER, 1954.

With reference to Navy Orders 268 of 1950, 218 and 458 of 1953, the following courses will be held at the School of Land/Air Warfare, Williamtown, during the period July-December, 1954:

	Course	Commences	Completes
No. 30	intermediate Air Support	8th August	3rd September
No.15	Senior Air Support	17th October	29th October
No.31	Intermediate Ai Support	14th November	10th December.

(4006/24/25)

172.

INCOME TAX EXEMPTION - PERSONNEL SERVING IN PAPUA, NEW GUINEA AND MANUS.

The Government has approved of exemption from Income Tax and Social Services Contributions of Service pay and allowances, in respect of personnel serving in Papua, New Guines and Menus.

- The exemption from tax may be applied retrospectively, but in no case will an assessment be amended where more than three years have elapsed since the Tax became due and payable.
- 3. Where a member has an entitlement, immediate application for refund of Tax should be made to the Deputy Commissioner of Taxation in the State in which the Income Tax Return was lodged.

4. In order to permit of an amended assessment being issued, the Deputy Commissioner concerned will require particulars of the period of service in the areas involved and the amount of pay and allowances derived during each of the years concerned, full details of which are being forwarded by the Director of Nevy Accounts, Nevy Office, Melbourne, to each member concerned through his Commanding Officer.

5. In cases where Income Tax instalments have been deducted during the year ending 30th June, 1954, and the member is still serving in H.M.A.S. TARANGAU, the amount of tax already deducted should be recredited to the respective accounts of personnel concerned, and, where serving in other Ships, authority to re-credit will be issued from Navy Office.

6. The grant of exemption from Taxation to personnel entitled thereto, will not affect their Social Bervice benefits which will continue as previously.

(4845/101/1)

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

173.

NATIONAL SERVICE TRAINERS - COUNTING OF NATIONAL SERVICE TRAINING TIME ON ENTRY INTO THE PERMANENT NAVAL FORCES.

Navy Order 339 of 1953 is to be amended as follows :-Paragraph 2(a) -

Delete "paragraph 18(c) of Navy Order 104 of 1948", and insert "Article 150(c) of A.B.R.10".

(4002/13/228)

174.

PETTY OFFICERS' SCHOOL - COURSES - JULY-DECEMBER, 1954.

Courses at the Petty Officers' School, Flinders Naval Depot, will commence on the dates indicated during the period July-December, 1954 :-

Course No.	Commanding	Completing
63	19th July 6th September	27th August 15th October
65	25th October	3rd December.
		(hooz/31/

(4007/31/34)

175.

B.A.N. RECRUITING ORGANIZATION.

Navy Order 240 of 1952 is to be amended as follows :-

Paragraph 1. Delete and insert the following new paragraph :-

"Officers holding the following appointments are appointed as Recruiting Officers for their respective States, and are responsible to the Naval Board for all matters affecting recruiting within their State :-

Commanding Officer, H.M.A.S. RUSHCUTTER New South Wales.

Commanding Officer, H.M.A.S. MORETON Queensland.

Commanding Officer, H.M.A.S. TORRENS South Australia.

Commanding Officer, H.M.A.S. LEEUWIN Western Australia.

Commending Officer, H.M.A.S. HUON Tasmenia.

Commanding Officer, H.M.A.S. MELVILLE Northern Territory.

Naval Officer-in-Charge, South East Australian Area, Victoria.

(4003/3/115)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES

176.

A.S. FRIGATSS (MODIFIED RIVER) - ALTERATION AND ADDITION 175M.

The following alteration and addition item is approved in principle for A.S. Frigates (Modified River) :-

"To modify Squid firing circuits to allow single barrel firing as shown in drawings D.E.E. 18543 acries."

Class Item No. 506.

Classification "A"

Compensating Weight Required: NIL.

(4283/101/75)

177.

GUNNERY TRIALS - RESPONSIBILITIES OF OFFICERS
STANDING BY SHIPS.

The regulations governing the responsibilities of qualified Gunnery and O.E. Officers standing by ships have been reviewed, and it has been decided that there is need to

amplify and broaden these regulations, in order that these officers can make a greater and more decisive contribution to the installation and test of the equipment for which they will eventually become responsible.

- Appendix I to this Order restates and amplifies the present responsibilities of these officers according to existing regulations.
- 5. In addition to these general responsibilities, some or all of the tests enumerated in Appendix II may also be delegated to them by arrangement between the Commodore Superintendent of Training, Flinders Naval Depot (acting on behalf of the Naval Board), and the administrative authority of the area concerned.
- 4. Authorities concerned will be informed on each occasion of an arrangement made in accordance with paragraph 3 hereof and are to provide the necessary facilities.
- 5. The results obtained at all trials carried out by ship's officers under the terms of this Order are to be recorded and retained for subsequent inspection by the trials officers of H.M.A. Gunnery School. The Commodore Superintendent of Training, Flinders Naval Depot, will incorporate these results in reports to the Naval Board and to other authorities in the normal manner.
- 6. When arrangements are made in accordance with paragraph 3, it will be necessary for the Gunnery or Ordnance Engineer Officer concerned to make personal contact with the Officer-in-Charge, H.M.A. Gunnery School, in order to obtain the necessary standardized methods and instructions used in the particular trials concerned.
- 7. B.R. 1921 Procedure for Ships Building and Completing at Contractors' Yards will be amended in due course.

(3031/13/173)

APPENDIX I

- 1. Repeat shop acceptance tests of the following types of equipment as soon as possible after installation, where test sheets are available :-
- (a) Mechanical Predictors (B.R.1921, Art. 156).
- (b) Oun Direction Sights.
- (c) Target indicating units.
- (d) Single and twin 40 m.m. mountings (excluding 8.T.A.A.Ge).
- 2. Witness the satisfactory carrying out of the following :-
- (a) Tests of gunsights (including gyro gunsights) after erection onboard (B.R.1921, Art. 159).
- (b) Direction erection tests (B.R. 1921, Art. 160).
- (c) Initial and Check Alignments (B.R. 1921, Art. 162).
- (d) Final Tilt Tests (B.R. 1921, Art. 164 and 165).
- (e) Fire Control, Armament Communications, and Gun Direction sections of Final Electrical Trials (B.R.1921, Art. 145.3).

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(f) Endurance trials of hoists.

- (g) Gunnery Equipment Trial, Part 2 (New Art. in B.R.1921 being issued).
- 3. Carry out a distant object gun director test after the installation is complete (B.R.1921, Art. 163).

NOTE: - The general duties of all officers standing by ships are laid down in B.R.1921, Art. 13.

APPENDIX II

Prior to Gunnery Equipment Trial, Part I, and Air Gunnery Equipment Trial

- 1. Mountings .-
- (a) Elevation and training hand efforts.
- (b) Elevation and training speeds in local power.
- (c) Tests of limits, cut-offs, stops and emergency stop pushes.
- (d) Preliminary tests of safety firing gear.
- (e) Tests of order instruments, warning and safety devices.
- (f) Mechanical pointer backlash readings.
- 2. Ammunition Stowage and Supply .-
- (a) Tests of all approved stowages.
- (b) Trials of all approved supply and embarkation routes.
- (c) Operation and speeds of all fixed and revolving structure hoists and lifts loaded in supply and embark.

Prior to Overall Gunnery Control Trial

- 3. Directors (including C.R.B.F. Directors) .-
- (a) Elevation and training hand efforts.
- (b) Elevation and training speeds in local
- (c) Tests of limits, cut-offs, and stops.
- 4. Mountings .-
- (a) Pinal tests of safety firing gear.
- (b) Repeat of S.T.A.A.G. shop acceptance tests.
- (c) Gun trials of simple mountings,
- 5. Communications .-
- (a) User tests of armament broadcast and telephone communications with all machinery running.
- 6. Fire Control .-
- (a) Shop acceptance tests (when relevant of -
 - (1) Electro-mechanical or electronic computers.
 - (11) Tallboys. (B.R. 1921.)

SECTION 4.- DENTAL, MEDICAL AND VICTUALLING STORES
178. DEHYDRATED GREEN PRAS.

Supplies of Dehydrated Green Peas are now available on demand from H.M.A. Victualling Yards at 6/9d. per 1b.; one pound of Dehydrated Peas is equivalent to approximately ten pounds of peas in the pod.

- 2. Trials carried out with these peas proved most satisfactory and they are much superior to dried blue peas.
- 3. The following cooking directions, recommended by the manufacturer, are promulgated for guidance :-

Place Peas in four times their quantity of boiling water. Boil for 30 minutes, then add sugar and salt to taste. Continue cooking until tender.

Bicard-soda may be added to preserve the colour, if desired.

The peas may be scaked for up to four hours prior to cooking.

Pressure cooking - Pre-soak up to four hours and pressure cook for 20 minutes.

(4528/65/111)

179.

MESS GRAR - ICE CREAM FREEZERS 6 QUART.

The provisions of Admiralty Fleet Order 372/1954 have not been adopted in the Royal Australian Navy.

(4530/29/18)

SECTION 5.- BOOKS, FORMS, REPORTS AND CORRESPONDENCE 180.

PORM A.E. - 190A (PILOT), (REVISED 1953) - INTRODUCTION.

Form A.E. - 190A (Pilot), (Revised 1953), a record of each officer or rating during his training as a Naval Pilot, is being introduced. The form will be started by the Naval Board and then is to be kept in accordance with the instructions stated in the form by the appropriate training authorities.

2. In the case of an officer or rating being transferred from pilot to observer training, Form A.E. - 190A (Pilot) is to be returned to the Naval Board, where Form A.E. - 190A (Observer) will be started and forwarded to the authority concerned.

(3526/17/6)

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C.N.Os.181-194/54

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 18th May, 1954.

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

By direction of the Naval Board,

J. E. Bumins

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. Sub ject

SECTION 2 - PERSONNEL

- 181 A.B.C.D. Courses July to December, 1954.
- 182 Courses Australian Joint Anti-Submarine School -July to December, 1954.
- 183 Courses Katings Electrical Branch July to December, 1954.
- 184 Courses Regulating Branch July to December, 1954.
- 185 Instructional Films and Film Strips SA56, "Eyeshooting" (Parts 1-3) - Revised Distribution.
- 186 Instructional Films and Film Strips SA64,
 "Boats and Boatwork" (Parts 1-5) Revised
 Distribution.
- 187 Instructional Films and Film Strips SA66, "Taking Soundings" (Parts 1-2) - Rovised Distribution.
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 "Anchor Work" (Parts 1A, 1B and 1C) Bevised.
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- 189 Testing and Tuning of Auto Systems.
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194 Pattern 5620 Compressed Air Breathing Apparatus -Allowances to H.M.A. Naval Establishments. RESTRICTED

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SECTION 2. - PERSONNEL

181.

A.B.C.D. COURSES - JULY TO DECEMBER, 1954.

With reference to Navy Order 523 of 1953, the commencing dates of Damage Control and A.B.C. Courses to be held in the perence School, H.M.A.S. PENGUIN, are as follows:

Title	Duration	Commencing Dates
Junior Defence	(3 days D.C.) (2 days A.B.C.)	26th July 13th September 11th October 13th December
Standard Damage Control	5 days	2nd August 16th August 6th September 20th September (L.S.M.) 27th September (L.S.M.) 25th October 15th November 6th December
Standard A.B.C.	5 days	9th August # 30th August 20th September (L.S.M.) 27th September (L.S.M.) # 22nd November
Advanced Damage Control	5 days	23rd August lat November
Advanced A.B.C.	5 days .	6th September 29th November
Passive Defence Officers'	2 weeks	lst November

Advanced Course which is followed by the appropriate
Advanced Course (vide Navy Order 523 of 1953,
Appendix I, Column 3).

(L.S.M.) - Courses for L.S.Ms. ex-Mechanical Training Course.

(4007/3/82)

182.

COURSES - AUSTRALIAN JOINT ANTI-SUBMARINE SCHOOL - JULY TO DECEMBER, 1954.

The following is a forecast of the courses to be carried out at the Australian Joint Anti-Submarine School during the period July to December, 1954 :-

Course	Date
R. A. A. P. Staff College	19th - 24th July
No. 11 J.U.C. (Air)	2nd August - 3rd September
Maritime Headquarters	13th September - 24th September
No. 8 J.T.C.	22nd November - 3rd December
No. 3 J.O.C.	6th December - 10th December

(4007/12/38)

185 - 187

COURSES - HATINGS - BLECTRICAL BRANCH -JULY TO DECEMBER, 1954.

The following is a forecast of the commencing dates of courses to be held in the Electrical School, Flinders Naval Depot, during the period July to December, 1954;-

The state of the s	
B.M.	16th August 11th October
R.E.M.	11th October
R.B.M. (A)	23rd August
L.E.M. (P)	12th July 19th July 13th September 18th October
L.E.M. (E)	12th July 19th July
L.E.M. (A)	13th September
L.R.E.M.	lat November
L.R.E.M. (A)	1st November
Elect. (P)	6th September
Elect. (E)	12th July
Blectrical Officer's Writer	6th September.

(4007/3/82)

184.

COURSES - REGULATING BRANCH - JULY TO DECEMBER, 1954.

Courses at the Regulating School, Plinders Naval Depot, will commence on the dates indicated during the period July to December, 1954 -

Course	Period	Date
Master At Arms	5 weeks	19th July
Regulating P.O.	7 weeks	6th September

(4007/3/82)

185.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA56, "EYESHOOTING" (PARTS 1-3) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip, 8A56 "Eyeshooting" (parts 1-3), has been revised and is now on the following scale:-

H.M.A. Establishments	Copies
H.M.A.S. LONSDALE H.M.A.S. LONSDALE II	1 (a)
H.M.A.S. MORETON H.M.A.S. LEEUWIN H.M.A.S. TORRENS	1 (a)
Plinders Naval Depot R.A.N. Film Library, Sydney	1 (a) 3 (1 No. already held)

- (a) Indicates copy of film strip already held.
- 2. Distribution, to complete to the abovementioned allowances, will be effected by the S.N.S.O., Sydney, without demand, to Establishments concerned.
- 3. All Ships and Establishments holding copies in excess of the revised allowances are to return them to the Superintending Naval and Air Store Officer, Sydney.

(4518/61/335)

186.

"BOATS AND BOATWORK" (PARTS 1-5) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip, SA64 "Boats and Boatwork" (Parts 1-5), has been revised and is now on the following scale:

Copies
1
1
1 (a)
1 (a)
1
1
1 (a)
1
1 (a)
1 (a)

- (a) Indicates copy of film strip already held.
- Distribution will be effected by the S.N.S.O., Sydney, without demand, to Establishments concerned not already holding copies.
- All Ships and Establishments holding copies in excess of the revised allowances are to return them to the S.N.S.O., Sydney.

(4518/61/337)

187.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA66, "TAKING SOUNDINGS" (PARTS 1-2) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip, SA66 "Taking Soundings" (Parts 1-2), has been revised and is now on the following scale :-

187 - 188

H.M.A. Ships and Establishments	Copies
H.M.A.S. MORETON	1 (a)
H.M.A.S. RUSHOUTTER	1 (a)
H.M.A.S. LEEUWIN	1
H.M.A.S. LONSDALE	1
H.M.A.B. LONSDALE II	1
H.M.A.B. HUON	1 (a)
H.M.A.S. TARANGAU	1 /-1
H.M.A.S. TORRENS	1 (a)
Plinders Naval Depot	2 / 41
H.M.A. Training Ship	1 (a)

(a) Indicates copy of film strip already held.

- Distribution will be effected by the S.N.S.O., Sydney, without demand, to all establishments concerned not already holding copies.
- 3. All other Ships and Establishments holding copies in excess of the revised allowances are to return them to the S.N.S.O., Sydney.

(4518/61/338)

188.

"ANCHOR WORK" (PARTS 1A, 1B, AND 1C) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip, SAS4 "Achor Work" (Parts 1A, 1B and 1C), has been revised and is now on the following scale :-

H.M.A. Establishments	Copies
Flinders Naval Depot R.A.N. Film Library, Sydney H.M.A.S. HUON H.M.A.S. LEEUWIN H.M.A.S. LONSDALE H.M.A.S. LONSDALE II	1 (a) 3 (a, 1 No.) 1 (a) 1 (a) 1 (a) 1 (a)
H.M.A.S. MORETON H.M.A.S. RUSHCUTTER H.M.A.S. TORRENS H.M.A.S. TARANGAU	1 (a) 1 (a) 1 (a) 1 (a)

- (a) Indicates copy of film strip already held.
- 2. Distribution to complete to the abovementioned allowances, will be effected by the S.N.S.O., Sydney, without demand.
- All other Ships and Establishments holding copies in excess of the revised allowances are to return them to the B.N.S.O., Sydney.

(4518/61/340)

189.

TESTING AND TUNING OF AUTO SYSTEMS.

PART A - PERSONNEL.

The complexity of modern weapon control systems has necessitated the formation of a team with specialist know-ledge and experience in the setting up, tuning and testing of equipment. It is expected that as more personnel become familiar with auto systems and their test equipment, the requirement for the team for assistance will lapse. Commanding Officers are to ensure that full use is made of the team, both for routine trials end for occasional assistance, as set out herein. The team will be constituted in Sydney and will be effective on 24th May, 1954.

2. This team will be composed of Officers and ratings drawn, on a part time basis, from the existing Electrical Equipment and Trials Unit, and the Ordnance Staff of the Gunnery Instructional Centre, Sydney.

3. Terms of Reference .-

- (a) To assist in the conduct of trials of ships building, converting, or undergoing refit involving installation of, or alteration to equipment where auto-installations are fitted.
- (b) To assist in routine pre and post refit trials, in accordance with B.R.2034 and other relevant publications, in all ships where autoinstallations are fitted.
- (c) To provide advice and assistance, as required, to ships in setting up their auto-installations at times other than refit periods,

4. Composition -

The technical composition of the team will be -

(a)	Electrical Equipment and	(6)	Ordnance Staff of	
-	Trials Unit and Port "L"	***	G. I.C	
	Staff		A STATE OF THE PARTY OF THE PAR	
	Electrical Officer		Ordnance Enginee	r
	1 E.A.		Officer	
	1 Electrician (E)		1 C.O.A.	
	1 Electrician's Mate		4 O. A. ' B.	

For the conduct of comprehensive system trials it will be necessary to increase the team by I Electrician (E), I Electrician's Kate plus & Seamen, at least three to be Q.A.'s. The additional scamen ratings are to be provided. When required, from Ship's Staff or as arranged by the user School concerned. The Electrical ratings will be provided by the Port Electrical Staff, Sydney.

5. Administration .-

The team will be administered by Flag Officer-in-Charge, East Australian Area to whom requests for their services should be made.

The team will normally operate in the Sydney area but will be available elsewhere as required.

PART B - MATERIEL.

The team will be available to render assistance to ships of the Fleet not in Dockyard hands.

Requests for these facilities should be made direct to the P.O.I.C. E.A.

Reports will not normally be made unless major design difficulties become apparent during the visit, in which case a detailed report will be submitted to A.C.H.B., copies to schools concerned, for action by D.O.U.W. in conjunction with D.N.L. where necessary.

2. Pre and post refit trials will be carried out by the team at the request of F.O.C.A.F. or other administrative authorities.

In order that the fullest benefit be derived from these trials it is essential that adequate time and fecilities, i.e. an uninterrupted supply of power and operational availability of all system components, be arranged both before and after the refit. The time made available is not to be deducted from the refit period.

The team, as a result of the pre-refit trials, will assist ship's staff to prepare an accurate defect list for forwarding to the ship's administrative authority. The defect list will, of necessity, be forwarded later than is the normal procedure, but, to off set this, there should be little or no necessity for supplementary defect lists.

Reports on pre-refit trials, where considerations of design may be involved, and all post refit trials will be prepared by the conducting officer with the assistance of the team, and forwarded through the Commanding Officer of the ship concerned to the Administrative Authority for submission to A.C.N.B. (copies to the Schools concerned) for action by D.O.U.W. in conjunction with D.N.L. where

3. New Construction and Ships being modernized .-

When a firm date has been decided for an inspection or trial as shown in the overall trials programme approved by A.C.N.B., the shipbuilder is to advise the user School. F.O.I.C. E.A., and other authorities concerned. The user School is then to make application for the assistance of the team direct to F.O.I.C. E.A.

Immediately after the inspection or trial the Inspecting Officer is to hold a conference after which a report is to be forwarded by the Inspecting Officer, through the local Administrative Authority, to A.C.N.B. with copies to all concerned.

(4429/99/65)

190.

TRAVELLING TIME - LONG IKAVE.

It has been decided to vary the conditions of grant of travelling time under Consolidated Orders and Regulations, Article 279, Clause 1.

- 2. In future the grant of travelling time will be limited to one occasion in each leave year where the member's home is situated at a place which involves more than forty-eight hours travelling time by surface transport (including waiting time) from the place where leave is granted, unless the Naval Board otherwise direct.
- 3. The conditions of deferment of leave under Consolidated Orders and Regulations, Article 268, Clause (b) (first sentence), is similarly varied.
- 4. Consolidated Orders and Regulations will be amended in due course.

(4022/1/103)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES.

DESTROYERS - REMOVAL OF REDUNDANT WEIGHTS.

The decision to retain 4.5" Gun Barrel exchange gear on board H.M.A. Ships has been re-considered.

- 2. Ships holding this equipment are to return it to the nearest Gunnery Equipment Store, and Forms A.D. 526 reised to abate the Items from the Ordnance Engineer's List of Portable Fittings.
- 3. Advance copy of B.R.226, Folio 21, will be amended in due course.
- 4. If ships are required to change barrels whilst on duty outside Australian waters, arrangements will be made for barrel changing gear to be forwarded with the replacement barrels.
 - 5. Navy Order 269 of 1952 is hereby cancelled.

(4428/26/92)

192.

NAVAL STORES (AIR) - TOWING LINK FOR TARGET TOWING - INTRODUCTION.

The introduction of a Towing Link, for Banner Target
Towing in the Royal Australian Navy, is covered by R.A.N.A.M.Q.
General/Q.l. The provisions of Admiralty Fleet Order
190/1954 will not, therefore, be adopted in the Royal
Australian Navy.

(4403/22/25)

193.

NAVAL STORES (GENERAL) CLASS E, GROUP 2d - JOINTINGS AND SOFT PACKINGS - USE OF PROPRIETARY BRANDS.

Attention is drawn to Admiralty Fleet Order 58/1954, regarding the use of proprietary brands of jointing materials and soft packings where Naval Store patterns would be suitable.

- 2. If Maval Store patterns of jointing material or packing are found unsuitable, Commanding Officers are to report the facts through their administrative authority to the Maval Board, with a copy of this letter to the Maval Store Officer from whom the alternative packing required is to be demanded. Maval Store Officers are authorized to supply the alternative packing pending a decision by the Naval Board. In cases where it is decided that supply of proprietary jointing or packing is necessary for any particular service, stocks of such items will be maintained, preference being given to items of Australian manufacture.
- 3. Action is being taken to modify machinery drawings for new construction to show the appropriate pattern number for all jointings and packings. Where no suitable pattern is available, a suitable proprietary item preferably of Australian manufacture will be shown and arrangements will be made for such materials to be supplied through Naval Stores.

4. Particulars of proprietary jointings and packings added to the range of jointings and packings shown in the Appendix to Admiralty Fleet Order 58/1954 will be promulgated by Navy Order together with details of the services for which required.

(4512/23/38)

SECTION 6 .- SHORE ESTABLISHMENTS

194.

PATTERN 5620 COMPRESSED AIR BREATHING APPARATUS -ALLOWANCES TO H.M.A. NAVAL ESTABLISHMENTS.

Allowances of Pattern 5620 Compressed Air Breathing Apparatus to H.M.A. Naval Establishments, for fire fighting purposes, are as indicated in the Appendix to this Order.

- 2. The item should be accounted for as a Permanent Naval Store under Class E, Group 5.
- 3. As some time will elepse before sufficient stocks of Pattern 5620 Compressed Air Breathing Apperatus will be available to complete to suthorized allowances for Shore Establishments, training in "Salvus" for fire-fighting will continue, and sets of "Balvus" held in Shore Establishments for fire-fighting purposes should be retained for the present. On Pattern 5620 equipment becoming available, issue of sets to H.M.A. Establishments, to complete to the allowances shown in the Appendix, will be effected by the appropriate (Superintending) Naval Store Officer without demand. On receipt thereof, Establishments should return to store the "Salvus" equipment held for fire-fighting purposes.

4. The Establishments indicated hereunder are to hold pattern 3485 "Salvus" breathing apparatus for training in ship fire-fighting. Demands (Form A.S.1344), as necessary, to complete to the allowances shown should be lodged with the appropriate (Superintending) Naval Store Officer -

H.M. A. S.	PENGUIN	26	Set
	CERBERUS	1	117
45	LEEUWIN	2	
11	MORETON	2	188

5. The relevant Establishments of Naval Stores will be amended.

6. Navy Order 321 of 1952 is hereby cancelled.

(4512/50/137)

APPENDIX

ALLOWANCES OF PATTERN 5620 COMPRESSED AIR BREATHING APPARATUS TO H.M.A. SHORE ESTABLISHMENTS FOR FIRE-FIGHTING PURPOSES

B	stablishment			nce of 5620	Remarks
	rmament Depot, le Island	3	set	3	A = 2 sets for Instruction purposes
R.A.N. A Maribyr	rmament Depot,	3	"		in the Defence School 2 sets for Depot Fire-fighting.
R.A.N. A Byford	rmament Depot,	3	#		Topo Tana Tagarangi
R.A.N. A Newingt	rmament Depot, on	5	"		
R.A.N. A Kingewo	rmament Depot,	6	,		
R.A.N. A Rydalme	rmament Depot,	3			
R.A.N. T North 8	2		-	B = 1 set for Depot Fire-fighting.	
R.A.N. M Swan Is	2	n		8 sets for training in Passive Defence in the Defence School.	
H.M.A.8.	MELVILLE	4	**		and Detende Gamears
11	TARANGAU	4			
16	MORETON	2	- 10		
	LEBUWIN	4	11		
	CERBERUS	14		(A)	C = 4 Fire and Crash
	HARMAN	2	-11		Tenders. 1 Jervis Bay 1 for training
	WATSON	3	H		in Fire Section.
10	PENGUIN	9	*	(B)	2 for Aircraft Handling Section.
	RUSHCUTTER	2	H		1 spare.
*	KUTTABUL	3			
		-		- 3	and the same

C.N.Os.195-204/54

Establishment	Allowance of Patt. 5620			Remarks		
COONAWARRA W/T Station	2	sets		D = 1 for Pire and		
R.A. N.A.S. Nowra	9	*	(0)	Crash Tender. 1 fo		
" Schofields	2		(D)	2210 000 020112		
H.M.A. Naval Dockyards -						
Williamstown	3			WINNESS PROPER		
Sydney		"		The second second		

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 25th May, 1954.

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

By direction of the Naval Board,

J. R. Bummins

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

195 - 198

SECTION 2. - PERSONNEL

195.

SERVICE SYSTEM CANTEENS.

Peragraph 2 (viii) of Navy Order 153 of 1949 is to be deleted and the following inserted in lieu:-

" (viii) Balance Sheets and Trading and Profit and
Loss Statements are to be forwarded to
Navy Office half-yearly on Forms S.S.C.7
and S.S.C.S.
When canteen accounts are kept or audited
by Public Accountants, the accounts
prepared by the accountants may be
forwarded in lieu of the standard
forms."

(3238/3/22)

196.

LONG SERVICE AND GOOD CONDUCT MEDAL - QUALIFYING TIME.

The question of counting time served under the age of eighteen years towards the award of the Long Service and Good Conduct Medal has been under consideration, and it has been decided that no variation is to be made to the present conditions under which only time served from the age of eighteen years can count towards the award of the medal.

(3593/2/54)

197.

IAN MACDONALD MEMORIAL PRIZE.

The Ian Macdonald Memorial Prize for 1951 has been awarded to Sub-Lieutenant T.A. Dadswell, Royal Australian Navy.

(3593/41/27)

198.

COURSES - RATINGS - SEAMAN BRANCH - JULY-DECEMBER, 1954.

The following is a forecast of the commencing dates of courses to be held at the Gunnery School, Flinders Naval Depot; Torpedc 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, and Signel School, Flinders Naval Depot during the period July-December, 1954;

199

Gunnery School	
RC1	13th September
GL1	12th July
GL2	4th October
QR1	12th July
QAI	12th July
QA2	8th November 30th August
QA3	4th October
217	8th November
3rd Class Gunnery Courses	'2nd August (2 classes)
year owners demines dominon	6th September (2 classes)
	6th September (2 classes) 11th October (2 classes)
	15th November (2 classes)
T.A.S. School	
T.A.S.I. (ex UW1)	9th August
UW2.	26th July
UW2 UC2	2nd August
002	31st May (not previously included in
	Navy Order
	502 of 1953)
UW3 UC3	27th September 20th September
UC3 Refresher Course	16th August
UW3 Refresher Course	15th November
Diver 2	6th September
P.T. School	
Nil	
N D School -	
N.D. School.	
R.P.1 R.P.2	19th July 9th August
	59th August
R.P.3	llth October
Navigator's Yeoman	25th July 1st November
	Crac Wovemper.
Boom Training School -	
B. T. 3	27th September
Signal School,-	
P.O. Telegraphist	19th July
Leading Telegraphiet	20th September
Yeoman of Signala	13th September
Leading Signalman	12th July 11th October
	Crres october
Flinders Naval Depot N.D. Sch	nool
Coxswain	1st November.

(4007/3/82)

199.

KITS OF RATINGS DRAFTED TO THE NEW GUINRA AREA AND DARWIN.

The compulsory kits of ratings drafted to the New Guinea area and Darwin are, in future, to comprise the articles detailed in the following Schedules.

- 2. To avoid loss, damage or deterioration of items not required by ratings whilst in transit to, or from, or serving in these areas, the balance of kit is to be deposited in a baggage store. Ratings will be issued on loan with necessary bedding items at their destination.
- 3. Ratings who are routed through Sydney are to deposit excess articles of kit in H.M.A.S. PENGUIN, where, if necessary, an additional loan kit bag will be issued to each rating for temporary stowage of such articles. Attention is drawn to the provisions of Navy Order 114 of 1950 regarding the baggage store procedure.
- 4. Ships and Establishments are to ensure that all ratings on draft to the New Guinea area and Darwin are fully conversant with the provisions of this Order.
- 5. A separate Navy Order will be promulgated regarding the tool kits of ratings proceeding to these areas.
- 6. Navy Orders 364 of 1949 and 133 of 1950 are hereby cancelled.

(4716/1/145)

SCHEDULE 'A'

ARTICLES REQUIRED BOTH IN THE NEW GUINEA AREA AND AT DARWIN

CLASS I - RATINGS

	1	Badge, Cap
	2	Bag, kit
	l pair	Boots, heavy, or boots, light or shoes, black,
	1	Cap, lightweight, with peak
	3	Collars, white
	3	Covers, cap, white
	i	Jacket, serge
	3	Sheets, cotton
	3	Shirts, action-working
- 6	2	Shirts, tropical, white
*	3	Shirts, white, double cuff
	3	Shirts, white, with collar (Cook and S.B.A.
		ratings only)
	nain	Shoes, white canvas
		Shorts, tropical, white
		Shorts, blue
3	paire	Socks, black
		Stockings, white
		Stockings, blue
	barra	Suits, blue overall, one piece (for E.R.A.'s,
	-	Artisans, Electrical Branch (Air) Ratings,
		Air Pitters, Air Artificers, Ordnance Artificers,
		but only 1 suit for Stocker Mechanics)
1		
- 3		Tie, black
		Towels, white

CLASS II - RATINGS

Bag, kit pair Boots, heavy, or boots, light or Snoes, black Brush, blacking clothes hair polishing " tooth Cap, white, Class II Collar, blue jean Comb. hair Flannels, cotton (2 No. may be flannels, woollen or dickey fronts) Jumper, seamen's serge Jumper, white drill Knife with marline spike (Seaman Branch Ratings Lanyard, knife Ribbon, cap Bearf, black Sheets, cotton Shirts, action-working pairs Shorts, blue pairs Shorts, tropical, white pairs Socks, black 2 pairs Stockings, blue Suit, blue, overall (Stoker Mechanic and Electrical Branch (Air) Ratings only) Towels, white #3 pairs Trousers, action-working l pair Trousers, seamen's serge, fall pair Trousers, white drill Type, name Waistbelt, blue, with pouch Manuals as appropriate to Branch Underclothing, housewife and razor as desired.

CLASS III - RATINGS

Badge, cap
Bag, kit
pair Boots, heavy or boots, light or shoes, black
Brush, blacking
" clothes
" hair
" polishing
" tooth
Cap, lightweight with peak
Collars, white
Comb, hair

Covers, cap, white Jacket, serge Sheets, cotton Shirts, action-working Shirts, tropical, white Shirts, white, single cuff (double cuff for Petty officera) Shirts, white, w/collar (Cook and S.B.A. ratings only) 1 pair Shoes, white canvas (Confirmed P.O. 's only) 2 pairs Shorts, blue 2 pairs Shorts, tropical, white 2 pairs Socks, black 2 pairs Stockings, blue 2 pairs Stockings, white (Confirmed P.O.'s only) Suits, blue overall, one piece (for E.R.A.'s, Artisan, Electrical Branch (Air) Ratings, Air Fitters, Air Artificers, Ordnance Artificers, but I only suit for Confirmed P.O. Stoker Mechanics) Tie, black Towels, white #3 pairs Trousers, action-working 1 pair Trousers, serge, fly 1 pair Trousers, white drill, fly (4 pairs for Cook and S.B.A. ratings) Tunic, drill Type, name Waistbelt, blue, with pouch Menuals as appropriate to Branch Underclothing, housewife and razor as desired In addition Cook Ratings will require; 2 Aprons cooks; 1 pair boots for Cook ratings; 3 caps, cooks.

SCHEDULE 'B'

ARTICLES REQUIRED AT DARWIN BUT NOT IN THE NEW GUINEA AREA

CLASS I AND III - RATINGS

1 pair Boote, heavy
1 pair Trousers, white, drill, fly
1 Tunic, white, drill

CLASS II - RATINGS

1 pair Boots, heavy
1 Coller, blue jean
1 Flannel, cotton
1 Jumper, white, drill
1 Lanyard, Knife
1 pair Trousers, white, drill, fall

R.R.A.'s, Artisans, Air Fitters, Ordnance Artificers, Electrical Branch (Air) Ratings, Air Artificers, Stoker Mechanics, Cooks and Sick Berth Attendants are to maintain 3 sets of action-working dress, during service in the New Guinea area, to meet anti-melarial requirements. The third suit may be issued gratuitously upon condition that no such gratuitous issue has previously been mads. 200 - 202

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES

200.

40 MM. BOFORS MARKS 3, 3A AND 3P MOUNTINGS.

In order to compile a list of the modifications which have been carried cut on 40 mm. Bofor Marks 3, 3A and 3P Mountings, H.M.A. Ships and Establishments are to report to Navy Office the Register Nos. of 40 mm. Bofor Marks 3, 3A and 3P Mountings held, and are to state which of the following items have been fitted:

- (a) 300 knot open sight.
- (b) Gunlayers firing pedal gear.
- (c) Ammunition Clip Stowage at the trunnions.
- (d) Ready Use Ammunition Lockers on the Mounting.
- (e) Loaders Platform and safety rail at rear.
- (f) Housing stops.

2. Reports are to be forwarded within one month of receipt of this Order.

(4429/141/32)

201.

40 MM. SINGIE BOFORS MARK 7 MOUNTING -300 KNOT EYESHOOTING FORESIGHTS.

The number of demands being received for the abovementioned foresights indicates that the breakage rate is far in excess of normal.

- 2. The Scotchman protecting the sight, when the gun is covered, only affords protection up to 20 elevation and it is thought that the practice of housing the gun at 100 elevation is the main cause of breakage.
- 3. To guard against this factor, Ship's Staff should modify the Scotchman by increasing its length sufficiently to protect the sight at 10° elevation. The additional length required will be approximately 3 inches.
- 4. It should be brought to the notice of all concerned that the sight must be in the action position and the Scotchman raised prior to covering guns.

(4429/41/136)

202.

MINE COUNTER MEASURES - MINESWEEPS - OPERATION AND MAINTENANCE - REPORTS.

Magnetic Minesweepers submitting half-yearly reports in accordance with Admiralty Fleet Order 3438/1951 are to include an additional column to Appendix 2, Magnetic Sweeps, as follows:

(2) Magnetic Sweeps .-

SHIP AND FLOTILLA:

HALF YEAR ENDING:

DATE	HOURS PULS- ING WITH PLATES	CURR-	DATE	APP- ROX LAT. AND LONG.	STATE OP SEA	SWEAP USED	HOURS HIS- ING WITH SWEEP	TOTAL PULSE CURR- ENT	THIRD ELECT- RODE CURR- ENT	CYCLE	PULSE LENGTH	FOR- MA- TION USED

(4284/1/148)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY
203.

CANCELLATION OF NAVY ORDERS.

Navy Order 67 of 1944, having been sufficiently promulgated, is hereby cancelled.

(3712/20/10)

204.

FORMS - HISTORY SHEETS - REMOVAL OF TRADE CERTIFICATES.

In order to facilitate resettlement in civilian life, it has been decided that Trade Certificates should in future be removed, where necessary, from History Sheets and instituted as separate documents.

2. As each History Sheet is reprinted, the Trade Certificate, if incorporated, will be removed and developed into a separate discharge document designed expressly for resettlement, to give prospective employers the fullest possible information on a man's capabilities and experience, the information being provided in a clear and helpful manner. Moreover, to apply this policy generally, Trade Certificates will be introduced for branches and categories formerly without them,

3. The new Trade Certificates will give full details, without the use of Service abbreviations, of what a man has been trained to do, the implements that he has been trained to use, supervisory qualities, etc., together with a statement of character and efficiency in accordance with Q.R. AND A.I., Appendix 11, Part 2. When completing Trade Certificates on existing History Sheets or Trade Certificates which have not yet been revised, the reporting officers should as far as possible give the same details in a form which will be self explanatory to prospectivs employers of the man.

(3422/2/17)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 26th May, 1954.

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

By direction of the Naval Board,

J. K. Bumins

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 Hetablishments, and others ocnoerned.

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205 Books - Distribution of Non-Accountable Publications and Amendments during April, 1954.

AT THE RESIDENCE AND ADDRESS OF THE RESIDENCE OF THE ADDRESS OF THE PARTY OF THE PA

THE SHARES WILLIAM

205

205.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING APRIL, 1954.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, etc., have been distributed to Ships and Services during April, 1954. Navy Order 110 of 1954, is relevant;

MAGAZINES, PAMPHLETS, ETC.

TITLE	DATE
"Flight" Index to Vol.LXIV	July-December, 1953
"Plight"	29th January, 1954
A CONTRACTOR OF THE PROPERTY O	5th February, 1954
	12th February, 1954
**	19th February, 1954
u u	26th February, 1954
	5th March, 1954
"Aeroplane"	22nd January, 1954
m ·	29th January, 1954
W.	5th February, 1954
	12th February, 1954
*	19th February, 1954
	26th February, 1954
*	5th March, 1954
"Joint Services Recognition	
Journal" Vol. 8, No.12	December, 1953
"Joint Services Recognition	Lancate Company of the Company
Journal" Vol.9, No.1	January, 1954
"Joint Services Recognition	
Journal" Vol.9, No.2	February, 1954
"United Nations Bulletin"	Child Mary State
Vol.16, No.4	15th February, 1954
"United Nations Bullstin"	444
Vol.16, No.5	let March, 1954
"United Nations Bulletin"	
Vol.16, No.6	15th March, 1954
"Aircraft" Vol.32, No.7	April, 1954
"Journal of Naval Engineering"	
Vol. 7, No. 1	January, 1954
N.A.M.A.N. N1244-N1258	27th February, 1954
"Pibres" Vol.15, No.1	January, 1954
" Vol.15, No.2	Pebruary, 1954
List of Propellant Lots,	
Amendment No.13	
Servicing Instructions to	
Publication 507A, Sperry Gyro	
Compess, Amendment No. 4	
B.S. Specification No. 1133,	1057
Section 19	1953

AMENDMENTS TO AIR PUBLICATIONS

A.P. 1086, Book 2 (2nd Edit.)	A.L. or Leaflet A.L.'s 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34
1086, Book 3 Pt. 2 (2nd Edit.)	A.L. 's 13 and 14
1086, Book 4 Pt. 1 (2nd Edit.)	A.L.'s 34, 35, 36, 37, 38, 39, 40, 41 and 42
1086, Book 4 Pt. 2 (2nd Edit.)	A.L.'s 13, 14, 15 and 16
1086, Book 5	A.L.'s 22 and 23

A.P.	A.L. or Leaflet
1085, Book 7	A.L. 8 24 and 25
1086, Book 8	A.L.'s 16 and 17
1086, book 10	A. L. 's 25 and 26
1086, Book 11	A.L.'s 36, 37 and 38
1086, Book 12	A.L.'s 31, 32, 33, 34, 35, 36, 37 and 38
1086, Book 15 (2nd Edit.)	A.L. 's 40 and 41
10950, Vol.2, Pt.1	A.L. 58 - B4 (cancellations)
1182A, Vol.2, Pt.1	C.6 (A.L.1 inc.)
11820, Vol.6	A.L. 16
1275, Vol. 3 (4th Bdit.)	A.L. 9
1275A, Vol.2, Pt.1	A.L.185 - H.29 (cancella- tion) A.L.184-J.28 (Alt.1), A.L.186 - H.31 (cancellation)
1275B, Vol.1	A.L. 219
12750, Vol. 2, Pt.1	A.L. 24 - A5, A.L. 25 - A4
1355, Vol.2, Pt.1	A.L.72 - D.118
1374B, Vol.2, Pt.1	A.L. 47 - A.4
1441B, Vol.1, (2nd Edit)	A.L.5
1464B, Vol.1	A.L.119
1464G, Vol.1	A.L.116
14640, Vol.2, Pt.1	63 (A.L.1)
1500, Vol.2, Pt.1	Z.41 (A.L.1)
1538D, Vol.2, Pt.1	198
1611B, Vol.1 (2nd Edit.)	A.L. 47 and Errata to A.L.47
16416, Vol.2, Pt.1	1 (A.L.1 inc.)
1641H, Vol.1	A, L, 22
1803, Vol.2, Pt.1	A. 3, Z. 26 (A.L.1)
1803A. Vol.1	A. L. 's 23 and 24
1803B, Vol.2, Pt.3	A. L. 64
1803C, Vol.1	A.L. 35
18030, Vol.2, Pt. 3	A.L. 33
1803D, Vol.1, Book 3	A.L.17
1803D, Vol.1, Book 4	A. L. 8
1803D, Vol.2, Pt.3	A. L. 141
1803F, Vol.1	A.L.'s 106, 107 and 108
1803F, Vol.2, Pt.2	A. L. 29
1803F, Vol.2, Pt.3	A.L.31
2102D, F and H, Vol.3, Pt.1 (2nd Edit.)	A+T+4
2102D, P and H, Vol.5, Pt.2 (N) Issue 4	A.L.9

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AsPa	A.L. or Leaflet
2102D, F and H, Vol.5, Pt.2, (N) Supplement	A. L. 5
2102D, F and H, Vol.5, Pt.3, (N) Issue 4	A.L.8
2102D, F, H, K end L, Vol.2, Pt.3	A.L.'s 25 and 26
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2240A, Vol.2, Pt.1	53, 53 (A.L.1)
2337, Vol. 2	A.L.42 - 3.2 (Alt.1)
4018A, Vol. 2, Pt.1	J.28 (A.L.1)
4018B, Vol.2, Pt.1	B.21, J.29 (A.L.1)
4099J, Vol.2	A.L.80 - B4, A.L.81 - B4 (Alt.1), A.L.76 - C.5, A.L.77 - H.8, A.L.78 - H.10, A.L.82 - H.11, A.L.71 - J.5, A.L.72 - J.5 (Alt.1), A.L.73 - K.5, A.L.74 - M.5, A.L.79 - P.7, A.L.75 - Z.2
4288, Vol.2	A.L.28 - B.26, A.L.26 - B.27, A.L.27 - B.29
4301A, Vol.2	F.5, K.4, M.8 (A.L.3), P.21, P.22 (A.L.1), P.23 (A.L.1), T.3
4343B, Vol.2	A.L.21 - T.2
4343F, Vol. 2	A.L.7 - P.1
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8.T.I./RAA/47, 12.2.54

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                                   8.T.I./73, 22.2.54
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Peb. '54
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Air Clues, Vol. 8, No. 4
                                   Jan. '54
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RAAF Dakots DTS Special
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                                    and 68
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                                  A.L.6, Order No. 26
RAAF Wirraway DTS Special
                                  Consolidation Index
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                                   (issue 4), 11.5.54
                                   Instructions No. 6/51/1
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General Instructions
                                   (Issue 1)
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                                   190, 191, 192, 193, 194,
                                   195, 196, 197, 198, 199,
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205 and 205 (Re-issue)

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Publication	Amendment No.
B.R.4	167
" 70	November and December, 1953
	Supplements
" 155/43 " 367	22 Tourist 10
# 347 # 363	Errata 19 Errata 23
" 669(1)	Admiralty Fleet Orders "P"
000(1)	12/54, 55/54 and 57/54
* 819(5)	Admiralty Letter A.S./E.D.
PRINCIPAL STREET, NO. P. S. P.	No. 11, 24.2.54
" 1245	18
1299(51)	11
" 1531 " 15hù	8.0.10/54
" 1544 " 1546	2 1 North Land Flori and Inc
" 1693(1)	34 PARTIES AND
" 1702	10
" 1750A(50)	4 Table Andrews
* 1787(47)	11
* 1797	8
" 1834 " 1837(3)	8
" 1837(3) " 1916	2 Allen Str. Mark Str.
* 1917(1)	15
" 1917(2)	15
" 1917(2)(A)	4
" 1921	27, 28 and 30
" 1983	3 Add to be a selected to
" 2010(1) and (2)	4
0.0.5225	Admiralty Fleet Orders "P" 464/53 and 91/54
" 5225(3)	128, 129 and 130
A.O.P.103	8.0.16/54
" 113F	8.0.16/54 8.0.17/54
1228	8.0.18/54
B. 344	Errata 5
" 761	Errates 1 and 2
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COMMONNEALTH NAVY ORDERS

Navy Office, Melbourne. 1st June, 1954.

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

By direction of the Naval Board,

J. R. Buumins

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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SECTION 1 .- ADMINISTRATIVE AND GENERAL

206.

AVIATION - HELICOPTER RESCUE PROCEDURE.

The following notes are issued for the guidance of all aircrew. They are divided into three categories, but in each case the helicopter will be manoeuvred in the standard manner taught during training so far as circumstances permit.

When a survivor is in a dinghy the drogue should be streamed in order to minimise the movement of the dinghy due to the rotor backwash.

(a) Category A. - Rescue of service personnel wearing a standard lifejacket (aircrew), where the survivor is considered fully capable of hooking himself on.

Action by survivor

- (i) Pass both rescue beckets of the lifejacket over the hook.
- (ii) When ready for holeting, hold one arm out at 45 degrees from the body, at the same time looking up to the helicopter. The other hand should be used to steady the weighted hook as it starts to rise.
- (iii) Once clear of the water, extend both arms horizontally for a few seconds so that there is no doubt that hooking on has been carried out correctly. It is unnecessary to hold on to the weighted hook or wire with either or both hands, for the rescue beckets of the lifejacket are designed to bear a greater load than is likely to be put on them during a normal rescue. There is no objection, however, to the survivor steadying himself with one hand; the other should be in readiness to protect his head from contact with the aircraft step if a swing develops.
- (iv) When hoisted level with the door, no attempt should be made to enter the aircraft until the aircrewman is ready to give assistance and no attempt to unhook should be made until sitting down inside the cabin.
- (v) In conditions of no wind and calm sea, rotor down-wash and height estimation make it difficult for the helicopter pilot to remain over the dinghy. If this is apparent to the survivor, he should get into the water and hold on to the dinghy, releasing it when the helicopter is about 20 yards away.

- (b) Category B.- Rescus of personnel capable of helping themselves but not wearing lifejackets. In this case a special padded rescue strop fitted with beckets will be lowered to the survivor. An instruction to pass the free end of the strop round the body under the armpits is printed on the strop in bold type. (Details of this padded strop appear in A.F.O. 3574/53, A.F.O. Disgram 60/53 Naval Stores Air Safety Equipment Gosport Helicopter Rescue Strop Introduction.)
 - When the aircrewman sees the second becket passed over the hook, the survivor will be lifted just clear of the water. When satisfied that all appears well, the aircrewman will complete the hoisting operation at the best speed.
 - This method of rescue will almost invariably be necessary when non-service personnel are concerned, either sehore or afloat.
- (c) Category C.- When the survivor is unconscious or otherwise incapable of helping himself, the aircrewman will be lowered to effect the rescue. He will communicate with the pilot by means of a trailing lead and will wear the Helicopter Rescue Harness.
- 2. When survivors are not wearing the service lifejacket the rescue strop referred to in Category B above will be used.
- 3. When there are more survivors in the water than the helicopter can rescue in one trip, the following points should be considered :-
 - (a) the state of survivors and their safety equipment, so that the survivor most in need of help is rescued first;
- (b) the advisability of -
 - (1) dropping a spare dinghy to a survivor who cannot be rescued:
 - (ii) dropping a smoke float to mark the position of the survivors;
 - (iii) requesting the assistance of a ship to help in the rescue;
 - (iv) requesting the assistance of other aircraft to help in the search;
 - (v) leaving the helicopter's aircrewman in the sea with a dinghy so that his place in the aircraft can be taken by a survivor.

Only under exceptional circumstances should the helicopter leave the scene of the rescue before it has been definitely confirmed that all personnel remaining in the water are safely embarked in dinghles.

(A.F.Os. 1255/52 and 373/53 are cancelled.)

(The foregoing to the unaitered text of A.F.O. 974/1954)

(3384/91/3)

SAFE BOTTOMING AREA FOR SUBMARINES.

The following "Safe Bottoming Area" has been instituted in the East Australian Area :-

(A) SYDNEY - An area bounded by the following positions :-

33° 34' 4" 8., 33° 40' 0" 8., 33° 39' 0" 8., 33° 34' 4" 8., 33° 40' 0" 8., 151° 29' 2" 8., 151° 25' 2" 8., 151° 21' 2" 8., 151° 21' 2" 8.

(4185/55/2)

SECTION 2 .- PERSONNEL

208.

COMPENSATION FOR LOSS OF OR DAMAGE TO UNIFORM, ETC. -

Claims submitted by officers for compensation in respect of uniform etc., lost or damaged as a result of a casualty of the Service will be dealt with in future in accordance with the following revised procedure.

- 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 an officer'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) information as to the condition of the articles at the time of the loss;
 - (iii) a certificate that the conditions laid down in paragraph 1 of Queen's Regulations and Admiralty Instructions, Article 1697, have been fulfilled;
 - (iv) 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 -
 - (1) the nature and extent of the damage;
 - (ii) what action has been taken to have the articles cleaned or repaired;
 - (111) 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.
- 5. (a) <u>Watches</u>. Officers' 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:
 - (i) a description of the watch;
 - (11) purchase price;
 - (111) date and place of purchase; and
 - (iv) 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.
- (b) Instruments and Technical Books. Instruments and technical books required by an officer in the performance of his duties may also be included in claims for compensation.
- 6. Claims are to be submitted, together with the Investigating Officers' report and the recommendation of the Commanding Officer, to the Naval Board for decision.
- 7. Assessment of Claims. Officers' claims for compensation, in respect of the items and quantities listed in paragraph 5 of Navy Order 149 of 1953, will be assessed by the Naval Board in accordance with the current issuing prices of new articles, and with due regard to the condition of the articles at the time of the loss and/or damage.

Items of uniform and clothing over and above the essential outfit will be admissible within reasonable limits for purposes of compensation. Compensation is also payable in respect of sundry items of personal effects included in claims.

- 8. When considered necessary by the Commanding Officer, a reasonable money advance may be authorized on the understanding that this will be adjusted as necessary on receipt of advice of Naval Board decision on the claim. Any such advance which may have been authorized is to be reported to the Naval Board when the claim is submitted.
- 9. Navy Orders 561 of 1944 and 318 of 1945 are hereby cancelled. The last sentence of paragraph 1 of Navy Order 488 of 1953 is to be deleted.

FAMILY ACCOMMODATION.

8

Information has been received from the Department of Supply that there is an acute housing shortage at Woomara.

 Difficulty in obtaining family accommodation is likely to be experienced by officers and men appointed or appropriated to the Long Range Weapons Establishment, Woomera.

(3021/11/99)

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

210.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA123 - THE BOFORS 40 MM GUN MARK 4 (PTS. 1 AND 3) -REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA123, The Bofors 40 MM Gun Mark 4 (Parts 1 and 3), has been revised and is now on the following scale:-

H.M.A. Establishments	Copies
PLINDERS NAVAL DEPOT R.A.N. FILM LIBRARY, SYDNEY H.M.A.S. LONSDALE H.M.A.S. LONSDALE II H.M.A.S. HUON H.M.A.S. TORRENS H.M.A.S. MORETON H.M.A.S. LEEUWIN	(Parts 1 & 3) 1 of each (a) (Parts 1 & 3) 1 of each (a) (Part 3 only) 1 (a)

- (a) Indicates copy of film strip already held.
- 2. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.

(4518/61/342)

211.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA133 - LANDING CRAFT (PART 4) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA133. Landing Craft (part 4), has been revised and is now on the following scale:-

H.M.A. Establishments Copies

FLINDERS NAVAL DEPOT 1 (a)

R.A.N. FILM LIBRARY, SYDNEY 1

- (a) Indicates copy of film strip already held.
- 2. Issue to the R.A.N. Film Library will be effected without demand by the S.N.S.O., Sydney.
- All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney. (4518/61/343)

212.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA137 -HIMTS FOR INSTRUCTORS - REVISED DISTRIBUTION.

9

The distribution of the Instructional Film Strip SAl37, Hints for Instructors, has been revised and is now on the following scale :-

H.M.A. Ships and Establishments	Copies
H.M.A.S. LENUWIN	1 (a)
H.M.A.S. LONSDALE	1 (a)
H.M.A.S. PENGUIN	1 (a)
H.M.A.S. WATSON	1 (a)
H.M.A.S. VENGRANCE (as Training Ship)	1
Plinders Naval Depot	1 (a)

- (a) Indicates copy of film strip already held.
- 2. Issue to H.M.A. Treining Ship will be effected without demand by the S.N.S.O., Sydney.
- 3. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.

(4518/61/345)

215.

INSTRUCTIONAL FILMS AND FILM STRIPS - SAL48 - SHIP SAFETY (PARTS 1-3) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip Sal48, Ship Safety (Parts 1-3), has been revised and is now on the following scale:

H.M.A. Ships and Establishments	Po	rt 1	-	pies rt 2	P	rt 3
R.A.N. Pilm Library, Sydney Flinders Naval Depot H.M.A.S. PENGUIN H.M.A.S. HUON H.M.A.S. LEEUWIN H.M.A.S. LONSDALE H.M.A.S. LONSDALE H.M.A.S. MORETON H.M.A.S. RUSHOUTTER H.M.A.S. TORRENS H.M.A.S. VENGEANZ (as Training Ship)	311111111111	(a) (d) (d) (d) (d) (d) (d) (d) (d) (d)	311111111111111111111111111111111111111	(a) (a) (a) (a) (a) (a) (a) (a)	311111111111	(a) (a) (a) (a) (a) (a) (a) (a)
All other H.M.A. Ships and Establishments not mentioned above and fitted with a still Projector for film strips	-				1	each.

- (a) Indicates copy of film strip already held.
- 2. Ships and Establishments concerned, not already holding copies of the film strip, should demand on the S.N.S.O., Sydney, to complete to the revised allowance, quoting this Order as authority.
- 3. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney. (4518/61/346)

INSTRUCTIONAL FILMS AND FILM STRIPS - SA149 -RIECTRO-MAGNETISM - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA149, Electro-Magnetism, has been revised and is now on the following scale :-

H.M.A. Ships and Establishments	Co	pie	d
Plinders Naval Depot	1	(a)	
R.A.N. Film Library	1	(a)	
H.M.A.S. WATSON	1	(a)	
R.A.N. Air Station, Nowra	1	(a)	
H.M.A.S. VENCEANCE (se Training Ship)	1	(B)	
H.M.A.B. HUON	1	(a)	
H.M.A.S. LEBUWIN	1	(B)	
H.M.A.S. LONSDALE	1	(A)	
H.M.A.B. LONSDALE II	1	(a)	
H.M.A.S. MORETON	1	(A)	
H.M.A.S. RUSHCUTTER	1	(8)	
H.M.A.S. TORRENS	1	(B)	

- (a) Indicates copy of film strip already held.
- 2. All Ships and Betablishments, holding copies in excess of the revised allowances, are to return them to the 8.N.S.O., Sydney.

(4518/61/344)

215.

MEDICAL EXAMINATION OF PERSONNEL POR SPECIAL SERVICE ARROAD.

All officers and ratings, on appointment or draft for service abroad, are to be medically examined on three pocasions, viz -

- (1) As soon as possible after receipt in the ship of the appointment or draft, (This does not include appointment or draft as a member of the Ship's Company of TARANGAU but includes London Depot and COMMONWEALTH.)
- (ii) 28 days prior to the date of embarkation.
- (iii) not less than 24 hours or more than 48 hours prior to embarkation.
- If, at any of these medical examinations, a member is found unfit, Navy office is to be advised immediately by signal and a report of the examination forwarded by next air mail.
- 3. Medical Officers are also to take special care in the medical examination of personnel for service abroad, where any appointment or draft for a particular course or duty requires a special physical standard, e.g., sculty of hearing for T.A.S. course involving auditometer test. The appropriate test in such a case is to be carried out and the result noted on the medical examination form.

4. Form A.M.6 is to be used to record the initial medical examination for service abroad, and is to be endorsed in red ink at the top of page 1 of the form "Medical Examination for Service abroad". It is to be completed at this medical examination vide paragraph 1(i). Table 1 need not be filled in. The completed form is to be forwarded to Navy Office on conclusion of this examination.

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- 5. Form A.M.145Z, (in the revised form given in pro forms in Appendix A of this Order), is to be used for the second medical examination defined in paragraph I(11) hereof. This form is to be endorsed 'Becond Medical Examination for Service abroad' and the result signalled to Navy Office to enable confirmation of booking. Form A.M.145Z to be forwarded to Navy Office in due course for record purposes.
- 5. A separate Form A.M.145Z appropriately headed is also to be used for the third examination indicated in paragraph 1(iii) hereof. 24 hours before departure a priority signal is to be made to the Naval Authority at the port of embarkation, repeated Naval Board, giving result of examination. In the event of a member not being fit to travel, appropriate action regarding cancellation of passage arrangements is to be made by the Naval Authority concerned. Form A.M.145Z is to be handed the member for presentation to the Sea Transport Officer in the case of sea travel, or the Reil Transport Officer in respect of air travel, for notation and eventual forwarding to the Naval Board.
- 7. Should a member, being sent overseas, have had a satisfactory large film X-Ray investigation of his chest made within three months of the date of the first medical examination, as prescribed in paragraph 1(i) hereof, another X-Ray examination at that stage is not required, but the details and date of that X-Ray examination are to be inserted on Form A.M.6. If an X-Ray examination of the chest has not been made within 3 months, a large X-Ray film is to be taken and the result entered on the Form A.M.6. In every case, large X-Ray film examination of the chest is to be carried out at the time of the second medical examination and the result entered on Form A.M.1452.
- 8. The result of each medical examination is also to be recorded in the 'Special Medical Examination' section of the Medical History Sheet of the member concerned.
- 9. In regard to Ships proceeding sbroad, no special medical examination in accordance with this Order is necessary for the Ship's Company. If, however, a member of the R.A.N. is taking passage in one of H.M.A. Ships instead of proceeding abroad by merchant vessel, for service or special courses, or is to be detailed when abroad to undergo a course of training, he is to be examined medically before embarking in Australia in accordance with the foregoing instructions.
- 10. Arrangements are to be made to ensure that all members proceeding abroad are rendered dentally fit from Service sources prior to departure from Australia.
- abroad is not given in sufficient time to carry out the three examinations at the prescribed intervals. Form A.M. 6 is to be completed and large X-Ray film examination of the chest (see paragraph 7) is to be made. Action is then to be taken in accordance with paragraph 6 hereof, and if the member is

215

medically fit, Form A.M.145Z is then to be completed (in duplicate). Form A.M.6 and one copy of Form A.M.145Z, are to be forwarded together to Navy Office, and the second copy of Form A.M.145Z is to be given to the member for presentation to the Sea or Rail Transport Officer.

12. Vaccinations, (which term includes inoculations), in accordance with Navy Order 197 of 1950, ere to be brought up to date at the time of the first medical examination and the appropriate entries, (giving dates), are to be endorsed by the Medical Officer at the foot of the second page of Form A.M.6. If no documentary evidence of vaccinations within the prescribed periods is available to the examining Medical Officer, all prescribed vaccinations are to be carried out at the time of the first examination, requisite entries being made on the member's Medical History Sheet.

13. Vaccinations of the Ship's Company of H.M.A. Ships proceeding abroad are to be arranged in accordance with Navy Order 197 of 1950.

14. In all cases of vaccination, international certificates are to be completed in accordance with Navy Order 197 of 1950, as amended by Navy Orders 35 of 1952 and 208 of 1953.

15. Navy Order 424 of 1952 is hereby cancelled.

16. Consolidated Orders and Regulations, Articles 567 and 568, will be amended in R.I. Series.

(4018/4/57)

MEDICAL OFFICER, R.A.N.

APPENDIX "A"

Form A.M. 1452.

MEDICAL REPORT	ON	AN OFFICER	OR	RATING	SENT	ABROAD
----------------	----	------------	----	--------	------	--------

	(Date)
I HEREBY CERTIFY that I	have medically examined
and consider him (d) Fit	or service abroad in
	Film No
Date/19	Result

I have found (a)	************************
medically unfit for the following	ng reasons :-

***************************************	***************************************
The second secon	MEDICAL OFFICER, R.A.N.
Approved and forwarded.	
Commanding Officer	
(Date)	

- (a) Here insert Full Name and Rank or Rating etc. of member examined.
- (b) Appointment to which member is to proceed.
- (c) Period of Appointment.
- (d) Strike out detail not required.

216.

PERSONNEL PROCEEDING OVERSEAS ON DUTY -INSURANCE ON BAGGAGE.

The provisions of Interim Pay Instructions, instruction 237/11, relative to insurance on baggage where personnel proceed overseas on duty and family passages have been granted, will also apply to -

- (a) officers on short term duty visits;
- (b) married personnel not granted free family passages, and unmarried personnel;

with the exception that such personnel will only be reimbursed premiums on policies up to a maximum of £200 and £250, respectively.

(4089/1/5)

217.

BE-ENGAGEMENT PERIODS - PERMANENT NAVAL FORCES (SEA-GOING).

Navy Order 32 of 1954 is to be amended by deleting paragraph 1(1) and inserting the following in lieu :-

" As temporary alternatives to the 5 year re-engagements, a member who has completed either 12 or 17 years' continuous service may re-engage for a period of 2 years followed by a period of 3 years, or for a period of 3 years followed by a period of 2 years."

(4003/4/110)

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

SCALE OF FEES FOR DENTAL TREATMENT BY CIVILIAN DENTISTS.

The following scale has been approved by Treasury as the maximum fees allowable in respect of dental treatment by civilian dental practitioners:

_	Items	Rates
1.	Attendance conducting dental examination for appointment to or enlistment in the Permanent Porces, or on duty at dental post.	£2.2.0 for each attendance of up to 1½ hours, plus an additional 10/6d. for each half-hour or part thereof in excess of those 1½ hours.
2.	Extractions	
	(i) With local anaesthetic	10/- for one tooth, 5/- for each additional tooth.
ij	(ii) Multiple extraction under general anaesthetic.	Minimum £2,2,0,maximum £3.3.0.
3.	Fillings	
	(a) Amalgam Synthetic porcelain Acrylic	El.1.0 if involving one surface. El.11.6 if involving more than one surface.
	(b) Base metal or acrylic inlays	Minimum £2.2.0 maximum £3.3.0.
	(c) Gold inlays	As for base metal inlays, plus the cost of metal, which is to be met by the member.
	(d) Root fillings	See Item 11.
4.	Treatment of Infections	
	(a) Prophylaxia	£1.1.0 limited to one visit (simple prophylaxis).
	(b) Gingivectomy	To be carried out by a specialist and subject to the prior approval of the Director of Naval Medical Services or his authorized representative. Maximum fee £15.15.0
	(c) Gingival infections	£1.1.0 per visit, with a maximum fee of £4.4.0 for whole treatment.
	Operations	
	(a) Minor oral operations	To be carried out by a specialist, and subject to the prior approval of the Director of Naval Medical Services or his authorized representative. Fee £3.3.0 to £5.5.0

	Items	Rates
	(b) Major oral operations	To be fixed by prior negotiation and subject to the prior approval of the Director of Naval Medical Services or his authorized representative
6.	Dentures (a) Full upper or lower (b) Full upper and lower (c) Fartial dentures - for one or two teeth; for each addition- al tooth beyond two teeth or each additional clasp beyond two clasps	£14.14.0 £26.5.0 £5.5.0
7.	Repairs to Dentures (a) Ordinary fracture or replacement of tooth (b) Addition of new tooth or clasp (c) Relining (processed) - upper or lower (d) Relining (Cold cure)	£1,11,6 £2,2.0 £5,5,0 £2,12,6
8.	Crowns and bridgework	To be done only if prior approval regarding work and fee is given by the Director of Naval Medical Services or his authorized representative
9.	X-Rays (a) X-Ray and, where required a written report - up to 2 films each additional film (b) Pull mouth (14 films)	£1.1.0 7.6 £5.5.0 Prior approval of the Director of Naval Medical Services or his authorized representative is to be obtained for more than 2 films

_	Items	Rates				
10.	Emergency treatment for relief of pain or control, of haemorrhage	10/6d. (which charge is to be included in the fee for complete restoration if carried out by the same dentist).				
11.	Root fillings (a) Removal of pulp and root filling (b) Treatment of putrescent pulp and root filling	£2.2.0 per tooth (limited to 10 anterior teeth) £3.3.0 per tooth (limited to 10 anterior teeth)				
12.	Consultation and exam- ination fee and sub- mission of report	£1.1.0 (fee to be waived if dentist is entrusted with subsequent work)				
13.	Anaesthetist's fee (i) Open inhalation ansesthesis (ii) Closed inhalation or intravenous ansesthesis	£2.2.0				

2. The undermentioned dental practitioners have signified their willingness to accept these fees for the treatment of both Naval personnel and persons eligible under the United Kingdom National Health Act (i.e. dependants of Royal Naval personnel serving in Australia and Admiralty Civil Staff appointed for service in Australia and their dependants). Navy Order 228 of 1950 refers -

New South Weles --

Mr. L.M. Crawford

Surg.Cdr.(D) D.McL. Austin, B.D.Sc., L.D.S., R.A.N.(Retd.) Mr. Keith Sutherland B.D.S.

Mr. Gilbert Sammelle B.D.S.

Mr. J.R.D. Cotton

Mr. Ansel W. Monti B.D.Sc.

Mr. Terrence J. Wilson B.D.S.

Mr. P.L. Roden-Smith

Mr. Gordon S. Hewlett B.D.S.

Mr. L.F. Cotton

Mr. E.A. Mobba B.D.S.

T. & G. Building, 19 Fark Street, Sydney 254 Oxford Street, Paddington

The Boulevarde, Strathfield

308 Birrel Street, Bondi

127 Queen's Pde., New-Port

411a New South Head Road, Double Bay

27 Spit Road, Mosman

8 George Street, Hornsby

134 Georges River Road, Croydon Park

17 Stuart Street, Longueville

34 Prenchman's Road, Randwick Mr. S.O. Hughes B.D.S.

Mr. R.W. Thompson B.D.S.

Dr. R.H. Foote

Mr. R.B. Shayler B.D.S.

Dr. R.D. Warren

Dr. Campling

Mr. E.H. Jones

Mr. David H. Smith

Dr. B.W. Champion B.D.S., D.D.S.

Mr. G.R. Solomon M.D.S.

Mr. E.H. Bruce, B.D.S.

Mr. J.W. Todhunter B.D.S.

Mr. H.C. Brixey

Mr. D.L. Griffiths

Queensland. -

Mr. J.E.R. Clarke

Mr. J.G. Brooks

Mr. J.K. Webb

Western Australia. -Messrs. Stockwell and Jones

Mr. R.R. Holmes

Messrs. P.C. Stott and A.D. Williams

Mr. S.J.P. O'Halloran

Messrs, T.P. Price and R.C. Cockerill

Tasmania. -

Mr. D.E. Innes

1 Launcelot Street,

317 Ansac Parade, Kingsford

796 Military Road, Mosman

61 Macquarie Street, Parramatta

664 Military Road, Mosman

113 Parramatta Road, Concord

Lagoon Street, Narrabean

355 North Road, Abbotsford

4th Floor, A.M.P. Chambers, Hunter Street, Newcastle

4th Floor, A.M.P. Chambers, Hunter Street, Newcastle

A.M.P. Chambers, Hunter Street, Newcastle

A.M.P. Chambers, Hunter Street, Newcastle

Junction Street, Nowra

Crawford Street, Queanbeyan

A.M.P. Building, Corner Queen and Edward Streets, Brisbane

77 Lake Street, Cairns

A.M.P. Building, Flinders Street, Townsville

16 Queen Street,

Devonshire Buildings, Stirling Terrace, Albany

Addis Buildings, Spencer Street, Bunbury

Council Chambers, Carnarvon

St. George's Building, Marine Terrace, Geraldton

119 Macquarie Street, Hobart

Via	tor	ia		
Mr.	P.	Basil	Herio	1

Messrs. B.M. Corbst and C.M. Corbst Dr. G. Johnstone Campbell

Mr. P.A. Breidahl

Mr. Norman E. Allen

Dr. A. Bayley

Mr. J. Maxwell Casley

Mr. W.H. Davie Mr. M.S. Bartlett Mr. J. Newton

South Australia. -

Mr. G. Fitzgerald

Mr. D.M.W. Sanda

Mr. R.S. Blackburn

Mr. A.J. Bloomfield

Mr. H.V. Clarke

Mr. J.B. Day

Mr. H.B. Frayne

Mr. J.F. Irwin

Mr. M.S. Joyner

Mr. H.D. Kennare

Mr. T.B. Lindsay

Mr. G. Millhouse

Mr. H.A. Nicholas

Mr. A.P. Plummer

86 Como Parade, Mentone, S.11

57 Electra Street, Williamstown, W.16

57 Hesse Street, Queenscliff

386 Bay Street, North Brighton, 8.5 219 Balaclava Road,

Caulfield, S.E.7 5 Glenhuntly Road, Eleternwick, S.4

Corner Toorak and Grange, Roads, Toorak, S.E.2

41 Glenferrie Road, Kew 17 Malop Street, Geelong 2 Davey Street, Frankston

Commercial Road, Port Adelaide

Commercial Road, Port Adelaide

91a Commercial Road, Port Adelaide

119 William Street, Adelaide

188 North Terrace, Adelaide

Verco Buildings, Adelaide

Goldsborough House, 172 North Terrace, Adelside

175 North Terrace, Adelaide

201 Tower Court, Victoria Square, Adelaide

Gawler Chambers, North Terrace, Adelaids

82 King William Street, Adelaide

219 North Terrace, Adelaide

190 North Terrace, Adelaide

161 Hindley Street,

222 North Terrace, Adelaide

Mr. K.J. Robertson 170 North Terrace. Adelaide Mr. A.K. Trott 195 North Terrace. Adelaide Mr. B.J. Vanstone 168 North Terrace. Adelaide Mr. P.M. Wesslink Verco Buildings. Adelside Mr. A.R. Wotton Verco Buildings, Adelaide Mr. R.G. Willoughby 82 King William Street. Adelaide Mr. W.M. Marshmen Verco Buildings, North Terrace,

Adelaide

Northern Territory. -

Darwin: When no Nevel Dental Officer is available, Naval personnel may obtain dental treatment from the Department of Health, Darwin, for which a special scale of fees exists.

3. Navy Orders 48, 78 and 122 of 1951 are hereby cancelled.

(4018/5/68)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 219.

REPORTS AND RETURNS - FORM A.A.143Z -WERKLY RETURN OF FLYING.

A copy of the Weekly Return of Flying for permanently shore-based squadrons is not required to be forwarded to the Flag Officer Commanding H.M. Australian Fleet.

Amendment to the instructions contained on Form A.A.
 1432 will be made on exhaustion of present stocks.

(3325/3/182)

220.

CENERATORS, FITTED WITH AIR FILTERS - INSPECTION AND CLEANING OF FILTERS - REPORTS.

Generators, fitted with air filters in the closed air cooling circuit, are liable to overheat should the filter become fouled and thus reduce the air flow. The time taken to reach such conditions will vary according to the general condition of the machine and type of filter fitted, but will be indicated by a general increase in the temperature of the cooling air, as measured by the distance reading thermometer, even when passing the maximum quantity of water.

2. Ships concerned are to arrange for regular inspection of filters and for cleaning when required. Pull cleaning instructions will be found on the "As Fitted" drawings of the filter units. "As Pitted" drawings are not yet available for 150 K.W., W.H. Allen generators fitted in modernized Tribals and A. S. Frigates (Converted Pleet Class).

3. In order that the best type of filter can be incorporated in future designs, ships should report experience, with particular reference to the reduction in frequency of blowing out the generators, insulation resistance, ease of cleaning the filter and running hours between cleaning. Any other comments on the fitting of filters should also be forwarded to the Secretary, Naval Board,

(The foregoing is the text of A.P.O. 112/1954, altered to meet R. A. N. conditions.)

(3764/11/220)

221.

220 - 221

STABILITY - PRECAUTIONS TO BE TAKEN TO IMPROVE STABILITY IN SEVERE WEATHER AND UNDER HEAVY ACCUMULATIONS OF ICE OR SNOW - RESTRICTION OF FURNACE FUEL OIL USAGE AND FLOODING OF FURNACE FUEL OIL TANKS.

DESTROYERS AND FRIGATES.

It is necessary, particularly with ships' increasing age and consequent reduction of normal stability, for instructions to be issued by the Naval Board from time to time, for specific ships or classes of ships, concerning restrictions in the use of furnace fuel oil or the flooding of furnace fuel oil tanks when approaching the light condition. Such instructions are to be rigidly observed.

- 2. In addition, the following special considerations are to be given in destroyers and frigates to the need for maintaining the most stable conditions when severe weather, typhoon or heavy ice and snow conditions are encountered :-
 - (a) It is always desirable to get rid of ice and snow on the upperworks and every effort is to be made to do this as far as practicable. The importance of doing this in the early stages to prevent a gradual accumulation is emphasized.
 - (b) If conditions are unsuitable to attempt its removal, the topweight effect can be compensated to a certain extent by bringing the ship to her deep condition. This will necessitate filling the empty furnace fuel oil tanks with sea water and during this operation free surface will be created, but its effect is of secondary importance in this particular case and can be minimised by filling (or emptying) tanks one at a time or in pairs, port and starboard, where undue heel can arise from filling single tanks.
 - (c) If an engagement is expected, and time is available, as much ice as possible should be removed as an evolution and the ship then brought to the deep condition.

No definite instructions can be given as to the exact stage at which oil tanks should be flooded to combat the effect of ice. This will depend upon the circumstances at the time and the decision must rest with the Commanding Officer. Subject to paragraph 1 above, as a general rule flooding should not be carried out unless the icing is

- (d) Plooding of furnace fuel oil tanks should also be carried out promptly when the approach of severe weather is indicated or when operating in the region of the path of a typhoon. It is advisable unless specific instructions exist to the contrary for particular ships, to empty each pair of tanks port and starboard completely, before changing over to other tanks when steaming, to facilitate flooding empty tanks with salt water in emergency.
- 3. It is realised that delay in refuelling will occur due to the necessity for cleaning fuel oil tanks contaminated by water. When circumstances permit, as much pumping out of water as possible is to be done before the ship reaches the ciling base but care must be taken that no fuel oil or fuel oil/water emulsion is discharged overboard. Avoidance of pollution of the sea is to be regarded as of first importance, subject only to over-riding operational necessity.

(A.F.O. 2345/53 and C.A.F.O. 125/53 are cancelled.)

(The foregoing to the text of A.F.O. 950/1954, oltered to meet R. A. N. conditions.)

(4726/2/15)

222.

CHARTS, CHARTWORK AND PUBLICATIONS - H. 374 (CATALOGUE OF ADMIRALTY CHARTS) - ISSUE TO SHIPS.

H. 374 (Catalogue of Admiralty Charts and other Hydrographic Publications) is being issued without demand to all major war vessels excluding submarines. This catalogue, which hitherto has only been issued to ships having qualified N. or N.D. officers borne, contains a set of coloured index charts, which are more suitable for the selection of charts for passage or planning purposes than the index charts contained in the front of the various Sailing Directions.

- 2. H. 374 is normally issued annually.
- 3. The limits of new charts or the alteration of limits of other published charts, are given in Section II of the Weekly edition of Admiralty Notices to Mariners; no other information for the correction of index sheets is promulgated.

(The foregoing is the unaltered text of A. F. O. 1074/1954)

(3804/3/110)

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA - BLACK BALL IN H.M. SHIPS AT ANCHOR.

Attention is drawn to Rule 11 (c) of the International Regulations for preventing collisions at Sea which makes it obligatory for every vessel when at anchor between sunrise and sunset to carry a black ball in the fore part of the vessel where it can best be seen.

2. The remark on page 822 of the Manual of Seamanship Volume II will be amended in due course and paragraph 8 of Notice to Mariners No. 7/54 will be cancelled.

3. The note under Rule 11 on page 14 of A.F.C. 2917/53 (International Regulations for Preventing Collisions at Sea) is to be amended by deleting the remark in brackets between "obligatory" and "A vessel".

(The foregoing is the unaltered text of A.F.O. 933/1954.)
(4788/1/16)

224.

TORPEDO COMPONENTS - SQUIETS AND ADAPTERS - REVISED ALLOWANCES.

An adapter has been introduced into service for ciling the depth gear of 18 in., Mark 17, torpedoes. It is used in conjunction with Squirt St. No. 1380 and Adapter St. No.1381. This squirt and adapter now becomes common to both 18 in., Marks 15 and 17, torpedoes, and with the introduction of the new adapter, the use of Squirt St. No. 1378 and Adapter St. Nos. 1379 and 13268, specially for 18 in., Mark 17, torpedoes, is no longer necessary. These items are to be withdrawn from chests as detailed below.

2. The new design adapter will be accounted for as follows, wiz :-

Section III

Adapter, for use with squirt (St. No. 1580) and adapter (St. No. 1381), oiling depth gear, St. No. 14086.

3. The contents of various chests are to be adjusted as convenient by arrangement with the nearest Torpedo Depot, viz.

Chest, tools, 18 in., Marks 15 and 17:-

Withdraw Squirt St. No. 1378 - 1 Adapter St. No. 1379 - 1 Adapter St. No. 13268 - 1

Add Squirt St. No. 1380 - 1 Adapter St. No. 1381 - 1 Adapter St. No. 14086 - 1

Chest, tools, 18 in., Marks 15 and 21 in., Mark 8 (M.T.B. Bases):-

Withdraw Squirt St. No. 1378 - 1 Adapter St. No. 1379 - 1 Ohest, tools, 21 in., Mark 8:-Add Adapter St. No. 1177 - 2

Chest, tools, and spare gear, 21 in., Mark 8;-Add Adapter St. No. 1177 - 1

Chest, tools, and spare gear, 21 in., wark 9:-Add Adepter St. No. 1177 - 1.

(The foregoing to the unaltered text of A.F.O. 936/1954.)

(4431/12/324)

225.

ARMAMENT STORES - PRECAUTIONS TO BE TAKEN WHEN EMPTY EXPLOSIVE-TYPE NAVAL ARMAMENT STORES ARE RETURNED TO DEPOTS.

Instances have occurred where explosive stores have been found in allegedly empty packages returned from service to R.A.N. Armament Depots.

- 2. Containers, which have contained an explosive and have not been certified, in accordance with Commonwealth Explosives Regulations, to be free from explosives, are regarded as explosives (Regulation 3(1) Statutory Rule No. 69).
- 3. Certificates of freedom from explosives may be given only by persons appointed to do so (Regulation 62). The following have been authorized to make such appointments:

The Superintending Armament Supply Officer, Sydney.
The Naval Armament Supply Officer, Maribyrnong.
The Naval Armament Supply Officer, Byford.
The Officer-in-Charge, R.A.N. Mine Depot, Swan Island.
The Commodore Superintendent of Training, Flinders
Naval Depot.

The Commanding Officer, H.M.A.S. RUSHCUTTER. The Armament Supply Officer, Newington.

- 4. Similar authorisation is being obtained for the Commanding Officer, R.A.N. Air Station, Nowra, who will be further advised in due course.
- 5. It is not intended that similar authority should be obtained for other Ships or Establishments.
- 5. It is emphasized that empty explosives packages in transit must be regarded as explosives unless a written certificate of freedom from explosives is given by a person appointed in writing to do so.

(4433/1/599)

A.S. FRIGATES (MODIFIED RIVER) - ALTERATION AND ADDITION ITEM.

The following Alteration and Addition item is approved in principle for A.S. Prigates (Modified River) :-

"Repositioning of Surveying Chart Room in accordance with G.I. Drawing No. 55/168 (Navy Office Drawing No. 165/722)".

Class List Item No. 507

Classification "A"

Compensating Weight Required: NIL

References: (a) G.M.G.I. letter No. 13391 of 22nd October, 1953.

> (b) Navy Office letter No. 60123 of 20th April, 1954.

2. As this work is not applicable to H.M.A. Ships BARWON, BURDEKIN, DIAMANTINA, GASCOYNE, HAWKESBURY and MACQUARIE, action in accordance with paragraph 1(d) of Part 11 of Mayy Order 424 of 1955 is to be taken.

(4283/1/120)

227.

MODERNIZED TRIBAL CLASS AND TRIBAL CLASS DESTROYERS -ALTERATION AND ADDITION ITEM.

The following Alteration and Addition item is approved in principle for Modernized Tribal Class and Tribal Class Destroyers :-

"To remove the Spare Motor Boat Engine stowage and to land the spare engine".

Modernized Tribal Class Destroyers;

Item No. 503

Classification "A"

Tribal Class Destroyer:

Item No. 502

Classification "A"

Compensating Weight:

MODERNIZED TRIBAL CLASS DESTROYERS

The weight of 1,100 lbs., gained at 21ft. above base line, may be used as compensation for future A & A items.

TRIBAL CLASS DESTROYER

Compensating weight of 340 lbs. at Upper Deck level is required to be surrendered.

References: H.M.A.S. ARUNTA's E/D4/5 dated 19th January, 1954

> P.O.C.A.F.'s A.F.206/1619/2 dated 2nd February, 1954.

- 2. Proposals to meet compensating weight required are to be forwarded by H.M.A.S. BATAAN.
- 3. Separate action will be taken for H.M.A.S. WARRAMUNGA during modernization.

(4280/1/193)

228.

MULTI-FLY PAPER FOR COMMUNICATION PURPOSES.

The question of supply of multi-ply paper for communication purposes has been reviewed and it has been decided that undermentioned paper rolls may be demanded for use as indicated -

- (a) Pattern 24921, Teleprinter Paper, Single Ply -
 - H.W.A. Ships and Establishments, for exercise purposes and for any service when one copy only is acceptable.
- (b) Pattern 24922, Teleprinter Paper, 2-ply (2 plain, 1 carbon) -

H.M.A. Ships and Establishments, for general communication purposes.

(c) Pattern 24923, Teleprinter Paper, 3-ply (3 plain, 2 carbon) -

H.M.A. Ships, H.M.A.S. HARMAN and H.M.A. Naval W/T Station, Coonswarra.

2. Owing to the greatly increased cost of 2 and 3-ply papers compared with single ply, and the much greater length per roll obtained with the latter, single ply paper should always be used whenever more than one copy is not essential.

(4518/72/3)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY
229.

A.B.R.10 - R.A.N. ADVANCEMENT INSTRUCTIONS - AMENDMENTS.

Approval has been given for A.B.R.10 - Royal Australian Naval Advancement Instructions - to be amended as follows :-

Articles 173 and 174 will be re-numbered to read 174 and 175 respectively.

The following new articles will be inserted :-

"173. Advancement to Acting Leading Sick Berth Attendant (Provisional) or Acting Sick Berth Petty Officer (Provisional). Sick Berth ratings who have not passed the Part II Specialist Qualification examination for the higher rate, owing to the fact that they have not undergone the course for the Part II due to the exigencies of the Service, or in the case of candidates for Sick Berth Petty Officer, due to the fact that through the exigencies of the Service have been unable to present themselves for examination by

the Senior Medical Officer, Flinders Naval Hospital, or the Senior Medical Officer, H.M.A.S. PENGUIN, may be recommended on Form A.S. 507 before passing the Pert II examination. Under these circumstances a Sick Berth Attendant or Leading Sick Berth Attendant may be rated Acting Leading Sick Berth Attendant (Provisional) or Acting Sick Berth Petty Officer (Provisional), respectively, if otherwise eligible for advancement when his turn for advancement arrives on the roster.

2. On passing the Part II examination, which must be taken at the first available opportunity, such ratings will no longer be on a provisional basis and will be confirmed in rating in accordance with the rules in Article 11. "Acting" and "provisional" service will count as "acting" service for this purpose, Pailure to pass their Part II examination by "provisional" ratings, at the first attempt, will involve reversion to the next lower rating. Any case in which an Acting Leading Sick Berth Attendant (Provisional) or Acting Sick Berth Petty Officer (Provisional), has not passed the Part II examination within three years of being rated "Acting and Provisional", is to be reported to the Naval Board."

"195A. Advancement to Acting Leading Cook (0) or (8) (Provisional) and Acting Petty Officer Cook (0) or (8) (Provisional). Cook ratings who have not passed professionally for the higher rating owing to there having been no opportunity to undergo the courses at Flinders or Balmoral Naval Depots, may be recommended on Form A.S. 507 before passing the professional examination.

- 2. Under these circumstances Cooks (0) and (8) and Leading Cooks (0) and (8) may be rated Acting Leading Cook (0) or (8) (Provisional) or Acting Petty Officer Cook (0) or (8) (Provisional), respectively, if otherwise eligible for advancement when their turns for advancement arrive on the roster.
- 3. On passing the professional examination at the first attempt, such ratings will no longer be on a provisional basis and will be confirmed in rating in accordance with the rules in Article II. "Acting and Provisional" service will count as "Acting" service for this purpose. Failure to pass the professional examination by "provisional" ratings, at the first attempt, will involve reversion to the lower rating."

The following Appendices will be amended as indicated :-

Appendix 50 -

229

- (B) (iv) Delete entirely.
- (C) and (D) Delete the words "See Article 181".

Appendix 51 -

- (B) (iv) Delete entirely.
- (C) and (D) Delete the words "See Article 181".

Appendix 66 (F) Insert following new clause :""(ii) See article 193 (a) regarding advancement
on an acting and provisional basis".

Appendix 67 (F) Insert following new clause :"(ii) See Article 193 (a) regarding advancement
on an acting and provisional basis".

Appendix 79 (F) Insert following new clause :"(i) See Article 173 regarding advancement on an acting and provisional basis".

Appendix 80 (F) Insert following new clause :" (i) See Article 173 regarding advancement on
an acting and provisional basis".

2. These Amendments to A.B.R.10 will be issued by R.I. series in due course.

(4139/13/884)

230.

BOOKS AND FORMS.

The undermentioned forms have been adopted for use in the Royal Australian Navy. First supply will be effected without demand -

8.1181d - Bathy thermograph Log Sheet

(A.F. 0.1467/1953) (3526/12/857)

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2	**		1 11	11	603/605 HF)
_	111		7 11	11	612
_	**	16	("	11	605 MF)
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-	**	**	1 "	16	T.B.S.
-	-10	**	("		87 M)
-		11	7 #		89 Q)
-	18	11	("		T.B.M.
-	11.	11	("	**	T.C.S.)
-			("	**	T.A.J.)
	CHILITIES				

2. The undermentioned forms have been introduced for use in the Royal Australian Navy in lieu of the corresponding Admiralty Forms. First supply will be effected without demand - A.S. 288a - Annual Diving Return

(3526/12/1018)

A.S.1277 - Application for Documents not received

(A.F.0.2196/1953) (3526/12/1017)

3. The undermentioned form has been numbered A.V.84z. Pirst supply will be effected on demand -

A. V. 84z - Loose Leaf Mess Book

(3526/50/170)

4. The undermentioned forms have been adopted for use in the Royal Australian Navy. Pirst supply will be effected on demand -

M of 8. 673 - Joint Service Packaging Instruction Sheet M of 8. 673A - Joint Service Packaging Instruction Sheet

(A.F.0.87/1952) (3526/99/28)

8.1631 - Radar Testing and inspection schedule for Radar Type 262 Series

(A.F. 0.2719/1953) (3526/12/1042)

5. Form A.D. 787G has been introduced in lieu of Form D. 793 and Form A.D. 787G has been renumbered A.S. 473G -

A.S. 473G - List of Drawings and Instruction Books
A.D. 787G - Tracing sheet - List of Drawing and
Instruction Books

(A.F.O.2296/1952) (3526/13/231)

6. The undermentioned form has been abolished A.S. 340D - List of work not shown in defect list

(A.F.0.1229/1953) (3526/12/867)

(3526/10/40)

Defence diviny

C.N.O.231/54

RESTRICTED

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

2nd June, 1954.

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

By direction of the Naval Board,

J. E. Bummins

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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Subject

231 Plots and Plotting - Standardization of Action Information Plots and Stateboards.

PLOTS AND PLOTTING - STANDARDIZATION OF ACTION INFORMATION PLOTS AND STATEBOARDS.

In the interests of standardization, the various plots and stateboards employed in action information compartments of ships have been under review. The following lists equipment to be fitted in the classes of ships indicated, together with guidance diagrams for marking stateboards.

2. Aircraft Carriers

Operations Room or Upper Level in two-deck layouts

For the use of Air Ops. See A.F.O. 1943/52. Aircraft Communications (Aviation - Standard Safety Board Air Briefing Board Markings on Air Depart-Radio Aide Memoire Board | ment Information and Other Friendly Aircraft Briefing Boards -Board Revision - As. and S.O. Air Stateboard As.). Present Stateboard Fleet Stateboard Fleet Formation Board (Pattern 3027) Surface Relative Plot (Pattern 872) (if space allows) Upper level of two-deck Radio Warfare Tote Radio Warfare Stateboard [layout.

A.D.R. or Lower Level in two-deck layoute

Meteorological Board
Ships in Company Guards and Duties Board
Aircraft Stateboard (Pattern 2802, 3 sections
light fleet, 6 sections fleet carriers)
Radio Warfare Tote (Not fitted in lower level
Radio Warfare Stateboard of two-decker layout)
Main Air Tote (Pattern 2802
General Air Plot (Pattern 875)
Local Air Plot (Pattern 829)

Gun Direction Room

A.A. Co-ordination Plot and Tote (Pattern 2809)

Battleships and Cruisers

Air Direction Room

Meteorological Board Aircraft Stateboard (Pattern 2802, two sections) Main Air Tote (Pattern 2802) Radio Warfare Tote Radio Warfare Stateboard Ships in Company Guarda and Duties Board General Air Plot (Pattern 874)

Operations Room

Fleet Formation Board (Pattern 3027) Fleet Stateboard Radio Warfare Tote Radio Warfare Stateboard Wall Map Surface Relative Plot (Pattern 872) Filtered Air Plot (Pattern 828) Gun Direction Room

A.A. Co-ordination Plot and Tote (Pattern 2809)

Destroyers and Prigates (other than A/D Frigates)

Pleet Formation Board (Pattern 3027)
Fleet Stateboard
Radio Warfare Tote
Radio Warfare Stateboard
A.A. Co-ordination Plot and Tote (Pattern 2809)
(if not fitted in G.D.R.)
Filtered Air Plot (Pattern 828) (see Note (1))
Aircraft Stateboard (Pattern 2802)

Air Direction Frigates (Ope. Room)

Wall Map
Meteorological Board
Aircraft Stateboard (Pattern 2802, two sections)
Main Air Tots (Pattern 2802)
Radio Warfars Tote
Radio Warfare Stateboard
Ships in Company Guard and Duties Board
Fleet Stateboard
Fleet Formation Board
A.A. Co-ordination Plot and Tote

Submarines (Control Room)

Time/Bearing Plot (Pattern 2803)

Fast Patrol Bosts

F.P.B. Stateboard

Reder Display Room (All Ships where fitted)

General Air Plot 5 ft. (Pattern 875), 4 ft. (Pattern 874), or 3 ft. (Pattern 873) R.D.R. Tote (Pattern 2801, Stateboard)

5. Headings on the various boards shown in the Diagrams are to be considered standard. Markings on edge-lit boards will not be engraved, but should be made by chinagraph pencil, using colours best suited to the lighting level of individual compartments. The reason for this method of merking is to allow flexibility, when stateboards may require special markings for use in specific operations.

NOTES

- (1) These will normally consist of chart miscellaneous 5050 and Form 8.414 respectively, mounted on a 3 ft. square board, perspex covered and front illuminated. (Patterns 828 and 872 plots will only be supplied to new construction, and certain ships undergoing modernization.)
- (11) Details of Grid Tapes associated with air plots are given in A.F.O. 3584/53 (Naval Stores (Technical) (Class F, Group 3A) Grid Tapes for Use with Air Plots Introduction).
- (iii) Certain outlying positions (e.g., Compass Platform, Admiral's Bridge) will be fitted with a filtered Air Plot as in Note (i) above.

(iv) Stateboards and totes which are not shown as pattern numbered articles in paragraph 2 should be constructed of blackboard, perspex covered, and front illuminated. Headings to be painted on blackboard in white.

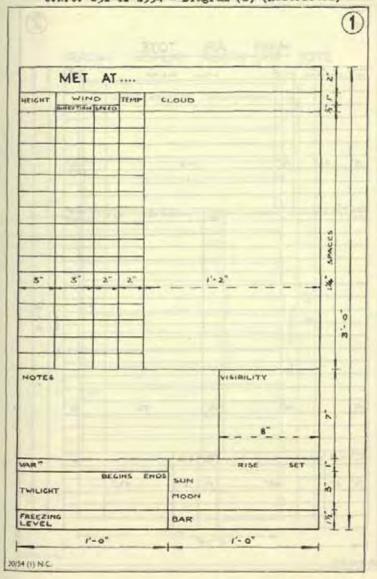
(v) The ships in company guard and duties board (Diagram 8) has been designed in two sections, for mounting one above the other, or separately, according to space available.

(A.F.Os. 1166/52 and 3785/52 are cancelled.)

(The foregoing is the unaltered text of A.F.O. 900/1954.)

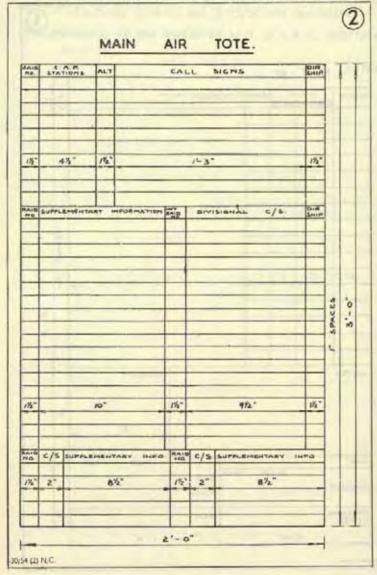
(4276/2/19)

C.N.O. 231 of 1954 - Diagram (1) (Restricted)

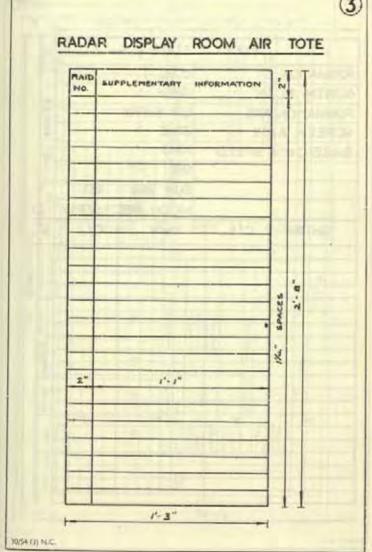


231

C.N. O. 231 of 1954 - Diagram (2) (Restricted)



C.N.O. 231 of 1954 - Diegram (3) (Restricted)

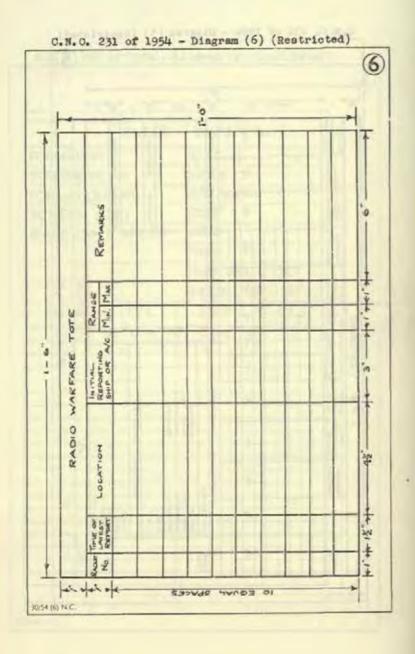


30/54 (4) N.C.

C.N.O. 231 of 1954 - Diagram (4) (Restricted) 4 1-1" FLEET STATE O.T.C. FORMATION GUIDE SCREEN PLAN E/R SUFFIX FORMATION AXIS SCREEN AXIS ZONE WIND BASE CO & SPEED VIS SUN RISE SET MOON RISE SET c/s C/S SHIP SHIP 5" 7-5"

2'- 0"

C.N. 0. 231 of 1954 - Diagram (5) (Restricted) (5) ENOUS N 1 x 1 + , +x 1 30/54 (5) N.C.



C.N.O. 231 of 1954 - Disgram (7) (Restricted) RADIO WARFARE STATE SPOT NO FREQUENCY FUNCTION SHIPS SEARCHING USING SPACES



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	CIR LINSTING D/F		USE	NFORMATION TX FY CHAM		CHANNEL		" SPICES "

C.N.O. 231 of 1954 - Diagram (9) (Restricted) 9 AIRCRAFT STATE BOARD (SMALL SHIPS). TYPE OF CALLSIGN REMARKS PATROL PATROL AIRCRAFT 12 SPACING 10/54 (9) N.C.

(Introduced in) respect a sign to the country

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C.N.O. 231 of 1954 - Diagram (11) (Restricted) AIRCRAFT STATEBOARD - LIGHT FLEET CARRIERS. FORCE CAP MISSION & CAP STATE MISSION & ESCORT STATE ESCORT STATE DUTY A/C UT PILOTS No or Tone DUE DUTY A COMP TYPE PENANA " THE BIVILIDHAL IND" TIME DUE ANT CROWNS HOS TIME OUE OUTY 45 25 25 26 5 15 16 3 3 5 46 25 25 35 5 16 15 5 2'-0" 2'--10/54 (11) N.C.

C.N.O. 231 of 1954 - Diagram (12) (Restricted)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 8th June, 1954.

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

By direction of the Naval Board,

J. R. Buumins

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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h

SECTION 1 .- ADMINISTRATIVE AND GENERAL

232.

BOYAL AUSTRALIAN NAVY PARTICIPATION IN BOYAL TOUR CEREMONIES.

The following is an extract from a letter received by the Chief of the Naval Staff from the Director-General, Royal Visit;

"I should like to offer my warmest thanks for your splendid co-operation in the arrangements for the Royal Visit. From the moment your ships took over the escort in the Tasman until they parted company with GOTHIC off Cocos Islands, the Navy played its part in its usual efficient fashion.

The Navy Guards of Honour and bands were first class. The ceremonial parade in Camberra was a stirring spectacle in spite of the rain.

One other matter which I feel should be mentioned is the commendable way in which the Navy reacted to the requirement of repairs to the GOTHIC prior to leaving Premantle. This emergency was met adequately. I should like to express appreciation of the willingness displayed."

(3244/112/368)

233.

SHIPS - "DARING" CLASS SHIPS - NOMENCIATURE AND ADMINISTRATION.

Nomenclature. - While employed as units of the British, as distinct from the Allied, Pleet, ships of the "Daring" Class will be regarded as light cruisers.

Their nomenclature in all British contexts will be "Daring" Class. Por N.A.T.O. purposes, however, they will continue to be classed as destroyers.

- 2. Accounts. "Daring" Class ships carry Bupply Officers and are self-accounting for all purposes.
- 5. Stores. "Daring" Class ships will be stored with Naval and Armament Stores in accordance with allowances for the class. Stocks of provisions carried will be in accordance with the arrangements for destroyers as laid down in B.R. 93.
- 4. Complements. Ships of the "Daring" Class will normally be commanded by officers of Captain's rank. They will be complemented as necessary to meet the increased responsibilities of the Commanding Officer.
- 5. Maintenance. "Daring" Class ships are designed and complemented to be only partially self-maintaining, and, so far as maintenance is concerned, will continue to be regarded as destroyers.

5

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- 6. Communications .- Ships of the "Daring" Class are normally to be regarded as "two circuit" ships.
- 7. Ceremonial .- "Daring" Class ships are not, at present, classed as saluting ships.

(A.F.O. 2835/53 is cancelled.)

(The foregoing to the text of A.F.O. 978/1954 altered to meet H.A.N. conditions. Navy Order 72 of 1954 is hereby concelled.)

(4280/15/11)

SECTION 2 .- PERSONNEL

234.

CONCESSION POSTAGE RATES TO MEMBERS OF THE FORCES.

The Director-General, Posts and Telegraphs, has brought to notice cases of abuse of the previlege of concessions rates for postage enjoyed by members of the Defence Forces.

- 2. Action is to be taken by Commanding Officere, and particularly in Naval Shore Establishments, to ensure that use of the rubber stamp "On Naval Service" is authorized only for impressment of envelopes containing private correspondence from members of the Naval Forces.
- 3. The use of this stamp for letters originating from outside organizations, with which a member is connected, is an infringement of the post and Telegraph Rates (Defence Forces) Act, and could lead to the cancellation of this concession.

(4085/11/62)

235.

COXSWAINS - QUALIFICATIONS AND COURSE.

The specialist qualification of Coxswain is a lot 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 Coswwsin 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 Able Seaman.
- (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.

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4. The qualifying course for Coxewain 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 -
 - (1) Organization and Pirst Aid.
 - (ii) Signals.
 - (111) Discipline.
 - (iv) Victualling.
- (b) Prom WATSON -
 - (1) Holmsmanship and Elementary. Ship Handling.
 - (ii) Visits.
 - (111) Sea Training.

The detailed syllabus is given in the Appendix to this Order.

6. Navy Order 318 of 1953 is hereby cancelled.

(4007/49/24)

APPENDIX

QUALIFYING COXSWAINS - DETAILED TRAINING SYLLABUS

(1) Organization and First Aid

(26 hours)

Watch System.
Muster by open list.
Scheme of complement and Quarter Bill.
Nominal list.
Messing Organization.
Pirst Aid Organization.
Duties of Heads of Departments and Officers.
Pirst Aid - 7 one hour lectures
3 hours practical.

Examination - 2 hours (1 hour organization, 1 hour First Aid).

(11) Signale

(11 hours)

7 hours practical morse and semaphore, and 3 hours on International Code, Boats Signal Book and meaning of flags and pendante.

(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 swidence. 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. Cella 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 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. Porms. 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 whilet 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.

P4437- 2

b

Loan clothing. Demand and issue. Losses and surveys. Musters. Porms A.S. 462, Perts 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 - 2thours.

(v) Helmemanship 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 tidel 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)

- (1) Royal Edward Victualling Yard.
- (11) Rendwick, Nevel, Victualling and Air Stores.
- (111) G.P.O. Sydney Ship Mails Section and General inspection.
- (iv) Proceed as observers in Dockyard tuge (if suitable opportunity occurs).

Total 225 hours (7 weeks)

Examination details are as follows :-

Subject		Maxi	num Marks
Organization and Signals Helmsmanship and	Pirst Aid	75 25	marks marks
Elementary Ship Discipline Victualling	Handling	150	marks marks
	Total	400	marks

50 per cent. in each subject and 65 per cent. of the aggregate are required to pass.

(vii) Sea Training (h 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, as follows:

(a) Locture on layout of ship.

- (b) Discussion on Organization in use.
- (c) Lecture on War Organization.
- (d) Lecture on Replenishment at sea. Methods in use in each ship.
- (e) Practical Navigational Instruction embarcing -
 - (i) Magnetic and Gyro compasses.
 - (ii) Variation and Deviation.
 - (iv) Effect of cross wind and sea.
 - (v) Steering breakdowns.
 - (vi) Behaviour of ships when close abourd during replenishment at
 - (vii) Rule of the Road.
 - (viii) Effect of Rudder and screws and pivoting position.

(Practical demonstrations of (v), (vi) end (viii) would be desirable.)

- (f) A day in the sick bay.
- (g) Act as coxswain of the ship for, say, two days, in all respects other than for very serious disciplinary cases.
- (h) Practical Communication instruction.
- (1) Act as second O.O.W. when practicable.
- (NOTE) If practicable, each rating should act as 0.0.W., and be allowed to pick up a lifebuoy and come alongside a row of boxes.

No marks will be awarded, but, on completion of this 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.

236.

FUNERALS OF SERVICE PERSONNEL - PARES OF RELATIVES ATTENDING AND ARRANGEMENTS OF FUNERALS BY RELATIVES.

The following conditions now apply in regard to funerals of Service personnel

(a) Service Punerals - Fares of relatives attending.Where the nearest relative attends the funeral and
is the widow or parent, or if there is no widow or
parent, the next-of-kin attends and the relationship
is as close as brother or stater, first class rail
travel (with sleeping accommodation) may be
provided for such relative and one other person,
provided that air travel may be granted for the
forward journey, if such is necessary to srrive in
time for the funeral.

- (b) CREMATION. Cremation of the remains of a deceased member may be carried out under Service arrangements and the cost charged against public funds provided -
 - (a) the member had expressed a desire that his remains be cremated, or if, after the member's death and before the burial, the next-of-kin expresses a desire that the remains should be cremated:
 - (b) the death occurs in a locality where facilities for cremation are available;
 - (c) the Administrative Authority considers it practicable for the remains of the member to be cremated.

No expenditure from public funds is to be authorized in connection with disposal of the ashes or for provision of a permanent memorial, such as by way of a plaque or rose bush.

- (c) Arrangements of funerals by relatives .-
 - (i) The next-of-kin or relative may be permitted to arrange the funeral by burial or cremation under the following conditions:-
 - (a) that the death occurs in Australia; and
 - (b) that the person arranging the funeral initially accepts full responsibility for all costs involved, including transportation costs.
 - (ii) The person arranging the funeral may claim from the Department an allowance not exceeding £50 towards the costs of the funeral. The claim is to be accompanied by receipts or other evidence of expenditure.
- 2. Accommodation expenses of persons attending may not be admitted as a charge to Public funds.
- 3. Navy Order 350 of 1951 is hereby cancelled.

(4041/51/60)

237.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA154 - CARE AND MAINTENANCE OF DEPTH CHARGE PISTOLS (PARTS 1 AND 2) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip Serial No. SA154, Care and Maintenance of Depth Charge Pistols (Parts 1 and 2), has been revised and is now on the following scale :-

H.M.A. Establishments	Copies
H.N.A.S. RUSHCUTTER	1 (a) 1 (a)
R.A.N. Film Library, Sydney	1 (a)

- (a) Indicates copy of film strip slready held.
- 2. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.

(4518/61/348)

238.

BAIL TRAVEL - SIEEPING ACCOMMODATION ON MELBOURNE-ADDIAGOE EXPERSS.

Personnel travelling on duty between Melbourne and Adelaids on the "Overland" express and entitled to a sleeping berth, may now be provided with a "roomette" at departmental expense.

(4677/22/34)

239.

REMOVALS AT DEPARTMENTAL EXPENSE.

The following amendments are to be made to the conditions of removal promulgated in Navy Order 330 of 1952, as smended by Navy Order 250 of 1953 :-

PARAGRAPH 6

Insert after the words "reimbursment of the cost" appearing in Note (iv), the following, "Reimbursment will be made only in respect of actual transportation costs, rail or road being used where practicable".

PARAGRAPH 11 Delete the existing clauses (a) and (b) and insert the following :-

- "(a) the place at which the member was serving at the time of marriage, or
- (b) the member's home port at the time of marriage if he married whilst borne on the books of a seegoing ship."
- PARAGRAPH 13 Delete the existing sub-paragraph (vi) and insert the following :-

"(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 the place at which he was serving immediately prior to the commencement of his discharge procedure. In the case of members serving in (a) Northern Territory or (b) Papua or New Guinea, Adelaide and Sydney, respectively, will be regarded as the nearest capital cities for the purpose of removal. 239

PARAGRAPH 25

Delete sub-paragraph (1) and insert the following :-

"(i) A member who is granted a removal may be authorized by his Commanding Officer to utilize his motor vehicle for the transport of himself and/or his family, and in such case he will be entitled to be paid an amount calculated on the following besis:

Where the journey is by motor car of 23 horse power and over - 9d. per mile

Where the journey is by motor car under 23 horse power and not less than 15 horse power -8d. per mile

Where the journey is by motor car under 15 horse power but not less than 10.5 horse power - 7½d. per mile

Where the journey is by motor car under 10.5 horse power -61d. per mile

Where the journey is by motor cycle with side-car - 44d. per mile

Where the journey is by motor cycle - 3½d, per mile.

If a member utilises his motor truck special rates will apply.

PARAGRAPH 36

Insert the following new sub-paragraph :-

"(11) Where a member is unable to obtain insurance cover on effects transferred to Manus by sea, the provisions of paragraph 32(1) will apply."

PARAGRAPH 38

Delete the sentence appearing in brackets at the end of sub-paragraph (iii) and insert in lieu -

"(In such case, the limitation on the period at sub-paragraph (11) will not apply, although in any instance where prolonged storage is required a report should be forwarded to Navy Office at the end of twelve months and thereafter at six monthly intervals setting out the present position in regard to the necessity for storage)".

PARAGRAPH 48

Delete the amount of £2.2.0 appearing in sub-paragraph (iv) and substitute the amount of £5.9.0. Insert after the words "decided by the Naval Board" appearing in clause (iv) the following :-

"Where odd days are involved amounts to be added to bed and breakfast charges shall not exceed 11/6d. per day (4/6d. for midday meals and 7/0 for evening meals)".

Delete clause (b) of sub-paragraph (xii) and re-number clause (c) to read (b).

(4822/8/2)

SECTION 3,- HULL, MACHINERY, EQUIPMENT AND STORES.

240.

BAHAR - INDICATOR OUTFITS JE SERIES - PROVISION OF EDGE ILLUMINATION - REPLACEMENT OF POTENTIONSTER A.P. W8067.

H.M.A. Ships, including Submarines.

It will be found on carrying out Modification No.5 to Indicator Outfit JE Series, that the potentiometer A.P. W8067 controlling the dial lamp brilliance is now underrated and will burn out.

2. Ships carrying out Modification No.5 to Indicator Outfit JE Series are either to replace A.P. W8067 Potentiometer by A.P. W5411A or ensure that not more than three of the six lamps fitted are in use for edge illumination.

3. An amendment to B.R.1917(1)(2)(2A) "Minor Modifications to Radio Equipment" will be promulgated in due course, replacing A.P.W.8067 Potentiometer by A.P. W5411A/Z271054. Pull Quantities of A.P. W5411A or Z271054 Potentiometer will not be available until about November, 1954.

(The foregoing is the text of A.F.O. 999/1954 altered to meet R.A.N. conditions.)

(4519/31/532)

241.

40 MM, BOFORS SINGLE MK.7 MOUNTING - ELECTRICAL SLIP RING UNIT - MODIFICATION NO.43.

Mountings manufactured in Australia are fitted with an oil resisting synthetic rubber (Neoprene) washer under the cover plate over the thrust nut of the slip ring unit.

- 2. It is confirmed that washers of this material do not require replacement, vide Admiralty Fleet Order 1287/1952, and are equally efficient and interchangeable with the rubber impregnated cork washers mentioned therein.
- 5. The screws securing the cover plate should be checked periodically for tightness as they are liable to slacken under vibration.

(4429/141/33)

15

242.

AIRCRAFT - BOMBS, - FRACTION BOMBS, 10 LB., MARK 1 - DEFROTIVE LUGS.

Several instances have been reported of the screwed-in lugs of Bomb, Practice, 10 lb., of 1953 U.K. manufacture, being inadequately secured.

- Before any such bombs are loaded on to bomb carriers they are to be examined to see that the lugs are securely fixed and that the metal surrounding the lug is not cracked or chipped. Any defective bombs are to be returned to Armament Depots for disposal.
- 3. R.A.N. Armsment Depots. All such bombs are to be examined before issue and a 20 lb. pull applied to the lugs to ensure that they are secure. Quantities found defective are to be reported to the Director of Ordnance and Underwater Weapons.

(The foregoing is the text of A.F.C. 1004/54 altered to meet R.A.N. conditions.)

(4432/31/84)

243.

AIRCRAFT - PYROTECHNICS - SIGNALS, DISTRESS, DAY AND NIGHT, MARK 13. MOD. 0 - INTRODUCTION FOR AIRCRAFT DINGHY PACES AND EMERGENCY PACES.

Signals, Distress, Day and Night, Mark 13. Mod. 0, which are an American store, are hereby introduced into Naval Service for use in aircraft dinghy packs and emergency packs. A full description of the Signal is given in A.P.1661E, Vol 1, (2nd Edition), Section 4, Chapter 3.

2. These signals will in due course replace Signals, Distress 2 Star Red Mark 3/1 (or Mark 4) for aircraft use, but issues of 2 Star Red Signals will continue until stocks are used up.

3. The quantities which can be stowed in the various packs, etc., are shown below -

	Signals Distress 2 Ster Red	Mark 13. Mod. 0
Aircraft Dinghy RFD Man 3A (per pack) Pack, Type "C"	sk 3	2
Pack, Type "L"	3	2
Search and Rescue Apparatus, Type "G"	6	6

4. C.B. 4485 B. will be amended in due course to show outfit allowances of the new store, which will be 2/3rds of the present allowance of Signals, Distress 2 Star Red.

5. These stores are classified for storage as follows :For storage ashore ... Group 9. Category X
In H.M.A. Ships ... Group 9.

6. Signals, Distress Day and Night, Mark 13, Mod. 0, will be issued to service packed as follows :-

12 Signals in 1 waterproof metal package known as Signal Container, Mark 3, Mod. 0, measuring 8 in. x 7 in. x 61 in.

96 Signals (in 8 Signal Containers, Mark 3, Mod. 0) in 1 wooden packing case, measuring 15½ in. x 20½ in. x 1½ in. and weighing 83 lb.

(The foregoing is the text of A.F.O. 1005/1954 altered to meet E.A.N. conditions.)

(4433/91/625)

244.

AMMUNITION - PROPELIANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges or rocket motors containing these lots or sub-lots are to be returned to the nearest Haval Armament Depot as early as practicable. Commanding Officers of H.M.A. Ships who are unable to comply within three months from the date of this Order are to report the fact specially to the Naval Board for instructions :-

Propellant lot or sub-lot No.	Propellant nature	Nature of gun ammunition, etc., which may be involved
RNC 184	8C 103	B.L. 6 in.; Q.F. 4 in.; Q.F. 4.5 in.
RNC 750 RNC 829XA	HSC/T 124-058 HSC/T 124-058	Q.F. 12-pdr.; Q.F. 6-pdr.; Q.F. 2-pdr.
RNO 1772XR	80 103	B.L. 6 in.; Q.F. 4 in.; Q.F. 4.5 in.
RMC 2906XC	NF 052	Q.F. 4.7 in.; Q.F. 4 in.; Q.F. 12 pdr.
RNC 6125 RNC 6136 RNC 6142 RNC 6158	SUK 1.7-0.6	Motor rockst, 2 in.
R 5612 R 5613 R 5614	BUK 1.7-0.6	Motor rocket, 2 in.
MBC 19XR	80 103	B.L. 6 in.; Q.P. 4.7 in.; Q.F. 4 in.; Q.F. 4.5 in.

2. Attention is drawn to paragraphs 6, 7 and 9 of Neval Cordite Regulations, Article 53, B.R. 862A.

R.A.N. Armament Depots

3. All cartridges or rocket motors, in store or subsequently received, are to be broken down. The propellant and any bulk propellant of these lots or sub-lots held in store is to be destroyed by burning and any recovered components which are of current types and economically repairable merged into stock. Covering approval is to be sought on Form NORM 16.

(The foregoing is the text of A.F.O. 931/1954 altered to meet R. A. N. conditions.)

(4433/51/173)

245.

AMMUNITION - 40 mm., 20 mm. AND 2-Pdr. - CARTRIDGES, Q.F. 40 mm. BOFORS, BRITISH NAVAL SERVICE, H.E. TRACER/IGNITER NO.11, LOT KA.814 - WITHDRAWAL.

Following prematures at proof of the tracer/igniters No.11 in Cartridges, Q.F. 40 mm. Bofors, British Naval Service, Mark 16T, H.E. tracer/igniter No. 11, of propellant FMHP 022 lot KA. 814, it has been decided that cartridges of this lot are to be withdrawn from service.

- 2. These cartridges are to be regarded as coming under N.M. and E.R. (B.R. 862(45)), Article 305, Category (dd), i.e., dangerous if used.
- 3. Commanding Officers of H.M.A. Ships are to arrange for any cartridges of this description to be exchanged at the earliest opportunity.
- 4. Officers-in-Charge of Naval Armament Depots are to arrange for these cartridges to be transferred to unserviceable charge and to be dealt with as in paragraph 5.
- 5. The following entry is to be inserted on Sheet 70 (a) of Restriction List (B) :-

Column 2. HE Tracer/Igniter No.11, Mark 16T. Column 3. All of lot KA.814. Column 4. Withdraw.

Column 5. Report stocks to Navy Office. Column 6. Navy Order 245 of 1954.

(The foregoing is the text of A.F.O. 932/1954 altered to meet R. A. N. conditions.)

(4433/18/317)

246.

HEADS, BOCKET, TARGET, 2".

A number of 2" target rocket heads has been found with small dents in the disphragm which could cause accidental ignition of the head.

2. H.M.A. Ships are therefore to land for examination at the nearest R.A.N. Armament Depot, all heads on board and to draw replacements.

(4433/91/618)

247.

A.A. FIRE CONTROL - A.A./S.U. MARK 6 DIRECTOR -TRAINING GEAR BOX.

As a result of investigation into failures of the training gear boxes of A.A./S.U. Directors Mark 6 in Royal Navy Ships, a new unit known as a Mod. 3 training gear box has been designed for retrospective fitting.

- 2. It is intended to fit the Mod. 3 gear boxes in R.A.N. Battle Class Destroyers and in the Mark 6 Director at Plinders Naval Depot.
- 3. When available, the Mod. 3 training gear boxes and fitting instructions will be issued by the Gunnery Equipment Stores Officer, Sydney, without demand.

(The foregoing is the text of A.F.O. 1007/1954 altered to meet R. A. N. conditions.)

(4430/4/60)

248.

MINE COUNTERMEASURES - SAFETY PRECAUTIONS WHEN WIRE SWEEPING.

The Board of Inquiry into a recent minesweeping accident in the Royal Navy has stressed the safety precautions required when wire sweeping. The attention of the Commanding Officers of all minesweepers is called to the following extract from the Board's recommendations :-

- That the recommendations contained in B.R. 1287, Article 1205, Notes (c) and (d), be strictly enforced if such exercises are carried out in depths of less than 25 fathoms."
- That lifebelts, preferably of the non-inflatable type, be worn by all sweep deck personnel when working sweeps."
- 2. B.R. 1822(1), Chapter IX, paragraph 7, is being amended accordingly.

(The foregoing is the text of A.F.O. 935/1954 altered to meet R. A. N. conditions.)

(3385/55/1)

249.

MOORINGS - CHAIN CABLE MOORING PENDANTS -USE OF CAST STEEL COMPONENTS.

In view of the difficulty experienced in obtaining adequate supplies of both iron and forged steel chain cable and gear for incorporation in mooring pendants, it is sometimes necessary to order cast steel equipment in lieu, as follows:

- (a) Cast steel chain cable.
- (b) Cast steel shackles with "B" quality forged steel bolts (to iron test).
- (c) Cast steel shackles with "A" quality forged steel bolts (to steel test).
- 2. Cast steel chain cable referred to in (a) of paragraph 1, although proof tested to loads appropriate to forged steel cable, should only be used as an alternative to iron chain cable, when the latter is unobtainable. It should not be used in lieu of forged steel cable specified for 1st class 1946 standard mooring pendants unless specifically approved by the Admiralty.
- 3. In the case of cast steel shackles, the quality of the forged steel in the bolt is indicated by the proof test stamped on the shackles. It can be accepted that such shackles which have been tested to forged steel loads have "A" quality steel bolts, and those tested to iron loads have "B" quality steel bolts. In future, cast steel shackles will be manufactured exclusively as type (c) in paragraph I (i.e. fitted with "A" quality forged steel bolts and tested to the appropriate forged steel loads). These shackles may be used for forged steel pendants such as the lst class 1946 standard, also for all the six standard classes of iron pendants when normal iron or iron tested shackles are not available.

4. In order to avoid confusion, care should be taken, in accounting for this gear, that, for the items referred to at (a) and (b) of paragraph 1, the pattern numbers appropriate to cast steel are used; for those at (c), the normal pattern numbers, with suffix "D", should be allocated.

5. A suitable addition will be made to B.R. 10(1) in due course.

(The foregoing is the unaltered text of A.P.O. 938/1954.)
(4505/40/170)

250.

A.S. FRIGATES (CONVERTED FLEET) - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.S. Prigates (Converted Fleat) :-

"To fit auxiliary 24 Volt supply, with C.O. switch from the forward BBY battery outfit, to the Sperry Minor Gyro Compass System and modify wiring of repeater panel to provide an emergency supply for the following Gyro transmissions from the Sperry Minor Compass.

Tape repeat in wheelhouse.
Azimuth repeat on bridge wing, Etarboard.
Azimuth repeat on bridge wing, Port.
Azimuth repeat in bridge Pelorus.
Steering repeater at emergency conning position.
Steering repeater in tiller flat."

Class Item No. 504

Classification

Compensating Weight Required: NIL

References: (1) F.O.C.A.F.'s A.F.1993/1850/18 of 25th November, 1953.

- (11) H.M.A.S. QUADRANT's letter Q.136/5/487 of 5th November, 1953.
- 2. Separate action has been taken for ships undergoing conversion.

(4283/25/26)

251.

H.M.A.S. PLATYPUS - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for H.M.A.S. PLATYPUS, Classification "A":Class Item No. 300

Item: To fit one 3 cu.ft. D.A.R. in sickbay.

Compensating Weight Required: NIL

References: (a) PLATYPUS Proposed Alteration and Addition Item Letter B.

(b) SORF's letter RF9/60 of 11th March, 1954.

(4300/2/85)

252.

NAVAL STORES (AIR) - MINOR SPARES FOR FAIREY HYDRAULIC SYSTEMS HITHERTO REFERENCED UNDER SECTION 26 OF THE R.A.F. VOCABULARY - RE-REFERENCING UNDER SECTION 27KC.

Certain R.A.F. aircraft are now using power operated controls manufactured by the Fairey Aviation Co. The spare parts for these are referenced under Section 27KC of the R.A.F. vocabulary. Some of these parts are used in the hydraulic systems of Naval aircraft built by the Fairey Aviation Co. and they have been referenced under the appropriate subsection of Section 26.

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2. To avoid confusion which might arise from the two Services using different stores reference numbers for the same item, it has been decided that the Royal Australian Navy will in future also deal with these items under Section 27KC.

3. The items listed in the Appendix, hitherto dealt with under subsections of the R.A.F. vocabulary Section 26, should be transferred to Section 27KC as indicated and records adjusted accordingly.

4. Relevant publications will be amended.

APPENDIX

old Ref. No.	Part No.	Description	New Ref. No.
26BU/271	FB. 464/J	Nut	27KC/222
319	PS. 21/15	Seal	246
495	PS. 464/Q	Nut	224
615	PS. 474/7	Washer	216
801	FHS. 36/C FHS. 20/3	Strip	552
824	PHS. 20/3	Ssal	278
842	PHB. 24/4	Seal	247
890	PHB. 36/A	Strip	249
955	PHS. 20/12	Seal	536
1032	P8. 464/E	Nut	221
1166	FHB. 681	End, eye	638
1170	FHS. 30/26	Pin	646
1171	PHS. 30/33	Pin	647
1360	FHS. 21/12	Seal	245
1361	FHS. 20/9	Seal	244 241
1477	PS. 471	Washer Seal	261
1832 2069	FHS. 21/22 FHS. 706/197	Bolt	310
2070	PHS. 696	Collar	233
2071	PHS. 701	Platen bottom	311
2012	FRO. 104	(C/W FHS. 509 sleeve)	311
2072	FHS. 702	Platen top	312
	-	(C/W FHS. 511 alceve)	
2073	FHS. 506	Spring	267
2075	FH8. 24/40	Seal	264
2076	PHS. 24/36	Seal	263
2077	PHS. 24/36 PHS. 21/23	Seal	313
2079	PHS. 712	Washer	314
26BZ/9377	PHS. 448	Piece	242
9384	PHS. 48/2	Nut	270
9407	FHS. 501	Seal	260
9409	PH8. 38/3	Washer	269
10837	PS. 454/N	Nut	223

(A.F.Os. 3260/53 and 118/54 are cancelled.)

(The foregoing is the text of A.F.O. 1134/1954 altered to meet R. A. N. conditions.)

(4407/1/47)

253.

NAVAL STORES (GENERAL) (CLASS B, GROUP 5, PART B) -MINESWEEPING AND PARAVANE TOWING EQUIPMENT -REDUCTION OF THE NUMBER OF PATTERNS IN THE RATE BOOK AND AUTHORIZED LIST OF NAVAL STORES.

A.F.O. 560/54 (title as above) is to be amended as follows :-

Appendix C

Pattern	Description		and Group to transferred
Delete -		Class	Group
8189	Lanterns, Oil, for M.S. purposes	В	94
8190	Shades, all round green, for Pattern 8189	В	9A
Add -			
9189	Lanterns, Oil, for M.S.		
9190	purposes Shades, all round green,	В	9A
4044	for Pattern 9189	В	9A

2. The Rate Book and Authorized List of Naval Stores and the Alphabetical List of Consumable Naval Stores will be amended.

(The foregoing is the unaltered text of A. F. O. 1019/1954.) (4505/51/75)

254.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART A) - UNIFIED THREAD SCHEWING TACKIE - INTRODUCTION.

The screwing tackle detailed in the Appendix will be added to the Pate Book for Naval Stores, under Class B. Group 11, Part A.

2. The relevant publications will be amended.

APPENDIX.

Pattern		Denomination of Quantity		
12648 12649 12650 12651 12652 12653 12654	Dies, hand	, circular read, Clas T.P.I.	Unified Threads r, split to cut ss 2A, B.S.1580 Ext. dia. of die 1 5/16 in.	No.

Pattern	Des	Description of Quan			ination antity
	Dies, hand, chi to cut U.N.P. B.S. 1580 Dies to be a die stock (thread,	or "H" type		
12656 12657	Nom. dia. li in li in li in li in		T.P.I. 12 12	} »	0.
2710	"H" Type die a Nos. 6568, 65	tock (as	Pattern 71)	7	0.
	Die nute, hexa threads, Clas	8 2A, B.8	. 1500		
	Dimensions t with B.S. 1		ccordance		
	Nom.		T.P.I.	1	
12658	dia.		28		
12659	5/16 in.		24		
12660	in.		24		
12661 12662	in.		18		
12663	in.		16	1	io.
12664	in.		14		
12665	l in.		12	14	
12666 12667	14 in.		12	111	
12668	13 in.		12	14	
12669	1½ in.		12		
	Taps, hand, to Class 2B, B.S	1. 1580			
	In sets of 2 bottoming). work, zone dimensions	5 out thi	ead, gener	se al	
	Nom.	T.P.I.			
12670	dia.	28	T		
12010	in.	28	8		
	in.	28	В		
12671	5/16 in. 5/16 in.	24	8		
	5/16 in.	24	В		
12672	in.	24	T		
	in.	24	B	-	
12673	in.	20	T	1	No.
	in.	20	3		
	in.	20	B T		
12674	in.	18 18	8		
	in.	18	В		
12675	in.	16	T		
	2 in.	16	8		

Pattern	Dea	Description			
	Nom.	T.P.I.		The same of the sa	
Position .	dia.		17.2	1	
12676	in.	14	T	- No. 12	
	in.	14 14	9 B	The second second	
12677	f in.	12	T		
12011	1 in.	12	8		
	1 in	12	B		
2678	1; in.	12	T	100	
100	1. in.	12	8	THE REAL PROPERTY.	
	1 in.	12	В	No.	
12679	11 in.	12	T		
	11 in.	12	8	THE STATE OF	
	11 in.	12	В		
12680	li in.	12	T		
	li in.	12	S B		
12681	li in.	12	T	TEVAL	
No.	11 in.	12	S		
	li in.	12	В		
	For precision ground three dimensions	ad, gener	ral	1 - 33	
	Nom.	T.P.I.			
0500	dia.		-		
2682	½ in.	28	T		
	in.	28	B		
2683	½ in. 5/16 in.	24	T		
	5/16 in.	24	8		
	5/16 in.	24	В		
2684	in.	24	T	1170	
	1 in.	24	8	Control of the last of the las	
mast.	in.	24	В		
2685	in.	20	T	and the Land	
	in.	20	8		
0505	in.	20	В		
2686	in.	18	T	all and a second	
	å in.	18	8		
2687	g in.	18	B	11 1000000	
2001	in.	16 16	T 8	100 17 200	
	in.	16	В	No.	
	in,	14	T	No.	
2688		- 1	T	and the second	
2688		14		The second state of	
	in.	14	В		
	in.	14 12	B		
2688	in. in. in. in. in.	14 12 12	B T S		
2689	in. in. in. in. in. in. in.	14 12 12 12	B T S		
2689	in. in. in. in. in. in. in. in.	14 12 12 12 12	B T S		
2689	in.	14 12 12 12 12 12	BTSBTS		
2689 2690	in.	14 12 12 12 12 12	BTSBTS		
2689 2690	in.	14 12 12 12 12 12 12 12	BTSBTS		
2689 2690	in.	14 12 12 12 12 12 12 12	BTSBTSBTS		
2689 2690 2691	in.	14 12 12 12 12 12 12 12 12	RTSRTSRTSR		
2689 2690 2691	in.	14 12 12 12 12 12 12 12 12 12	RTSRTSRTSR		
2689 2690 2691 2692	in.	14 12 12 12 12 12 12 12 12 12	BT 5 BT 5 BT 5 B T 5		
2689 2690 2691 2692	in.	14 12 12 12 12 12 12 12 12 12 12 12 12	BT 5 BT 5 BT 5 B T 5		
2689 2690 2691	in.	14 12 12 12 12 12 12 12 12 12	RTSRTSRTSR		

Pattern	Description		Denomination of Quantity
	Tools, screw c	utting or chasing, F., B.S.1580	
12694 12695 12696 12697 12698 12699 12700 12701 12702 12703 12704 12705 12706 12707	T.P.I. 28 28 24 24 20 20 18 18 16 16 16 14 14	Type Internal External External External External	No.
12708 12709	U.N.F., B.S. Internal s	screw cutting for 1580 crew cutting crew cutting	} No.

(The foregoing is the text of A.F.O. 1083/1954 altered to meet R. A. N. conditions.)

(4506/10/22)

255.

254 - 255

NAVAL STORES (TECHNICAL) (CLASS F, GBOUP 2A, PART J) 20 IN. POWER CONTROLLED SIGNALLING SEARCHLIGHT
PROJECTOR, PATTERN 12257 - REDUCTION OF ARCING
AT SHUTTER SOLENOID CONTACTS.

H.M. Ships, excluding Submarines

It has been reported from sea that aroing is liable to occur at the shutter solenoid contacts of the 20 in. Signalling Searchlight, Pattern 12257, resulting in bad contact and uncertain operation.

2. Where this trouble arises, the contacts in question should be carefully adjusted and a 0.1 mfd. capacitor, 350 volte working, Pattern 2115587 (or similar), connected between the solenoid terminals R1 and R2.

(The foregoing to the unaltered text of A.F.O. 1187/1954.)

(4518/22/201)

SECTION 4 .- DENTAL STORES, MEDICAL STORES. VICTUALLING STORES.

256.

IRON ROASTING PANS.

Demands are being lodged by H.M.A. Ships and Establishments for iron rossting pans outside the range of sizes shown in Navy Order 226 of 1947.

2. To permit a review to be made of the various sizes at present stocked in Victualling Yards, all Ships and Establishments are to render reports to the Director of Victualiing indicating the internal dimensions of ovens in use. together with the sizes of pans and quantities of each size pan which it is recommended should be allowed.

(4530/12/8)

257.

TESTING OF FRESH MILK AND CREAM.

With reference to Consolidated Orders and Regulations. Article 438, the following procedure is to be carried out in future :-

- 1. Periodically, and at least once during the period of any one contract, Fresh Milk and Cream supplied for use in H.M.A. Ships or Establishments are to undergo qualitative examination for the purpose of detecting -
 - (a) Adulteration; (b) Impurities;

Deficiency in fat;

(d) Compliance with other requirements of applicable State or Territorial Regulations:

CERBERUS, PENGUIN and ALBATROSS have the necessary laboratory facilities, including Gerber's test equipment, to conduct appropriate tests. Where such facilities are not available in the Bervice, tests are to be arranged with a local competent authority.

- 2. The sample to be tested is to be divided into two parts, each of which is to be marked and scaled, where possible, in the presence of the supplier. Particular care must always be taken that the bottles and stoppers are scrupulously clean before the samples are placed in the bottles. One of the parts is to be delivered to the supplier or his agent, and the other forwarded to the Officer or organization conducting the examination as early as practicable after supply.
- 3. The following points are to be observed in connection with the preparation of samples to be analysed :-
 - (a) Milk is to be thoroughly agitated and the sample drawn from the container before the cresm can again rise to the surface.

- (b) Clean, dry bottles are to be used.
 Samples should be approximately 4 oz.
 Bottles will need to be previously
 scourad thoroughly several times with
 water; then drained and dried.
- (a) Corks must be new, free from dust, etc. and thoroughly dry.
- (d) Each sample should be well corked, then sealed with wax, and a label attached showing the name of the Ship or Establishment and the date the sample was taken.
- (a) The sample is to be kept at a temperature between 320 400P, while awaiting test which is to be made within 24 hours.
- 4. A certificate is to be given in the Provision Account rendered into Navy Office, detailing the occasions upon which tests were conducted and the results obtained.
- Consolidated Orders and Regulations, Article 438, will be amended at an early date.

(4528/31/114)

258.

UNSATISFACTORY SUPPLIES OF MEAT.

Any unsatisfactory deliveries of meat which are received direct from contractors are to be reported by telephone, without delay, to the office of the local Veterinary officer, Department of Commerce and Agriculture.

- 2. On receipt of any such advice the Veterinary Officer will institute action as necessary to investigate the compleint.
- 3. The report made to the Veterinary Officer is to be confirmed by letter. A copy of this letter is to be enclosed with the report forwarded to each of the authorities referred to in paragraph 2(c) of Kavy Order 327 of 1950.

(4528/52/296)

SECTION 6 .- SHORE ESTABLISHMENTS.

259.

AUTHORITY TO INCUR EXPENDITURE.

Navy Order 169 of 1954 is to be amended as follows:
The words "Captain Superintendent, Sydney" are to read
"Captain of the Port, Sydney". (3031/81/60)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne, 9th June, 1954.

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

By direction of the Naval Board,

J. Ebumins

Secretary

The Flag Officer Commanding H. M. A. Flest, 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

260 Rapid Star Reduction Method - Introduction.

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260.

BAPID STAR ENDUCTION METHOD - INTRODUCTION.

It has been approved to introduce into the Flast a new and rapid method of sight reduction for stars, entitled the "Rapid Star Reduction Method", to supplement the standard method which uses Tables of Computed Altitude and Azimuth (H.D. 486).

- 2. By this method a position line may be plotted within one minute of the observation and a fix obtained within two minutes of the last observation. The ability to obtain a fix so quickly is of immense importance operationally, but all concerned are cautioned that the positions obtained are not as accurate as those observed by the Standard Method (see paragraph 22 of Appendix).
- 3. The Rapid Star Reduction Method requires the use of "Sight Reduction Tables for Air Navigation", Volume I Selected Stars A.P. 3270, Volume I and the working is greatly facilitated by the use of a stop watch adjusted to read Sidereal Time and a special Rapid Star Reduction Form H.494 on the lines of H.225A.
- 4. Arrangements have been made for the supply without demand, when available, of the undermentioned items Nos. 99 and 100 from the Hydrographic Supplies Establishment, Taunton, and the watches from the Royal Greenwich Observatory, herstmonceux, to H.M. ships in which a qualified "N" or "ND" officer is borne -

I tem No. 99 .. Sight Reduction Tables

(A.P.3270), Vol. I .. 1 copy

Item No. 100 .. Sight Reduction Form .. 20 coples

Pattern H.S.7 .. Sidereal Stop Watch .. 1 copy

The shovementioned items will also be supplied on demand, addressed to the Hydrographer, Taunton, to destroyers, frigates and submarines, without specialist navigating officers, in which it is desired to use the Rapid Star Reduction Method.

- 5. Details of the theory of the Rapid Star Reduction Method, with a completed example, are given in the Appendix to this Order, but any further information may be obtained from The Captain, H.M.S. DRYAD.
- 6. Formal instruction in this method will be introduced only into courses for specialist officers at H.M.S. DRYAD. Cadets and Midshipmen will, for the present, continue to be taught the Standard Method only, but may obtain practical experience in the Rapid Method when required to assist the Navigating Officer.

(3858/1/2)

APPENDIX

RAPID STAR REDUCTION METHOD

Theory

1. The heavens appear to move past an observer on the earth in a westerly direction, i.e., heavenly bodies rise in the cest and set in the west, at an engular rate of 10 every 4 minutes.

The position of a body in the heavens relative to the observer is indicated by the Local Hour Angle and Declination of that body which are tabulated in the Nautical Almanac. For stars, the L.H.A. of First Point of Aries is tabulated.

3

- 2. If the L.H.A. Aries is X° for D.R. position "A" at a certain time (Zero Time) then at Zero Time plus 4 minutes L.H.A. Aries will be X° for a position 1° to the west of "A". Therefore a scale drawn in a 270° direction from "A", with the 1° graduated in time from 0-4 minutes will give the positions for intermediate times as L.H.A. Aries X° crosses the plotting sheet from East to West, e.g., at 1 minute, 15' of Long., at 2 minutes, 30' of Long, and at 3 minutes, 45' of Long., to the West of "A".
- 3. For arguments of whole degrees of L.H.A. Aries and Letitude A.P. 3270 tabulates the altitude and true bearing of six selected stars, which when compared with the true altitude of an observation will give an intercept.
- 4. To relate the time of observation to the nearest whole degree of L.H.A. Aries a stop watch is started as a whole degree of L.H.A. Aries crosses a "Chosen Longitude", and continues to run throughout the twilight period, each whole is minutes representing the next whole degree of L.H.A. Aries.
- 5. The intercepts must be plotted from the appropriate point on the stop watch time scale as these points represent the position where a whole degree of L.H.A. Aries (that was used for extracting the Altitude and Asimuth from A.P. 3270) was at the instant of observation.
- 6. The chosen longitude is the D.R. longitude shifted 30 minutes to the EAST in order to reduce the length of the intercept and position lines which would otherwise result when the time of observation was near the west end of the scale.
- 7. With the Standard Method the sextant altitude is corrected for Index Error, Dip and Refraction to give True Altitude, which is compared with the Tabulated Altitude to obtain an intercept. Using the rapid method these corrections are applied, with their signs reversed, to the Tabulated Altitude to give Tabulated Sextant Altitude which is compared with Sextant Altitude to obtain an intercept.
- 8. As the passage of L.H.A. Aries is measured in Sidereal as opposed to Solar Time, stop watches adjusted to read Sidereal Time should be used. The maximum error in the position line through using a normal, accurate stop watch, would be one mile in latitude 60° N and 1/3 mile at the equator.

General Description

9. The L.H.A. Aries for a position 30 minutes to the East of the D.R. Longitude is found for a time shortly before Givil Twilight, at which observation of stars can start, and the time determined at which L.H.A. Aries will be a whole number of degrees. This is celled the "Time to Start Stop Watch", and forms the time basis for all observations.

10. A plotting sheet is prepared with the centre of the compass rose as the intersection of the D.R. longitude with the chosen latitude (the nearest whole degree of latitude to the D.R. Position). On either side of the centre is plotted 30 minutes of longitude corresponding to the scale of the chosen latitude. The point to the Eastward is called the Zero Point, and from here in a 2700 direction is drawn a time scale from 0-4 minutes, corresponding to 10 of longitude, hence the chosen D.R. longitude will always lie on the 2 minute mark.

11. Since all position lines must be related to a common time to obtain a position, they must all be run back to the time of starting the stop watch. This can be done, either by plotting from the D.R. position, the reciprocal of the course and using this as a guide for adjusting each position line for the ship's run, or by combining the ship's movement with the time scale. This method is described later.

12. The tabulated altitudes and bearings of the six selected stars are extracted from A.P. 3270 for arguments of chosen Latitude and L.H.A. Aries, and succeeding readings are taken to cover the period of observation. Corrections for Dip. Refraction and Index Error are applied to the altitude with sign reversed to give Tabulated Sextant Altitude thus allowing the sextant reading to be compared direct with the Tabulated Sextant Altitude to obtain an intercept.

13. The stop watch is started at the time determined and the times of observations are now referred to as Stop Watch Time. As each four-minute period finishes, the next whole degree of L.H.A. Aries crosses the Zero Point and the time scale starts again from zero on a "fly-back" principle; thus the zero point on the time scale represents 0, 4, 8, 12, 16, etc., minutes.

14. As each sight is taken the time is marked on the time scale, the sextant sltitude compared with the Tabulated Sextant Altitude for the corresponding L.H.A. Aries, an intercept obtained and plotted, ship's run being allowed for as already explained, and the position line drawn. This process is repeated for each star and a position obtained,

15. Since A.P. 3270 is designed to cover a number of years a small adjustment must be made to this position for Nutation and Precession for the year in question. The correction is given on pages 322-3 as a direction and distance. The adjusted position is the Observed Position, which can be read off either as a bearing and distance from the D.R., or as d'lat from the chosen latitude and d'long from the D.R. longitude.

Detailed Emplanation

250

16. Calculating the time to start the stop watch .- (a) From the abridged Nautical Almanac extract the L.M.T. of Civil Twilight and apply the longitude to obtain G.M.T. of Civil Twilight.

(b) Choose a suitable interval before Civil Twilight when observations can commence (normally about 10 minutes, depending upon Latitude and the season of the year) and subtract this interval from G.M.T. Civil Twilight to give the approximate "Time to start Stop Watch".

- (c) Evaluate L.H.A. Aries for (b) using a chosen longitude 30' to East of the D.R.
- (d) Determine the Greenwich Mesn Time when (c) will be a whole number of degrees by adjusting the approximate "Time to start Stop Waten" for minutes of arc of L.H.A. Aries.
- (e) Apply the D.W. Error to (d). This is the "Time to start Stop Watch".

Example

Evening Stars on 4th January, 1954, in D.R. Position 500 18' N 19" 48' W D.W. Error 1m. 17s, slow on G.M.T.

To calculate the time to start the Stop Watch :

From A.N.A. L.M.T. Twilight Longitude 190 48' W	-	48 19	39	D.R. Position Chosen Lat.	486	18'		48*	w	
G.M.T. Twilight	18	07	12	Chosen Long.	190	181	W			
Interval	-	10	00							

Approx. Time to start Stop Watch 17 57 12 = G.H.A. Aries 1700 358 45'-9 Increment 57' 12" 14 20'-3 3730 061.2 G.H.A. Aries 19º 18'.0 W Chosen Long. 3530 481.2

It is decided to start the Stop Watch as L.H.A. Aries 3540 crosses the zero point at 17 57 12 L.H.A. Aries = 3530 48'.2, therefore the Stop Watch must be started 3540 00' -3530 48'.2 = 11'.8 minutes of arc AFTER 17 57 12.

L.H.A. Aries

From A. N.A. page 408, 11',8 = 00m, 478. At 17 57 12 G.M.T. L.H.A. Aries = 353° 48'.2 + 11'.8 + 00 47 At 17 57 59 C.M.T. L.H.A. Aries = 3540 00'.0 D.W. Error - 01 17 slow

At 17 56 42 D.W.T. L.H.A. Aries = 3540 00'.0

Had it been decided to start the Stop Watch as L.H.A. Aries 3530 crossed the zero point it would have to be started at 353° 48'.2 - 353° = 48'.2 = 3m. 13s. BEFORE 17 57 12, 1.e., at 17 53 59 0.M.T. (17 52 42 D.W.T.).

17. Pre, wring the Star data. - (a) From A.P. 3270 for arguments of chosen latitude and L.H.A. Aries, and subsequent whole degrees to cover the period of observation, extract the Tabulated Altitude and True Bearings of the six selected

- (b) From the Abridged Nautical Almanac evaluate a mean correction for Refraction for each star and combine this with the correction for Dip and Sextant Index Error to give a Total Altitude Correction. Apply this correction, with the sign reversed, to the Tabulated Altitude to give Tabulated Sextant Altitude, which can be compared with Sextant Altitude to obtain an intercept.
- (c) Enter the Tabulated Sextant Altitude and True bearing of the stars in appropriate columns against Stop Watch time on the sight form.
- (d) From A.P. 3270, pages 322-3, for arguments of latitude, L.H.A. Aries and year, extract the correction for Precession and Nutation and enter it on the sight form.
- 18. Preparing the plotting sheet. (a) On a scale of 5 miles to 1 inch, graduate the North-South line from 0-30 miles.
- (b) Determine the length of 1° of longitude in the chosen latitude on the same scals. From the centre of the compass rose mark off 50 minutes of longitude either side on the East-West line. The centre point is the 2 minute mark, the point to the East the zero point and the point to the West the 4 minute mark. Graduate the time scale for every 10 seconds from 0-4 minutes.
- (c) Ship's movement. This can be allowed for in either of two ways:-
 - (i) Mark the D.R. Position (this will always be on the N/S line through the 2 minute mark) and from there plot the reciprocal of the ship's course graduated for run from the "Time to start Stop Watch". After the intercept is plotted the allowance for ship's movement is made before plotting the position line.
 - (ii) As all the star sights will be taken at different times it is necessary to allow for the ship's movement and run all position lines on or back to a selected time. The most convenient way of doing this is to run all position lines back to the time of starting the stop watch, i.e., zero on the time scale. By preparing the time scale beforehand, it can be made apparent at a glance exactly from which point to plot each position line. This is called the combined time scale and combines ship's and sidereal movements. Its use reduces the time required to obtain the observed position after the observations have been made;

To Construct the Combined Time Scale. Drew the reciprocal of the ship's course from the zero and 4 minute marks, and graduate it for every 4 minutes of ship's run. Join the zero end of the time scale to the mark representing 4 minutes of ship's run at the 4 minute end of the time scale, the 4 minute mark at the zero end to the 8 minute mark at the other end and so on. Draw the reciprocal of the ship's course every 10 secs. along the time scale.

By plotting from the relevant time on the Combined Scale ship's movement is automatically allowed for, i.e., for a sight taken at 14m. 15s. Stop Watch time, the intercept is plotted from A. (C.N.O. 260/1954 Diagram, Fig. 1).

Note. This method cannot be used when the course during the observations is unknown.

19. To use the Plotting Sheet .- (a) At the calculated D.W.T. start the Stop Watch.

- (b) Note the Stop Wetch time and Sextent Altitude of the observation and enter them on the form.
- (c) Compare Sextant Altitude with the Tabulated Sextant Altitude to obtain an intercept and interpolate True Bearing for Stop Watch time.
- (d) From the point on the Combined Time Scale corresponding to the Stop Watch time of the observation plot the intercept and draw in the position line. (The position line is thus sutomatically adjusted for sidereal and ship's movement to the time of starting the Stop Watch.)

OF

Prom the point on the Time Scale corresponding to the Stop Watch time of the observation plot the intercept, transfer for Ship's run from the "Time to start Stop Watch", and draw in the position line.

- (e) Repeat for other stars and mark the position obtained.
- (f) From this position plot the correction for Nutation and Precession to obtain the Observed Position.
- (g) The Observed Position can be read off either as a bearing and distance from the D.R. or as d'lat from the chosen latitude and d'long from the D.R. longitude.

20. To plot Stars (other than the selected six), Planets and the Moon. - (a) Reduce the sights using H.D. 486 and the Standard Method to obtain an intercept.

- (b) Determine the d'long between the D.R. and the chosen longitude used in (i) above and mark the chosen longitude on the E.W. line.
- (c) Determine the run from the "Time to start Stop Watch" to the time of observation and apply this to (b) above.
 - (d) Plot the intercept and draw in the position line.

Note. - These position lines must be compared with the Observed Position if there is a correction for Nutation and Precession. If it is desired to compare them with the position lines from the six selected stars then a correction equal and opposite to that for Precession and Nutation must be applied before drawing them.

A sight of a planet was taken at 11m. 15s. Stop Watch time, and a chosen longitude of 19° 24' W used in the reduction.

G.M.T. Sight ... 18 12 14 d'long ... 24' E

Prom A.N.A. p.408, 24' = lm. 36s. The position of the chosen long. (see (b) above) on the E/H line is lm. 36s. to the East of the D.R. long, i.e., Om. 24s. on the time scale. Point X on C.N.O. 260/54 Disgram (1), Fig. 1. Point X must be run back for 14m. 15s. of ship's run which can be measured on the combined Time Scale - BA and XY on C.N.O. 260/54 Disgram (1), Fig. 1. The run XY is plotted from X, the intercept being plotted from Y.

The position line must now be transferred an equal and opposite amount to the correction for nutation and precession before it can be used in conjunction with those obtained from the selected stars, unless it is desired only to confirm the observed position.

Posttion Line Stability

21. As the time taken to plot the position line is small it is possible to take a number of observations of the same body, plot the resultant position lines and so obtain a chack on the accuracy of those observations. In practice if the position line from the second observation falls close to that of the first, both observations can be considered accurate, if not, further observations can be taken and one of the position lines confirmed. It is recommended that three or more observations of each body are taken.

Acouracy

22. The Observed Position obtained from the Rapid method of star sight reduction should normally be within one mile of that obtained by using H.D.486 and the Standard Method.

Time Factor

23. The approximate time taken to prepare the Plotting Sheet and Sight Form is about 12 minutes; the Plotting Sheet, once prepared, can be used again when the chosen letitude is the same.

The approximate time from taking the sight to the position line being plotted is under one minute.

Where stars only are involved the observed position is available within 2 minutes of the time of taking the last sight.

Racample

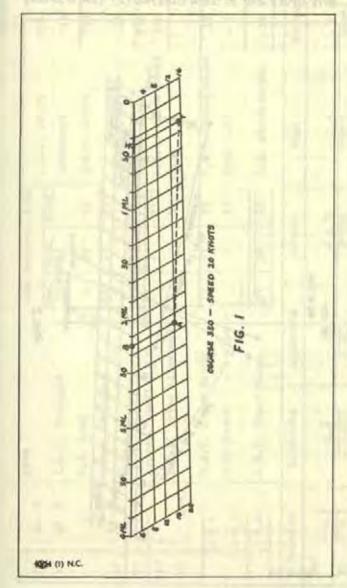
Evening Stars on the 4th January, 1954.

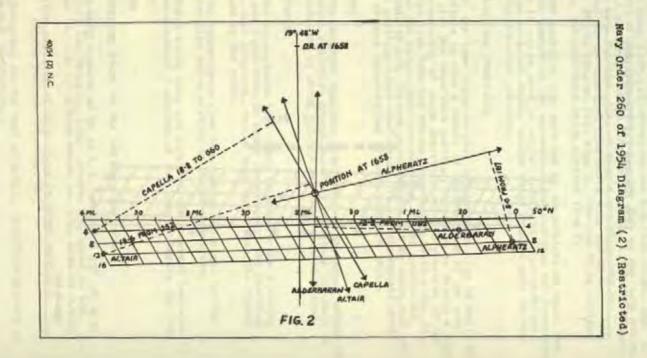
A ship expects to be in D.R. 50° 18' N 19° 48' W at 1700 (+1) 4th January, 1954. Course 330 speed 20 kts. H.B. 46 ft, I.E.-1'.3 Deck Watch 1m. 17s. slow on G.M.T.

(The plotting of this eight is shown on O.N.O. 260/54 Disgram (2), Pig. 2.)

(The foregoing is the text of A.P.O. 1216/1954 altered to meet B.A.N. conditions.)

C.N.O. 260 of 1954 Diagram (1) (Restricted)





	0		1	RAPID STAR R	EDUCT	ION FORM	D)			g Stars
D.R. Lat.	50	18 N	Date		14 th	January	, 1954	-G.H.A. Aries	358	45.9
D.R. Long.	19	48 W	L.M.T. Twilig	ght	Hrs. 16	Mins.	Secs.	Increment	14	20.3
30' E		-	D.R. Long	W+	1	19	12	G.H.A. Aries	373	06,2
Chosen Long.	19	18 W	G.M.T. Twilig		18	07	12	Chosen Long. W-	19	18
Chosen Lat.	50	N	Approx. Star	- c.w.T.	17	57	12-	L.H.A. Aries	353	48,2
Course Speed	330	Kti	L.H.A. Aries			1	47	L.H.A. Aries St	art 354	11,8
I.E. H.E. 46 ft. Dip		- 1.3	G.M.T. Start D.W. Error	Watch 8low -	17	57	59 17	G.M.T. Start Wa Zone (+1)	tch 17	58
100		8.0	D.W.T. Start	Watch	17	56	42	Z.T. Start Wate	h 16	58
Belected Stars	0	apella	Aldebaran	Alpherat	5	Alte	dr	Vega	Kochab	
L.H.A. Stop Aries Watch Time Mins.	Ref TC TSA	- 1.3 + 9.3	- 2.2 + 10.2	- 0.4 + 8.4	OMD.	- 1 + 5	1.9	- 1.3 + 9.3 TB	- 1.2 + 9.2	TB
354 0	36°	38.3' 05	220 41.2' 091	680 13.4'	1620	270 47.5	2490	370 35.3' 2880	380 42.2'	3450
355 4	370	12.3' 06	230 20.2' 092	680 24.4	1640	270 11.9	2500	360 59.3' 2890	380 32.21	345°

22.3 350 35.91 23° 58.2' 093° 68° 34.4' 167° 26° 24° 34° 37.2' 093° 68° 42.4' 169° 25° 19. 08m, 68°

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 15th June, 1954.

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

By direction of the Naval Board,

J. K. Bummins

Secretary.

The Plag 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.

8

360

370 45.3' 0600

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SECTION 1 .- ADMINISTRATIVE AND GENERAL

261.

ANNUAL GUNNERY CONFERENCES.

It has been decided that an Annual Gunnery Conference will be held at Navy Office under the Chairmanship of the Director of Training and Staff Requirements.

- 2. The object of the conference is to exchange information, expedite action where necessary, and to make recommendations to the Naval Board on matters dealing with Gun Armament, which may ultimately improve Gunnery in the Pleet.
- 3. The conference will normally be held at a convenient date when H.M.A. Fleet is in Melbourne during November, and items for inclusion in the agenda should be forwarded to reach Navy Office by mid October. All Gunnery Officers who can be spared from other duties should attend.
- 4. Minutes of the meeting will be prepared at Navy Office for circulation and action as requisite. It is intended that copies of the minutes shall also be forwarded to the Royal Australian Naval Liaison Officer, London, for the information of the Captain, H.M.S. EXCELLENT, and Admiralty Officers.

 (3210/1/115)

SECTION 2 .- PERSONNEL.

262.

ADVANCEMENT - NAVAL AIRMAN BRANCH.

Form A.S.431Z - Part I (Professional) Examination for the Rating of Petty Officer or Leading Airman

Pending reprinting of Form A.S. 431Z, amendments should be made as follows :-

- (a) in the "Captain's Certificate", Section II, delete paragraph 3, converning Damage Control, this subject now being included in the Airmanship Examination;
- (b) in sections III and IV delete "His basic date of passing professionally for Petty Officer Airman or Leading Airman". The basic date on the roster now being the date of application for Local Test, in the case of Air Ratings (formerly called non-mechanic) or Oral Aptitude Test, in the case of Air Engineering Ratings;
- (c) the marks in section III of the form, the Board Examination should be amended as follows :-

		To pas		
	Maximum	Leading Airman	P.O. Airman	Obtained
General Aircraft Knowledge Aircraft Handling and	120 70	72 35	84 42	
firefighting Safety Equipment Photography Meteorology Aircraft Ordnance Motor Transport Local Defence	80 40 20 20 30 20 30	40 20 10 10 15 10 20	48 24 12 12 18 12 15	
Totals Mechanics (A) and (E) Mechanics (O) Aircraft Handlers S.E. Ratings Met. and Phot. Ratings	360 400 350 390 410	197 217 192 212 222	225 249 219 245 255	

2. The Airmanship syllabuses contained in R.A.N. Advancement Instructions, A.B.R.10/53, will be smended in due course.

(3526/12/1082)

263.

AIR TRAVEL.

The following amendments are to be made to Navy Orders 326 and 327 of 1953 :-

Navy Order 326 of 1953

Paragraph 7 Delete the words "the Qantae Chartered Air Service" and insert in lieu the words "Qantas Empire Airways Ltd."

Navy Order 327 of 1953

Paragraph 9 Delete the words "qantas Chartered Air Service" and insert in lieu the words "qantas Empire Airways Ltd."

(4676/7/12)

264.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA151 - HANDLING AND MAINTENANCE OF THE 'LL' CABLE - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip Sal51. Handling and Maintenance of the 'LL' Cable, has been revised and is now on the following scale:

H.M.A. Establishments	Copies
Plinders Naval Depot	1 (a)
R.A.N. Film Library, Sydney H.M.A.S. HUON	1 (a)
H.M.A.S. LEEUWIN H.M.A.S. LONSDALE	1 (a)
H.M.A.S. LONSDALE II	1 (a)
H.M.A.S. MORETON H.M.A.S. RUSHCUTTER	1 (a)
H.M.A.S. TORRENS	1 (a)

(a) Indicates copy of film strip already held.

2. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S. N. S. O. , Syaney.

(4518/61/347)

265.

264 - 266

INSTRUCTIONAL FILMS AND FILM STRIPS - SA156 - WEATHER FORECASTING IN SMALL CRAFT (PARTS 1-4) -REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA156, Weather Forecasting in Small Craft (Parts 1-4), has been revised and is now on the following scale :-

Salari Salari Marini	Coples						
H.M.A. Establishmenta	Part 1	Part 2	Part 3	Part 4			
R.A.N. Film Library, Sydney Plinders Naval Depot	1 (a)	1 (a)	1 (8)	1 (a)			
R.A.N. Air Station, Nowra	-	-	-	1 (a)			

(a) Indicates copy of film strip already held.

2. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.

(4518/61/353)

266.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA161 -PRINCIPLES OF DIRECTOR SYSTEM - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA161, Principles of Director System, has been revised and is now on the following scale :-

H.M.A. Establishments	Copies
R.A.N. Film Library, Sydney	1
Plinders Naval Depot	1 (a)
H.M.A.S. HUON	1 (a)
H.M.A.S. LEEUWIN	1 (a)
H.M.A.S. LONSDALE	1 (a)
H.M.A.S. LONSDALE II	1 (a)
H.M.A.S. MORETON	1 (a)
H.M.A.S. RUSHCUTTER	1 (4)
H.M.A.S. TORRENS	T (8)
(a) Indicates copy of film strip already	held.

2. Issue of the film strip to the R.A.N. Film Library will be effected without demand by the S.N.S.O., Sydney.

3. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the 8. N. S. O. , Sydney.

(4518/61/349)

267.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA162 - PRINCIPLES OF LOW ANGLE FIRE CONTROL - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip 8A162, Principles of Low Angle Fire Control, has been revised and is now on the following scale ;-

H.M.A. Establishments	Copies
R.A.N. Film Library Flinders Naval Depot H.M.A.S. HUON	1 (a) 1 (a) 1 (a)
H.M.A.S. LEEUWIN H.M.A.S. LONSDALE H.M.A.S. LONSDALE II H.M.A.S. MORETON H.M.A.S. RUSHOUTTER H.M.A.S. TORRENS	1 (a) 1 (a) 1 (a) 1 (a)

(a) Indicates copy of film strip already held.

2. All Ships and Establishmente, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.

(4518/61/352)

268.

PROGRAMME OF EDUCATIONAL TESTS, ROYAL AUSTRALIAN NAVY - 1954.

Navy Order 421 of 1953 is to be amended as follows :-Under EDUCATIONAL TEST I

Delete "Tuesday 27th July, 1954 - Returns due 15th June, 1954" and substitute "Tuesday 17th August, 1954 - Returns due 6th July, 1954".

(4017/7/78)

269.

BATINGS - SEAGOING SERVICE QUALIFICATION FOR ORDNANCE

It has been decided to reduce the sessoing service qualification required by candidates for Commissioned Ordnance Engineer to two years.

2. Q.R. and A.I. and B.R. 1066(49) will be amended in due course.

(The foregoing is the text of A.F.O. 994/1954 altered to meet R.A.N. conditions.)

(4002/59/10)

270.

BRATINGS - SICK BEETH BRANCH AND DENTAL ASSISTANT BRANCH - INSTRUCTION IN STORKKRPING AND STORE-ACCOUNTING AS AN ITEM FOR EXAMINATION FOR ADVANCEMENT.

Importance is attached to ratings of the Sick Berth and Dental Assistant Branches possessing a good knowledge of stores and storekeeping as well as store-accounting procedure. Commanding Officers, Medical and Dental Officers and Officers of the Wardmaster Branch are to assist the ratings on their staff to learn the principles of store-keeping and store-accounting and to ensure that they are given access to the instructions held covering this subject.

2. The subject of "Storekeeping and Store Accounting" has been added to the examination syllabus for advancement. The examination Forms A.S.1236, A.S.1237 and A.M.311z are to be amended accordingly as follows:

A.S.1236 by the addition of a Column "la Knowledge of Stores, Storekeeping and Store-accounting - Maximum Marks 100".

A.S.1237 by the addition of "Stores and Storekeeping" to Column 10 - "Forms, Returns and Accounts".

A.M.511z by the amendment of "Storekeeping" Column 9 to read "Knowledge of Stores, Storekeeping and Compiling of Store Accounts".

3. Periodical mustering of stores is an important part of storekeeping duties.

4. The principal general instructions are contained as follows :-

- (a) Consolidated Orders and Regulations for the Naval Porces of the Commonwealth: Articles 593, (R.I. 9-10/1947), 594, 594A, 594B, (R.I. 3-7/1948).
- (b) Queen's Regulations and Admiralty Instructions as amended by Royal Australian Navy Regulations and Instructions: Articles 1367(2)(3), 1368, 1369(1), 1370, 1371, 1373, 1375, 1376, 1377(2), 1442, 1443, 1444, 1914, 1949, 1950, 1954(1)(2), 1967(1).
- (c) B.R. 888 Handbook of the Sick Berth Staff, pages 436/438 (as relevant) for Sick Berth ratings.
- (d) B.R. 888A Handbook for Dental Surgery Attendants, pages 64/74 (as relevant) for Dental Assistants.
- (e) The instruction section contained in the relevant scales of Medical or Dental Stores for the Ship or Establishment concerned; and
- (f) The instruction pages of Form A.M.177G "The Medical Store Account" for Ships carrying a Sick Berth Reting with no Medical Officer. (4002/62/8)

271.

HESKEVE OFFICERS - ALTERATIONS TO UNIFORM ON PROMOTION TO A HIGHER BANK OR REVERSION FROM A TEMPORARY ACTING HIGHER BANK.

The relacing of the uniforms of Reserve Officers is, from lat July, 1954, to be arranged by the Naval Reserve Training Establishments to which the officers are attached.

- 2. In the case of RUSHCUTTER, MORETON and LEEUWIN, the work is to be carried out locally by the respective contractors. Uniforms from LONSDALE, TORRENS and HUON, are to be forwarded to the Commonwealth Government Clothing Factory.
- 3. Replacing of an officer's uniform on any occasion on which he is promoted to a higher rank or reverted from a temporary acting higher rank, is to be limited to the following:
 - relacing, with all new lace, 1 No. undress coat and 1 pair of shoulder straps;
 - (ii) relacing, using existing lace to the extent that it is appropriate and only such new lace as is necessary, 1 No. undress cost;
 - (111) relacing, with all new lace, 1 No. greatcoat for officers who have been issued gratuitously with this item,

4. The existing practice whereby officers make private arrangements for alterations to lacing of uniforms, and are reimbursed in respect of the expenditure incurred, is to be discontinued, as from 1st July, 1954.

5. Article 205 of Regulations and Instructions (Provisional) for the Royal Australian Naval Reserve is to be noted accordingly.

(4533/27/44)

272.

T.A.S. BRANCH - SUB-SPECIALIZATION OF BATINGS.

Appendix to Navy Order 356 of 1953, as amended by Navy Order 90 of 1954, is to be further amended as follows :Under the heading "U.C.3." -

(a) Insert -

	Name	Rate	0. N.
	"COATES, T.	A.B.	39855"
(b)	Delete -		
	"PATERSON. R.	A.B.	44304"
Under	the heading "U.W.3."	insert -	
	"PATERSON, R.C.	A.B.	44304."

(4019/40/3350)

273

THE BRITISH EX-SERVICE LEGION OF AUSTRALIA.

The British Ex-Service Legion of Australia, under the patronage of the Governor of Victoria, His Excellency General Bir Dallas Brooks, K.C.B., K.C.M.G., K.C.V.O., D.S.O., K.ST.J., is associated with the British Legion and was originally founded shortly after the first World War. Its activities were, for a number of years, allowed to lapse, but the present Committee has extensive plans for development.

- 2. In general terms, the aims of the Legion may be summarized as follows :-
 - Provision of general assistance to all British ex-service men and women in connection with matters peculiar to their ex-service status in Australia.
 - (ii) Maintenance of lisison with equivalent Service bodies.
 - (iii) Postering of closer affiliation between Australian units of the three Services and their "opposite numbers" overseas.
 - (iv) Promotion of schemes to enable closer personal contact between all ex-service personnel in Australia.
 - (v) To raise and maintain a fund for relieving distress due to sickness and unemployment among British ex-service men and women.
 - (vi) To assist British ex-service men to purchase homes in this country, for which purpose the Co-operative Housing Society is being formed.
 - (vii) To advise and give assistance on matter pertaining to any problems confronting British ex-service men or women in Australia.
- Membership of the Legion is open to any British man or woman who has served with Her Majesty's Imperial Forces during or after the two World Wars.

4. The subscription is a purely nominal one of 10/- per annum, plus 5/- for the distinctive Legion badge. This subscription entitles a duly elected member to participate in all the affairs of the Legion, e.g. -

Social functions at least once a month. Raffles for various approved funds. Assistance and advice on any matter, etc.

- 5. Applications for membership and all other correspondence should be addressed to the Hon. Secretary, Mr. J. Staplehurst at 62 Wellington Parade, East Melbourne.
- 6. There is a second branch in Ballarat, Victoria, for members living in that district, and the Hon. Secretary, Mr. A. Hems, would be pleased to hear from British ex-service men and women who wish to join that branch. The address is 46 Grivillea Road, Wendourse, Ballarat.

(3131/41/71)

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

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 274.

GUNNERY TRIALS - RESPONSIBILITY OF OFFICERS
STANDING BY SHIPS.

Navy Order 177 of 1954 is to be amended as follows :-Appendix I Paragraph 2(b) to read -

"Director erection tests (B.R.1921 Art. 160)".

(3031/13/173)

275.

AMMUNITION - 40 mm. 20 mm. AND 2-Pdr. - CARTRIDGES, Q.F., 40 mm. BOFORS, BRITISH NAVAL SKEVICE, H.E. TRACER IGNITER No. 14, MARKS 4 OR 5, MNQF/R, MARK N1, LOT ENP 1595 - WITHDRAWAL.

Pollowing failures in service of the tracer igniters No.14 in Cartridges, Q.F., 40 mm. Bofors, British Naval Service, H.E. Tracer Igniter No. 14, Marks 4 or 5, MNQF/R, Mark N1, of propellant lot RNP 1595, it has been decided that cartridges of this lot are to be withdrawn from service.

- 2. These cartridges are to be regarded as coming under N.M. and E.R. (B.R. 862(45)), Article 305, Category (dd), 1.c., dangerous if used.
- 3. Commanding Officers of H.M.A. Ships are to arrange for any cartridges of this description to be exchanged at the earliest opportunity.

4. Officers-in-Charge of Naval Armament Depots are to arrange for these cartridges to be transferred to "Repairable - restricted" charge and to be dealt with as in paragraph 5.

5. The following entry is to be inserted on Sheet 70(a) of Restriction List (B) :-

Column 1 .. 6

Column 2 .. H.E. Tracer, Mark N1

Column 3 .. RNP 1595

Column 4 .. Withdraw

Column 5 .. Commonwealth Stocks.

Include in Noem 16 Report. Imperial Stocks.

Report to D.O.U.W.

Column 6 .. A.F.O. 1132/54.

(The foregoing is the text of A.F.O. 1132/54 altered to meet R.A.N. conditions.)

(4433/18/321)

276 - 277

276.

ANTI-SUBMARINE - UNDERWATER DETECTION EQUIPMENT INSTALLATION INSPECTION ORGANIZATION.

An Asdic Installation Inspection 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 Bounding 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 attend from time to time at Dockyards, Shipyards and Establishmenta to advise the officers concerned in the interpretation of the Instructions for Installing, (Installation Specifications) and for oversight of 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. RUSHOUTTER.
- 4. The A.I.I.O. will be made available for the survey of Naval Store items in Asdic and Echo Sounding sets and survey of Asdic underwater fittings. Requests for his services should be made to the Naval Board.
- 5. The functions of Dockyard A/S test rooms for the procurement, repair and survey of underwater detection equipment remain unchanged.
 - Confidential Navy Order 378 of 1953 is hereby cancelled. (3031/13/191)

277.

ARMAMENT STORES - PRECAUTION TO BE TAKEN WHEN EMPTY EXPLOSIVE-TYPE NAVAL ARMAMENT STORES ARE RETURNED TO DEPOTS.

Instances have occurred where explosive stores have been found in allegedly empty packages returned from service to R.A.N. Armament Depots.

- 2. Containers which have contained an explosive and have not been certified, in accordance with Commonwealth Explosives Regulations, to be free from explosives, are regarded as explosives (Regulation 3(1) Statutory Rule No.69).
- 3. Certificates of freedom from explosives may be given only by persons appointed to do so (Regulation 62). The following have been authorized to make such appointments:

The Superintending Armament Supply Officer, Sydney.

The Naval Armament Supply Officer, Maribyrnong.

The Naval Armament Supply Officer, Byford,

The Officer-in-Charge, R.A.N. Mine Depot, Swan Island. The Commodore Superintendent of Training, Flinders Naval Depot.

The Commanding Officer, H.M.A.S. RUSHOUTTER.

The Armament Supply Officer, Newington.

The Commanding Officer, R.A.N. Air Station, Nowra,

4. It is not intended that similar authority should be obtained for other Ships or Establishments.

- 5. It is emphasized that empty explosives packages in transit must be regarded as explosives unless a written certificate of freedom from explosives is given by a person appointed in writing to do so.
- 6. Navy Order 225 of 1954 is hereby cancelled.

(3712/150/12)

278.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 2) -BRUSH HOLDERS, PATTERN 15050 - OBSOLESCENCE.

H.M. Ships (excluding submarines) concerned.

Pattern 15050 Brush holder has been made obsolescent and the following patterns, already included in the Rate Book and Authorized List of Naval Stores, should be used in lieu;

Pattern 15233 .. Brass cap, insulating bush and nipple, for 1 Set Pattern 15234.

Pattern 15234 .. Brush holder - 1 No.

Existing stocks of Pattern 15050 should be broken down and taken on charge under their individual pattern numbers.

2. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1136/1954.)

(4518/21/60)

279.

SHIPS IN RESERVE - DOCKING.

Units of the Reserve Fleet are to be docked or slipped at the following intervals :-

Steel Hulled vessels in "C" and "D" class commission in Reserve

6 months

Steel Hulled vessels in "E" class commission in Reserve

12 months

Wooden Hulled vessels, sheathed with metal or wood

6 months

Wooden Hulled vessels, unsheathed

3 months.

2. Navy Order 338 of 1948 is hereby cancelled.

(4276/4/282)

RESTRICTED

BECTION 4.- DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

280.

MESS GEAR - PLASTIC SALT AND PEPPER CASTORS.

Plastic salt and pepper castors are to be accounted for as consumable items in future.

2. Navy Order 328 of 1950 is to be smended accordingly.

(4530/21/15)

SECTION 6 .- SHORE ESTABLISHMENTS.

281.

NAVAL AGENT, CAIRNS.

Paragraph 2 of Navy Order 430 of 1952 is to be amended by altering the telephone numbers of the Naval Agent, Cairns, to read Cairns 3121 (office hours) and Cairns 2533 (after hours).

(3031/13/189)

LIST OF ADMIRALTY FLEET ORDERS REPROMULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954.)

A.F.O.'s (April, 1954 and onwards.)	ADOPTED IN FULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. 1954
933 936 950 974 1074	223 224 206 222	221

NOTE: The majority of A.P.O.'s not listed can be accepted as not applicable, but some may still be under consideration. Those subsequently repromulgated will be included in the next monthly cumulative list.

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RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 22nd June, 1954.

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

By direction of the Naval Board,

J. R. Bummins Socretary.

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

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SECTION 2 .- PERSONNEL

282.

ABSENTEES - KITS.

The following instructions will, in future, apply in respect of the disposal of kit of a rating reported absent without leave, and the provisions of Naval Financial Regulations and Instructions, Articles 57, 58 and 97 are hereby suspended.

2. The kits of absentee ratings are not to be forfeited at the expiration of one month following the date on which absence commenced, but are to be stored in Neval Shore Establishments for up to six months, for re-issue to the absentee in the event of his return within that period. It must be stressed, however, that any deficiencies which may occur will be the responsibility of the absentee, and no claims for compensation will be entertained in respect of any such losses.

3. The Establishments in which kits may be stored are -

H.M. A.S.	PENGUIN	H.M.A.8.	TORRENS
H.M.A.8.	LONSDALE	H.M.A.8.	MORETON
H.M.A.S.	LEEUWIN	H.M.A.S.	MELVILLE
H.M.A.8.	CERBERUS	H.M.A.8.	HARMAN
H.M.A.S.	HUON	H.M.A.S.	ALBATROSS
		H.M.A.S.	NIRIMBA.

4. When a rating is reported absent, the Captain, through the absentee's Divisional Officer, will cause the absentee's kit to be collected promptly and mustered, and have it delivered into the charge of the Executive Officer, together with an inventory thereof signed by at least two persons, one of whom shall be a member of the same mess as the absentee. The rating's Kit List (Porm A.S. 98 or A.S. 98A) shall be used for the purpose of preparing the inventory.

5. When the rating's absence occurs in Australia the kit is to be retained in or turned over to, as appropriate, the Establishment named in paragraph 5 hereof nearest to the point at which the rating's absence commenced. It is to be accompanied by the rating's kit List and Form A.D.80, Consignment Note. When the rating's absence occurs while serving in an Australian ship away from Australia, other than whilst in United Kingdom, the kit is to be retained on board until the ship's return to Australia when it should be turned over to the Beggage Store at H.M.A.S PENGUIN.

When the rating's absence occurs while serving in the United Kingdom or in a Ship or Establishment of the Royal Navy, the Naval Liaison Officer, Australia House, London, is to arrange for fumigation and storage of the kit and for its return to the member if he is recovered. If he is not recovered within 6 months the kit is to be returned to H.M.A.S. PENGUIN for action as in paragraph 11 of this Order.

6. Arrangements are to be made by the Establishment in which the kit is to be stored for all articles of kit to be fumigated before they are stored and a certificate that this has been done is to be given on the copy of the inventory.

7. Action is to be taken by the Establishment to which an absentee returns, to restore to him such portion of his kit as is held in Service baggage stores. To the extent that it is practicable, steps should also be taken to recover, for return to the rating, any items which may have been deposited in clock rooms or left at hostels, boarding houses, etc.

8. Where the kit of a rating is not available on his return, he may, at the discretion of the Captain, be issued with articles of kit up to the following scales :-

(a) Immediately on return to a Naval Establishment -

Class II

Class III

K shirt, action-working I trousers, action-working 1 No. cap white, class II 1 No. ribbon, cap 1 No. towel, white 1 Pr. socks, black

1 Pr. drawers, cotton, or knicker net cotton

1 No. singlet, cotton 1 No. brush, hair

1 No. brush, tooth 1 No. brush, shaving

1 No. razor 1 1b. sosp

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H shirt, action-working I trousers, action-working 1 No. cap, peaked, lightweight 1 No. cover, cap, white 1 No. badge cap (Patt.49 or Patt. 52 as required) 1 No. towel, white 1 Pr. socks, black 1 Pr. drawers, cotton or knicker net cotton l No. singlet, sleeveless I No. brush, hair 1 No. brush, tooth

1 No. brush, shaving

1 No. regor 1 lb. soap

I If rating is already dressed in uniform suit these articles should not be issued;

(b) Immediately following trial by Warrant -

- (1) if to be retained in the Service and not to serve a sentence of detention; articles necessary to complete the full compulsory scale; or
- (11) prior to departure to detention (whether to be retained in the Service or not) 4articles of kit to complete to the following scale :-

Class II

Class III

1 No. jumper serge 1 Pr. trousers, serge, fall 2 No. flannel, cotton

1 No. jersey, blue 1 No. collar, blue jean 1 No. scarf, black

1 No. lanyard, knife 1 Pr. boots, heavy

1 No. towel, white 1 Pr. socks, black

1 No. singlet, cotton 1 No. drawers, cotton or knicker net cotton

1 No. brush, boot blacking

1 No. brush, boot polish

1 tin boot polish

1 No. housewife, filled 2 lbs. sosp, hard.

1 No. jacket serge, S.B. 1 Pr. trousers, fly 2 No. shirts, white 4 No. collars, semi-stiff 1 No. tie, black 1 Pr. boots, light 1 No. towel, white 1 Pr. socks, black 1 No. singlet, cotton 1 No. drawers, cotton or knicker net cotton 1 No. brush, boot blacking 1 No. brush, boot polish-

ing 1 tin boot polish 1 No. housewife, filled

2 lbs. somp, hard

(c) Immediately on release from detention (if to be retained in the Service):articles necessary to complete to full compulsory kit appropriate to his rating.

9. For the purpose of kitting up returned absentees in accordance with the preceding paragraph, part-worn clothing may be demanded from H.M.A. Victualling Yards, All clothing issued to recovered deserters who are not to be retained in the Service, and whose kits are not available, is to be issued on losn. Part-worn clothing issued to ratings who are to be retained in the Service is to be charged at onehalf of the current Service issuing prices.

10. Quarterly Baggage Returns, rendered in accordance with paragraph 23 of Mavy Order 114 of 1950, by the Establishments referred to in paragraph 3, are to indicate specifically all kits of absentee ratings which are held in store. Such kits are not to be disposed of without the prior approval of the Naval Board.

11. When so authorized by the Naval Board, kits of absentes ratings are to be turned over to the Supply Officer and disposed of as follows :-

- (1) Service effects are to be taken on charge for return to the nearest Victualling Yard.
- (11) All non-Service effects are to be segregated. a clearing sale is to be held, and the proceeds credited to revenue. No effects are to be treated as reserved.

(4716/1/147)

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

283.

CASH ACCOUNTS OF H.M.A. SHIPS.

Preparation of Cash Book and Cash Account. Letter vouchers.-

With reference to Naval Account Regulations and Instructions, Article 80, it has been decided that the inside of Form A.S. 29, the record of daily receipts and payments in H.M.A. Ships, will be prepared on a revised form in duplicate by carbon process, the originals being forwarded to Navy Office monthly or as requisite under cover of Form A.S.29 (outside) as the cash account and the duplicates held in the ship as the Cash Book.

- 2. The advantages of such a scheme will be that the cash account will be an original document, eliminating the necessity for transcription and subsequent checking.
- 3. It is proposed to print forms in pade each of debit and credit sheets which, with amendment as requisite in the ship of the words "balance from last account", "total receipts". "brought forward" and "total disbursements" can be used as first, intermediate or final sheet,

4. The original copy is being printed shorter than the duplicate and attached thereto along the bottom edge by a perforated fold. It is proposed that the forms be held in suitable covers provided with clips somewhat in the style of a counter docket book as used in retail stores,

- 5. By using separate pages for debits and credits the necessity to rule off unused portions of a debit sheet on completion of a credit sheet (as is necessary, with a double page form) will be obviated.
- 6. It will be observed that the reverse of the debit sheet makes provision for a summary of expenditure, which will be completed in Navy Office on receipt of the cash account. No entries are required to be made in H.M.A. Ships in this portion of the form.
- 7. It should be noted that Form A.S.29 (outside) under the revised procedure will serve as a cover for the inside sheets and will be completed only as regards the prescribed certificates required to be given, the inside (money) pages being ruled through. These pages will be left blank on next reprint.
- 8. With reference to Maval Account Regulations and Instructions, Article 69 (2) and (3), the requirement to furnish a debit letter voucher in support of each item of receipt is cancelled. Care should be taken to ensure that all relevant information is included in the debit sheet, including the reference to the official receipt issued, where applicable.
- 9. Paragraph 8 should be implemented forthwith. Further instruction will be issued as regards introduction of revised Form A.S.29 (inside).
- 10. Consequential amendments will be included in the revision of the Naval Account Regulations and Instructions.

(4801/5/15)

284.

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MEMBERS INJURED IN ROAD ACCIDENTS - LEGAL ADVICE.

Cases have recently occurred where members of the Royal Australian Navy, injured in road accidents, have lost or prejudiced their claim to recover damages from the person responsible or the nominal defendant under compulsory Third Perty Insurance legislation, by failure to obtain early legal advice.

2. Commanding Officers of H.M.A. Ships and Establishments are to ensure that in all appropriate cases members injured in road accidents are advised to consult the Legal Service Bureau, or other legal adviser, as soon as possible after discharge from hospital or return to duty. Navy Order 122 of 1953 shows the address of the Legal Service Bureau in each State. It should be noted that this service is restricted to members who had War Service as defined in paragraph 2 of Navy Order quoted.

(3711/71/1)

285.

RETENTION OF KIT ON DISCHARGE.

The instructions contained in Navy Order 292 of 1952 do not apply to the kits of absentees who are to be retained for further service or to kits of deceased members.

- 2. These matters are covered in Navy Orders 254 of 1952 and 282 of 1954 respectively.
- 3. Navy Order 292 of 1952 should be endorsed accordingly pending inclusion of text in Interim Pay Instructions.

(4716/1/147)

286.

SHIP'S IMPROVEMENT FUND - ANNUAL DETURN.

With reference to Naval Financial Regulations and Instructions, Article 80 (4), it will suffice if the return required to be furnished to Navy Office, as an enclosure to the Cash Account for June in each year, takes the form of a certificate by the Captain in the following

"I certify that expenditure totalling £ . has been met in H.M.A. Ship under my command for purposes of ship's improvement during the current financial year, which amount does not exceed the allocated amount of £ . .

Captain."

- 2. No details of such expenditure are required to be furnished, but record will need to be kept in the ship for preparation of the annual certificate.
- 3. Appropriate amendment will be made to Maval Pinancial Regulations and Instructions, in due course.

(4801/5/14)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES 287.

ADMIRALTY TYPE SUPERHEATERS - METHOD OF RETUBING.

When the retubing of Admiralty type superheaters is warranted, the following practice is to be adopted :-

(1) When the estimated durability of the generator rows has been reduced to two years, Admiralty type superheaters are to be retubed by the method of the removal of generator and fire row tubes in order to gain access to the auperheater.

- (ii) When the estimated durability of the generator tubes is greater than two years, Admiralty type superheaters are to be retubed by the present method of withdrawal of the superheaters.
- 2. When Admiralty type superneaters are retubed, the lower leg of each tube is to be inserted in the normal way, but the upper leg of each tube is to pass through the support plete one hole higher and is to enter the header tube plate three holes higher than the normal fitting. This arrangement will make the tubes self-venting as well as celf-draining. Extra work involved will be resetting the tubes, modifying the gas beffles under the steam drum to suit the new rake of the tubes, and plugging the header tube-holes where tubes are not fitted.
- 3. Concurrently with the superheaters being retubed as in paragraph 2, suitable stops are to be fitted to the carrier rails and guide rails on both sides of the hook end toe of the support plate, to prevent undue movement of the support plate fore and aft. Clearance for movement of 1 in. on each side of the hook and toe of the support plate is to be allowed. The tis-bars between the header and tube support plate of the super-heater are to be omitted.

The guide rails slong the vater drums are to be modified by removing the flangs adjacent to the water drums, except for the portions containing the holes for the securing bolts, and the corresponding portion of the vertical flange, so that a gap of 1 in. is formed.

(The foregoing is the text of A.P.O. 235/1954 altered to meet B.A.N. conditions.)

(3757/21/20)

288.

BOILERS - RUNNING DOWN FILTER TANKS - REMOVAL.

H.M. Ships (excluding Submerines)

Experience has shown that the filter tanks fitted for use when running down boilers to feed tanks can be dispensed with. Ships so fitted are therefore to land such tanks at the first opportunity.

- When it is necessary to conserve feed water in emergency by running down boilers to feed tanks, running down valves are first to be opened to bilge until the water discharged is free from sediment, after which it may be led direct to the feed tank.
- 3. B.R. 16(50) will be amended.

(The foregoing is the unaltered text of A.F.O. 1184/1954.)

(3757/12/21)

SUPERMEATERS - WEAR AND WASTE TESTS - KETUBING.

The following instructions supersede the relevant sections of Articles 239 and 240 of B.R.16(50), and the notation "Amended by Navy Order 289 of 1954" is to be made against these Articles in all copies of B.R.16(50);-

Admiralty Type Superheaters

- (1) At the refit nearest to the completion of five years in service since the date of first raising steam, or when tubes were last renewed, one or two tubes are to be removed from the lower section of a representative element and the orifices in the tube plate plugged.
- (ii) The selected tubes are to be cut up for examination and gauging. The results of this examination, together with the estimated remaining durability are to be reported upon Form A.3.356(b) and a recommendation made as to the date when it is considered complete retubing of the associated elements should be carried out.
- (iii) Superheaters are to be retubed when the estimated remaining durability has been reduced to 12 years.
- (iv) Superheaters are to be retubed concurrently with the retubing of the generator rows, if the estimated remaining durability of the superheater tubes is 2½ years or less.

Melesco Superheaters

- (1) A visual examination of the elements is to be carried out at 2½ to 3 years after the boilers were first used under steam and concurrently with the wear and waste test of the boilers.
- (ii) The first wear and waste test of the superheater is to be carried out when the elements have been in service between 4 and 4½ years and concurrently with the second wear and waste test of the boiler. For this, and subsequent tests, representative elements from the upper centre and lower sections of only one superheater in the boiler under test need be removed, unless the condition found in those elements makes it desirable to remove elements from the other superheater to ascertain durability. All superheater elements are however to be visually examined.

(3757/21/20)

290.

AMMUNITION SUPPLY - READY USE AMMUNITION LOCKERS - MAINTENANCE.

Emphasis is laid on the necessity for efficient maintenance of ready-use ammunition lockers, and of the ammunition stowed in them, in order that such ammunition shall be preserved in a serviceable condition.

2. To maintain the lockers in an efficient state of watertightness and serviceability, ships' officers are to arrange for periodical inspection and servicing. Clips and hinges are to be kept free of corrosion and lubricated regularly, Special attention is to be paid to the rubber jointing which should be replaced if any sign of deterioration is apparent. On no account is the rubber jointing to be paisted.

3. With reference to the general care of ammunition and covering of fuzes, in ready use lockers, attention is drawn to N.M.R.R. and current instructions in handbooks and other relevant Orders.

(The foregoing to the text of A.F.O. 1256/1954 altered to meet R.A.N. conditions.)

(4433/1/601)

291.

TORPEDO CUMPONENTS - TOOLS, St. Nos. 8087, 8091 AND 13892 - WITHDRAWAL FROM DEPOT SHIPS FOR SUBMARINES AND DESTROYERS - VALVE, St. No. 13735 - INCREASED ALLOWANCE TO DEPOT SHIPS FOR SUBMARINES.

It has been decided that the following torpedo tools are to be withdrawn from the outfits of pepot Ships for submarines and destroyers, viz. :-

Tool, rectifying seat, valve, air inlet, group valve, Bt. No. 8087.

Tool, rectifying seat, valve, water check, group valve, St. No. 8091.

Tool, rectifying seat, small starting valve, group valve, St. No. 13892.

- The allowance of Valve group, 21 in., Mark 8**, St.
 No. 13735, to Depot Ships for submarines is increased from two to three.
- 3. Depot Ships for submarines and destroyers are to adjust outfits as convenient by arrangement with the nearest Torpedo Depot.
- 4. It has been reported that the caps of water non-return valves (Cap, St. No. 5639) are frequently found to be jammed and are damaged during removal. It is probable that an incorrect tool is being used to remove and replace them. The correct tool is dpanner, St. No. 1084, and this spanner is being added to the contents of the following chests, viz.

Chest, tools, 21 in., Mark 8. Chest, tools, 21 in., Mark 9.

in the proportion of one per chest.

5. Spare caps, St. No. 5639 will also be allowed and will be added to the contents of chests as follows, viz. :-

Chest, spare gear, 21 in. Mark 8 .. 5 per chest. Chest, spare gear, 21 in. Mark 9 .. 2 per chest.

6. Demands for the items in paragraphs 4 and 5 to complete chests on board should be forwarded by H.M. Ships concerned to the nearest Torpedo Depot.

(A.F.O. 679/53 is cancelled.)

(The foregoing is the unaltered text of A.P.O. 1259/1954.)
(M431/12/329)

292.

HABITABILITY - MOULD GROWTH ON CORE CEMENTED SURFACES IN H.M.A. SHIPS - PREVENTIVE AND REMEDIAL MEASURES.

Reports have been received concerning the growth of mould on cork cemented surfaces in H.M.A. Ships, particularly in wet and humid compartments, such as bathrooms, etc.

- 2. This fungal growth is due to excessive humidity and sleveted temperatures within the compartments. These conditions arise from either a defective ventilation system, or more commonly, a failure to make full use of the ventilation provided.
- 3. Preventive Measures. It is essential that warm and humid compartments should be ventilated regularly by making full use of the available system.
- 4. Remedial Measures. Where fungal growth appears, infected areas should be acraped clean to bare metal and the metal surfaces should be given two washings with a 5 per cent. Sodium Borate solution. Between these washings and after the final wash the surfaces should be thoroughly hosed down with fresh water, special attention being given to angles, flanges, and other places where the horate solution might collect. The surfaces should then be thoroughly dried and recoated as necessary.

5. This work should normally be treated as a ship's staff defect item.

(The foregoing is the text of A.P.O. 937/1954 altered to meet R.A.N. conditions.)

(4276/2/16)

293.

S.A.B. CRAFT - FILLING ARRANGEMENT FOR AUXILIARY GENERATOR FUEL TANK - ALTERATION AND ADDITION LIEM.

The following alteration and addition item is approved in principle for S.A.R. Craft :-

Class Item No. 50 Classification "A"

Item: To replace the existing autopulses by "Wobble" type pumps and fit a byepass in the fuel system to enable the pumps to be used also for filling the auxiliary generator fuel tanks in accordance with G.I. Drg. No. 27/360.

Compensating Weight Required: Nil

References: (a) F.O.I.C. B.A.'s E.A.3637/469/1/2 of 2nd November, 1953.

- (b) ALBATROSS' letter No. J.B. 323/8 of 10th July, 1953.
- (c) G.I. Drg. No. 27/360.

(4287/1/9)

294.

TRIBAL CLASS DESTROYERS (MODERNIZED) - TURBO-GENERATORS AIR COOLING SYSTEM - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for Tribal Class Destroyers (Modernized):-

Class Item No. 502

Classification "A"

Item: To improve the armsture air cooling system of 155 K.W. turbo generators by the provision of a circulating water supply from the firemain.

Compensating Weight Required: Nil

References: (a) F.O.C.A.F.'s A.F.2168/1921/7 of 22nd December, 1953.

- (b) Captain D.10's 14303/129 of 14th December, 1953.
- (c) ARUNTA's 88/1440 of 11th December, 1953.
- 2. The above work is to be carried out in H.M.A.S. WARRAMUNGA during modernization.
 - 3. Navy Order 65 of 1954 is hereby cancelled.

(4280/1/187)

295.

GALLEY EQUIPMENT - ELECTRIC DEEP FRYERS - MODIFICATIONS.

There have been instances of minor fires occurring in electric deep fryers fitted with thermostatic control, from the following primary causes :-

(a) Movement of the thermostat control knob relative to its spindle, thus producing inaccurate dial readings.

- (b) Damage to the thermostat control knob and its limit stops.
- (c) Under or over filling of the pans with the frying medium.
- 2. In order to minimise the risk of fire, all electric deep fryers should be treated as follows :-
 - (a) Fryers installed in Fleet and Civil Shore Establishments only -
 - (i) The control knob of the thermostat should be examined to ensure that it is positively located on its spindle and, where necessary, action should be taken to make it so. The thermostat setting should be checked against a standard thermometer immersed in the frying medium and subsequently re-checked at intervals not exceeding 12 months.
 - (ii) In cases where the thermostat control knob projects beyond the equipment, a robust metal shroud should be fitted which will allow access by the operator but prevent accidental damage.
- (b) Fryers installed in H.M. Ships and Float and Civil Ehore Establishments -

Two metal strips approximately 2 in. long x in. wide should be welded to each frying pan on the side facing the operator to indicate one third and one half of the depth (the minimum and maximum operating depths). These atrips should be ground after welding to present a smooth surface to avoid accumulation of grease so far as possible.

- (c) The fryer must not be filled above the half way atrip, or the level be allowed to fall below the one third strip.
- 3. The modifications should be carried out by dockyard, station or ship's staff, but in the case of the latter dockyard assistance may be sought if necessary.

(The foregoing is the unaltered text of A.F.O. 1042/1954.)

(3776/11/12)

296.

NAVAL STORES (GENERAL) (CLASS E, GROUP 8) - CANDLES, DECK, PATTERN 102 - DELETION FROM THE BATE BOOK FOR NAVAL STORES.

It has been decided that Candles, Deck, Pattern 102, are no longer required for Naval service and no further purchase of the item will be made.

2. The item should continue to be demanded until existing stocks are exhausted,

24

RESTRICTED

297

3. The Rate Book and Authorized List of Naval Stores, and other relevant publications will be amended in due course.

(The foregoing to the unaltered text of A.F.O. 942/1954.) (4512/80/101)

297.

NAVAL STORRS - LACQUER FOR RESILIENT MOUNTINGS.

It has been decided to introduce a new lacquer for the protection of rubber mountings. The new paint, which will be known as Necol, Lacquer, Red, will be accounted for under Class E, Group 7, as Pattern 7051. It will supersede the present Rubber lacquer, Pattern N12312.

- 2. Existing stocks of Pattern N12312 are to be used until exhausted for the protection of simple shock accelerating and decelerating washers and pads. Pattern 7051 is to be used for the protection of all other shock/vibration mountings.
 - 3. Attention is drawn to B.R. 16(50), Article 68.

4. The unit of supply for the new lacquer will be one set, each set consisting of a pint of lacquer and a loz. glass bottle of accelerator, together with full instructions for the use of the lacquer. The lacquer should be applied as in the Appendix to this Order.

5. The flash point of the lacquer is of approximately and it is therefore to be treated as an inflammable store.

(4512/71/31)

Instructions for use .-

- (a) Cleaning the surface .- For maximum adhesion, the rubber surfaces are to be carefully and thoroughly cleaned before the lacquer is applied, with naphtha or gasoline which is to be allowed to dry off completely.
- (b) Applying the lacquer Prepare the lacquer by adding 3 parts by volume of accelerator to 100 parts of the lacquer.

The lacquer is to be applied by brush fully charged, and brushing out the lacquer too thinly should be avoided.

Notes

(i) The mixture of the lacquer and accelerator will keep in good condition for about eight hours only. It is therefore important that only sufficient for one day's use should be mixed at a time.

(ii) The accelerator contains a toxic ingredient and where it is used ventilation is to be adequate. Care is to be taken to avoid getting the accelerator into the eyes and any splashes on the bare skin are to be washed off immediately.

RESTRICTED

(FOR OFFICIAL USB ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 29th June, 1954.

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

By direction of the Naval Board,

J. R. Bumins

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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SECTION 2 .- PERSONNEL

298.

COMPENSATION FOR LOSS OF OR DAMAGE TO UNIFORM ETC. -

Navy Order 488 of 1953 is to be amended as follows :-Paragraph 4(a)(ii) delete the word "Article" first appearing and insert the word "paragraph".

Paragraph 8(1) Tools .- Delete text and insert the following in lieu :-

When losn tool kits have been issued, compensation for private tools will not be permissible, vide Navy Order 493 of 1953.

(3996/101/2)

299.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA412 - PRINCIPLES OF STABILIZATION (PARTS 1 AND 2) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SAhl2, principles of Stabilization (parts 1 and 2), has been revised and is now on the following scale:-

H.M.A. Establishments

Copies

Flinders Naval Depot

(Part 1) 1 (A) (Part 2) 1

- (A) Indicates copy of film strip already held.
- 2. Issue to Flinders Naval Depot of Part 2 will be effected without demand by the S.N.S.O. Sydney.
- 3. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the 8.N.S.O.. Sydney.

(4518/61/362)

300.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA591 - MARINE GAS TURBINGS (PABT 1) - DISTRIBUTION.

With reference to Admirelty Pleet Order 173/1954, copies of part 1 of the new film strip SA591, Marine Gas Turbines, have been received and initial distribution will be made without demand by the S.N.S.O., Sydney, and the N.S.O. Port Melbourne, on the following scale:

H.M.A. Establishments

No. of Copies

Plinders Naval Depot R.A.N. Film Library, Sydney 1 (8)

- (M) To be issued by the N.S.O., Port Melbourne.
- (8) To be issued by the S.N.S.O., Sydney.

(4518/61/331)

301.

TRAVELLING EXPRISES.

Audit of ships' quarterly ledgers has revealed that in many instances amounts due to personnel for travelling expenses have been credited in ships' ledgers, contrary to the provisions of Naval Pinancial Regulations and Instructions, Article 1894.

- 2. The only occasions on which payment of travelling expenses may be made through the ships' ledgers are in respect of expenses due to personnel borne in tenders which do not carry a contingent account.
- 3. Except as stated in paragraph 2, all travelling expenses are to be paid through the Cash Account in accordance with Naval Pinancial Regulations and Instructions, Article 149A.

(4801/5/16)

302.

UNIFORM - NAVAL RATINGS - BRANCH BADGES - REGULATIONS GOVERNING ADDITION OF CROWN AND STARS.

As it has been represented that there is some misunderstanding as to the application of the arrangements set out in the Uniform Regulations as regards the wearing of a Crown and Stars with Branch Badges by Chief Petty Officers and Petty Officer, the following statement of the position is promulgated for information and guidance:

- (a) Crown above basic design is suthorized to be worn by:-
 - (i) Petty Officer Seamen and Naval Air Branch Ratings (excluding Petty Officer Airmen Fitters and Mechanics) with first class specialist (Part II) qualification;
 - (ii) Petty Officers in other Branches (including Petty Officer Airmen Fitters and Mechanics) who are qualified in all respects for, and entitled to, the higher rate of pay for the rating;
 - (iii) Chief Petty Officers of all branches who are on the lower rate of pay for the rating.
- (b) Crown above and One Star below basic design: -
 - (i) Chief Petty Officers of the Seamen and Naval Airmen Branches (excluding Chief Airmen Pitters and Mechanics) with first-class specialist (Part II) qualification;
 - (ii) Chief Petty Officers of all other Branches qualified in all respects for, and entitled to, the higher rate of pay for the rating.

(c) Crown above and Two Stars below basic design:

Chief Petty Officers and Petty Officers
qualified as Gunnery Instructors, T. and
A.S. Instructors, Radar Plot Instructors,
Wireless Instructors, Signalmen Instructors
and Staff Physical and Recreational Training Instructors.

2. Leading Rates who hold the qualifications at (a)(1) and (e) above wear the same addition to their Branch Badges.

(The foregoing is the unaltered text of A.F.O. 1181/1954.)
(4716/1/171)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 303.

TORPEDO COMPONENTS - HEADS, BLOWING - INTEGUCTION OF "O" SEALING RINGS ON DASHPOT AND PLUNGER BOX SPINDLES.

In order to seal the dashpot and plunger box spindles of blowing heads to prevent the loss of liquid through leakage during the 30 lb. per sq. in. pressure test, it has been decided to fit "O" sealing rings to the spindles in lieu of gland type packing. (See A.P.O. Diagram 15/54).

2. Heads, blowing, will be modified in Torpedo Depots as opportunity offers.

3. The "O" rings will be accounted for as follows ;-Section IV.

Rings, sealing (Gaco "O" No. R.114), dashpot and plunger box, blowing head, St. No. 14516, and will be added to the contents of:-

Cylinder, rubber gear:-

18 in. Marks 15 and 17.

21 in. Mark 8.

21 in. Mark 9.

in the proportion of 3 to each cylinder.

4. Washers, St. No. 6168 will be withdrawn from the contents of each of the following type chest :-

Chest, spare gear: -

18 in. Marks 15 and 17.

21 in. Mark 8.

21 in. Mark 9.

(The foregoing is the unaltered text of A.F.O. 1009/1954.)

(4431/12/326)

304 - 305

304.

TORPEDO COMPONENIS - PLATE SEALING - St. No. T.27B -INTRODUCTION.

A new design sealing plate has been introduced into service and will be accounted for as follows, viz. :-

Section II -

Plate, sealing, indicating light pocket, blowing head

St. No. T. 27B.

- 2. With the old type sealing plate (St. No. T.27A) the position of the seizing wire made it difficult to ensure a watertight joint; this difficulty has been overcome in the new design plate.
- 3. H.M.A. ships and services are to exchange Plates St. No. T.27A for Plates St. No. T.27B as convenient and by arrangement with the R.A.N.T.Z.

(The foregoing is the text of A.P.O. 1010/1954 oltered to meet R.A.N. conditions.)

(4431/12/325)

305.

DIVING - COX'S SUBMARINE BOLT DRIVING AND PUNCHING GUN -AMMUNITION - PRECAUTIONS IN USING,

(Unaltered text of A.F.O. 1625/52.)

Ammunition for Cox's Submarine Bolt Driving and Punching Gun is designed for use against various thicknesses and types of plate as shown in the table below, and is proved against the highest thickness of high tensile plate appropriate to the index number of the ammunition. In consequence, there is a possibility that variations in performance will be encountered when using this amounttion and the following instructions must be observed :-

- (a) Never use ammunition which is too strong for the plate being operated on.
- (b) Owing to variations in types of plate and ammunition it is essential that the first shot used when firing bolting or air bolting ammunition, shall be of an index number one lower than that shown in the table for the plate being operated on. If found to give correct penetration, this ammunition should continue to be used for the job being undertaken. If insufficient penetration occurs, the next higher index number should be used and so on until the correct ammunition is found. Should the thickness of the place be less than 5/16 in. it must not be dealt with by the Cox's
- (c) It is unlikely that the first round fired will give complete penetration but should this occur, it will be necessary to use a lower index number ammunition.

		m491	Index 1	Number		
Thickness of Plate	Hild Steel		High Tensile or "DW" quality steel		"DW"	
	Bolting	Punching	Air Bolting	Bolting	Punching	Air Bolting
5/16 in. 3/8 in. 7/16 in. 1/2 in. 9/16 in. 5/8 in. 11/16 in. 13/16 in. 13/16 in. 15/16 in. 15/16 in.	2 3 or 4 4 or 5 5 or 6 6 or 7 7 or 8	554455661111	2A 3A 3A 4A 5A 6A 6A 7A 8A	254556667788	34455667	3A 3A 4A 5A 5A 6A 7A 8A 8A

(A.F.O. 1625/52 is cancelled.)

(The foregoing is the unaltered text of A.F.O. 1349/1954.) (4428/71/47)

306.

PERIODICAL EXAMINATION AND TESTING OF DIVING EQUIPMENT AND BREATHING APPARATUS IN USE IN H.M.A. SHORE ESTABLISHMENTS AND IN STOCK AT NAVAL STORE DEPOTS.

The procedure hereunder is to be followed for the periodical examination and testing of diving equipment and breathing apparatus in use in H. M.A. Shore Establishments and in stock at Naval Store Depots -

- (a) H.M.A. Shore Establishments .-An inspection is to be made annually by the Officer-in-Charge, Diving School, H.M.A.S. RUSHCUTTER. The report of this inspection in respect of each Establishment is to be forwarded to the Naval Board through the Commanding Officer, H.M.A.S. RUSHCUTTER. A copy of the report is to be forwarded to the Commanding Officer of the Establishment concerned who is to furnish to the Naval Board, copy to the Commanding Officer, H.M.A.S. RUSHCUTTER, details of action taken or proposed to make good the defects mentioned in the report.
- (b) Naval Store Depots .-
 - (i) (Superintending) Naval Store Officers are responsible for ensuring that stocks of all Diving Equipment and Breathing Apparatus are examined annually and that periodical and preissue tests in accordance with Articles 775; 776 and 778 of the Storehouse Manual, B.R. 1692 are carried out by specialist technical officers.

- (ii) The annual examination will be carried out by the Officer-in-Charge, Diving School, H.M.A.S. RUSHCUTTER, during his annual inspection of Diving Equipment, etc., in H.M.A. Shore Establishments.
- (iii) If a specialist technical officer is not available to carry out pre-issue tests, the (Superintending) Naval Store Officer is to so inform the Ship or Establishment demanding the equipment. On receipt of such advice the Ship or Establishment concerned is to arrange for the required pre-issue tests to be carried out.
- (iv) The report of the Officer-in-Charge,
 Diving School, of his inspection is
 to be forwarded to the Naval Board
 through the Commanding Officer,
 H.M.A.S. RUSHCUTTER. A copy of the
 report is to be forwarded to the
 (Superintending) Naval Store Officer
 concerned, who is to advise the
 Director of Naval and Air Stores of
 the action taken or proposed to remedy
 defects.
- 2. The foregoing applies to all items stocked under Class E, Group 5.
- 3. Navy Order 405 of 1951 is hereby cancelled.

(4512/50/163)

307.

BOOM DEFENCE VESSELS - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for Boom Defence Vessels :-

"To convert coal bunkers to oil tanks and to fit suction line to aft steering compartment in accordance with Navy Office Drawings Nos. 153A/231 and 800161."

Class Item No. 102

Classification "B"

Compensating Weight Required: NIL

Reference: Navy Office Drawings Nos. 153A/231 and 800161.

(4286/1/28)

308.

IABELLING OF AIR STORES SUBJECT TO A.21 REPORTS RETURNED TO R.A.N. AIR STORE DEPOT.

Instances have occurred of Air Stores subject to A.21
Reports being returned by Services to the R.A.N. Air Store
Depot, Randwick, without reference on the accompanying label,
Form S.118, to the relevant details of reason for return,
defects and/or deficiencies etc.

2. It is essential in all such cases that the appropriate label should be used, i.e.,

"Unserviceable" (Blue), Form S.118A "Repairable" (Pink), Form S.118B

and all relevant A.21 details should be inserted on the label before despatch.

3. In future, labels attached to items subject to A.21 action must be prominently overstamped by the originisting service with the designation "A.21" in one-inch characters.

4. R.A.N.M.M., Article 251, is being amended.

(3526/16/105)

309.

NAVAL STORES (GENERAL) - AIRCRAFT FUELLING EQUIPMENT -TRANSFER OF ITEMS FROM R.A.F. SECTIONS 1A, 4G, 4K AND 53B TO CLASS B, GROUPS SE, 8I AND 10D, AND CLASS EE2A.

The Stores as indicated below hitherto accounted for under R.A.F. Sections 1A, 4G, 4K and 53B are to be transferred to the Rate Book and Authorized Liet of Naval Stores under Class B, Groupe SE, SI and 10D and Class EE2A as follows:

From R.A.F. Section 1A to Class B, Group 10D

Reference No. 4027 Funnels

4028 Rings, Filter, No.1

4029 Rings, Filter, No. 2

4030 Rings, Filter, No.3

4031 Rings, Pilter, No.4

From R.A.P. Section 4K to Class B, Group 10D Reference No. 2402, Tank, 011

Prom R.A.P. Section 43 to Class B, Group SI

Reference No. 4253, Trolley, oil replenishment, 100 gallon

Prom R.A.F. Section 4K to Class B, Group SE

309

Ref. No.	Description	Ref. No.	Description
48/115	Hose, water, lin. x	4K/2381	Hose, fuel, 24 in. x
118	Stands for Pumps S/R, Pattern 4K/1303	2407	Tubing, flex, 11 in. x
208	Pumps, S/R, No.3, with	2412	Adaptors, bress
4000	handle	2414	Gauges, compound
359	Spares for Pumps, Pattern 208. Bends	2415	Joints, 178 in. x 158 in.
361	Handles	2416	Joints, 148 in. x 12 in. x
881	Hose, water, 1; in. x 10 ft. delivery	2417	jin. Packs, filter "Metafilter"
882	Hose, water, 1 in. x	2418	Collars
002	20 ft., auction	2419	Springs
988	Flex	2420	Tools, compression
100000000000000000000000000000000000000	Spenners	2421	
1094		2422	Washers, fibre
1127	Washers for 17 in. hose	2428	Wanhers, leather
	Washers for ly in, hose		Nozzles, ly in. gasoline
1132	Washers, cork, for Pattern	2429	Nossles, fuel, Type K
3122	945 Nozzle Washers, cork, for Pattern	2433	Bodies
1133		2434	Cages, filter
1187	945 Nozzle	2435	Traps, grit
1188	Nozzles, delivery, Type F	2436	Caps, dust
	Capa, dust	2438	Glands
1256	Cages, filter	2439	Glands, packing
1256	Plugs, bonding	2441	Joints, dust cap
1260	Valvas	2442	Joints, filter cage
1261	asanero, cage	2444	Joints, nozzle tube
1,262	Jointa	2445	Joints, stuffing box
1263	Washers, cowl	2447	Flugs, bonding
1264	Washers, stuffing box	2448	Bushes, terminal
1265	Washers, tube	2454	Valvos
1266	Washers, la in. for	2456	Spindles, valve
-	Type F Hose	2470	Modification Sets
1302	Teps	2471	Hose, fuel, ly in. x 2 ft.
1303	Pumps, S/R No.4		5 in.
1306	Washers for pump stands	2472	Hose, fuel, ly in. x 5 ft.
	Hose connections, Type D		3 in.
	Dipatick with thermometer	2477	Adaptors
	Caps, filter	2478	Nuts, Union
	Pilters	2486	Adaptors, Type A, No. 3
	Hose, fuel, 14 in. z	2489	Adaptors, Typs B, No. 6
-331	10 ft.	2494	Adaptors, Type B, No. 4
1338	Hose, fuel, 1 in. x	2496	Adaptors, Type B, No. 6
-	12 ft.	2503	Adaptors, Type C, No. 8
2140	Unions	2505	
	Cowls	2507	Nozzles, oil
	Glands	2508	Spanners, Type E Hose, fuel, 12 in. x 5 ft.
52 (200 Per 19)	Joints	2511	Dodg "Streamline"
	Hoses, fuel, 3 in. x		Rods, "Streamline" Rods, "Metafilter"
Pere .	12 ft.	2512	Proposition State D
2371	Pilters, streamline,	2517	Spanners, Type D
2372	Model P.M.55A	2521	Washers division for
2372	Packs, filter	2524	Plates, division for
		2527	"Streamline"
	Hose, fuel, 1 in. x 10 ft.	2527	Tubing, flex, 6 ft.
2378	Hose, fuel, la in. x	9508	lengths
	W 4 4 4	2528	Jaws, bonding plug

10

From R.A.F. Section 53B to Class EE2A

Ref. No.	Description	Ref. No.	Description
538/ 166 249 253 606 607 608 609 858 1085	Valves, 2½ in. Caps, dist Joints, valve cover Spring, gland Valve Joint, manhole	1164 1204 1227 1235 1435 1439 1570	Pin, bonding plug Seals Caps, dust Tubes, delivery Tag, terminal Joint Caps, dust Plange Cable, earthing

Services requiring such items, and any other items of Aircraft fuelling Equipment dealt with under Sections 1A, 4G, 4K and 535 should in future demand on the Superintending Naval and Air Store Officer, Sydney, using the R.A.F. reference number as the pattern number and including the R.A.F. Section in the general description, e.g.:-

Pattern No. 2477 - Adaptor - (R.A.F. Section 4K.)

2. The Rate Book and Authorized List of Naval Stores and Air Stores Establishments, A.P.(N) 377 and 378, will be amended.

(A.F.O. 554/54 is cancelled.)

(The foregoing is the text of A.F.O. 1076/1954 altered to meet R.A.N. conditions.)

(4501/50/25)

1 310.

NAVAL STORES - PORTABLE FANS 4" FOR DAMAGE CONTROL PARTIES - ALLOCATION.

Allocations of portable fans 4" for Damage Control Parties have been revised and details of present allocations are shown in Appendix A.

- 2. Supply will be effected, without demand, by the appropriate (Superintending) Naval Store Officer.
- 3. Ships previously allocated portable fans, 4", and not included in the revised allocations, should make arrangements to return the fans to the nearest (S) N.S.O. as early as practicable.

 (4501/32/153)

APPENDIX "A"

NAVAL STORES - PORTABLE FANS 4" FOR DAMAGE CONTROL PARTIES - ALLOCATION.

Ship or Service	Allocation	Allo- cation	Supply to be effected by (3) N.S.O.	Remarks
C.V.L.	100			
VENGEANCE	MOD-2-	2	Sydney	If not already supplied
SYDNEY	2	2		Барріхоц
CRUISER				
AUSTRALIA	2	-		Re-allocated to VENGRANCE
DARINGS	7	77 -7		
VOYAGER	2	2	Sydney	115 Volt
VAMPIRE VENDETTA	2 2	2 2	Melbourne	: :
DESTROYERS				
ANZAC	1	1	-	Already
TOBRUK	1	1	-	issued
ARUNTA	1	1 1	Sydney	
WARRAMUNGA BATAAN	1	1		
PRIGATES (Con-	E (0.5)			
QUADRANT	-	1	Melbourne	
QUEENBOROUGH	ī	1	Sydney	
QUIBERON	1	1	Melbourne Sydney	
A.S. PRIGATES (River)	3373			ET SS
HAWKESBURY	-	1	Sydney	
SURVEY PRIGATE (River)				
BARC00	1	1	Sydney	
A.A. FRIGATES (River)	-			
SHOALHAVEN	1 1	1 1	Sydney	
CULGOA		1		
CONDAMINE MURCHISON	1	1		
A.A. PRIGATE (Sloop)				
WARREGO	1	1	Sydney	

Ship or Service	Existing Allocation	Allo- cation	Supply to be effected by (S) N.S.O.	Remarks
0.M.S.	1		A SECTION	
FREMANTLE	-	1	Premantle	133
JUNEE	-	1		NO. 400 100
WAGGA	-	1	Sydney	111111111111111111111111111111111111111
COOTAMUNDRA	1	1		Re-allocated
GLADSTONE	1	7	7	to QUADRANT
LATROBE	1	-	*	Re-sllocated to QUICK-
BOOM WORKING VESSEL				and on
KANGAROO	14	1	Sydney	1000
mian	44		-40-5	10/11/11
TUGS	1 100	Substitute of the same of the	lan author	
SPRIGHTLY	7	1	Sydney	
RESERVE	1	1		Re-allocated to SPRIGHTLY
L.S.T.			TOWNS OF THE PARTY	A ADD
LABUAN	1	-		to QUEEN-
TARAKAN	1	-		BOROUGH Re-allocated to HAWKES- BURY
RESERVE PLEET DIVISION			limi	
Sydney	4	4	Sydney	12 1
Melbourne	2	2	Melbourne	
Fremantle	2	2	Premantle	100 000
RESERVE STOCK	127 - 18		Tu-	
S.N.S.O.,	ARREST DESCRIPTION	10-7-	1000	100
Sydney	4	4	-	200
N.8.0.,				100
Melbourne		2	-	

311.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A, PART 2) OBSOLETE AND OBSOLESCENT ASDIC AND ECHO SOUNDING
STORES - DISPOSAL.

The stores detailed in Appendix "A" to this Order are now obsolete and are being deleted from the Rate Book (B.R.810).

2. The stores detailed in Appendix "B" are now obsolescent and the notation "O" is to be inserted against these patterns in the Rate Book.

3. All stocks and future returns of items detailed in both these Appendices are to be disposed of in accordance with existing instructions Superintending Naval and Air Store Officer, Sydney, is to retain any quantity of items which can be utilised in the maintenance or servicing of equipment already held.

4. The following items are to be mutilated in accordance with existing instructions before disposal :-

Pattern	Description	Pattern	Description
A384	Recorder	A2354	Scales
A410	Recorder	A2601	Scales
A2334	Recorder	A2743	Scales
A2335	Recorder	A3601	Boales

5. Appendix C to this order details amendments to A.F.O. 449/53 (title as above).

(The foregoing is the text of A.F.O. 1046/1954 altered to meet R.A.N. conditions.) (4518/11/174)

APPENDIX "A"

Pattern Description		Description	
A114	Amplifier	A1058	Unit
A180	Board	A1072	Amplifier
A238	Box	A1074	Outboard Unit
A254	Coil	A1129	Brush
A384	Recorder	A1671	Tube
A410	Recorder	A1675	Washer
A466	Motor	A1693	Spring
A566	Resistance	A1698	Washer
A610	Ring	A1717	Spanner
A614	Ring	A1759	Chart paper
A626	Ring	A1771	Box containing wire
A628	Ring	A1775	Cover, blank
A666	Cover	A1776	Handle
A706	Bush	A1819	Protector, gine
A727	Resonator	A1875	Gland cable
A729	Baffle	A1876	Gland nut
A738	Extractor	A1917	Braiding
A765	Lead	A1956B	Recorder
A766	Lead	A1957B	Recorder
A767	Lead	A2014	Control
A768	Lead	A2015	Control
1769	Lead	A2016	Conduit
A780	Ring	A2017	Conduit
A873	Wire, lifting	2035	Washer
1887	Switch	A2056	Switch, leaf
A947	Microphone	A2071	Switch
A953	Switch	A2102	Connector
1954	Bush	A2198	Spring
1955	Separator	A2199	Spring
A956	Spring	A2249	Indicator range
1979	Switch	A2264	Scale
1018	Washer	A2265	Scale
A1020	Oscillator	A2266	Scale
11022	Tube	2283	Ring
1024	Oscillator	A2308	Scale
11025	Oscillator	A2309	Microphone
1037	Box, Junction	A2334	Recorder

Pattern No.	Description	Pattern No.	Description
A2335	Recorder	A2799	Bet of parts
A2354	Scales	2899	Board
A2434	Bags of screws and	A3019	Box, junction
202112	washers	3322	Plate
A2500	Cap, lifting	3379	Holder
2501	Board	3394	Cleaner
A2515	Corrector, drift	3395	Tweezers
A2531	Transmitter	3574	Spring
A2557	Sets of parts	3579	Washer
A2593	Sat of parts	A3601	Scales
A2582	Flange	A3608	Socket
A2601	Scales	A3609	Bocket
A2604	Connector	A3694	Tail piece for dome
A2605	Connector	A3950	Set of parts
A2686	Mank	4593	Resistance
A2717	Bar, firing	4908	Spirit level
A2721	Clip, cable	4924	Packing gland
2729	Moving coil	4929	Plate
2730	Pointer	4952	Outter
2732	Board	5982	Recorder
A2736	Washer	6068	Coil
2737	Plug	6069	Coil
A2739	Shaft, flex	6070	Transformer
A2743	Scales	6206	Switch
A2747	Loudspeaker	9967	Transmitter
2755	Pillar	9973	Coil
2756	Table	9976	Washer
2779	Drive	9977	Ring, joint
A2784	Loudspeaker	9978	Ring, joint
2785	Lens	9979	Ring, joint
A2785	Transmitter	9980	Spring
2788	Scales	9981	Hammer
2794	Bobbin	9984	Ring, joint
A2797	Mask	9986	Microphone
A2798	Maek	9988	Washer

APPENDIX "B"

Pattern No.	Description
A2512	Unit, training
A2657	Cover, main

APPENDIX "C"

The following patterns should be deleted from Appendices A and B to A.F.O. 449/53 as they are being re-introduced into the Rate Book. All stocks and future returns should be conserved:

Description
Switch
Plug
Plug
Amplifier, A/S.44
Key, send/receive.

16

SECTION 4. - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

312.

CARE AND RETURN OF EGG CASES.

Commanding Officers and Supply Officers are to ensure that all egg cases are returned complete and in good condition.

2. A rebate of up to 12/- per case is allowable on egg cases returned to contractors in a complete state, but it has come to notice that part of the rebate is often forfeited for the reason that in many instances cases returned have been damaged and/or are not complete in that lids, fillers and/or flats are frequently missing. The resultant loss to the Crown is considerable.

(3318/3/72)

313.

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLECT.

With reference to Navy Order 361 of 1953, as amended by Navy Order 430 of 1953, variations to replacement costs of bedding referred to therein are as follows:

Item No.	patt. No.	Description	Amended replacement costs						
4	5	Cases, pillow, sub- stitute linen 17" x 31"	£ 8. d.						
10	34	Sheets, white cotton, 72" x 108"	1. 8. 5						
2		Pillows, kapok-eize should be amended to read 29" x 19" in lieu of 28" x 18".							
			(3190/1/68)						

314.

MESS CEAR - UNSERVICEABLE CONSUMABLE ITEMS.

It has been brought to notice that some H.M.A. Ships and Establishments have recently returned unserviceable consumable items of mess gear to Victualling Yards.

 Supply Officers are requested to ensure that such articles are disposed of in accordance with the instruction contained in Consolidated Orders and Regulations, Article 507, clause 1, as amended by R.I. Series 9-12/50.

(4530/1/94)

315

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY.
315.

BOOKS - CUSTODY OF AND ACCOUNTING FOR B.R.'s AND O.U.'s IN SMALL SHIPS - RESPONSIBILITY FOR.

Proposals to relieve the Engineer Officer in small ships of the responsibility for the custody of and accounting for B.R.'s and O.U.'s have been under consideration, and it has been decided that this responsibility should now be transferred to the C.B. Officer or such other Officer as the Captain may select.

2. Action is therefore to be taken to relieve the Engineer Officer and the Supply ratings of all work connected with the accounting, issue and return of B.R.'s and O.U.'s. The books and accounts pertaining thereto are to be transferred to the Officer selected in accordance with paragraph 1. Before transfer, all books are to be mustered and a receipt, on Form A.S.549, for the accounts and books held in stock, is to be furnished to the Storekeeping Officer by the new custodian. In addition, the following certificate is to be completed and forwarded to Navy Office:

H.M.A.S.

I certify that I have	taken over	charge of the
Accounts of B.R.'s and O.U.	's and all	supporting
documents as from		

															1	(Nem	e	
0					i									.,	i	(Ran	k	

3. The existing system for accounting for publications in other H.M.A. Ships and Naval Establishments is to continue.

(4139/11/69)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 30th June, 1954.

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

By direction of the Naval Board,

J. R. Buuming 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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Sub ject

316 Books - Distribution of Non-Accountable Publications and Amendments during May. 1954.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING MAY, 1954.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s etc., have been distributed to Ships and Services during May, 1954. Navy Order 110 of 1954 is relevant:

MAGAZINES, PAMPHLETS, ETC.

TITLE	DATE
"Flight"	12th March, 1954
"Aeroplane"	19th March, 1954 12th March, 1954
W.	19th March, 1954
ii .	26th March, 1954
	2nd April, 1954
"Joint Bervices Recognition	
Journal" Vol. 9 No. 3	March, 1954
"United Nations Bulletin"	
Vol.16 No.7	1st April, 1954
"United Nations Bulletin"	
Vol.16 No.8	15th April, 1954
"United Nations Bulletin"	
Vol.16 No.9	let May, 1954
"United Nations Bulletin"	
Index Vol.15 Section 2	July-December, 1953
"Aircraft" Vol. 32, No. 8	May, 1954
N.A.M.A.N. N.1259 - N.1268	31st March, 1954
N.A.M.A.N. N.1269 - N.1277	30th April, 1954
"Fibres, Natural and	The same of the sa
Synthetic", Vol.15 No.3	March, 1954
"Journal of the R.N. Medical	man a man
Service"	Winter, 1954
"Occupational Safety and	
Health"	October-December, 1953

AMENDMENTS TO AIR PUBLICATIONS

A.L. on Leaflet

Acre	A.L. OF Learner
1086, Book 1, (2nd Edit.) 1086, Book 3, Pt.1, (2nd Edit.) 1086, Book 3, Pt.2, (2nd Edit.)	A.L.4 A.L.19 A.L.'s 15, 16, 17, 18, 19, 20, 21 and 22
1086, Book 4, Pt.2, (2nd Edit.) 1086, Book 4, Pt.3, (2nd Edit.)	A.L. 8 17, 18 and 19
1086, Book 5, (2nd Edit.) 1086, Book 6, (2nd Edit.) 1086, Book 7, (2nd Edit.) 1086, Book 9, (2nd Edit.)	A.L.'s 24 and 25 A.L.26 A.L.'s 41, 42, 43, 44, 45 and 46
1085, Book 11, (2nd Edit.) 1086, Book 14, (2nd Edit.) 1182A, Vol.1 1182A, Vol.2, Pt.1 1182E, Vol.1	A.L.7 A.L.10 A.L.95 E.2 (A.L.1 inc.) A.L.34
1275A, Vol.1 1275A, Vol.2, Pt.1 1275B, Vol.2, Pt.1	A.L.405 A.L.187 - H.34 (Cancellation) A.L.119 - B.5

A.P. A.L. or Leaflet 12750, Vol.2, Pt.1 A.L.23 - C.1 A.L.26 -K. 2 1374G, Vol.3, Pt.1, Sect.1, (3rd Edit.) A.L.1 1455 A.L. 211 1464C, Vol.2, Pt.1 1538D, Vol.2, Pt.1 1538E, Vol.2, Pt.1 4 (A.L.15) 190 (A.L.1) and 196 115 (A.L.1 inc.) A.L.61 1538K, Vol. 2, Pt. 3 A.L.'s 1/53 A.L.'s 17 and 18 B.6 (A.L.1), C.10, P3, K.34 (A.L.1 inc.) A.L.'s 73, 74 and 75 A.L.'s 83 and 84 D.51, D.56, A.3 (A.L.1 inc.) R.24, B.25 1538J, Vol.1 1641F, Vol.1, Pt.2 and Vol.5 1641F, Vol.2, Pt.1 1661D, Vol.1, (2nd Edit.) 1664A, Vol.1 1803, Vol.2, Pt.1 inc.), B.24, B.25, D.41 (A.L.1), J.4 A.L.'s 18 and 19 A.L.107 1803D, Vol.1, Book 3 1803D, Vol.2, Pt.2 18030. Vol.1 A.L. 6 18036, Vol.1 18036, Vol.2, Pt.2 1803P, Vol.1 1803R, Vol.1 18038, Vol.1 2029A/2WilA, Vol.3, Pt.1 A.L.3 A.L.'s 32 and 33 A. L. 54 A.L. 37 A.L.11 2102F, Vol.2, Pt.1 A.31, C.23, B.33 A.L.33 F.11 (A.L.1), B.17, B.18, Q.11 2102H, Vol.1 2102H, Vol.2, Pt.1 2234E, Vol.2, Pt.1 A.L. 25 - P.1 A.L. 26 - M.3 A.L. 27 - Z.1 (Alt. 3) 2240A, Vol. 2, Pt.1 2337, Vol. 2 Z.2 (A.L.38) A.L. 8 14 and 15 2337, Vol. 6 2440, Vol. 2, Pts. 3 and 4 A.L. 9 2534E, Vol.1 A.L.9 2538HA, Vol. 2 A.L.23 - B.19 2552K, Vol.1 2552K, Vol.3 A.L.'s 1, 2, 3 and 4 A.L.'s 1 and 2 2802B, Vol.1 A.L.48 3050 A. L. 10 3278 A.L.10 4018, Vol. 2, Pt. 4 F.0/1 Issue 16 and F.1/6 Issue 3 4018A, Vol. 2, Pt.1 B. 22, K.13 4018B, Vol.2, Pt.1 B.20, K.12 4089A A/70 (A.L.1) A/56 (Iss. 6) E/109/A.L.1 4089B 40990 H.N. A. L. 1 4099J, Vol. 2 A.L.59 - D.1 (Alt.1) A.L.58 - D.1, A.L.85 -F.5, A.L.83 - J.5 (Alt.2), A.L.84 - M.8 4099J, Vol.5, Pt.2, (Card Edit.) A.L.'s 1, 2 and 3 4099J, Vol.5, Pt.2, (Paper Edit.) 4099J, Vol.5, Pts.3 and 4 (Card Edit.) A.L. '8 1, 2 and 3 A.L. 's 1 and 2 4099J, Vol.5, Pt.5 (Card Edit.)

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	A.L.44 - N.6
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NAMO Firefly	March, 1954
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A.A.P.2, Group F, Sec. 14B,	
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A.A.P.2, Group I, Sec. 15D, (1st Edit.)	A.L.7 (A.L.6033)
A.A.P.2, Group I, Sec. 31A,	
(9th Edit.)	A.L.11 (A.L.5940)
A.A.P.2, Group K, Sec. 2,	15 / 6008)
(10th Edit.) A.A.P.2, Group K, Sec. 3,	A.L.15 (A.L.6028)
(8th Edit.)	A.L.17 (A.L.5985)
A.A.P.2, Group N, Bec. 37J,	
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A.A.P.2, Group Y, Sec. 1088,	
(2nd Edit.)	A.L.9 (A.L.6085)
A.A.P.2, Group Y, Sec. 10E, (8th Edit.)	A.L.20 (A.L.6030)
A.A.P.2, Group Y. Sec. 10R,	
(lst Edit.)	A.L.5 (A.L.6107)

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No.1/4/5 (Issue 2)
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AMENDMENTS TO B.R., O.U., A.C.P., ETC. PUBLICATIONS

Publication	Amendment No.
B.R.14(51) B.R.70/54	5 and 6 January and February, 1954 Supplements
B.R. 102(51) B.R. 3178(1/50) B.R. 321(1) B.R. 321(2) B.R. 321(3) B.R. 367(43) B.R. 367(43)	1 2 1 1 1 1 7 Admiralty Fleet Orders
B.R.672/51 B.R.810(1)/52 B.R.819(1) B.R.819(5)	"P" 58/54 and 122/54 4 and 6 1 35 Admiralty Letters A.S. 5471/49/851 dated 19.8.49, A.S. 2143/50/851 dated 28.3.50,
B.R.875 B.R.924/51	A.8.3356/50/E51 dated 30.8.50 and A.8.7345/ 50/E51 dated 26.10.50 74 and 75 1 and 2
B.R. 980K (R.T. 358A)	Admiralty Pleet Order "P" 295/53
B.R. 980X (R.T. 358B)	Admiralty Fleet Order
B.R.1077/53 B.R.1257 B.R.1279/51 B.R.1693(1) B.R.1693(2)	3 5 1 30, 33 and 40 72 and 75

Publications	Amendment No.	
B.R.1768(1) to (5) B.R.1856(1) B.R.1917(1) B.R.1917(2) B.R.1917(2)(A) B.R.1920B(8) B.R.1921 B.R.1924C B.R.1925 O.U.5225A O.U.5225(3) A.C.P.103 A.C.P.104 A.C.P.113F A.C.P.124A	8 2 16 16 5 2 32 21 5 10 131 8.C. 25/54 8.C. 26/54 8.C. 20/54	
	(41	39/3/80)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 6th July, 1954.

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

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By direction of the Naval Board,

J. R. Buumins

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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- 326 Guns Q.F. 4.5 in. Mark 5 Tool, withdrawing Jammed Cartridge Case Introduction.
- 327 Gun Mountings 40 mm. Bofors Twin B.P.50, Mark 5 Mounting - Check Fire Lamp - Modification No.22.
- 328 A.A. and A.S. Frigates (Modified River) Alteration and Addition Item.
- 329 A.S. Frigates (Converted Fleet) Alteration and Addition Item.
- 330 H.M.A.S. SYDNEY Alteration and Addition Item.
- 331 Naval Stores (Air) Extractor Plate, Ref: 6C/648 -Introduction.
- 332 Naval Stores for "T" Class Submarines Accounting.
- 333 Naval Stores (Fuel) Lubricating Oil for Internal Combustion Engines - Re-introduction of Oil OMD-110.
- 334 Naval Stores (General) (Class B, Group 9A) Thermometers for Bathythermograph Outfits Addition
 to the Rate Book.
- Naval Stores (General) (Class B, Group 9D) -Lubricators, Patterns 4778 and 4779 - Deletion from the Rate Book.

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338 R.A.N. Advancement Instructions (A.B.R.10/1953) -Amendments - Revised Marks for Airmanship Examinations.

List of Admiralty Fleet Orders repromulgated as Commonwealth Navy Orders (Navy Order 104 of 1954). 317 - 318

SECTION 1 .- ADMINISTRATIVE AND GENERAL.

317-

NAVAL BOARD - APPOINTMENT.

Commodore D. McI. Russell, R.N., assumed the appointment of Fourth Naval Member on let July, 1954, in the place of Commodore E.O.P. Price, O.B.E., R.N.

(3031/13/196)

SECTION 2 .- PERSONNEL.

318.

COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES FOR OFFICERS' UNIFORMS - 1954-55.

As from 1st July, 1954, 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 Orders 284 and 397 of 1953 are hereby cancelled.

(4532/91/32)

MADIE-TO-MEASURE UNIPORMS POR R.A.N. OFFICIES

6 Office 99 Cloth ed Office

0

APPENDIX "B"

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 7/6d. per garment or per pair of shoulder straps for the addition of letters "R" or "A".

		lot	ine	Cloth for Officers' Uniform			Lightweight Serge			Whi	te	Dril'	Ma	roe	olla	Seamen's Serge				
All Officers:	£	a.	ă.	£	8.	d.				đ.	£	8.	d.	2	8.	d.		e a	. d.	
Mess Jackets, white, without buttons		-									2.	17.	0				100			
Mess Jackets, white, with buttons	1.32	-			-				-		3.	6.	0	1.	-			-		
Vaistoost, mess blue	5.	8.	6	4.	15	. 8					VSA	-								
Trousers, plain	7.	6.	9	5.	7.	9	1 3	4.1	5.	6	2.	. 8.	. 6		-		The state of	-		
Funic, with buttons	100				-		1 7 9				3.	0.	9	1	-			-		
Punic, without buttons	100	-			-			-				15.			-		100	-		
faistcoats, mess, white	100				-			- 3				-	16	2.	1.	. 0				
tircrew, working dress - Blouse, Lieutenant	100	-			-							-		100	-		1 1	5.15	. 6	
lirerew, working dress - Trousers, Lieutenant	1	-		1	-				-			-		1	-		1	4.10	. 0	
Vorking dress - Blouse, Lieutement	- 10	-							-			-						5. 2		
forking dress - Trousers, Lieutenant		-					1 1 7					-						. 8		
Jacket, white, bush for Captains and above	100	-					0.0				5.	. 1.	. 6	1						
Cape, boat	14.	9.	6	111.	11	. 0					. 6	-		1			1			

Lace, gold, complete with curl ready for placing on ouffs 1/4" per pair 9/16" per pair

A. 4. 0 A.14. 0

MADE-TO-MEASURE UNIFORM FOR BAND OFFICIERS

		(1954-1955.)						
Rank	Superfi	ne Cloth	CL	Lightweight Serge				
	Tunic Full Prock Serge	Weas Waistcoat	Trousers Pro-	ok Serge Trousers	Frock Serge Trousers			
Commissioned Officer Senior Commissioned Officer Lieutenant	£ s. d. £ s. d. 15.18. 6 16. 0. 6 18. 4. 0 18. 6. 0 Khaki Drill	£ s. d. 5. 8. 6 5. 8. 6 5. 8. 6	7.16. 9 15. 7.18. 9 15. 7.16. 9 15.	s. d. £ s. d. 2. 6 4. 6 6. 6 5.17. 9 5.17. 9 5.17. 9	£ s. d. £ s. d. 14. 0. 0 5. 2. 9 14. 2. 0 5. 2. 9 14. 4. 0 5. 2. 9 Cloth Scarlet			
Rank		ousers	Mess Jacket	Mess Waistoont	Mess Jacket			
Commissioned Officer Senior Commissioned Officer Lieutenant	5.10. 0 2. 5.12. 0 2.	8. d. 16. 0 16. 0	£ s. d. 3. 6. 0 3. 6. 0 3. 6. 0	£ s. d. 2. 1. 0 2. 1. 0 2. 1. 0	£ s. d. 11.17. 9 11.17. 9 11.17. 9			

MADE-TO-MEASURE UNIFORM OF NAVAL CHAPTAINS

(1954-1955.)

	Superfine Cloth	Cloth for Officers' Uniforms	Lightweight Blue Serge	Black Cloth	White Drill
21-1-2	£ s. d.	£ s. d.	£ a. d.	£ s. d.	£ s. d.
Undress Coat (without gold lace)	16.14. 3	14. 2. 5	15. 2. 5		
frousers	7. 6. 9	5. 7. 9	4.15. 6	5. 5. 6	2. 8. 6
acket, dinner	-	-	-	16,10. 6	
Funic or Coat with buttons		*	-		3. 0. 9
Cunio or Coat without buttons			-		2.15, 9
Jacket, mess white with buttons		-	-		5, 6, 0
Jacket, mess, white, without buttons	+				2.17. 0

Greatcoat, beaver cloth (with plain shoulder straps) Shoulder Straps, plain, per pair

£18.19. 6 18. 0

MADE-TO-MEASURE UNIFORM FOR W.R.A.N.S. OFFICERS (1954-1955.)

APPENDIX "D"

	L	Sup	ort	ine	Clo	loth Officer's Uniforms						1	Lightweight Serge Blue Barathea										eato	coat	Shoulder Straps per			
	J	ack	et	3	kir	t	3	aok	et	5k	dr		3	Jacket Skirt		J	Jacket 3)			rt	Cloth)				pair			
	£	8.	á.	E	0.	d.	a	8.	đ.	2	8.	å,	E	8.	a.	6		đ.	£	8.	d.	£ .	. d.	£	0.	d.	E	s. d.
Chief Officer lst Officer and Officer ord Officer	17.	-	3	5.	3.	6	14.	18. 18. 16.	3	3.1 3.1 3.1 3.1	7.	6	15.	18.	5	3.	7.	6	14. 14. 14.	18,	6	3,17 5,17 5,17 5,17	. 9	18.	1. 0. 19.	6		15. 6 15. 6 12. 6 11. 6

EQUIPMENT FOR ACTING SUB-LIEUTENANTS (E), R.A.N., PROMOTED FROM THE LOWER DECK.

The instruments and books authorized for supply to Midshipmen (E), R.A.N., vide Navy Order 425 of 1952, will also be issued on personal loan, under the same condition, to acting Sub-Lieutenants (E), R.A.N., who are promoted to that rank from the lower deck. Supply will be arranged when such personnel join the Royal Naval Engineering College, Manadon.

(4716/51/1)

320.

GOWRIE SCHOLARSHIPS - 1954 AWARDS.

The Gowrie Trustees - Sir John Latham, Sir Robert Garran, Sir Leslie Morehead, Major General W.J.V. Windeyer and Brigadier A.S. Blackburn - have announced the Awards of Gowrie Scholarships for 1954. The Fund is now in its tenth year of operation and since its inception the total awards are 164 Scholarships, comprising 19 Research Travelling Scholarships, 49 University Scholarships and 96 Secondary School Scholarships. 45 Scholarships are now current. The period of tenure of the Scholarships varies in different cases.

2. The awards are as follows :-

Research Travelling Scholarships of £500 stg. per annum ("Major Patrick Hore-Ruthven Memorial")

PREARSON, Keith Septimus B.A.
Hon. I. University of Western Australia.

FRASER, Alexander Macdonald. B.E. Hon. I. University of Queenaland.

University Scholerehips of £A75 per annum ("Major Patrick Hore-Ruthven Memorial")

ABRAMOVITCH, David R. 204 Canterbury Road, Canterbury, N.S.W. Canterbury Boys High School.

("Major Patrick Hore-Ruthven Memorial")

FITCH, Noil Lewis. 7 Munsie Avenue, Dalglish, W.A. Perth Modern School.

("F. Lt. W.E. Newton V.C. Memorial")

LOVELESS, Arthur. 42 Nicholes Street, Ashburton, Vic. University of Melbourne.

("C.W.O. Melbourne Foundation")

MOTEN, John M. 17 Stanley Street, Woodville, S.A. Christian Bros. College, Adelaide.

("Rob and Jack Cumming Memorial")

WILSON, Phillips M. 21 Grandview, Toorak Gardens, S.A. Wilderness School, South Australia.

Secondary School Scholarships of EA40 per annum ("N.S.W. L.G.U. Pam Barton Foundation")

BENNETTS, Fay L. 35 Gordon Avenue, Hamilton Newcastle Girls High School.

("Major Patrick Hore-Ruthven Memorial")

CONWAY, Edwin I. 3 Darlington Street, Canterbury, Vic. Perth Modern School, W.A. and University High School.

("Major Patrick Hore-Ruthven Memorial")

DEBELLE, Bruce M. 46 Findon Road, Woodville, S.A. Collegiate School St. Peters, Adelaide.

("Country Women's Association of N.S.W. Foundation")

DICKSON, Richard S. 9 Trail Street, Wagga Wagga, N.S.W. Wagga Wagga High School, N.S.W.

("H.M.A.S. LEEUWIN Foundation")

FORSYTH, John W. 16 Alexander Street, Wembley, W.A. Hale School, Perth. W.A.

("Major Patrick Hore-Ruthwen Memorial")

LAWRENCE, Peter B. Lakes Entrance, Gippsland. Scotch College, Hawthorn, Vic.

("Schools Patriotic Fund S.A. Foundation")

NOBLE, Elaine K. 29 Prancis Street, Clarence Park, S.A. Unley High School, S.A.

("Country Women's Association of Tasmania Memorial")

ROPP, Phillip Antony. 230 Williams Road, Toorak. Church School, Launceston, Tasmania.

1955 AWARDS.

3. Applications for Post Graduate Research Travelling Scholarships should reach the Registrar of an Australian University not later than 30th November, 1954.

Applications for Secondary School Scholarships and University Scholarships should reach the Trustees, The Gowrie Scholarship Trust Fund, Box 2069 G.P.O. Sydney, not later than 31st December, 1954.

Scholarships are available only to members of the Porces who have served on active service in a combat area during the war of 1939-45 or their descendants.

Forms of application and instructions are obtainable from the Trustees, and requests, therefore, should state the type of Scholarship desired - that is, Research Travelling Scholarship University or Secondary School Scholarship.

4. Navy Orders 52 and 322 of 1945, 315 of 1946, 180 of 1947, 243 of 1949, 368 of 1950, 203 of 1951 and 212 of 1952 are hereby cancelled. (3451/31/5)

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

INVENTIONS AND PUBLIC SECURITY.

Inventions and suggestions fall generally into the following categories :-

- (a) Suggestions which are primarily tactical, strategical or political, or do not primarily relate to the development of material, from whatever source they originate, i.e., from the public, naval personnel or from members of other Services.
- (b) Suggestions from navel personnel relating to navel material.
- (c) Suggestions relating to material, coming from the public or from members of the other Services.
- 2. All inventions and suggestions from the public or members of other Services, are to be forwarded to the Secretary, Department of the Navy. Naval personnel are to forward inventions and suggestions through their Commanding Officer to the Secretary, Naval Board.
- 3. It is most important that the procedure laid down in paragraph 2 is followed strictly. Not only will delays be occasioned by the non-observance of this procedure, but there is the risk that those unaccustomed to dealing with inventors may well give the impression that the Navy has entered into commitments, which in fact have not been, and in many instances, could not be authorized. Moreover, there is an obvious danger that persons of doubtful character and associations, by representing themselves to be inventors, could gain access to Senior Officers.

4. This procedure is to be followed before any correspondence is entered into or interviews arranged with persons claiming to be inventors or to be in possession of special technical information.

(The foregoing is the text of A.F.O. 1299/1954 altered to meet R.A.N. conditions.)

(3630/1/5)

322.

SERVICES CANTEENS TRUST FUND - POST GRADUATE SCHOLARSHIPS FOR STUDY IN AUSTRALIA AND OVERSEAS.

Children of men end women who served in the Australian Armed Porces between 3rd September, 1939, and 30th June, 1947, are eligible, if they are students at any Australian University, to compete for two post-graduate scholarships offered each year by the Services Canteens Trust Fund.

2. One of the scholarships enables the person to whom it is awarded to engage in research work in Australia. The other enables him (or her) to engage in similar work oversess.

3. Both scholarships are granted for periods of up to three years. The Australian scholarship is valued at £500 per annum and the oversess scholarship at £4800 per annum.

4. The purpose of the trustees of the fund, in awarding the scholarships, is to give opportunities to outstanding students for the continuance of their studies, with the object of providing lasting benefit to Austrelia as a result of the research work they undertake.

5. Applications for the Australian scholarship close with the General Secretary of the Services Canteens Trust Fund, Victoria Barracks, Melbourne, on 15th January each year. Those for the overseas scholarship must be submitted by let November each year.

(4814/52/1)

322 - 324

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

323.

UNIFORM AND CLOTHING ISSUING PRICES - ANNUAL REVISION.

The issuing prices of uniform and clothing have been revised with effect from 1st July, 1954. 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.

2. Navy Order 271 of 1953 is hereby cancelled.

(4716/2/12)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES.
324.

MACHINERY - DIESEL ENGINES - ENGLISH EIECTRIC 6H SERIES - VALVE GEAR.

Attention is drawn to an error in the maintenance schedule 8.1195(24)/D.624(24) for the above types of engine under the heading of "Gylinder Head, Valves, etc.". The clearance between cam and tappet should read .0015 and not.015 as printed,

- 2. This should not be confused with the clearances between rockers and valves which remains unaltered at .006 for inlet and .008 for exhaust valves. Reference to the relevant drawings will make this quite clear.
- The clearances on actual engines should be checked at the carliest opportunity. (3760/1/52)

(The foregoing to the unaltered text of A.F.O. 1408/1954.)

AMMINITION - PROPRILANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service, and any cartridges or rocket motors containing these lots or sub-lots are to be returned to the nearest Naval Armament Depot as early as practicable. Commanding Officers of H.M.A. Ships, who are unable to comply within the three months from the date of this Order, are to report the fact specially to Navy Office for instructions:

report the rac	r specially to Manh	Office for instructions :-
Propellant lot or sub-lot No.		Nature of gun ammunition, etc., which may be involved
RNC 191	8C 150	B.L. 6 in. Impulse torpedo
RNC 196	BC 061	B.L. 6 in.; Q.F.4.7 in.; Q.F.4 in. (F.A.); Q.F.4.5 in.; Q.F.12-pdr.
RNC 761	HSC/T 124-058	Q.F.12-pdr.; Q.F.6-pdr.; Q.F.2-pdr.
RNC 6167	SUK 1.7-0-6	Motor Rocket 2 in.
RNC 237XA	90 103	B.L.6 in.; Q.P.4 in.; Q.P.4.5 in.
RNC 354XC	8C 061	B.L.6 in.; Q.F.4.7 in.; Q.F.4 in.(F.A.); 'Q.F.4.5 in.; Q.F.12-pdr.
RNC 1792XR	SC 103	B.L.6 in.; Q.F.4 in.; Q.F.4.5 in.
RNC 1795XR	BC 122	B.L.6 in.; Q.F.4.7 in. (8,L.); Q.F.4.5 in.
RNO 1802XR	90 103	B.L.6 in.; Q.P.4 in.; Q.P.4.5 in.
RNC 1806XR	SC 122	B.L.6 in.; Q.F.4.7 in. (S.L.); Q.F.4.5 in.
RNC 1994X8	8C 103	B.L.6 in.; Q.F.4 in.; Q.F.4.5 in.
RNC 2013XS	SC 122	B.L.6 in.; Q.P.4.7 in. (S.L.); Q.P.4.5 in.
RNC 4130XL	NP 042	Q.F.4.7 in. (8.L.); Q.F.4 in.; Q.F.4.5 in.; Q.F.6-pdr.
RNC 4131XL RNC 227XL	NF 029 NF 029	Q.F.4 in.; Q.F.12-pdr. 12 owt.; Q.F.6-pdr.; Q.F.3-pdr.
RNP 431RXL RNP 432RXL	NF 042 }	Q.F.4 in. (S.L.); Q.F.4 in.; Q.F.4.5 in.; Q.F.6-pdr.
RNP 676RXL	NP 052	Q.F.4.7 in.; Q.F.4 in. (F.A.); Q.F.12-pdr.
WA 13440 WA 13750XB	NA 029 NA 029	Q.P.4 in.

or sub-lot No.	and size	etc., which may be involved
R 4164 R 4165 R 4167 R 4168 R 4169 R 4170 R 4191 R 4192 R 4211 R 4212 R 4212 R 4213	SUK/C 029	Motor rocket 2 in.
R 4214 R 5616 R 5617 R 5618 R 5619	BUK 1.7-0.6	Motor rocket 2 in.

2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 55, B.R.862A.

Royal Australian Naval Armament Depots:

Commonwealth stocks;

All cartridges or rocket motors in store or subsequently received are to be broken down. The propellant and any bulk propellant of these lots or sub-lots held in store is to be destroyed by burning and any recovered components which are of current types and economically repairable merged into stock.

Covering approval is to be sought on Form N.O.C.M. 16.

Imperial stocks:

Similar action is to be taken with regard to Imperial stocks except the following sub-lots, of which a report is to be forwarded to D.O.U.W. showing stocks of propellant in store or subsequently received. Stocks are to be retained pending further instructions. Nil reports are required :-

RNC	1792	XR	RNC	1994	XB	RNP	227XL
-	1795	0.000	RNC	2013	XS	RNP	431RXL
RNC	1802	XR	RNC	4130	XI	RNP	432RXL
RNC	1806	XR	RNO	4131	XL	RNP	676RXL.

(The foregoing is the text of A.F.O. 1255/1954 altered to meet R.A.N. conditions.)

(4433/51/175)

GUNS - Q.F. 4.5 in. MARK 5 - TOOL, WITHDRAWING JAMMED CARTRIDGE CASE - INTRODUCTION.

A special tool for withdrawing jammed cartridge cases from the breeches of Q.F. 4.5 in. Mark 5 guns is hereby introduced for supply to all H.M.A. Shipe mounting these guns on the basis of 1 per turret. This tool enables cartridge cases to be withdrawn before "cook-off" can occur.

2. The tool - A.V. 437 TOOL, withdrawing jammed cartridge case - will be supplied without demand, when stocks become available.

(C.A.F.O. "A" 1044/53 - Alterations and Additions, "Daring" Class.)

(The foregoing is the text of A.F.O. 1345/1954 altered to meet B.A.N. conditions.)

327.

GUN MOUNTINGS - 40 mm. BOFORS TWIN R.P. 50, MARK 5 MOUNTING - CHECK FIRE IAMP - MODIFICATION No. 22.

(a) Shipe, Establishments and Authorities concerned

Ships and Shore Establishments, Dockyards, Repair Establishments and Gunnery Equipment Depots holding these mountings.

(b) Types and Marks of Mounting

40 mm. Bofors Twin R.P. 50, Mark 5 Mounting.

(c) Parts of Mounting Affected

Check Pire Lamp and supporting bracket, item 18/G.R. 6754.

(d) Purpose of Modification

Some equipments have been issued with the Check Fire Lamp angled downwards, consequently the shaded beam of the lamp is not readily seen.

(e) Nature of Modification

The bracket, item 18/G.R.6764, holding the Check Fire Lamp, should be adjusted so that the lamp is pointing upwards, towards the layer's eyes.

(f) Drawing or C.N.O. Diagram

Nil.

(g) By Whom to be done

Ships' Staff, Repair Establishments and Depots.

(h) When to be done

For mountings in service - as soon as possible.

For mountings in Store and Depots - before issue.

(j) How to be Treated

As a defect.

(The foregoing is the text of A.F.O. 1346/1954 altered to meet R.A.N. conditions.) (4429/41/143)

328.

A.A. AND A.S. FRIGATES (MODIFIED RIVER) - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.A. and A.S. Frigates (Modified River) :-

"To fit pattern A.P.14138 Battery charging board complete with motor generator and control gear."

Class list item numbers are as follows :-

A.A. Frigates (Modified River)

Class Item No. 505 Classification "A"

A.S. Prigates (Modified River)

Class Item No. 508

Classification "A"

Compensating Weight Required: NIL

Reference: Navy Office letter 12335 of 20th April, 1954.

2. As this work is not applicable to H.M.A. Shipe BARWON, BURDEKIN, DIAMANTINA, GASCOYNE, HAWKESBURY and MACQUARIN, action in accordance with paragraph 1(d) of Part 11 of Nevy Order 424 of 1953 is to be taken.

(4283/1/103)

329.

A.S. FRIGATES (CONVERTED FLEET) - ALTERATION AND ADDITION ITEM.

The classification of Class Item No. 504 for A.S. Frigates (Converted Fleet) is "A".

2. Navy Order 250 of 195h is to be amended accordingly. (4283/1/124)

330.

H.M.A.S. SYDNEY - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved to be carried out by Ship's Staff in H.M.A.S. SYDNEY :-

Class Item No. 257

Classification "A"

- Item: To remove any 220 volt D.C. switch sockets fitted at the flight deck for oil immersion heaters, together with associated wiring. except for those which may still be required for other purposes. The following shall be retained in any case:
 - (a) Four in number forward (two in vicinity of the catapults) and four in number aft as a possible requirement for pentane heating.
 - (b) Two in vicinity of mobile crane stowage for heating the mobile crane.

Reference: A.F.O. "A" Series - A.141/54.

2. H.M.A.S. SYDNEY to report the number and location of switch sockets removed, the circuits affected and the weight of sockets and wiring removed.

18

(4278/3/532)

331.

NAVAL STORES (AIR) - EXTRACTOR PLATE, REF. 6C/648 -INTRODUCTION.

The undermentioned (consumable) store is hereby introduced for use in instrument workshops :-

Description

Stores Ref. No. 60/648

Extractor Plate

2. One Extractor Plate will be allowed to each Aircraft Carrier and R.A.N. Air Station.

3. Provision has been arranged, and delivery is expected to commence within 6 months. Services to which this item is allowed, should demand as necessary from the R.A.N. Air Store Depot, Randwick, quoting this Order as authority.

(The foregoing is the text of A.P.O. 940/1954 altered to mest R. A. N. conditions.)

(4403/15/263)

332.

NAVAL STORES FOR "T" CLASS SUBMARINES - ACCOUNTING.

The instructions set out in Appendix III to the Naval Storekeeping Manual, B.R.4, are generally applicable as regards accounting for Naval Stores in "T" Class submarines based in Australia. H.M.A.S. PENGUIN will, however, act as depot ship for the submarines while they are based in Australia. On the submarines leaving Australian waters for refit at Singapore, "Depot Ship" responsibilities will be assumed by H.M.S. TERROR.

- 2. The following will apply as regards the disposal of supply and receipt vouchers for transactions between the submarines and R.A.N. Ships, Depots etc. :-
 - (a) All vouchers relating to the issue and return of Naval Stores between the submarines and Naval Store Depots should bear the names of the depot ship and the submarine, e.g., H.M.A.S. PENGUIN, for THOROUGH, and one additional copy of Forms A.S. 134d and A.S. 331 (to be used for financial adjustment purposes) should be furnished by the submarines. After the issue or return of the stores, copies Nos. 3 and 4 of Forms A.S.1344 and A.S.331 are to be disposed of in accordance with B.R.4, Appendix III, paragraph 8, viz .-

(1) <u>Issues</u> -

Form A. S. 134d Copy No. 3 To be forwarded by the (Suptg.) Naval Store Officer to the Supply Officer, H.M.A.S. PENGUIN for notation and transmission to the Commanding Officer of the submarine concerned.

> Copy No.4 To be receipted on the face of the forms (particulars of any discrepancies being inserted by the Commanding Officer of the submarine) and forwarded to the Supply Officer, H.M.A.S. PENGUIN, who should certify and return copy No.4

(11) Returns by Rail, Sea etc .-

Form A.S. 331

Receipted copies Nos. 3 and

To be forwarded by the (Suptg.) Naval Store Officer to the Supply Officer, H.M.A.S. PENGUIN for notation and transmission to the submarine concerned.

Naval Store Officer.

to the (Suptg.)

(111) Returns "over the counter"

Form A.S. 331

сору No.4

Receipted To be forwarded by the Commanding officer of the submarine to the Supply Officer, H.M.A.S. PENGUIN.

Receipted сору No.3

To be forwarded by the (Suptg.) Naval Store Officer to the Supply Officer, H.M.A.S. PENGUIN for transmission to the submarine concerned.

(b) When submarines are supplied with Naval Stores from H.M.A. Ships or Naval Establishments (including PENGUIN), transfer vouchers, Form A.S. 549, in quintuplicate, should be prepared by the Officer supplying the stores. A receipt should be obtained on four copies of the Voucher and distribution effected as follows :-

Original - Supply Note - To be despatched to the Supply Officer, H.M.A.S. PENGUIN for notation and transmission to the Commanding Officer of the submarine concerned.

Duplicate - Receipt Note - To be posted to the Naval Store Account of the supplying Ship or Establishment.

Triplicate Quadruplicate Quintuplicate To be despatched to Navy Office by the supplying Ship or Establishment in the quarterly return of Porms A.S.549. These copies will be distributed as follows at Navy Office 1-

Triplicate - To Director of Stores (NS4A),
Admiralty.

guadruplicate - To support claim for financial adjustment.

Quintuplicate - For Navy Office use.

(Financial adjustment in respect of such supplies will be arranged at Navy Office.)

- (c) Issues of special stores and non-Rate Book items, stocks of which are maintained at Sydney by the Superintending Naval and Air Store Officer, should be effected on demand in accordance with the procedure at (a) hereof.
- 3. Navy Order 92 of _951 is hereby cancelled.

(3031/11/9)

333.

NAVAL STORES (FUEL) - LUBRICATING OIL FOR INTERNAL COMBUSTION ENGINES - RE-INTRODUCTION OF OIL OMD-110.

Pattern 9503 011 OMD-110 to Specification DEP. 2101A is being re-introduced to replace Pattern 9505 011 OMD-111 as the standard heavy duty lubricating oil for the uses outlined against Items 2 and 4 of the Appendix to Admiralty Fleet Order 3126/1952.

- It is expected that stocks of 011 OMD-110 will be available in July, 1954.
- 3. The two oils are not to be mixed except in emergency and sumps and storage tanks are to be cleaned before changing over.
 - 4. Navy Order 41 of 1953 is hereby cancelled.

(4512/190/11)

334.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9A) - THERMOMETERS FOR BATHYTHERMOGRAPH OUTFITS - ADDITION TO THE RATE BOOK.

The undermentioned thermometer, included in Establishment List A/S.154, Bathythermograph Outfit (Surface Type), is being added to the Rate Book and Authorized List of Naval Stores (B.R.810):-

Pattern No. Description

Ships' Accounting Clessification Permanent

13099 Thermometer, 9 3/4 ins. x
13/16 ins. diameter,
graduated every 0.50,
figured every 100P.,
ring top cap, complete
with closed-end nickelplated brase case.

(The foregoing is the text of A.F.O. 1353/1954 altered to meet R.A.N. conditions.)

(4505/90/124)

334 - 336

335.

NAVAL STORES (GENERAL) (CLASS B. GROUP 9D) - LUBRICATORS. PATTERNS 4778 AND 4779 - DELETION FROM THE RATE BOOK.

The undermentioned lubricators are no longer in production and have accordingly been deleted from the Rate Book for Naval Stores :-

Pattern No.

Description

4778 Tecalemit elbow adaptor, in. Whitworth and in. gas thread.

4779 Tecalemit elbow adaptor, in. Whitworth and in. gas thread.

(The foregoing is the text of A.F.O. 1276/1954 altered to meet R.A.N. conditions.)

(4505/93/45)

336.

NAVAL STORES (TECHNICAL) - RADAR -OBSOLETE STORES - DISPOSAL.

The stores detailed in the Appendix are now obsolete, and any stocks on board H.M. Ships and in Shore Establishments should be returned to the nearest (Superintending) Naval Store Officer, who should dispose of these and any stocks already held, as surplus to requirements in accordance with existing instructions.

2. Items annotated (M) will require mutilation to render them inoperable, in accordance with A.F.O. 1951/53 (Stores - Disposal - Surplus stores and scrap material) before disposal.

APPENDIX

Pattern	Description	Pattern	Description
W. 5323	Bocket	56961	Display Unit Design 8
W. 5325	Socket	56963	Rectifier Unit
W.5330	Connection	-24	Design 65
56100	Receiver P. 61	56964	Control Unit Design 23
56101	Waveform Generator	56965	Range - Bearing Unit
56102	Modulator Unit		Design 2
	Design 7	56972	Rack Stowage Design 3
56103	Control Unit	59041	Connection Flexible
CONTRACTOR OF THE PARTY OF THE	Design 19	59125	Plot for Height
56104	Table Recording		Pilter
	Design 1	59145	Frame Support
56105	Transmitter	59465	Rectifier Unit
	Receiver 5AF (M)	23.44	Design 109
56106	Follower Unit	59466	Rectifier Unit
	Design 1		Design 110
56198	Transformer	59809	Adaptor Design 15
56689	Radiation Unit	59974	Coil Rotating
56882	Scanning Unit	65183	Box of Parts for fixing
56723	Follower Unit		to Torpedo Fixing
	Design 2		Attachment

(A.F.O. 807/1954 is cancelled.)

(The foregoing is the unaltered text of A.F.O. 1148/1954.)
(4519/31/538)

337.

PATTERN 7275 CO2 CHARGES FOR PATTERN 7272 PORTABLE WATER TYPE (GAS PRESSURE) FIRE EXTINGUISHERS.

In view of the need for economy, attention is drawn to Nevy Order 331 of 1951 regarding the return, for testing and re-charging, of Pattern 7275 CO2 Charges for Pattern 7272 Portable Water type (Gas Pressure) Fire Extinguishers.

(4505/84/128)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

338.

R.A.N. ADVANCEMENT INSTRUCTIONS (A.B.R.10/1953) AMENDMENTS - REVISED MARKS FOR AIRMANSHIP EXAMINATIONS.

Pending the printing of amendments to A.B.R.10/1953, following the introduction of Local Defence training for Pleet Air Arm ratings, marks for Airmanship examinations shown in A.B.R.10/1953 should be amended as follows:

(i) Chapter VIII, Article 101 (page 43)

	Maximum	Required to Pass
General	120	60
Aircraft Knowledge	90	45
Aircraft Handling and Fire-		200
fighting	90	45
Safety Equipment	30	15
Meteorology	10	5
Aircraft Ordnance	30	15
Photography	10 80	5
School	80	40
Motor Transport	20	10
Local Defence	20	10
	500	250

(ii) Chapter VIII, Article 102 (page 48)

Required to Pass

	Maximum	Leading Airman	Petty Officer Airman
General	120	72	84
Aircraft Knowledge	70	35	42
Aircraft Handling and Pire-fighting Safety Equipment Photography Meteorology Aircraft Ordnance Motor Transport Local Defence	80	40	48
	40	20	24
	20	10	12
	20	10	12
	30	15	18
	20	10	12
	30	20	15
TOTALS Mechanics (A) and (E) Mechanics (O) Aircraft Handlers Safety Equipment Ratings Meteorological and Photographic Ratings	360 400 350 390 410	197 217 192 212	225 249 219 243 255

2. Navy Order 31 of 1954 is relevant.

(4139/13/884)

LIST OF ADMIRALTY FLEET ORDERS REPROMULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

A.F.O.'s (April, 1954 and	ADOPTED IN FULL	ADOPTED IN AMENDED FORM
onwards)	C.N.O. 1954 ·	C.N.O. 1954
900	231	
931	-	244
932	-	245
933 935 936 937	223	7.
935	-	248
936	224	-
937	7	292
938 942	249	-
942	296	-
950		221
974	206	
978	-	233
994	-	269
999	-	240
1004	-	242
1005	-	243
1007	474	247
1009	303	Tal.
1010	200	304
1019	253	-
1042	295	711
1046	200	311
1074	222	309
1076	-	254
1085		275
1132		252
1134	278	232
1136 1181	302	
22.81	288	
1184	255	
1187 1216		260
1256		290
1259	291	230
1349	305	

NOTE: - A.F.O.'s subsequent to 900/1954, which are not listed above, can generally be accepted as not applicable, but some may still be under consideration.

Those within the above numbers, subsequently repromulgated, will be included in later monthly cumulative lists.

(Navy Orders 206-316 of 1954, dated 1st June to 30th June, 1954.)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 13th July, 1954.

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

By direction of the Naval Board,

J. R. Buuming 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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SECTION 1 .- ADMINISTRATIVE AND GENERAL.

339.

AVIATION ORGANIZATION - BOYAL AUSTRALIAN NAVAL AIRCRAFT MAINTENANCE EXAMINATION BOARD.

The functions of the Royal Australian Naval Aircraft Maintenance Examination Board are to maintain, through the medium of examinations and trade tests, the efficiency of aircraft maintenance ratings, other than electrical ratings, in accordance with standards laid down from time to time by the Naval Board. In detail the Board is to

- (a) Conduct the following examinations :-
 - Professional examination for Chief Aircraft Artificer (A/R) and (0).
 - (11) Professional examination for Aircraft Artificer, 3rd Class (A/E) and (0).
 - (111) Professional examination for Chief Aircraft Mechanician (A/E) and (0).
 - (iv) Professional examination for Aircraft Mechanician, 1st Class (A/E) and (0).
 - (v) Passing-out trade test and technical examinations of Aircraft Mechanician trainees.
 - (vi) Part I and Part II examination of P.O. Airman Fitter (A), (E) and (0) trainees,
 - (vii) End of course examination of Leading Airman Mechanic (A), (E) and (0) trainees.
 - (viii) Part I examination of Pilot's Mate trainees.
 - (ix) Part II examination of Pilot's Mate trainess.
 - (x) Passing-out examination of Naval Airman 2 Mechanic (A), (E) and (0) trainees.
 - (xi) Candidates for Aircraft Artificer.
- (b) Give all possible guidance to officers conducting the local Q.S. examination.
- (c) To make recommendations where results of examinations are considered to call for modified standards of instruction.

2. So far as possible, the systems to be adopted for the above examinations are as follows :-

For (1), (11), (111), (1v), (v11), (v111) and (x) -

- (a) One or more written papers.
- (b) Oral examinations by members of the Board.

For (v), (vi) and (xi) -

- (a) One or more written papers.
- (b) Oral examinations by members of the Board.
- (c) Workshop test of ability to use tools.

For (1x) -

Oral examinations only.

3. The Board is to consist of the following members :-President - The Staff Air Engineer Officer to Captain (Air).

An Air Engineer Officer (part time). A Commissioned Airman (part time). 2 Chief Aircraft Artificers. 1 Chief Aircraft Artificer (0).

1 Chief or P.O.A.F. (A), (E) or (O) - qualified A.E.O.'s writer.

4. Boards are convened by Captain (Air) and may consist of all or some of the permanent Board members mentioned in paragraph 3 hereof. 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 :-

Examination for

- (e) All Aircraft Artificer | Lieutenant-Commander (E) and Aircraft Mechanician rates, and all other Chief and Petty Officer rates.
- (b) All leading rates
- (c) Naval Airmen Mechanics

Minimum composition of Board

- (A/E) 1 Lieutenant (E) (A/E) 1 Commissioned Air Engineer.
- l Lieutenant (E) (A/E) 1 Commissioned Air Engineer 1 Aircraft Artificer.
- 1 Commissioned Air Engineer. 2 Chief Aircraft Artificers.
- 5. 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 examinations of Ordnance ratings, other than Artificers,
- 6. An Air Electrical Officer is always to be on the Board when ratings are being examined in an electrical subject.

Authority to correspond direct. -

7. 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.

We thods of Convening Board and Applying for Examinations.

- 8. 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.
- (111) Total number of candidates.
- (iv) Proposed names and ranks or rates of examiners.
- 9. The Board is not to sit without the prior approval of Captain (Air).
- 10. This Order applies both to Royal Australian Navy and Royal Navy Loan ratings.
- 11. 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.

12. 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, Porms A.3,429 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.

Retained at R.A. N. A. M. E. B. Triplicate -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.

13. 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-

7

Name and Candidate Date of Date of Official No. for Application result

14. The results of all examinations are also to be reported on Forms A.S.161.

15. 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.

16. Part II of Navy Order 114 of 1953, as amended by Navy Orders 257 and 395 of 1953, is hereby cancelled.

(The foregoing is the text of A.F.O. 1155/1954 altered to meet R.A.N. conditions.)

(3031/2/5)

340.

FORMATION OF BOYAL AUSTRALIAN NAVAL AIR SQUADRONS - INSPECTION.

When a Royal Australian Naval Air Squadron forms, an inspection is to be carried out by the Captain of the parent Air Station and his appropriate heads of departments, just prior to the commencement of flying. Any supply, personnel, or other difficulties encountered by the Squadron Commander in the forming of his squadron are to be reported to the Naval Board through the Administrative Authority.

(3391/25/15)

341.

HESERVE FLEET - ADMINISTRATION OF SHIPS IN, OR REDUCING

A central Authority exists at Navy Office, Melbourne, to provide for co-ordinated administration, preservation and maintenance of ships and craft paid off, into, or reducing to, Reserve in Australia.

- 2. The Reserve Fleet Command is vested in the Senior Officer, Reserve Fleet, (short title S.O.R.F.) who will be essisted by a staff comprising of -
 - (a) Staff Officer, Reserve Fleet Command (short title S.O.R.F.C.).
 - (b) Engineer Officer, Reserve Fleet (short title E.O.R.F.).
 - (c) Certain technical officers and civilian staff.
- 3. The Reserve Fleet is an Independent Command and the Senior Officer, Reserve Fleet, will communicate direct with the Naval Board and with local Naval Authorities.

- 4. The Senior Officer, Reserve Fleet, is responsible for the supervision of ships reducing to Reserve as laid down in paragraph (5) hereunder, for advising the Naval Board with regard to any particular stores, fixtures and equipment which should be landed or retained and for the subsequent care and maintenance of ships after acceptance into Reserve, in accordance with the operational requirements laid down by the Naval Board. In this connection the term "Care and Maintenance" is deemed to cover all requirements including hull and machinery, armament, fittings, dockings, refits, alterations and additions, and resdiness for commissioning within the prescribed notice.
- 5. After arrival at her Paying Off Port a ship ordered to reduce to Reserve will remain under the administrative control of the local Naval Authority during the period of availability granted for leave and refit. At the conclusion of this period the ship will be transferred to the administrative control of the Senior Officer, Reserve Fleet, who will delegate his authority to the Commanding Officer, Reserve Ships, of the Port concerned. The ship will then be moved to a Reserve Fleet berth with her full complement, her ship's company being accommodated within the Reserve Fleet Division. The responsibility for her preservation and preparation for Reserve, in accordance with current instructions, will lie with her Commanding Officer, under the direction of the Commanding Officer, Reserve Ships, of the Port concerned. Acceptance into the Reserve Fleet shall be dependent upon an inspection by the Senior Officer, Reserve Fleet.
- 6. All ships (except ships or craft enumerated in paragraph (7) hereunder) reducing to or paid off into "C", "D", "E" or modified "E" class commission in Reserve (vide Consolidated Orders and Regulations, Article 31), will be regarded as forming part of the Reserve Fleet. The Naval Board will decide the future category of ships ordered to pay off into Reserve in accordance with Consolidated Orders and Regulations, Article 31, and will inform all authorities concerned.
 - 7. The following will not form part of the Reserve Flest :-
 - (a) Ships (or craft) of the Boom Defence Service;
 - (b) ships (or craft) paid off for reconditioning and return to trade or owners;
 - (c) ships (or craft) paid off for sale or disposal by whatever means; and
 - (d) ships paid off with civilian Ship-keepers in charge.

The vessels referred to in this paragraph will be regarded as the responsibility of the local Naval Authority.

8. As a general rule, ships ordered to reduce to Reserve will retain their full complement until they have been placed in a proper state of preservation. Reliefs will be provided for any personnel whom it may be necessary to withdraw prior to ships being accepted into Reserve. This will be done as far as the manning situation permits. Officers will normally remain in their ships during the period of reducing to Reserve but junior officers and officers under training may be removed after consultation with the Senior Officer, Reserve Pleet.

9. The process of reduction to Reserve is designed to insure that the true state of the hull, machinery and equipment is accurately known and recorded, as well as to ensure that they are properly preserved. It is of the first importance that the knowledge and experience of those serving in a ship in the Active Fleet should not be lost and the compilation of the necessary information should start as soon as it is known that the ship will reduce to Reserve. The following matters should receive special attention:

- (a) Any examinations, trials and tests which will assist in determining the true state of the machinery and equipment including two hours at full power, wide I.P.R., Article 100 (f).
- (b) Weather-tightness.

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- (c) Examination and preservation of the structure.
- (d) Revision and checking of machinery and other material records.
- (e) Muster and preservation of spare gear and portable fittings, including ship's drawings.
- (f) Muster of stores on permanent loan.
- (g) Pull insulation tests of all electrical equipment.

10. As a result of the trials referred to in paragraph (9a) the Commanding Officer, on arrival at the laying up port is to submit to the Naval Board through the Local Naval Authority, with copies to the Senior Officer, Reserve Fleet, and the Commanding Officer, Reserve Ships, concerned -

- (a) A comprehensive defect list on Forms S. 340 and S. 340(b).
- (b) A concise report on the condition of the ship. This report is to include details of when last docked and refitted and of all outstanding alterations and additions.

11. In order to release the ship's company as soon as possible to meet the many urgent calls for Naval manpower, it is important that the process of reduction should be planned and progressed as far as possible before arrival at the laying up port. In particular, the following points should be considered:

- (a) All items of equipment which require removal to facilitate proper preservation of the structure should be listed.
- (b) All areas showing signs of corrosion or defective paint films should be listed.
- (c) A programme for the systems tic removal of water from the machinery and systems should be prepared.
- (d) Keys and looks should be checked and keys tallied.
- (e) Oil tanks due for survey should be emptied, cleaned and gas freed.

- 12. The publication "Instructions for Ships or Vessels Preparing for Reserve" (short title I.P.R.) and "Reserve Fleet Order Book" (short title R.P.O.B.) as promulgated by the Naval Board and Senior Officer, Reserve Fleet, respectively, are applicable to all ships and craft forming part of the Reserve Fleet.
- 15. Units of the Reserve Fleet based at Sydney, Geelong and Fremantle (Cockburn Sound) will be under the command of the Commanding Officer, Reserve Ships (short title C.O.R.S. (Port)). Units of the Reserve Fleet at a port will be referred to as a whole by Divisions (e.g. Sydney Division of the Reserve Fleet).

14. The Commanding Officer, Reserve Ships, will be responsible direct to the Senior Officer, Reserve Pleet, for all matters of Reserve Fleet Administration, e.g. complements etc., care and maintenance, and readiness for commissioning of all ships under his command, within their respective periods of notice. On all such matters he is authorized to communicate direct with the Senior Officer, Reserve Fleet. Copies of such communications are to be forwarded to the local Naval Authority.

15. In matters of domestic administration (e.g. discipline, pay, victualling, amenities, berthing, etc.) the Commanding Officer, Reserve Ships, is responsible to the local Naval Authority.

16. The local Naval Authority will be responsible for arranging docks and berths to fit in with the local docking programme, informing the Commanding Officer, Reserve Ships, concerned, of the arrangements made. Docking periods are as laid down in Navy Order 338 of 1948.

17. When units of the Reserve Fleet are docked or refitted at places remote from their berthing area (e.g. ships berthed at Geelong being docked at Williamstown) they will, from the time they leave their Reserve Fleet berth, come under the operational and administrative control of the local Naval Authority. Such ships will automatically revert to the control of the Commanding Officer, Reserve Ships, when they are once more secured in their Reserve Ships berth, unless special orders are given in any particular case.

18. Navy Order 235 of 1946 and Navy Order 296 of 1948 are hereby cancelled.

(3031/13/186)

342.

ROYAL VISIT DUTIES OF THE BOYAL AUSTRALIAN NAVY.

The following, which is text of a letter received by the Hon. William McMahon, M.P.. Minister for the Navy, from the Rt. Hon. Sir Eric J. Harrison, K.C.V.O., M.P., Minister-in-Charge of the Royal Visit, has been noted with pleasure by the Naval Board :-

At the termination of my duties as Minister-in-Charge, Royal Visit, I should like to thank you, and through you the officers and men of the Royal Australian Navy, for their splendid performance of duties during the Royal Visit.

The R.A.N. carried out these duties in the highest traditions of the Service. I know how gratifying it must have been to you when Her Majesty was graciously pleased to honour several of those officers and men most closely associated with the arrangements for the Royal Party.

I should like to refer particularly to the admirable services given by the Plag Officer Commanding, Her Majesty's Australian Fleet, Rear-Admiral R.R. Dowling, C.B.E., D.S.O., whose insistence on, and direction of, rehearsals ensured such praise-worthy results. The R.A.N. escorts for the Royal Yacht "Gothic" were first-rate.

The importance of the role of ANZAC when The Queen and Prince Philip were aboard cannot be overstressed. The Commanding Officer of ANZAC, Captein J.S. Mesley, M.V.O., D.S.C., R.A.N., carried out his duties in a most exemplary manner.

Her Majesty's visit to H.M.A.S. PENGUIN, and Prince Philip's visit to Flinders Naval Depot were great successes and all those concerned deserve high credit. The Guards of Honour and the Bands provided by the R.A.N. were of a particularly high standard. I should like to thank you also for making available the services of the two Naval officers who did duty as Naval Staff Officer for the Royal Visit.

Commander W.F. Cook, M.V.O., R.A.N., carried out his duties with most commendable energy and skill. Lieutenant-Commander Schofield's services were carried out in a very efficient manner and quite a considerable number of major problems of planning were solved with his assistance."

(3244/112/364)

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

SECTION 2 .- PERSONNEL

343.

INSTRUCTIONAL FILMS AND FILM STRIPS - A594 - HINTS TO INSTRUCTORS - DISTRIBUTION - HINTS TO INSTRUCTORS (SERIAL NO. A137) - OBSOLETENESS.

Copies of the new film A594, Hints to Instructors, are being obtained and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Establishments	No. of Copies
H.M.A.S. PENGUIN Flinders Naval Depot	1
H.M.A.S. WATSON	1
H.M.A.S. RUSHCUTTER	1
R.A.N. Film Library, Sydney	1

2. This film is a re-edited version of the Admiralty film of the same title (Serial No. Al37). The best features of the original film have been retained in this abbreviated version which illustrates the essential principles of Instructional Technique. It may conveniently be used as a "refresher" for instructors, but is not intended as a substitute for an appropriate I.T. Course. Running time 19 minutes. Two reels.

3. The film Al37, Hints to Instructors, has now been declared obsolete and Ships and Establishments holding copies are to return them to the nearest Naval Store Depot for disposal by destruction.

(4518/61/360)

344.

INSTRUCTIONAL FILMS AND FILM STRIPS - B.F.S.941 - CONCEALMENT OF THE INDIVIDUAL - DISTRIBUTION.

Copies of the new film strip B.F.S.941, Concealment of the Individual, are being obtained and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Establishments	No. of Copies
Flinders Naval Depot (for Gunnery School) R.A.N. Film Library	1

2. This film strip illustrates what constitutes a target and shows the various aids which may be used to conceal it. Issued with 39 frames.

(4518/61/359)

345.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA548 - SALVAGE PONTOONS - DISTRIBUTION.

Copies of the new film strip SA548, Salvage Pontoons, have been received and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Establishments	No. of Copies
H.M.A.S. RUSHGUTTER	1
R.A.N. Film Library	1

2. This film strip shows details of the construction, use and operation of the Admirelty Salvage Pontoon, and is suitable for the instruction of divers and Marine Salvage personnel. Issued with 47 frames.

(4518/61/357)

KITS OF ROYAL AUSTRALIAN NAVY RATINGS.

12

The compulsory kits of all Royal Australian Navy ratings have been amended as follows :-

Socks, black - increased from 2 pairs to 4 pairs
Drawers, cotton - increased from 2 pairs to 4 pairs
Towels, white - increased from 2 No. to 3 No.

Navy Orders 66 of 1948 and 108 of 1949 are to be noted accordingly.

2. Ratings now serving, whose engagements are not due to expire before 30th September, 1954, and ratings entered before 1st October, 1954, are to be credited in ship's ledger with an amount of £1.12. Od. quoting as authority Pinance. Authority No. L.5450. Ratings entered on or after 1st October, 1954, are to receive the additional items as part of their initial kits on entry.

5. Interim pay Instructions, Article 165, will be amended in R.I. Series.

(4716/1/162)

347.

LEADERSHIP COURSE - R.A.N. PETTY OFFICERS' SCHOOL -FLINDERS NAVAL DEPOT.

Paragraph 7 of Navy Order 127 of 1954 is to be deleted and the following substituted in lieu :-

"
Petty Officere' School Report. On conclusion,
a full report on the leadership abilities of each
candidate will be rendered to the rating's Commanding
Officer on Form A.S. 265, Petty Officers' School
Report, and the notation - "Completed Petty Officers'
Course" - with the date of completion, will be
entered on the Service Certificate."

(4006/141/9)

348.

OUTFIT GRATUITIES ON CHANGE OF CLASS OF UNIFORM - 1954/55.

As a result of the annual revision of prices of uniform and clothing items, the following outfit gratuities on change of uniform are applicable as from 1st July, 1954:-

- (1) 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 ... £39. 3. 9d.
- (ii) To other men on transfer to ratings for which a change of uniform to Class III is required ... £35.12. 0d.
- (iii) To other men on transfer to ratings for which a change of uniform to Class II is required ... £26.15. Od.

- (iv) To other men in Class III uniform promoted to Petty Officer with one year's service as such and confirmed in that rating .. £2.18. 3d.
- (v) To confirmed Chief Petty Officers required to change from Class III to Class I Uniform ... 17. 0d.
- (vi) To personnel transferred as Naval Airmen (Aircrew) for purchase of mircrew working dress, beret and beret badge .. £10.19. 0d.
- (vii) To Band Corporal Promoted to Bandmaster *
 (Plus actual expenditure incurred in having
 No.1 tunic altered by the Commonwealth Government Clothing Factory) .. £4. 0. 6d.*
- (viii) To Bandmaster promoted to Chief
 Bandmaster ... £8. 0. 0d.
- 2. On change of uniform, the articles not required in the new rating are to remain in the possession of the Chief Petty Officer, Petty Officer or men concerned, for disposal as he may desire. The rates of outfit gratuities, therefore, represent the actual cost of the change of uniform, less the estimated sale value, on a low average valuation, of the articles of uniform no longer to be maintained.
- 3. Interim Pay Instructions, Article 172/1, will be amended in R.I. Series.
- 4. Navy Order 297 of 1953 is hereby cancelled. (4716/31/51)

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES.

349.

AMMUNITION - 40 mm. BOFORS BREAK-UP SHOT - ROUNDS FILLED FNH/PO22 - PRECAUTIONS IN USE.

Break-up Shot Rounds filled FNH/PO22 have been found to give erratic break-up of the projectile, and large splinters, together with unmelted pellets, may be accompanied by occurrence of black smoke instead of the yellow-tinged smoke which occurs when fragmentation of projectile is normal.

2. This matter is under investigation, but in the mesntime, as the splinters and pellets can be injurious for a considerable range, a clear range of 500 yards is to be allowed when using shot filled with this propellant.

(Navy circ 012 Item June, 1954)

(The foregoing is the text of A.F.O. 1343/1954 altered to meet R.A.N. conditions.)

(4433/18/332)

350.

AMMUNITION - 40 mm., 20 mm. AND 2-pdr. - CARTRIDGES, Q.F. 40 mm. BOFORS, BRITISH NAVAL SERVICE, H.E. TRACER IGNITER NO.14, MARKS 4 OR 5, F.N.H.P.022, MARKS 51T AND 52T, LOTS K.A.1121, K.A.1122 AND M.A.1663 - WITHDRAWAL.

Following failures at proof of the Tracer Igniter No.14, Marks 4 or 5 in. cartridges, Q.F. 40 mm. Bofors, British Naval Bervice, H.E. Tracer, Igniter No.14, Marks 4 or 5, F.N.H.P.022, Marks 51T and 52T, of propellant lots K.A. 1121, K.A. 1122 and M.A. 1663, it has been decided that cartridges of these lot numbers fitted with these marks of Tracer Igniter No. 14 are to be withdrawn from service.

- 2. These cartridges are to be regarded as coming under N.M. and E.R. (B.R. 862(45)), Article 305, Category (dd), i.e., dangerous if used.
- 3. Commanding Officers of H.M.A. Ships are to arrange for any cartridges of these lot numbers assembled with Tracer Igniter No. 14, Marks 4 or 5, to be exchanged at the earliest opportunity.

(The foregoing is the text of A.F.O. 1344/1954 altered to meet R.A.N. conditions.)

(4433/18/334)

351.

STORES - GUNNERY EQUIPMENT AUTO SYSTEMS -SPARE PARTS - REVISION OF ALLOWANCES.

H.M.A. Prigates.

In order to reduce the quantity of spare parts carried in ships to essentials, it has been decided to establish allowances of electrical spares for auto systems, on the basis of individual ships gunnery armaments taken as a whole, rather than upon the quantity of each separate type of equipment fitted.

- 2. Revised allowances are given in detail in the Appendix. Items listed in the column headed "Material to be landed" should be returned to the nearest Gunnery Equipment Store at the earliest convenient opportunity and taken into stock.
- 3. No alterations to allowances are intended at present for ships and classes not specified.
- 4. B.R. 226 series will be amended in due course.

(The foregoing is the text of A.P.O. 1185/1954 altered to meet R.A.N. conditions.)

(4429/99/75)

	ntp.	1 set
N D I Z	Revised allowance for class of Ship	Components - Metadyne set, Mark 5 Components - Motors, gan drive, Mark 42/47 Components - Starter, Mark 7 My or Components - Starter, Mark 1X Components - Box lamp, Mark 5 Amplifier chassis, complete, Type MD.51 Components - Switch, limit, Mark 3 Components - Switch, limit, Mark 3 Components - Switch, limit, Mark 6
TT	Material to be landed	1 set (a) 1 set (b) (see Note 2) 1 set (c) (see Note 1)
APPRHDIX	(1.e., 1 "G" set as B.R. 226 (B) of all material listed below)	Gomponents - Controller Joystick, Mark 2 Gomponents - Metadyne set, Mark 5 Gomponents - Metadyne gum drive, Mark 48/47 Gomponents - Starter, Mark 7 My c. Gomponents - Starter, Mark 1K Gomponents - Starter, Mark 1K Gomponents - Box lamp, Mark 5 Gomponents - Panel smpliffer, Mark 15M Gomponents - Panel components - Panel components - Panel ampliffer, Mark 15M Gomponents - Switch, Gluponents - Switch, Ilmit, Mark 2 Gomponents - Switch, Ilmit, Mark 3 Gomponents - Switch, Ilmit, Mark 6 Ilmit, Mark 6
	(1.e.	Po Index Nos. 8-33 86-92 130-140 201-225 225-256 17-20 225-256 255-585 356-401 405-415 425-429
	Equipment fitted	Type 15 R.F. 51 Mark 19, Type 15
	Olass of Ship Equipment	Type 15

W
100
201
per .

Class of Ship	Equipment fitted	Present allowance (i.e., 1 "C" set as B.R. 226 (B) of all material listed below)	Material to be landed	Revised allowance for class of Shi	p
		Index Nos. 451-456 Components - Switch, limit, Mark 7 459-445 Components - Switch, limit, Mark 8, 8* 447-450 Components - Switch, limit, Mark 9 415-425 Components - Switch, limit, Mark 9 453-455 Components - Switch, control, Mark 1 457-463 Components - Switch, loading, Mark 2 Folio 66, Section L	ed	Components - Switch, limit, Mark 7 Components - Switch, limit, Mark 8, 8° Components - Switch, limit, Mark 9 Components - Switch, limit, Mark 9 Components - Switch, limit, Mark 5 Components - Switch, loading, Mark 2	1 set
A.S. Frigates, Type 15	1 Bofors, Mark 5, R.P.50	Index Nos.	See (a)	Components - Controller, joystick, Mark 2 Components - Metadyne set, Mark 10 Components - Motors, gun drive,	1 set
		drive, Mark 107/14E 56-74 Components - Starter, Mark 15MV or 76-105 Components - Starter,	1.	Mark 107/14E Components - Starter, Mark 15MV or	1 set 1 set
		Mark 8% 107-120 Components - Water circulating pump and motor 122-125 Components - Immersion heater and 5 heat switch	1	Components - Starter, Mark 8W Components - Water circulating pump and motor Components - Immersion heater and 5 heat switch	1 set

	and the second second		The second second second
Equipment fitted	Present allowance (i.e., 1 "C" net as B.R. 236 (B) of all material listed below)	Material to be landed	Revised allowance for class of Ship

Class of Ship	Equipment fitted		1 "C" set as B.R. 236 (B) 1 material listed below)	Material to be landed	Revised allowance for class of 8	hip
		Landau Co	Components - Joystick firing switch Colio 66. Section P		Components - Joystick firing switch	1 set
		1ndex Nos. 2-4 6-10 12-16 20-21 23-91 924-111 113-116 118-122 125-132	Components - Box indicat- ing lamp, Mark 4 Components - Box indicat- ing lamp, Mark 4 Components - Box, push button, Mark 2 Components - Box, terminal, Mark 7 Components - Panel, amplifier, Mark 15M Components - Panel, combined control, Mark 15 Components - Switch,	See (b) See (c) See (d) See (e)	Components - Box indicating lamp, Mark 4 Components - Box indicating lamp, Mark 6 Components - Box, push button, Mark 2 Components - Box, terminal, Mark 7 Components - Panel, amplifier, Mark 15M Components - Panel, combined control, Mark 15 Components - Switch, clutch interlock, Mark 1* Components - Switch, sector control, Components - Switch, limit, Mark 1	1 set 1 set 1 set 1 set 1 set 1 set 1 set 1 set

NOTE 1.- Ship to ensure that relay coils appropriate to both Mark 7 and Mark 15 panels, if so fitted, are retained on board.

NOTE 2.- Index No.66, Section P, Polio 20
Index No.88, Section P, Polio 66 or Index No.517, Section P, Polio 29
Amplifier chassis, complete, Type MD.31, to be retained on board.

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352.

DEPTH CHARGES FOR NATIONAL SERVICE AND RESERVE TRAINING.

The Appendix to Navy Order 268 of 1953 is to be amended as follows :-

Under Depth Charge Mk. 7 fitted Amatol or T. N. T.

Column Three - Insert 3.

Column Five - Insert 3. Column Six - Insert - For C.M.S.

(4433/101/77)

353.

DIRSEL RESCUE TUGS - ALLOWANCES OF BATTERY OPERATED FLOODLICHTS AND OLDHAM'S LANTHINS.

Approval has been given to an allowance of 2 No. oldham's Lanterns Pattern 8115 and 2 No. Battery Operated Ploodlights Pattern 17081 to H.M.A. Ships RESERVE and SPRIGHTLY for damage control purposes.

2. This allowance is in addition to the 4 No. Pattern 8115 Oldham's Lanterns already allowed vide B.R. 376/42 -(Establishment of Sea Stores for Diesel Rescue Tugs) for emergency lighting purposes.

3. H.M.A.S. SPRIGHTLY should lodge demands (Form A.S. 134D) with the appropriate (5) N.S.O. for lanterns and floodlights required to complete to the allowances referred to herein. A dormant demand for H.M.A.S. RESERVE will be prepared by the (8) N.S.O. Sydney, in the normal manner.

(The foregoing is the text of A.P.O. 1080/1954 altered to meet R. A. N. conditions.)

(4518/1/773)

354.

GENERAL PURPOSE VESSELS - DELETION FROM CLASS LIST.

It has been decided that General Purpose Vessels should be deleted from the Class List of Ships to which Navy Order 424 of 1953 should apply.

2. Part II of Navy Order 424 of 1953 is to be amended accordingly be deletion of the following :-

General Purpose Vessels 948 - LIMICOLA

************ 968 - TALLAROOK.

(4273/11/11)

355.

LOAN OF STORES TO COMMONWEALTH DEPARTMENTS.

The form of indemnity, indicated in the Appendix to Navy order 263 of 1953, is not required in cases of loans of stores to other Commonwealth Government Departments and Instrumentalities. The conditions set forth in paragraph 2(b) of the Navy Order, are applicable to such loans, and Departments should be suitably advised when approval to loans is being communicated.

2. Appropriate notation should be made in Navy Order 263 of 1953.

3. The titles of Navy Orders 263 and 341 of 1953 should be amended to read "Loan of Stores".

(4476/1/21)

356.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9B) - CEREAL BINS, ALUMINIUM ALLOY - ADDITION TO BATE BOOK,

The aluminium alloy cereal bin, 100 lb. capacity, referred to in A.F.O. 2713/53 (Ship Fittings - Cereal Bins -Design - Basis of Supply), has been allotted Pattern Number 9186 and will be dealt with under Class B, Group 9B, and Contract Schedule 193. Any stocks of aluminium alloy cereal bine already held by (8) N.S.Os. under Class B, Group 10D, should be transferred to Class B, Group 9B, forthwith.

2. The bins will be accounted for in accordance with the procedure approved for portable fittings, and replacement of tanks, Pattern 20, dealt with under the defect list procedure. The tanks, Pattern 20, are to be returned to the nearest (8) N.S.O.

(The foregoing is the text of A.F.O. 1352/1954 altered to meet R. A. N. conditions.)

THE PERSON NAMED IN COLUMN 2 AND PARTY OF

(4505/91/84)

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - PHOTOGRAPHIC SAFELIGHTS, PATTERN 2648 - WITHDRAWAL OF SERIES O.A.

The description of Safelights, printing, Pattern 2648, has hitherto covered Kodak safelights, both series O.A. and series O.B. It has been found, however, that safelights, series O.A. (which have been out of production for nearly three years), are not safe with modern Kodak bromide papers. Services holding O.A. safelights should demand O.B. safelights and return any O.A. series safelights to store for disposal.

2. All safelights, Pattern 2648, held in store which were delivered more than 18 months ago, are to be examined and any found to be Series O.A. should be disposed of locally.

3. The Rate Book and Authorized List of Naval Stores will be amended.

(The foregoing is the unaltered text of A.F.O. 948/1954.) (4518/50/193)

358.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 3B) - COMPASS EQUIPMENT - DISPOSAL - SHIPS BEING DE-STORED FOR DISPOSAL.

The following are the revised instructions for disposal of compass equipment in ships being de-stored for disposal.

2. The undermentioned fitted compass gear should be removed, and, if in a serviceable or repairable condition, returned to the Superintending Naval and Air Store Officer,

Gyro Compass Equipment (F. 3B)

- (1) Admiralty transmitting magnetic compass equipment, complete,
- (11) Master compass, Mark 5, Patterns 1005, 1015 and 2005.
- (111) Azimuth Circles, Patterns 6703 and 2961.
- (iv) Multiple transmitters.
- (v) Panels, Patterns 842, 880, 881, 900, 901, 902, 913, 914, 915, 986, 987, 988, 990, 991, 1021, 1027, 1028 and 1029.
- (vi) Repeaters, Patterns 1712, 1760, 1900, 1910, 2954, 3012, 8128 and 1987.
- (vii) All motor generators detailed in the Class P, Group 3B, Section of the Rate Book for Naval Stores.
- (viii) Stands, Pelorus, Pattern 4782 and brackets, Patterns 4783, 8129 and 1988.

N.B .- All spare parts and tools for both magnetic and gyro compasses should be landed as part of the general destoring.

- 3. When a ship is prepared for scrap, the gear mentioned in paragraph 2, together with the items detailed hereunder, are to be removed, and, if in a serviceable or repairable condition, returned to the Superintending Naval and Air Store Officer, Sydney. If required, however, the standard compass, azimuth circle, and binnacle, may be left on board as a safety measure to enable shipkeepers to determine whether the anchor is being dragged. In such cases arrangements should be made with the shipbreakers for the return of this equipment to the Superintending Naval and Air Store Officer, Sydney, at a later date -
 - (a) Magnetic Compass Equipment (F.5A)
 - (1) Compass, magnetic, Patterns 0195A, 0195TA, 0188A and 33P.
 - (ii) Binnacles, Patterns 189, 190 and 196Z.
 - (111) Circles, azimuth, Pattern 1950.

- (iv) Prisms, Pattern 1951.
- (v) Spheres, Patterns 403 and 405.
- (b) Gyro Compass Equipment (F. 3B)
 - (1) Brown Type 'A' master compasses with . gimbals and generators.
 - (11) Brown Type 'B' compass equipments complete.
 - (iii) Azimuth motors to be removed from Mark 14 Sperry master compasses.
 - (iv) Transmitters to be removed from Mark 14 Sperry master compasses.
 - (v) Carbon pile voltage regulators.

4. All compass equipment not specifically mentioned herein is to be left on board the ship and is not to be removed unless instructions to the contrary are issued by the Naval Board.

(A.F.O. 1628/52 is cancelled.)

(The foregoing is the text of A.P.O. 1355/1954 altered to meet R. A. N. conditions.)

(4518/37/112)

C.N.Os.359-382/54

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 20th July, 1954.

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

By direction of the Naval Board,

J. P. Bummins
Secretary.

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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- 360 Instructional Films and Film Strips Interpretation of the Laws of Association Football Distribution.
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ABOLITION OF QUALIFYING COURSE FOR CHIEF ELECTRICAL ARTIFICER.

The qualifying course for Chief Electrical Artificer, which has been in abeyance, is abolished from the date of this Order.

- Ratings eligible for this course under present instructions will be required, without a set course, to pass a final examination in the Electrical School to qualify for confirmation as Chief Artificer.
- 5. They will be drafted for this purpose at the first opportunity after passing the provisional examination and will be given a period of three weeks in the School to prepare themselves for the final examination.
- 4. It is expected that qualifying courses for Electrical Artificers 3rd Class, at present in abeyance, will shortly be reintroduced.
- 5. A.B.R. 10, Appendices 44 and 47, will be suitably smended in due course.

(The foregoing is the text of A.F.O. 1241/1954 altered to meet R.A.N. conditions.)

(4002/58/25)

360.

INSTRUCTIONAL FILMS AND FILM STRIPS - "INTERPRETATION OF THE LAWS OF ASSOCIATION FOOTBALL" - DISTRIBUTION.

Copies of a new series of film loops, entitled "Interpretation of the Laws of Association Football", are being obtained and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Establishmente No. of copies
R.A.N. Film Library, Sydney
Plinders Naval Depot
1

- 2. This series of film loops is designed to assist players and officials to interpret the laws of association football correctly. The loops show typical incidents frequently experienced during a game, and the instructor should ask the class to make their own judgement of the frieness or otherwise of the play and afterwards give the official decision contained in the notes which accompany the loops.
- 3. The series contains 29 loops in 8 sections covering all aspects of play as follows :-

Goalkeeping (5 loops), Heading (6 loops), Handling (3 loops), Tackling and charging (4 loops), Tripping (3 loops), Holding (6 loops), Dangerous Play (1 loop), Throwing (1 loop),

4. A film loop is a short length of 16 mm. film with the two ends joined together to form an endless band. The loop is threaded in the projector in the normal way, with the remainder of the loop taken up by a "loop absorber", thus allowing continuous projection.

- 5. A loop absorber is a unit, separate from the projector, comprising an extending metal rod mounted on a stand. The rod is fitted with two arms and a number of rollers over which the film passes to "absorb" that part of the film loop not in the projector gate.
- 6. Two loop absorbers are being obtained and will be issued without demand by the S.N.S.O., Sydney, on the following scale :-

H.M.A. Establishments

No of loop absorbers

R.A.N. Film Library (for issue on loan with film loops) Flinders Naval Depot

1

(4518/61/356)

360 - 362

361.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA272 HYDRAULICS (PART 9) - DISTRIBUTION.

Copies of Part 9 of the new film strip, Hydraulics, (Serial No. SA272), have been received and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Establishments No. of Copies
Flinders Naval Depot
R.A.N. Film Library, Sydney

- 2. This film strip is entitled "The Hele Shaw Pump" and consists of 37 frames. The first 25 frames explain the principles of operation of the pump, in a logical development from simple beginnings. The remaining frames show the working of the auto-control mechanism.
- 3. The strip should be a valuable aid to the training of O/E Officers, O.As. and Q.As.

(4518/61/358)

362.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA508 - THE SQUID (PART I) - DISTRIBUTION.

With reference to Admiralty Fleet Order 530/1954, copies of Part I of the new film strip, The Squid, (Serial No. SA508), have been received and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A.S. RUSHCUTTER
R.A.N. Film Library, Sydney

No. of Copies

1

(4518/61/350)

INSTRUCTIONAL FILMS AND FILM STRIPS - SE32-35 - THE ATOM BOMB - ITS EFFECTS AND HOW TO MEET THEM - DISTRIBUTION.

Copies of the new film strips, The Atom Bomb - Its Effects and How to meet them, (Serial Nos. SE32-35), are being obtained and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Establishments	No. of Copies
H.M.A.S. PENGUIN	1
H.M.A.S. LEEUWIN	1
Plinders Naval Depot	2
R.A.N. Film Library, Sydney	4

2. These strips summarise in photo and diagram form the lessons contained in Parts 2, 3, 4, and 5 of the Instructional Pilm of the same title (Serial No. E.681), and can be used separately to support lectures on the various aspects of the effects of the Atom Bomb. Lecture notes are available with the atrips.

(4518/61/377)

364.

LIVING OUT AWAY FROM HOME ALLOWANCE - CUNDITIONS OF PAYMENT.

The following instructions are issued in amplification of Interim Pay Instructions, Instructions 65-66/1, in regard to payment of Living Out Away From Home Allowance:

A. When the Allowance is payable

The allowance is payable -

- (i) where no removal entitlement exists;
- (ii) where a removal entitlement exists but the member is unable to svail himself of the entitlement, because -
 - (a) he is unable to obtain suitable accommodation for his family at his new location; or
 - (b) his family is unable to accompany (or join) him owing to the illhealth of his wife or of his child.

B. Evidence that member is unable to accept removal

- (i) Where the claim is made under paragraph A, clause (ii)(a), the member will be required to produce substantiating evidence in the form of newspaper advertisements, and certificates from eatate agents that there is nothing available by way of accommodation suitable to the member's needs at a rental within his circumstances;
- (ii) Where the claim is made under paragraph A, clause (ii)(b), an appropriate medical certificate must be submitted.

C. Submission of cases to the Naval Board

The initial credit of the allowance will, in all cases, be subject to the approval of the Naval Board. New applications should now be submitted to the Naval Board, in all cases where the allowance is already being paid. Payment may be continued in these cases pending Naval Board approval.

D. Continuance of Allowance beyond the end of a quarter

- (i) In all cases where payment of Living Out Away from Home Allowence continues beyond the end of a quarter, the member must complete a new declaration as required under Instructions 65 (2) and 65/7.
- (11) Where payment is being made under paragraph A, clause (ii), and the allowance is atill in force at the end of six months, the declaration for the following quarter is to be forwarded to Navy Office, together with the necessary evidence under paragraph B, for authority to continue payment. Payments of the allowance under paragraph A, clause (11), will not be approved beyond 12 months, except where special circums tances exist.

R. Change of Living Conditions

The declaration made by a member applying for this allowance (Form B. First Schedule I.P.I.) is to include an undertaking that he will immediately advise any change in his living conditions whilst he is being paid the allowance.

(4822/6/6)

365.

MADE-TO-MEASURE UNIFORMS FOR RATINGS - COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES - 1954/55.

Operative from 1st July, 1954, the prices for ratings' made-to-measure uniforms, obtained from the Commonwealth Government Clothing Factory, are as follow :-

Aircrew working dress - trousers	5.	8.	6
	4.		
		10.	0
Jackets, diagonal serge, double breasted, C.P.O.	9.	7.	6
Jackets, diagonal serge, double breasted, P.O.	9.	6.	3
	9.	1.	3
Jackets, lightweight serge, gilt buttons, C.P.O.	9.	1.	9
Jackets, lightweight serge, gilt buttons,	9.	0.	6

	£ s.	d.
Jackets, seamen's serge, single breasted,	- CO - CO	-
C.P.O.	9. 2.	0
Jackets, seamen's serge, single breasted,	- 200	-
P.O.	9. 2.	6
Jackets, seamen's serge, single breasted,	No also	
other ratings	8.17.	
Jumpers, white, drill	1.15.	
Jumpers, seamen's serge	3. 3.	9
Overcoats, with gilt buttons	14. 5.	6
Overcoate, with horn buttons	13.18.	0
Trousers, diagonal serge, fly	4. 8.	
Trousers, lightweight serge	4. 3.	
Trousers, seamen's serge, fall	4. 0.	
Trousers, seamen's serge, fly	4. 3.	
Trousers, serge, gymnastic	3.11.	
Trousers, white drill, fall	2. 0.	
Trousers, white drill, fly	2. 0.	6
Tunics, white drill, with blue facings,		-
without buttons	2,12,	
Tunics, white drill, without buttons	2. 9.	5
Tunics, white drill; without buttons,	4 2	-
C.P.O.	2. 9.	5
Tunics, white drill, with gilt buttons,		-
C.P.O.	2.16.	0
Tunics, white drill, with gilt buttons,		3
P.O.	2.12.	
Tunics, white drill, with white buttons	2.10.	0
Musicians only -		
Greatcoats, khaki cloth	16. 0.	0
Trousers, kheki drill	1.19.	0
Trousers, No.1 dress, musicians'	5.12.	
Troubers, serge	4.11.	
Tunics, khaki drill, with buttons	4. 1.	
Tunics, khaki drill, without buttons	3.15.	
Tunics, No.1 dress, musicians'	13.13.	0
Tunics, serge	7. 6.	

2. Navy Order 286 of 1953 is hereby cancelled.

(4716/2/20)

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

366.

OFFICERS APPOINTED TO THE UNITED STATES OF AMERICA -

The amount of cash grant for the purchase of khaki clothing by officers appointed to the staff of the Australian Naval Attache, Washington, or other appointments in the united States of America for a period of 9 months or more, will be £45.10. Od. as from 1st July, 1954.

2. paragraph 2 of Navy Order 466 of 1953 is to be amended accordingly.

(4716/31/49)

367.

REVIEW OF PROMOTIONS OF BOYAL AUSTRALIAN NAVY RATINGS TO OFFICER STATUS - 1949 TO 1954.

A review of promotions of Royal Australian Navy ratings to officer status, over the past 5 years, discloses that 92 ratings have been promoted to officers and a further 14 are at present candidates for promotion, under the Upper Yardman Scheme. During that period 11 Branch List officers were promoted direct to Lieutenant.

2. The following is a summary of the above progress :-

Upper Yardman Scheme

Forms C.W.1 were commenced for 63 ratings, and an analysis of the subsequent careers of these ratings is as follows:-

Forms C.W.1 cancelled by Commanding Officer	13
Forms C.W.1 cancelled at rating's request	12
Ratings discharged to join Army	1
Ratings rejected by Boards	5 2
Pailed Educationally Discharged Shore	2
Discharged "Run"	7
Over age before selection	2
C.W.1 Form remaining in force	14
Undergoing course in United Kingdom	1
Promoted to Sub-Lieutenant	11
	63

BRANCH RANK

81 ratings were promoted to Branch rank.

DIRECT PROMOTION FROM BRANCH RANK TO LIBUTENANT

4 Executive, 3 Engineering, 1 Electrical, and 3 Supply and Secretariat Branch List officers were promoted direct to Licutemant, and a further 7 were selected for courses in the United Kingdom, vide Navy Order 143 of 1954.

(4008/4/56)

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

368.

TIES, BIACK, RAYON.

Black rayon ties, which hitherto have been maintained for issue on repayment to officers only, may now be taken up on repayment by ratings also.

2. No further purchases of black woollen ties will be made. They will, however, continue to be issued gratuitously to Class III ratings, including R.A.N.R. and R.A.N.R.(N.S.) ratings, on entry until existing stocks are exhausted.

(4532/96/18)

SECTION 3. - HULL. MACHINERY, EQUIPMENT AND STORES.

369.

RADAR - HAZARDS OF MICROWAVE RADIATION.

In the past, the average power of radar equipment has been at moderate level and the radiated power did not present any hazard to those exposed to the radiations. With the advent of more powerful radars, there is a possibility of some local damage to the lens of the eye from exposure to concentrated fields. There is no evidence of any danger to general health.

- 2. The following precautions are to be taken :-
- (a) Maintenance personnel are not to expose themselves to the direct radiation from an open-ended waveguide, from a waveguide horn, or from close proximity to the aerisl.
- (b) Centimetric radar transmitters are not to be switched on when men are working immediately in front of the aerial structure (e.g., painting, washing down).
- 3. Commanding Officers are to arrange that such instructions are laid down in Ships' Standing Orders to ensure proper observance of these restrictions. The Officer of the Watch is to obtain and retain the "Safe to Transmit" controlling devices of the radar sets concerned when men are working in the immediate vicinity of the acrials.

(The foregoing is the unaltered text of A.F.O. 1527/1954.)

(4179/11/2)

370.

RADAR - TYPES 277/293 - SWITCHING ON -AMENDMENT TO DRILL.

The Standard Switching Drill for Types 277/293 Radar should be amended to allow for -

- (a) A 15 minute warming up period if the set has not been used for 48 hours or more.
- (b) A 2 minute warming up period when the set has been used during the last 48 hours.
- 2. B.R. 1982 (Part 4) is being amended.

(The foregoining te the unaltered text of A. P. O. 1608/1954.)

(4519/31/557)

371.

RADIO - VALVES, ELECTRONIC - USE OF SUBSTITUTE VALVES. H.M.A. Ships

Stocks of certain valves, electronic, used in radio equipment are approaching exhaustion and cannot be replaced from new production. Consideration is therefore being given to the use of substitute valves which are more readily available.

- 2. Details of alternative valves and of any modifications to radio equipments involved in fitting the alternatives will be promulgated as amendments to B.R. 1917, Book of Minor Modifications to Radio Equipments. In cases where a modification to an equipment is required, normal procedure will be adopted, i.e., the modification will be given a number in the series concerned with the equipment. Where no modification is involved, and the substitute valve is a direct plug-in replacement for the original in all known applications, the details will appear in a separate section of B.R. 1917, Part I, after the "Miscellaneous Modifications" section.
- 3. Demands should continue to be made for the original valve, and as long as stocks exist, will be met by supply of the original valve. When stocks are exhausted, the substitute will be issued in lieu, and reference should then be made to the appropriate section(s) of B.R. 1917 to determine the action required to permit use of the substitute. Subsequent demands should be raised for the substitute valve only, and not for the original.

(The foregoing is the text of A.F.O. 1001/1954 altered to meet R.A.N. conditions.)

(4518/40/318)

372.

AIRCRAFT - SIGNALLING APPLIANCES - PISTOLS, SIGNAL,

1 IN. AND 1 IN. ELECTRICALLY OPERATED - CLASSIFICATION
AS FIRET AIR ARM GUNWHARF STORES.

It has been decided that Pistols, signal, 1 in. and ly in. electrically operated (PQ 084), which are used exclusively by the air department in aircraft carriers and at Royal Australian Naval Air Stations, shall in future be regarded as Fleet Air Arm Gunwharf Stores. They have been given a new store reference number, EV 060, and will be transferred from the Proportion Book of Naval Armsment Gunwharf Stores to the Proportion Book of Naval Armsment Gunwharf Stores. The pistols and their parts will be transferred from Section FQ to Section EV of the vocabulary.

(The foregoing is the text of A.F.O. 1409/1954 altered to meet R.A.N. conditions.)

(4428/60/31)

373.

AMMUNITION - PYROTECHNICS AND BOCKETS - THUNDERFLASHES, MARK 4 - EXTENSION OF SUPPLY TO DESTROYERS, FRIGATES AND MINESWEEPERS.

Thunderflashes, Mark 4, may also be used to add realism to A.B.C.D. exercises and other action drills.

2. Battleships, Pleet Carriers, Light Pleet Carriers and Cruisers are to take their requirements from their existing allowance (for R.M. training). Other ships will be allowed Thunderflashes as follows:

375

373 - 374

Destroyers Prigates 0.M.S.

50 Thunderflushes. Mark 4

5 Strikers for Thunderflashes.

Demands should be placed on the nearest R.A.N. Armament Depot.

3. Proportion book and Ship Warrants will be amended in due course.

(The foregoing is the text of A.F.O. 1532/1954 altered to meet R. A. N. conditions.)

(4433/91/637)

374.

SAFETY AND SURVIVAL EQUIPMENT.

Owen guns are available for the use of aircrew engaged in flying operations over enemy territory and for instructional and training purposes at the R.A.N. Air Station, Nowre.

2. Scale of allowance is as follows :-

One per single seat aircraft Three per two seat aircraft Three per Helicopter

on the basis of one gun being stowed in the 'L' type dinghy pack, and ammunition stowed in personal flying gear.

3. Each gun is supplied complete with the following accessories :-

Sling	1 No.
Magazines	10 No.
Oil bottle	1 No.
Pullthrough	1 No.
Brush, cleaning magazine	1 No.

4. Allowance of ammunition is to be 125 rounds per gun for operational use, and 75 rounds per aircrewman for annual practice. Requirements of ammunition for training and practice purposes at R.A.N.A.S., Nowra, are to be included in the Half-Yearly Estimate of Explosive Stores, required by Training Establishments.

5. The allowance of guns, accessories and ammunition will be as follows and initial supply will be made without demand :-

	Guns and Accessories	Ammunition	
		Outfit	Practice
H.M.A.S. SYDNEY H.M.A.S. ALBATROSS	60 Sets 20 Sets	7,500	4,800 7,500

6. Replacement guns are available at Sydney.

(4428/80/50)

375.

	GUN MOUNTINGS - 40 mm. B MARK 5 MOUNTING - PEDA MODIFICATION	L FIRING GEAR -
(a)	Ships, Establishments and Authorities concerned,	Ships and shore establish- ments, dockyards repeir establishments and gunnery equipment depots holding these mountings.
b)	Types and Marks of Mountings	40 mm., Bofors, Mark 5, R.P.50 mounting.
c)	Part of Mounting affected	Pedal firing gear.
d)	Purpose of modification	During practice firing, the firing gear failed in both electrical and pedal operation, due to incorrect action of the pedal firing gear linkages. The failure was found to be due to continual hammering during firing permitting item GR.6834/4 to drop progressively further into the fork of item GR.6834/3 fell past its dead centre, and the

operative. (e) Nature of modification The provision of an interference piece to be welded to link item GR. 6834/1. to form a positive stop for the link GR. 6834/4.

(f) Drawings or C.N.O. Diagrams

Drgs. Nos. GR. 6816, OR. 6834 and C. N. O. Diagram 375 of 1954.

pedal linkages became in-

(g) By whom to be done

Ship's staff, repair establishments and depots.

(h) When to be done

As soon as possible or on next occasion of stripping.

(1) How to be treated

As a defect.

(The foregoing is the text of A.F.O. 1072/1954 altered to meet R. A. N. conditions.)

(4429/41/139)

OF 1954 (RESTRICTED) DIAGRAM TO C.N.O. THIRD ANGLE PROJECTION . MODIFICATION TO PEDAL FIRING GEAR GR 6834/4 THIS FACE TO BE ADJUSTED BY FILING TO GIVE A STOP FACE CLEARANCE OF -005 -- 1015 WITH FOOT PEDAL ADVANCED UNTIL LOST MOTION COUPLING DOGS MEET WITHOUT GR 6834/1/ ROTATING FIRING SHAFT. GR.6834/3 POSITIVE LIMIT STOP WELDED TO GR 6834/L -CORNER FILED TO SUIT RADIUS OF CONNECTING LINK BEFORE -1-125 --STOP PLATE (WELDABLE STEEL) PART DRG. Nº GR.6834.

with the role, he struck DESCRIPTION A POST OF

LOSSES OF STORES, MATERIAL, ETC. - REPORTS TO LOCAL AUDITOR.

In accordance with paragraph 1B of Navy Order 78 of 1954, losses of stores of a value exceeding £10, which are due, or suspected to be due to theft, robbery or fraud, are required to be reported to the Commonwealth Audit Office.

- 2. Doubt has arisen as to the action to be taken in cases of the following nature :-
 - attempted theft i.e. an unsuccessful attempt to obtain, unlawfully, physical possession of cash values, stores, etc.
 - (ii) theft where recovery of stores is effected i.e. stores taken into unlawful possession, removed from the usual place of custody and later recovered either with or without apprehension of the person responsible.
- 3. Reports in regard to paragraph 2 (1) hereof need not be forwarded to the local Auditor but the matter should be reported to Navy Office in the usual manner. As regards clause (ii) the local Auditor should be notified, and a report forwarded to Navy Office, in the normal manner.

(4621/1/26)

377.

NAVAL STORES (AIR) - PIASTIC POLISH, REF. 35C/1205 AND POLISHING CLOTHS, REF. 35C/1206/1207 - INTRODUCTION.

The undermentioned plastic polishing equipment is hereby introduced into the Naval service in supersession of Sinec polishing materials for use on perspex surfaces of Naval Aircraft only -

Section Reference No.

/1205 Polish Plastic

330/1205	Polish, Plastic
330/1206	Cloth, polishing, 18 in, x 18 in.
330/1207	Cloth, application.

- 2. The polish is a single-action material which supersedes Sinec No.1 abrasive Ref. 33C/768 (held under Naval Patt. No. E.7/3916), Sinec No. 2 cleaner Ref. 33C/769 (held under Naval Patt. No. E.7/3917) and Sinec No. 3 polish, Ref. 33C/770 (held under Naval Patt. No. E/7/3918) for the purpose stated in paragraph 1 hereof.
- 3. The polishing cloth supersedes Ref. 330/771 (held under Naval Patt. No. E.12/3914) and the application cloth supersedes Ref. 330/772 (held under Naval Patt. No. E.12/3915).
- 4. Issues to Services will be effected without demand on receipt of stocks in accordance with the scales laid down in the Air Stores Establishment.

5. The items of General Naval Stores referred to herein are still to be used for perspex surfaces other than on aircraft.

(The foregoing is the text of A.F.O. 1262/1954 altered to meet R.A.N. conditions.)

(4404/31/64)

378-

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART F) LANCES, SPARE (WITHOUT HOSE) FOR SOOT-SWEEPING TRANSFER OF PATTERN 3016 FROM CLASS B, GROUP 10,
PART F, TO CLASS B, GROUP 11, PART F,
AND DISPOSAL OF PATTERN 3015.

Lance, spare, (without hose) for soot-sweeping, Pattern 3016, at present dealt with under Class B, Group 10, Part F, should from the date of this Order be transferred to Class B, Group 11, Part F, under the new Pattern number and description shown below. The description of Pattern 8098 will be amended as shown -

Pattern

Description

Baws, pneumatic, for Admiralty three drum type boilers for soot-sweeping -

13131 Straight, 3 ft. long.

- 2. Lances, Pattern 3015, are obsolete and stocks should be disposed of.
 - 3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1411/1954.)

(4506/6/27)

379.

NAVAL STORES (GENERAL) (CLASS F, GROUP 1C, PART 2) -FUSE AND LINK BOX - INTRODUCTION.

Destroyers and Frigates

The following item has been introduced for use with 20 in. Signalling Projectors, Pattern 12257, in lieu of Pattern 206, and will be added to the Rate Book and Authorized List of Naval Stores under Class F, Group IC, Part 2:

Pattern

Description

25073 Fuse and Link Box for 20 in. Signalling Projectors A.P. 12257.

- 2. Boxes, Pattern 206, should continue to be issued, in preference to the new pattern, until stocks are exhausted.
- 3. The Rate Book and Authorized List of Naval Stores (B.R. 810) will be amended.

(The foregoing is the text of A.F.O. 1269/1954 altered to meet R.A.N. Conditions.) (4518/14/95)

380.

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - PHOTOGRAPHIC -ENLARGER, PATTERN 8811 - MODIFICATION WITH EXPOSURE TIMING UNIT.

In order to overcome exposure inconsistencies hitherto unavoidable during print repetition, Enlargers, Pattern 8811, are to be modified by the fitting of an Exposure Timing Unit.

- 2. This unit is designed to operate on the 230v. A.C. Cold Cathode circuit of the Enlarger, and is unsuitable for use with any other Naval photographic equipment.
- 3. Stocks of the Timing Unit are now available. H.M.A. Ships and Establishments holding Pattern 8811 Enlargers should demand units from Superintending Naval Store Officer, Sydney, quoting this Order as authority.

4. Future issues of Enlarger, pattern 8811, will include the Timing Unit which is to be regarded as an integral part of the equipment.

(The foregoing is the text of A.F.O. 1624/1954 altered to meet R.A.N. conditions.)

(4518/50/203)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

381.

B.R. 2007 - MARINE ENGINEERING NOTES FOR ENGINEROOM
ARTIFICER'S AND MECHANICIAN'S TRAINING.

Some copies of B.R.2007 have been received and distributed. Additional copies are being obtained to complete distribution.

- 2. Issue will be made upon the following basis :-
- (a) One copy to each on personal loan, -
 - (i) E.R.A.'s and Mechanicians below the rating of Chief.
 - (11) Reserve E.R.A.'s.
 - (111) Probationary junior Reserve engineer officers.
- (b) (1) Cruisers and above, one copy to each ship.
 - (ii) Reserve depots one copy each.
 - (iii) Flinders Naval Depot, as required for instructional purposes.

3. Supply officers should arrange for demands, as necessary, to be placed on the Superintending Naval and Air Store Officer, Sydney.

(4139/13/952)

382.

FORM A.S.161 - RETURN OF CHANGES IN SERVICE PARTICULARS OF PERSONNEL - REVISION.

Form A.S.161 has been revised, and is now the style of form which will be required under the new pay system and later for certain personnel records. It is necessary that each category of change be clearly shown on the form by the insertion of a tick in the "box" to which the change refers.

2. It has been decided that the practice of rendering Form A.S.161 for ratings who have passed certain examinations and for other changes which are promulgated from Navy Office is to cease.

These data are -

E.T.I Examinations
E.T.II Examinations
H.E.T. Examinations
Educational examinations for Branch List Rank
Amended dates of birth
Changes of christian or surname
Change of home port.

(The Service Certificates should continue to be noted on receipt of the information from Navy Office.)

- 3. Form A.S.161 is also not to be completed when ratings are issued with anti-Gas Respirators.
- 4. To ensure that proper notations have been made on service documents, checks are to be made when the individual educational certificates are received.
- 5. These instructions have been included on the cover of the revised Form A.S. 161.
- Old stocks of this form are to be used before changing to the revised edition.
- 7. Paragraphs 2 and 3 hereof are to come into force from the date of receipt of this Order.

(3526/12/1158)

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C.N.Os.383-397/54

RESTRICTED

(FOR OFFICIAL USE ONLY.)

THE MARKET PROGRAMMED FOR THE BALLING ALLERY.

COMMONWEALTH NAVY ORDERS

SECRETARY OF STREET OF STREET WITH STREET

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The state of the second second second second second second Navy Office, Melbourne. 27th July, 1954.

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

By direction of the Naval Board,

J. K. Buumins Secretary

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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SECTION 1 .- ADMINISTRATIVE AND GENERAL

383.

MINISTER FOR THE NAVY.

The Hon. Josiah Francis, M.P., assumed office as Minister for the Navy on 9th July, 1954, in place of The Hon. William McMahon, M.P.

(3563/21/28)

384.

TOWAGE OF SUBMARINES.

The following methods of taking submarines in tow are promulgated for guidance.

2. Live Tows (i.e., Normal or Emergency). All British Submarines are so fitted that they can be taken in tow without personnel having to go on to the casing of the submarine. The towing gear is made up as follows:

A towing slip situated on the pressure hull of the submarine forward and so arranged that the tow can be slipped from within the submarine if necessary, has connected to it by a special non-studded link (and in some submarines a short length of cable), a short length of wire (or wire span). To the end of this wire span is connected a short length of cable, containing a swivel-piece, which passes through the bullring and takes the chafe in the bullring. To the outboard end of this cable is connected a wire towing pendant. The towing pendant is led back along the starboard side of the casing, to which it is secured by clips, and up to the bridge; it ends with a thimble eye which can be manhandled from the bridge. To this eye is shackled the eye of the towing ships wire so that, as the tow opens out the pendant pulls away from the casing of the submarine. The submarine is provided with an ordinary joining shackle (Pattern A.Q.) of size appropriate to the submarine's cable, for connecting the end of its towing pendant to the towing wire of the towing ship. The towing ship should, however, send over a suitable shackle on the end of the towing wire if this is likely to be required.

NOTE. - Modernised "T" Class and H.M.S. SCOTSMAN have the towing pendant led back along the Port Side.

3. Details of the components of the submarines towing gear in the various classes of submarine are as follows :-

24 1n.

E.S.F.S.W.R.

Length 21 ft.

385

1 Class	Short Wire Span	3 Chain Cable Through Bullring	Towing Pendant	5 Proof Stress of Towing Slip
"A"	31 in. E.S.F.S.W.R. Length 18 ft.		31 in. E.S.F.S.W.R. Length 118 ft.	50 tons
n Am	3½ in. E.S.P.S.W.R. Length 21ft.	li in. Length 6½ft.	31 in. E.S.F.S.W.R. Length thoft.	50 tone
"8"	51 in. E.S.P.S.W.R. Length 20 ft.	li in. Length 12 ft.	3 in.	27 tons

21 in.

E.S. F. S. W. R.

Length 125 ft.

4. Owing to the difficulty of working wires on the bridge of a submarine, the towing ship should approach as close to the submarine as safety permits, before attempting to pass the tow.

Length 8 ft.

in.

5. Dumb Tows. - When the submarine is towed dumb (i.e. as an unmanned hulk), atronger towing gear than that fitted should be used and the following method employed:

A length of about 10 fathoms of chain cable of a size appropriate to the class of submarine (see paragraph 3, column 3 above), or larger if desired, should be led through the bullring and on to the towing slip. The outboard end of this chain cable should be connected by a swivel to the towing ships wire.

NOTE:- (1) When rigging special gear for dumb towing it may be necessary to disconnect and unrig the submarines normal towing gear if this has not already been done, in order to leave sufficient room for this special gear through the bullring and onto the towing slip of the submarine.

(ii) For obvious reasons, this towing gear must not be stronger than the towing slip, the proof stresses of which are given in the table in paragraph 3 shows.

6. Abnormal "Live" Tows (such as a Trans-Oceanic Tow), As for "Dumb" tows except personnel would be onboard the submerine and so could slip the tow if necessary.

(The foregoing is the unaltered text of A.P.O. 1646/1954.)

(4281/1/20)

20 tons

RATINGS - REQUIREMENT FOR NEW RATING AIRCREW.

The Naval Board have decided that the requirement for rating aircrew in multi-seat aircraft shall be met in future by an extension of the present Telegraphist (Flying) scheme to the Naval Airman and Seaman Branches, whereby volunteers may be accepted from Telegraphist, Naval Airman (Aircraft Handler) and Beaman (Radar Plot) ratings.

- 2. Initially the duties of rating aircrew will be to fly as members of the crew in three-seat anti-submarine aircraft.
- 3. Ratings are required to hold the following qualifications on the date of volunteering :-
 - (a) Telegraphists :

385.

- (1) confirmed as a Telegraphist and below the rating of Acting Petty Officer Telegraphist;
- (11) under the age of 25;
- (111) V.G. conduct;
- (iv) recommendation by Commanding Officer;
- (v) medical fitness A3B.
- (b) Naval Airmen (Aircraft Handler) :
 - (1) confirmed as Naval Airman I (A.H.3) and below the rating of Acting Petty Officer Airman;
 - (11) under the age of 25:
 - (111) V.G. conduct;
 - (iv) recommendation by Commanding Officer:
 - (v) medical fitness A3B.
- (c) Able Seamen (Radar Plot) :
 - (1) confirmed as Able Seaman (R.P.3) and below the rating of Acting Petty Officer;
 - (11) under the age of 25;
 - (111) V.G. conduct;
 - (iv) recommendation by Commanding Officer:
 - (v) medical fitness A3B.

4. Names of suitable recommended volunteers will be called for as necessary. Copies of Service Certificate, Conduct Sheet, History Sheet and Form A.S.264 for each applicant. are to be forwarded to Navy Office. Arrangements will then be made for required candidates to be given air medical examination and to be seen by an Interview Board at R.A.N. Air Station, Nowra. Ships and Establishments concerned will be advised of candidates selected.

5. Selected candidates who pass the aircrewman course will be employed in that capacity for an initial period of three years including time under training, after which they may resume duties in their perent branch. Recommended volunteers will be allowed to continue aircrewman duties for further periods each of two years, provided that they are still medically fit for flying and subject to vacancies existing.

6. Advancement will be in the parent branch, and, in order that ratings' prospects may not be jeopardised, arrangements will be made for aircrewmen to be drafted to undergo courses for advancement, as required, during their sircrew service.

7. Designation. - While employed on aircrew duties, ratings will be described as Aircrewman (T). (A) or (S), the suffix denoting the parent branch, namely, telegraphist, naval airman and seaman, respectively. When not employed on aircrew duties, ratings will revert to their parent branch and the designation aircrewman will be dropped.

- 8. In addition to the basic branch pay, flying training allowance of 3/-d. a day will be paid continuously during the period of initial training and will cease on successful completion of the initial course. Plying pay at the rate of 3/6d. a day will commence from the day following successful completion of the aircrewman course and continue whilst borne for aircrew duties.
- 9. Petty Officers and Leading ratings who are recommended and are volunteers, and who have served for two or more periods as aircrew, may be employed as aircrew instructors, even if they are no longer physically fit for flying. Such ratings will receive instructors' pay of 1/-d. per day but not flying pay.

10. In addition to their other badges, ratings will, on satisfactory completion of the aircrewman course, wear a flying badge above the left cuff. They will normally continue to wear this badge for the remainder of their service as ratings, whether employed on aircrew duties or not. The badge may, however, be withdrawn if the holder has been removed permenently from aircrew duties for disciplinary or other reasons within his own control. The withdrawal of the badge will be subject to Naval Board approval in each individual case.

11. The terms of Consolidated Orders and Regulations, Article 144, will not be applied to ratings volunteering for the aircrewman category. However, in view of the relatively high cost of the aircrewman course, no rating will be selected for training unless, either he has at least three years remaining of his current engagement at the date of commencing the course, or, before beginning the training, he re-engages in accordance with the pattern of Navy Order 32 of 1954.

12. Navy Order 141 of 1954 is hereby cancelled.

(4002/55/13)

386.

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UNIFORM - COXSWAIN'S BADGE.

With reference to Navy Order 318 of 1953, badges to be worn by ratings holding a specialist qualification of Coxewain are as follows:

Petty Officer

- Six spoked wheel surmounted by a crown (Pattern N78 - suffixed by usual letters to denote colour).

Chief Petty Officers -

- As for Petty Officers with the addition of a laurel wreath round the device (Pattern N76 - suffixed by usual letters to denote colour).

- 2. Under these arrangements, the badge to be worn by Petty Officers, confirmed as Coxswains, is the same as that worn by Coxswains (QMI) prior to confirmation.
- Petty Officers advanced to Acting Chief Petty Officer, whilet employed as Coswains, are to wear the Chief Petty Officers Coxswain's badge.

4. Navy Order 435 of 1953 will be amended to include Badges Pattern N. 78.

(4532/12/147)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES.
387.

DISTILLING PIANTS - ADMIRALTY EVAPORATOR COMPOUND INJECTION EQUIPMENT.

When a compound injection pump of a distilling plant becomes defective, the following action is to be taken :-

A. Distilling plants which normally operate with a pressure in the evaporator shell -

If the pump is beyond economical repair, a replace pump is to be demanded by defect list and fitted in lieu of the defective pump.

B. Distilling plants which normally operate with a vacuum in the evaporator shell -

If of a reciprocating type, the pump is to be removed and the injection pipe is to be led direct from the bottom of the injection equipment tank to the regulating valve, and thence to join the evaporator feed line immediately before this joins the evaporator shell. Where electrically driven rotary pumps are fitted, they are to be retained in service and, when defective, are to be repaired or renewed as necessary.

- 2. Where a distilling plant consists of two or more shell—which are operated in parallel, care is to be taken that the compound injection pipes from the regulating valve to each shell are of equal length so that differential injection is avoided, if possible. Where results indicate that the compound is not being distributed equally in such multi-shells plants, the matter is to be reported to the Naval Board, for consideration to be given to provision of a set of injection equipment for each shell.
- 3. An examination is to be made of all distilling plant compound injection regulating valves to ascertain if these are fine adjustment valves. Where this is not so, the valves are to be modified to provide fine adjustment, and where necessary new valves are to be obtained and modified as required. Store Patterns 5500 and 5600 valves are suitable for this. The design of fine adjustment used will depend on the size of the plant and the rate at which it is found necessary to inject evaporator compound. For plants

of capacity up to 50 tons per day, a valve with a spindle having a thread of 12 T.P.I. and a needle valve with a taper of 1 in 6 working in a 1" bore valve seat is suitable. For larger plants ships' officers are to design the fine adjustment as required.

4. Care is to be taken to stop the compound injection pump and to shut the regulating valve immediately before a distilling plant is shut down or blown down, in order to prevent excess compound being injected and to prevent feed water or steam passing back into the compound tank.

- 5. The whole of the work required by this Order is to be treated as a defect and is to be carried out by ship's staff.
- 6. The defective pumps removed from evaporator compound injection equipment, as a result of this Order, are to be returned to R.A.N. Central Machinery and Spares Depot, Sydney.

(3767/1/25)

388.

ALLOCATION OF DIVERS AND EQUIPMENT.

Paragraph 2 of Navy Order 125 of 1954 is to be amended by the deletion of the Pattern Number "5131" and insertion of "5133" in lieu.

(3383/127/1)

389.

A.S. FRIGATES - (CONVERTED FLEET) - BOAT COMPLEMENT -ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.S. Frigates (Converted Fleet) :-

Class Item No. 503

Classification "A"

Item:

- (a) Land the 27ft., whaler and associated davits.
- (b) Instal a 25ft., motor cutter, fitted as a scaboat, and associated davits.
- (c) Existing 25 ft., motor cutter to be fitted as a seaboat.
- (d) Strengthen and test davits for both 25 ft., motor cutters in accordance with Navy Order 150 of 1953.
- (e) Fit Robinson disengaging gear Pattern 1B, (proof test 5 tons) to sling for both 25 ft., motor cutters.
- (f) Land the 16 ft., fast motor dinghy.

Compensating Weight Required: NIL

References:

- (a) Naval Board message DTG. 1805102 March, 1954.
- (b) FOCAF's message DTG.091016Z March, 1954.
- (c) Captain (P), First Prigate Squadron message DTG, 1023202 March, 1954.

(3211/3/122)

390.

H.M.A. FLEET TUGS - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for H.M.A. Pleet Tuge :-

Class Item No. 152

Classification "A"

Item: "To fit individual isolating switches for the course, Pelorus and steering repeaters."

Compensating Weight Required: NIL

References:

(a) F.O.I.C. E.A.'s B.A. 1313/505/29/1 of 7th May, 1954.

- (b) PENGUIN's BND. 7/4/5 of 23rd April, 1954.
- (c) H.M.A.S. SPRIGHTLY's proposed alteration and addition item S/B.

(4300/1/46)

391.

H.M.A.S. SYDNEY - ALTERATION AND ADDITION ITEM.

The following amendments are to be made to Navy Order 41 of 1954 :-

- (a) delete references to Drawing D.N.C.15/A/317.
- (b) insert Navy Office Drawing No. CR2700 in lieu.
- (c) add to References:

(d) AF. 931/2021/1 of 19th May, 1954.

(4278/103/100)

392.

NAVAL STURES (GENERAL) (CLASS B, GROUP 2b) - STEEL SECTIONS - ADDITION TO THE RATE BOOK FOR NAVAL STORES.

It has been decided to add the undermentioned mild steel channel bars to the Rate Book for Naval Stores under Class B, Group 2b (Schedule 148), and pattern numbers have been allocated as shown -

Pattern No. Description Denom.
Channel Bars, Mild Steel

in. in. in. ft. lbs.

34743 3 x 2 x 2 7.48 Poot 34744 3 x 1½ x 1½ 4.6 Poot.

(The foregoing is the unaltered text of A.P.O. 1617/1954.)

(4505/21/47)

393.

SAFETY EQUIPMENT - MAINTENANCE AND CHECKING OF SCALES USED FOR WEIGHING CO.2 CYLINDERS.

The tolerances within which CO2 cylinders are to be charged are so small that scrupulous care must be taken in the maintenance and use of scales for weighing the cylinders. No practice which may affect the efficiency of the scales, e.g., polishing the weights, should be permitted.

2. The limits of accuracy of the types of scale in use are as follows :-

Ref. Description Limits of accuracy
B.10/1467 Spring balance, 30 lb. Within 1 ounce
B.10/9190 Scales, gun cotton, 14 lb. Within 1 ounce
(formerly
R.A.F. Stores
Reference
4D/717)
F.5/2587 Avery scales, 500 grammes Within 0.2 grammes.

3. Scales used for weighing CO2 cylinders are to be checked at least once a year. Arrangements are to be made as necessary with the nearest (Superintending) Naval Store Officer or (Superintending) Victualling Stores Officer, or with the local weights and measures inspector.

4. A record of the annual check weighing is to be maintained by the Safety Equipment and Survival Officer.

(The foregoing is the text of A.F.O. 1182/1954 altered to meet R.A.N. conditions.)

(4506/7/59)

394.

LOSSES OF STORES, MATERIAL, ETC. - REPORTS TO LOCAL AUDITOR.

Paragraph 2 of Navy Order 78 of 1954 is to be smended as follows :-

Attention is directed to Confidential Nevy Order 32 of 1948 in regard to the method of reporting losses to the Commonwealth Audit Office."

(4476/1/11)

395.

REIMBURSEMENT OF CHARGES FOR LOSSES CONSEQUENT ON RECOVERY OF MISSING STORES.

The normal procedure, when loss of stores results from neglect of an officer or rating, is to charge value or part value, as considered appropriate, to the pay account of the person concerned. Naval Financial Regulations and Instructions, Article 9, is relevant.

2. Consideration has been given to the policy to be followed in respect of such charges in cases where the missing items are subsequently recovered. All cases of this nature should be reported to the Naval Board for consideration. The report should include full particulars of the circumstances in which the item was recovered, and an estimate of the extent to which the article deteriorated whilst missing. No refund of charges levied should be effected without prior Naval Board approval.

(4476/30/27)

396.

STORES - NECESSITY FOR RETAINING PROTECTIVE WEAPPINGS ON PACKAGED STORES.

Instances have occurred where the moisture vapour proof wrappings of packaged stores have been removed as a damage control precaution.

- 2. The wrappings of standard packaged stores and squipment should not normally be removed until the article is required for use. In any event, packages incorporating waterproof or moisture vapour-proof barriers should not have these barriers removed. Such packages when received from the United Kingdom are labelled either -
 - (1) Not to be opened until required for use;
 - (ii) Method II Pack. Not to be opened until required for use except for renewal of desiccant. Date of last charge
- 3. Storekeeping authorities are to ensure that packages incorporating waterproof or moisture vapour-proof barriers are suitably labelled to embody the instructions in paragraph 2 hereof, prior to issue. Stocks of labels will be maintained by Superintending Naval and Air Stores Officer, Sydney.

4. Admiralty state that B.R. 1294, Damage Control Manual, which is being revised, will contain a paragraph to the above effect. (4476/38/11)

SECTION 6. - SHORE ESTABLISHMENTS

397.

SHORE STATIONS - RADIO EQUIPMENT - REPORTS.

Half-yearly reports on matters of detail affecting radio equipment are to be rendered on 31st May, and 30th November

397

by all shore W/T stations (including "Y" and "Y" DF). Command W/T stations and Port W/T stations.

2. The report is to be rendered by the Officer-in-Charge in duplicate and forwarded to -

Navy Office for the Director, Naval Electrical Branch.

- 3. The report should cover the following points :-
- (a) Minor maintenance difficulties including those due to deficiencies in spares, lack of test equipment or tools or concerned publications.
- (b) Any proposals involving a departure from "As Fitted" drawing or installation specification for equipment fitted since last report was made, including aerial layout feeder system. Brief reasons for the proposal and details in form of sketch to be included.
- (c) Brief details of any constructional work carried out or proposed for the succeeding six months from the date of report, including its nature and position.
- (d) Suggestions for improvements to future designs, layouts and spares allowance and circuit efficiency.
- 4. Reports are not required for matter already covered on Form 8.1183.
- 5. These reports are not to be used to raise questions involving policy or principle, neither are they appropriate when matters affecting operational efficiency or the safety of personnel are at issue. In such cases an immediate report should be rendered to the Administrative authority for onward transmission to the Naval Board through normal Service channels.
- 6. This report in no way cancels those reports called for under Confidential Navy Order 32 of 1952 (Radio (Radar and Wireless) Equipment Inventories - Reports).

(The foregoing is the text of A.P.O. 1128/1954 altered to meet R. A. N. conditions.)

(3161/2/4)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 28th July, 1954.

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

By direction of the Naval Board,

J. K. Buuning Secretary.

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

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Bubject

398 Books - Distribution of Non-Accountable Publications and Amendments During June, 1954.

398.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING JUNE, 1954.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, etc., have been distributed to Ships and Services during June, 1954. Navy Order 110 of 1954 is relevant -

Magazines, Pamphlets, etc.

Title	Date		
"Plight"	26th March, 1954		
W.	2nd April, 1954		
	9th April, 1954		
and the same of th	23rd April, 1954		
"Aeroplane"	9th April, 1954		
	23rd April, 1954		
· · · · · · · · · · · · · · · · · · ·	30th April, 1954		
"United Nations Bulletin"	1545 May 1056		
Vol.16, No.10	15th May, 1954		
N.A.M.A.N. N.1278 - N.1292	31st May, 1954		
"Fibres" Vol. 15, No. 4	April, 1954		
"Occupational Safety and			
Health"	Jan March, 1954		
"Live Wire", Vol. 6, No. 1	gaster, 1954		
Defence of Merchant Shipping			
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(4139/3/91)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 29th July, 1954.

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

By direction of the Naval Board,

J. R. Bummins

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 oncerned.

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Subject

399 Aviation - Instrument Flying Grading Scheme.

Photo-lithographed, by Authority: W. M. HOUSTON, Government Printer, Melbourne. 399.

AVIATION - INSTRUMENT FLYING CRADING SCHEME.

It is intended that the Fleet Air Arm shall be an "all-weather" force, so far as the instrument flying ability of its pilots is concerned, and for this purpose all qualified naval pilots will be categorized as follows, according to their flying experience and instrument flying proficiency:

- (a) Graded those possessing a current instrument grading card.
- (b) Un-graded those not possessing such a card.
- 2. Squadron Commanders are to take every opportunity of improving the standards of the pilots under their command and this can only be achieved by constant instrument flying practice, both actual and simulated, and regular exercises in the Link Trainer.
- 3. Graded pilots will be placed in one of the following three categories :-
 - (a) White;
- (b) Green;
- (c) Master Green.
- 4. The instrument grading held by pilots will govern their flying when this is affected by the weather limitations detailed in Admiralty Fleet Order 1793/1953.
 - 5. Qualifications for Instrument Gradings .-
 - (a) White Card:

To qualify for the award or annual renewal of a "white grading", a pilot must -

- have qualified in the instrument flight test and ground examination outlined in paragraphs 7 and 8 hereof;
- (ii) show record of having within the previous twelve months, either flown at least 10 hours as first pilot, under actual instrument conditions, or completed 20 hours instrument flying of which a minimum of four hours is to be actual and the balance simulated; or during the past six months, to have flown 5 hours as first pilot under actual instrument conditions, or completed 10 hours instrument flying, of which a minimum of 2 hours is to be actual and the balance simulated.

(b) Green Card:

To qualify for the award or annual renewal of a "green grading", a pilot must show satisfactory proof of at least 500 flying hours, which are to include -

- (1) 350 hours as first pilot;
- (ii) 50 hours or more while handling the controls under actual flight conditions;

(iii) lo hours handling the controls as first pilot, under actual instrument flight conditions, in the preceding twelve months, or 5 hours actual in the preceding six menths. In addition, the pilot is to complete successfully the instrument flight tests and ground examinations, outlined in paragraphs 7 and 8 hereof.

(c) Master Green Card:

To qualify for a master green grading, a pilot, in addition to satisfying all the conditions of a green grading, is to show record of -

- (1) at least 2,000 total flying hours, which are to include 1,400 hours as first pilot and 200 hours while at the controls under actual instrument flight conditions; or,
- (ii) having held a green grading for five consecutive years.

NOTE: The Master Green Card will be the normal Green Card, overprinted in red with an encircled letter "x".

- 6. Instrument Flying Times are to be computed as follows :-
- (a) "Actual" instrument flying will be that time, day or night when the aircraft cannot be controlled by reference to external visual aids and all manocuvres are made solely by reference to instruments. Time above the overcast and clear weather night flying are not to be included;
- (b) "Simulated" instrument flying will be that flying time when instrument flying conditions are created artificially by the use of I.P.P. Equipment, or by other recognized means.

Such flying times should be entered in the pilot's flying log book in the appropriate columns.

7. Plight Tests .-

In the flight tests, a pilot is to demonstrate his ability to fly accurately by reference to instruments only. The tests may be carried out either under simulated, or actual instrument flight conditions. When testing "recovery from unusual positions", under actual weather conditions, there should be 3,000 feet clear between the lowest cloud and the ground. Details of the tests are published as Appendices A and B to this Order.

8. Ground Examination .-

In addition to the flying tests outlined above, pilots are to pass an oral test covering the following subjects:

- (1) Air Traffic Control regulations with special reference to Instrument Flight rules;
- (ii) practical weather technique, including flight through turbulence;
- (111) meteorology;

- (iv) flight instruments;
- (v) pilot navigation;
- (vi) airmanship.

9. Arrangements for Training and Testing. -

- (a) pilots will normally qualify for the award of a white card during their "Pipeline Training".
- (b) Instrument flying grading and renewal of green and white cards is otherwise carried out at R.A.N. Air Station. Nowrs, by a qualified Instrument Grading Examiner.
- (c) Applications to be tested for the issue or renewal of instrument gradings are to be made by pilots to the Captain, R.A.N. Air Station, Nowra, on the forms (in triplicate) shown in Appendix C to this Order. On completion of the test, whatever the result, the forms are to be signed by the Captain, R.A.N. Air Station, Nowra, and forwarded as follows:
 - (i) two copies to Flag Officer-in-Charge, Eastern Australian Area, one for his retention and one for onward transmission to the Secretary, Naval Board;
 - (ii) one copy to be retained by the examining unit for record purposes.

10. Issue and Endorsement of Grading Cards .-

- (a) The Captain, R.A.N. Air Station, Nowra, is authorized to issue or renew the appropriate grading card, on receipt of completed test report forms, for applicants who have qualified. Instrument grading cards of pilots, who have passed their test on jet aircraft, are to be endorsed "Jot and Piston-Engined sircraft". Pilots who hold an instrument grading for jet aircraft are held to be qualified also for instrument flying of piston-engined aircraft, but the converse does not apply.
- (b) When a pilot qualifies as an Examiner, the words "Instrument Grading Examiner" together with the date of qualifying are to be entered on his card.
- (c) Royal Australian Navy Instrument Grading Cards are to be smended as follows :-
- "in accordance with Navy Order 260 of 1949", should be replaced by "in accordance with Navy Order 399 of 1954".
- (d) Royal Navy Instrument Grading Cards are to be amended as follows :-

On the reverse side under "Renewals", above the word "Date" insert "Expiry".

11. Notation in Pilots' Log Books,-

The results of all examinations for issue or renewal of instrument grading cards are to be recorded in flying log books, showing the grading for which the pilot was examined and whether he passed or failed.

12. Periods of Validity .-

The period of validity for all instrument gradings will be one year from the date of issue or renewal. Captains of H.M.A. Ships or R.A.N. Air Stations may, at their discretion, extend the period for three months, provided that not less than 10 hours actual instrument flying has been done within the preceding year. The pilot's log book is to be inspected to ensure that the requirement is met, and the extension is to be authorized in the log book together with the new expiry date, and also entered on the back of the Instrument Grading Card by the Captain.

13. Renewal of Instrument Gradings .-

At least one month before these gradings are due to expire, all graded pilots, including examiners, should apply for them to be renewed. Captains of H.M.A. Ships or R.A.N. Air Stations should ensure that every effort is made to renew pilots' gradings in good time. Grading Cards which become more than three months overdue for renewal (i.e. when more than 15 months have elapsed since the previous test) should be withdrawn. They should be retained by the unit concerned, for re-issue, or disposed of according to circums tances.

14. Instrument Grading Examiners .-

Instrument Grading Examiners will be holders of current Green or Master Green cards, tested and qualified as such on jet and/or piston-engined aircraft by the R.A.A.P. Central Plying School.

15. Renewal of Examiner Qualifications .-

Arrangements should be made annually through Flag Officer-in-Charge, Eastern Australian Area, for the renewal of Instrument Grading Examiner qualifications at Central Flying School, R.A.A.F., Sale,

16. Navy Order 334 of 1951 is hereby cancelled.

(The foregoing to the text of A.P.O. 1441/1954 altered to meet R.A.N. conditions.)

(4002/22/76)

APPENDIX A.

FLIGHT TEST FOR PISTON-ENGINED AIRCRAFT

The test is to comprise -

- (a) basic manoeuvres; and
- (b) instrument-approach and missed-approach procedures.

Bosto manosuvres

- 2. Tests in basic manosuvres are to comprise -
- (a) Instrument take-off. proficiency will be judged on shility to maintain the take-off heading and by smoothness in attaining a safe climbing air speed;
- (b) Olimbing and descending turns. climbing and descending turns to given headings and altitudes using all instruments;

- (c) Steep turns .- steep turns using -
 - (i) all instruments; and
 - (ii) all instruments except artificial horizon.

Pilots are normally required to execute steep turns not in excess of 50 degrees of bank;

- (d) Pattern A (as outlined in figure 1 below), using turn and slip indicator, air speed indicator, vertical speed indicator, slimeter, magnetic compass, and clock. This exercise should be completed in ten minutes with a permissible tolerance of ± 10 seconds overall;
- (e) (i) Pottern B (As outlined in figure 11 below), using all instruments and at speeds appropriate to the aircraft being flown. This pettern should be completed in sixteen minutes with a permissible telerance of ± 30 seconds; or
 - (ii) two successful instrument approaches as described in paragraph 4 below;
- (f) Recovery from unusual attitudes. recovery from the undermentioned unusual attitudes to straight and level flight with the minimum loss of height. Instruments that would normally remain in operation during these manosuvres are to be used in the recovery -
 - (i) Approach to stalls (in turns with power on and power off),
 - (11) Descending spiral.

In this test instrument rating examiners are to ensure that the safe limits of manoeuvre for the type of aircraft used for the test are not exceeded, and that the preparatory manoeuvres to attain an unusual attitude are not apparent to the pilot;

(g) Engine failure. - engine failure is to be simulated when multi-engined sircraft are employed. Prolonged asymmetric flight is not required, but note is to be made of the pilot's proficiency in taking the appropriate action after engine failure. The testing Officers should simulate engine failure under exacting conditions, e.g., shortly after take-off or on the approach.

The permissible errors in basic manoeuvres are detailed below -

- (i) Altitude with ± 200 feet of the required altitude.
- (ii) Direction ± 10 degrees of the required heading.
- (111) Standard rate timed turns within 10 seconds at each 90 degrees of turn.

Variation in the calibration of turn indicators is to be taken into account.

Instrument approach procedures

3. Runway approach and serodrome let-down systems must be regarded collectively for the purposes of this scheme. Systems which are pilot interpreted, and therefore demand a marked diversion of concentration, are of the greatest value in testing, but owing to the lack of facilities in some places, it may be necessary for the examiner to adapt pilot-interpreted serodrome let-down sids, to simulate a runway approach.

4. A pilot, instead of performing pattern B as detailed in paragraph 2, sub-paragraph (e) hereof, may elect to complete two successful runway approaches, using any of the aids described in sub-paragraph (a) below, in which case no further instrument approaches will be required. When a pilot has elected, or been obliged (owing to lack of equipment), to perform pattern B, he must carry out one successful runway approach as detailed in sub-paragraph (a) or (b) below -

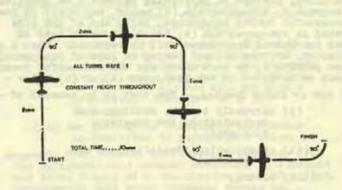
- (a) 938 or Radio Compass .- The test is to consist of -
 - correctly tuning, setting, and manipulating, the receiving equipment;
 - (ii) establishing identification and orientation;
 - (111) homing;
 - (iv) accurate final approach and recognition of the location of the instrument approach datum (without the aid of VHF markers when using radio ranges), e.g., location of cone of silence or main beacon;
 - (v) accurate turns at correct heights;
 - (vi) let-down to the appropriate or recommended break-off height; and
 - (vii) correct cockpit drill and R/T procedure.
- (b) G.C.A. or R/T D/F .- The test is to consist of -
 - (1) correct procedure for obtaining approach and let-down assistance;
 - (11) accurate manoeuvres and rapid response to instructions;
 - (111) accurate turns and regulation of rate of let-down to appropriate or recommended break-off heights; and
 - (iv) correct cockpit drill and R/T procedure.

Results of this test will be based on the pilot's ability to understand and comply with instructions - not necessarily in regard to the accuracy of the instructions from the ground controller.

Missed approach procedure

5. On reaching the break-off height, the pilot is to demonstrate his ability to carry out missed-approach procedure and assume maximum climb on a stated heading. This will start on reaching a recommended break-off altitude (not lower than 300 feet above ground level for white ratings, and not lower than 200 feet for master green or green ratings).

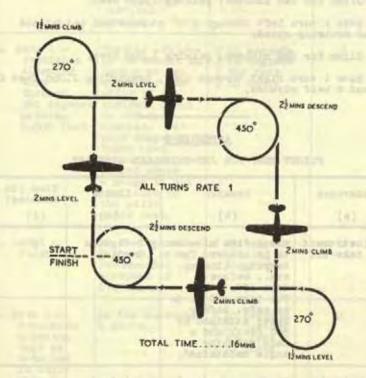
PIGURE I



Procedure

- 1. Settle down at normal cruising level flight on a definite heading.
- Note the time and fly for two minutes, maintaining constant height, airspeed, and direction.
- 3. At the end of two minutes do standard rate turn either left or right through 90° (30 seconds of turn).
- 4. Check heading and fly two minutes straight and level. Then turn 90° in the same direction as before.
- 5. Check heading and fly two minutes straight and level. Then turn 900 in the opposite direction.
- Continue until the last turn is reached, when the turn should be made through 90° in the same direction.

PIGURE II PATTERN B



Procedure

- 1. Start at normal cruising speed on a definite heading, and fly level for two minutes.
- 2. At the end of the first leg turn Rate 1 left through 270°, climbing 1,000 feet in one and a half minutes.
 - 3. Ply level for two minutes at fast cruising speed.
- 4. Rate 1 turn right through 450°, descending 1,000 feet in two and a half minutes.
 - 5. Climb for two minutes, gaining 1,000 feet.
- Rate 1 turn left through 270° at constant height and normal cruising speed.
 - 7. Climb for two minutes, gaining 1,000 feet.
- 8. Rate 1 turn right through 450°, descending 2,000 feet in two and a half minutes.

APPENDIX B
PLIGHT TEST POR JET-PROPELLED AIRCRAPT

Exercise (a)	Remarks (b)	Limita (c)	Time (in minutes)	
l. Instrument take-off	About five minutes to be allowed for taxying, line up, etc., before take-off. The take-off is to be safe, safety speed attained by 500 feet, and a safe climbing angle maintained.	± 2 degrees heading	1	
2. Maximum power climb levelling off at 8,000 feet	Check operational climbing speed and jet pipe tempera- ture.	± 300 feet for level- out	2	
3. Level flight	This leg is to permit the correct climbing speed to be gained for exercise 4 below. Air brakes may be used.	± 15 degrees heading ± 300 feet	1	

Exercise (a)	Remarks (b)	Limits (c)	Time (in minutes) (d)	
Level flight	280 knotz is suggested, but may be altered by agreement before the test. This exercise is to be done on a cardinal heading.	± 15 degrees ± 300 feet		
4. Rate 1 - Precision climbing turn through 360 degrees gaining 6,000 feet	Testing officer is to assist in timing as re- quired by the pilot if an aircraft clock is not in- stalled. Jet pips tempera- tures also should be passed where a gauge is not available to the pilot under test.	10 seconds 15 degrees 1300 feet 10 knots	2	
5. Level flight	As for exercise 3 above, using recommended airspeed of 270 knots.	1 15 degrees heading 1 300 feet	1	
6. Rate 1 - Precision climbing turn as detailed in exer- cise 4 above, but in the opposite direction	As for exercise 4 above.	† 10 seconds † 15 degrees † 300 feet † 10 knots	2	
7. Precision steep turns	These turns to be flown at a maximum of .7M, depending upon weather conditions (turbulence). Minimum of 50 degrees angle of bank. One turn to be made in each direction to be maintained only	± 300 fee;	5	

Exercise	Remarks	Limits	Time (in minutes)
Precision steep turns	long enough to satisfy the examiner, but not more than 360 degrees.	(0) ±300 feet	(a) 5
8. Restricted panel steep turns	Minimum of rate 1, maximum speed of .7M. To be sustained for not more than 180 degrees in each direction. Without use of artificial horizon.	2 500 feet	3
(For multi-eng 9. Asymmetric flight	gined types) With one throttle closed meintain indicated air- speed of 200 to 230 knots in safe attitude and show ability to turn in each direction on to specified headings.	± 15 degrees heading ± 10 knots	3
10. Stall and stall recovery	R.P.M. to be set to prevent flame-out. Air brakes to be used to decelerate to approximately 130 knots, to avoid excessive "nose-up" attitude. Test to be of ability to recover with minimum loss of height.		2
11. Maximum power climb to 30,000 feet	Approximately.	No limits	4

Exercise (a)	Remarks (b)	Limits (c)	Time (in minutes)	
12. High-speed	High speed run to a maximum of .76M. Test to be of ability to maintain level flight for twenty seconds (without artificial horizon).	2 500 feet 2 15 degrees heading	3	
13. Maximum deceler- ation	Prom the speed attained in exercise 12 above, close throttles, air brakes out, decelerate to approximately 170-180 knots (without artificial horison).	± 500 feet of altitude indicated at the end of exercise 12 above ± 15 degrees heading	2	
Full Panel 14. Controlled descent and instrument approach	Test of ability to complete a controlled descent and instrument approach. Adequate con- trol to be maintained throughout, and an instru- ment runway approach to be made whenever possible.	15 degrees heading 200 feet at specified heights from controller	15	
	Allowance for delays.		10	

Total time of test .. 61 minutes.

APPENDIX C

ROYAL AUSTRALIAN NAVY

INSTRUMENT FLYING GRADING AND TEST REPORT FORM

Initial application is hereby made for a Green Instrument Grading card for Jet engined sircraft.

SECTION I - PERSONAL DETAILS 1. Surname Christian Names 2. Rank 3. Total Solo Flying Time 4. Total Instrument Flying Time (i) Simulated (ii) Actual 5. Total Instrument Flying Time during last 12 months (1) Simulated (11) Actual Signature of applicant Date Approved (Signature of Squadron Commander.)

SECTION II - REPORT OF FLIGHT TEST

SECTION III - REPORT OF ORAL TEST

SECTION IV - GENERAL REMARKS

Total Plying Time on Course

Simulated Actual

SECTION V - FINAL REPORT The candidate is considered Suitable for the issue renewal of a Green Instrument Grading Card for Jet engined aircraft. White card No. Issued on Date of Expiry Examining Officer Captain, R.A.N. Air Station, Nowra

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C.N.O.400/54

RESTRICTED

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 30th July, 1954.

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

By direction of the Naval Board,

J. E. Bummins

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

400 Books - Libraries - Reorganization of Ships' Fiction and Officers' Reference Libraries.

400.

BOOKS - LIBRARIES - REGORGANIZATION OF SHIPS' FICTION AND OFFICERS' REPERENCE LIBRARIES.

Consequent on the transfer of the responsibility of accounting for Ships' Libraries and Officers' Reference and Unit Libraries to the Instructor Branch, (Navy Order 134 of 1953), the following revised arrangements are operative as from 1st July, 1954.

- Under the new system each Ship or Establishment will carry one library to be known as the Ship's Library, which will be divided into three sections as follows:
 - (a) Recreational Section:- To consist of books of a fictional or popular nature of the type which previously comprised the greater portion of a Ship's Fiction Library.
 - (b) Non-Fiction Section: To consist of books which are non-fictional in character but are suitable for general reading. Certain books formerly in the Officers' Reference Library will be transferred to this section.
 - (c) Reference Section: To consist in the first place of such books of the present Officers' Reference Library as are strictly "reference" in nature.

 New "reference" titles will be added from time to time as requisite.
- 3. It is intended that sections (a) and (b) of the Ship's Library should be housed so as to provide ready access for ratings, and that section (c) should be housed for the ready access of officers. At the same time ratings should not be prevented from making use of books in section (c) nor officers from using books in sections (a) and (b). The Instructor Officer (or Education Officer) will be responsible to the Captain for the care of the Library and for maintaining arrangements such as will enable the books to be used to the fullest extent for the purposes for which they are provided.

4. This reorganization of libraries will be carried out in each Ship or Establishment as soon as possible after 1st July, 1954, as arranged by the Director of Naval Education Service, who will be the responsible authority in Navy Office. Where necessary, priority in the reorganization of the Ship's Library will be given in the following order:

- (1) Ships proceeding abroad,
- (ii) Ships commissioning or recommissioning,
- (iii) Ships in commission which have previously reported unfavourably on the present library held,
- (iv) Other ships in commission,
- (v) Shore establishments.

With the exception of ships paying off, no action should be taken to return library books until arrangements have been made by D.N.E.S. for the issue of a Ship's Library on the revised scale.

SUPPLY AND ACCOUNTING ARRANGEMENTS. -

5. The accounting authority in H.M.A. Ships and Establishments for all libraries referred to in this Order is the Instructor Officer or, where no Instructor Officer is borne, the officer appointed by the Captain to be the Education Officer.

6. Ships' Libraries will be graded in size according to the complement of the Ship or Establishment concerned. In addition to the initial supply of books, each Library will be topped up by the issue of a quarterly supplement so that fresh reading matter is regularly available. These supplements will be issued without demand.

SCALE OF SUPPLY .-

7. (a) Recreational Section .-

Complement	Class of Ship's Library allowed	No. of books initial supply	Quarterly Supplement
Over 1000	lat	900	60
651-1000	2nd	600	40
401-650	3rd	450	30
251-400	4th	300	30 20
100-250	5th	150	10

- (b) Non-fiction section. The number of books in the initial supply will be approximately 12% of that for the recreational section. Quarterly supplements to this section will vary in size according to the availability of suitable books.
- (c) Reference Section Reference sections will be made up as follows :-
 - (i) For Shore Establishments, Cruisers and above, and Senior Officer's Ship of Destroyer and Prigate Squadrons,-

Atlas - Oxford

Dictionaries -

English, Concise Oxford, French - English German - English Itslian - English Russian - English Spanish - English

- (A) Chambers' Encyclopaedia (10 vols.)
 Everyman's Own Lawyer.
 The King's English Powler.
 The Law and Custom of the Sea Smith.
 Australian Encyclopaedia (2 vols.)
 Official History of Australia in the
 War of 1914-18, Vol. IX only Jose.
 Interpreting the Australian Constitution Brennan.
- (C) Who's Who in Australia.
 The Barrier Reef Roughley.
 Pidgin English Murphy.
- (B) Brassey's Naval Annual.

- (B) Jame's All the World's Aircraft.
- (B) Jane's Pighting Ships.
- (B) Whitaker's Almanac.
- (B) Commonwealth Year Book.
- (ii) For Destroyers, Frigates, Pleet Minesweepers and Ships of Similar Complements and Duties,-

Atlas, Handy Reference.

Dictionaries -

English Concise - Powler French - English German - English

Everyman's Encyclopaedia (12 vols.)

- (D) Jane's All the World's Aircraft.
- (D) Jane's Pighting Ships.
- (D) Whitaker's Almenac.
- (D) Commonwealth Year Book.
- NOTES:- (A) Encyclopaedia Britannica (24 vols.) will be issued in lieu of Chambers' to Fleet Flagship only.
 - (B) Published annually. Year old copies to be returned to R.E.V.Y. on receipt of up-to-date copies.
 - (C) Published triennially.
 - (D) Published annually Year old copy will be supplied. 2-year-old copies to be returned to R.E.V.Y. on receipt of year-old copies.

ARRANGEMENTS FOR SMALL SHIPS .-

8. Libraries, for Ships and Establishments with complements under 100, will be provided from a stock of box libraries, each containing 30 books, which will be available on demand from the Command Instructor Officer, H.M.A.S. RUSHCUTTER. Ships concerned will be permitted to draw not more than three recreational box libraries and one non-fiction box library. No system for the regular supply of supplements will operate for box libraries, but ships will be free to return complete boxes to the Command Instructor Officer and to draw replacements, as may be necessary, to maintain fresh supplies of reading matter.

DISTRIBUTION. -

9. Except as provided for in paragraph 8 of this Order distribution of library books will be made by the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, on the request of the Director of Naval Education Service. Demands are to be addressed to D.N.E.S., Navy Office, Melbourne, through the Captain, stating the reason for the demand and the complement of the Ship or Establishment concerned. Once a Ship's library has been supplied, quarterly supplements and annual publications will be issued without further demand. Demands should therefore be made only for the issue of a complete library or for the

the replacement, as necessary, of single books from the Reference Section. In view of the regular supplement to the Recreational and Non-Fiction sections, books lost from these sections will not be replaced. Suggestions regarding the type of book required in the quarterly supplements may be forwarded to D.N.E.S.

ACCOUNTING . -

10. All books, whether supplied as complete sections, replacements or supplements, are to be taken on charge on receipt by the Instructor Officer (or Education Officer) in accordance with the supply and receipt vouchers accompanying each supply, the receipt note being signed immediately and returned to S.V.S.O. and the supply note being retained for subsequent enclosure with the half-yearly account (see paragraph 11). The "Packing List" (which is enclosed in the package) should be retained for reference purposes.

Il. The Officer responsible for the Ship's Library is to carry out a six-monthly muster of all Sections of the Library about 30th June and 31st December each year. The actual dates may be varied, as requisite, to fit in with leave arrangements but in no case is the muster to be delayed more than 14 days after the due date. Where a change of custody occurs, or on paying off, an additional muster is to be carried out. On each occasion of muster, an account on Porm A.S.1074, approved by the Captain, is to be rendered to the Director of Naval Education Service, Navy Office, Welbourne. Form A.S.1074 is to be accompanied by supporting vouchers, viz:

- (a) Victualling Yard Supply Notes (Form AV. 120);
- (b) Forms A.S.126 and A.S.1096 in respect of books lost or deficient.

A supply of revised Forms A.S. 1074 will be supplied to each Ship or Establishment when the reorganization of the Library is effected.

- 12. The following notes are for the guidance of ofricers in completing Form A.S.1074 :-
- (a) "Remains from last Account". This is the number of books actually mustered at the previous quarter and entered as the "Numbers Remaining" on that occasion.
- (b) "Received from Victualling Yard". This is the number of books received during the quarter for which the appropriate yard "Supply Notes" are to be attached to the Form A.S. 1074.
- (c) "Surplus". This figure is confined to books previously reported as losses or deficiencies and subsequently found.
- (d) "Total Debit". This is the total of the previous three items, and should give the total number of books which would be present had there been no losses or returns. This total should equal "Total Credits".
- (e) "Returned to Victualling Yard". This is the number of books returned in accordance with paragraph 13 or 14 of this Order.

- (f) "Lost by Neglect". This is the number of books whose loss is traceable to specific individuals and for which Porms A.S. 126 are attached to the Form A.S. 1074. (See paragraph 17 of this order.)
- (g) "Deficiencies". This is the number of books which were unaccountably deficient at the muster and for which Forms A.S. 1096 are attached to the Form A.S. 1074. (See paragraph 18 of this Order.)
- (h) "Numbers Hemaining". This is the number of books actually found at the muster.
- (1) "Total Credite". This is the total of the four previous items. "Total Credits" should equal "Total Debits".

RETURNS .-

400

13. Books of all sections are to be returned to the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, when a ship pays off. An account on Form A.S. 1074, together with supporting vouchers, is to be rendered to D.N.E.S. on such occasions. Care is to be taken that books obtained from extraneous sources are not included in these returns. The three Sections should be packed separately, and recorded on separate "Return Notes" (Form A.S. 549) which should specify the Section to which each note refers.

14. Books from Sections (a) and (b), which are no longer of use as a result of wear and tear or for reasons of unsuitability, may be returned to the Royal Edward Victualling Yard under cover of a Return Note (Form A.S. 549). No replacements will be issued other than the regular quarterly supplements. and returns are, therefore, to be limited to such quantities that the total number of books held in the Recreational and Non-Piction Sections of the Library does not fall below the numbers authorized for the initial supply in those Sections, as detailed in paragraph 7 of this Order.

15. Ships undergoing refit, unless paying off, need not return their Libraries but may lodge them at the nearest Victualling Yard on deposit, informing the Director of Naval Education Service that replenishments are not required. On withdrawing libraries on completion of refit, or on recommissioning, a statement that replenishments are again desired should be forwarded to the Director of Naval Education Service.

LOSSES .-

16. The Instructor Officer (or Education Officer) is to take all reasonable precautions to avoid the loss of books from the Library in his charge but these precautions are not to be such as may unduly restrict the use of the Library by the Ship's company. It is desired that full use should be made of the Ship's Library and it is appreciated that if this is done a small number of unaccountable losses may occur.

17. Cases of loss or damage by borrowers are to be investigated by the Instructor Officer (or Education Officer).

Whenever it appears that loss or damage is due to negligence or misconduct on the part of the borrower, the value of the book is to be recovered from the borrower on Form A.S. 126. For this purpose the value of any book is to be taken to be its cost price which will be notified when the book is supplied. All Porms A.S. 126 rendered in connection with Ships' Libraries are to be subject to the approval of the Captain. Losses under this heading are to be entered in the "Lost by Neglect" column of Form A.S. 1074 on the next occasion of rendering this Form and Forms A.S. 126 are to be attached in respect of each loss.

18. Books found to be unaccountably missing on the occasion of a muster of the Library are to be entered in the "Deficiencies" column of Form A.S. 1074. They are to be covered by Forms A.S. 1096, approved by the Captain, and attached to the Form A.S. 1074. The Instructor Officer (or Education Officer) is not to be called upon to refund the value of books lost by accident unless the losses are excessive or it appears that he has been negligent in his custody of the Library.

EXCHANGES. -

19. Except as provided for in paragraph 8 of this order. exchanges of Ship's Library books between Ships and/or Establishments is not permitted. Paragraph 15 of this order provides for the return of unsuitable books and paragraph 9 permits other books of a particular type to be requested.

CONDUCT OF THE LIBRARY .-

20. The Officer-in-Charge of a Ship's Library is to give each book in the Library a serial number by which the book can be identified so long as it remains in his library. This number is to be clearly marked inside the covers of the book using a rubber stamp in the following form :-

> H.M.A.S. SYDNEY Book No.

21. If a book has previously been on issue to another Ship's Library, the old serial number and Ship's name are to be effectively obliterated before the new serial number is inserted.

22. Serial numbers are to be arranged in such a way as to indicate the section of the Library to which the book belongs.

23. The Library is to be opened to the Ship's Company at such times as may be convenient to permit of a free circulation of the books,

24. A record of books borrowed is to be maintained by the librarian and all reasonable precautions are to be taken to ensure that books are returned by borrowers in due course. To facilitate this a "Borrower's Card" has been produced, supplies of which will be available from D.N.E.S. The card has a heading on which the name, rating and official number of a borrower can be inserted. The body of the card is divided into columns headed -

C.N.Os.401-441/54

Book Date Borrower's Date Librarian's Number borrowed initials returned initials

25. The proper use of borrower's cards will enable the librarian at any time to check which books are out on loan and to whom they have been loaned.

D. N. E. S. CENTRAL LIBRARIES .-

26. Central Libraries are maintained by the Director of Naval Education Service in H.M.A. Ships CERBERUS and PENGUIN. These Libraries, which contain a wide variety of text books and reference books, are not Ships' Libraries in the sense of this Order. They are intended to serve Ships and Establishments generally and books may be borrowed from them, either singly or in batches and for long or short periods, by arrangement direct with the Senior Instructor Officer of the respective establishments. Catalogues of these Central Libraries are in course of preparation and will be distributed on completion.

27. Navy Orders 175 of 1949, 299 of 1951, 119 and 201 of 1952, 79 and 155 of 1953, and 80 of 1954 are hereby cancelled.

(3716/1/5)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 3rd August, 1954.

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

By direction of the Naval Board,

J. P. Bumins

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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 Bate Book and Authorized List of Naval Stores.
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List of Admiralty Fleet Orders repromulgated as Commonwealth Navy Orders (Navy Order 104 of 1954).

SECTION 1 .- ADMINISTRATIVE AND GENERAL

401.

COURT-MARTIAL PROCEDURE - QUEEN'S REGULATIONS AND ADMIRALTY INSTRUCTIONS, CHAPTERS 21 AND 22.

Chapters 21 and 22 of the Queen's Regulations and Admiralty Instructions which were not distributed with the revised edition are now being distributed by Military Branch (Books Section). It is to be noted that, before these chapters are brought into force on the lst July, 1954, a revised edition of the Admiralty Memorandum on Naval Court-Martial Procedure (B.R. 11) will have been distributed. In that publication these chapters will be reproduced, together with explanatory notes. New forms for use in connection with courts-martial will also be distributed in advance of the date when the new chapters are brought into force.

The purpose of distributing these chapters in advance of the date of bringing them into force is to enable naval authorities concerned to study the changes in procedure which will be introduced in the course of 1954. The full scope of these changes will become more apparent on study of the revised B.R.11, which will have been distributed before the changes of procedure are brought into effect, Broadly speaking, the new procedure will introduce such changes recommended by the Pilcher Committee as were accepted by the Admiralty and can be put into effect without amendment of the Naval Discipline Act. The following paragraphs of this Order draw attention to the major changes introduced; for the sake of completeness, reference is made occasionally to a procedure or to notes incorporated in the revised B.R.ll but not forming part of the court-martial chapters as printed in the Queen's Regulations and Admiralty Instructions.

- 2. Counter-eignature of the charge sheet by the convening authority (2115).
- 3. Charge sheet, but not circumstantial letter, to be sent by convening authority to president (2118(2)). Special exception for navigational trials.
- 4. Deputy Judge Advocate of the Fleet to bear the additional title of Chief Naval Judge Advocate. Officiating Deputy Judge Advocate to become Judge Advocate (2119(1)).
- 5. Clerk of the court to be appointed to relieve judge advocate of pre-trial duties (2119(2) and 2124).
- Appointment of civilian counsel as judge advocate in certain cases (2119(2) Note 1).
- 7. Cases when Captain of accused's ship should not prosecute; possible appointment of civilian prosecutor [2119(4) Note).

- 8. Advice of judge advocate on a point of law to be accepted by court or reasons to be recorded (2123(7) and 2125(7)).
- 9. Pre-trial duties of judge advocate restricted (2125(1)).
- 10. Judge advocate empowered to hear certain evidence in absence of court (2125(9)).
- 11. Judge advocate and clerk of court not to advise prosecution or defence before trial if another officer with legal experience is available (2126).
- 12. Duties of prosecutor (2127).
- 13. Reading of list of officers under Article 446(1) abolished (2139).
- 14. Simplified proof of jurisdiction (2150(1)).
- 15. Procedure on application for separate trials (2151).
- 16. Procedure on application to sever charges (2152).
- 17. Unfitness of accused to plead or stand trial (2153).
- 18. Accused to be required to plead guilty or not guilty (2154(1)). Pleading will precede instead of following the reading of the circumstantial letter.
- 19. Judge advocate to ensure that plea of guilty is understood by accused (2154(2)).
- 20. Procedure when accused pleads guilty to some but not to all charges (2154(3)).
- 21. Circumstantial letter not to be made available to court except in navigational trials (2155(3) and (4)).
- 22. Procedure on disposal of pleas of guilty clarified (2156(1)).
- 23. No statement in mitigation of punishment to be made on charges to which accused has pleaded guilty until any evidence on charges to which he has pleaded not guilty has been heard (2156(2) and 2190(4)).
- 24. Provision for accused to dispute statements in circumstantial letter in statement in mitigation; plea of guilty no longer to involve admission of accuracy of all material statements in circumstantial letter (2156(3) and 2263).
- 25. Forms of oath amended (2160).
- 25. Recall of witnesses and calling of additional witnesses (2162(5) and Notes).

- 27. Procedure on misconduct by witnesses clarified (2165-2167).
- 28. Findings on alternative charges (2184(2)).
- 29. Form of special findings of insanity (2186).
- 30. Calling of special medical witness after close of the defence (457(6)) postponed till after finding of guilty (2191).
- 31. Death sentence (2203(1)).
- 32. Court authorized to inform accused of recommendation for suspension of sentence (2205(2)).
- 33. Dismissal from ship to involve half-pay for any officer (2207(1)).
- 34. Sentence of imprisonment or detention not to be postponed under Naval Defence Act 74(2) for serving in civil prison or naval detention quarters if appropriate military or air force establishment is available (2224(2)).
- 35. Disposal of record of proceedings, including mechanical records (2230-2232).
- 36. Provision of copies of record of proceedings to accused. Charges. (2233).
- 37. Travel warrants and undertaking to pay expenses of witnesses (2235(2)).
- 38. Admissibility of documents in evidence (2240(2) and (3)).
- 39. Evidence by statutory declaration and affidavit (2241).
- 40. Orders under the Benkers' Books Evidence Act, 1879 (2243).
- 41. Plans, maps, drawings and photographs (2245).
- 42. Use of extracts to avoid bulky exhibits (2247).
- 43. Scene of alleged offence (2248).
- 44. Use of tracings with charts (2252(2) Note 1).
- 45. Evidence at navigational trials of negligence not alleged in circumstantial letter (2255).

(The foregoing is the unaltered text of A. P.O. 1444/1954.)

(4011/26/13)

INHERENT DANCER OF FLIGHT DECK OPERATIONS.

Flight deck operations call for judgment and discernment to maintain the balance between the needs for working the deck at speed and avoidance of casualties.

2. The attention of all Senior Aircraft Handler rates is to be drawn to their responsibilities with regard to the training of junior rates in their watch or team, especially when the Flight Deck Watch Bill is changed, and inexperienced junior rates are called upon to carry out duties, e.g., hookman, with which they are unfamiliar.

(4002/90/10)

403.

402.

NAVAL BOMBARDMENT RANGE JERVIS BAY.

Navy Order 236 of 1953 is to be amended as follows ;-Paragraph 15(a) (1) for "2690 Kcs" read "2196 Kcs", for "2196 Kcs" read "4172 Kcs".

(4185/5/39)

404.

PREVENTION OF FIRE IN SMALL CRAFT.

To minimise the danger of fire in small craft propelled by internal combustion engines, whether commissioned vessels, yard craft or shipe' boats, the following instructions are to be observed.

- 2. Commanding Officers and Administrative Authorities are to cause a thorough and complete investigation to be made without delay by a committee of two or more persons, into the existing precautions against fire in each craft under their command. One of the committee is to be an Engineer Officer, or other suitably qualified person if an Engineer Officer is not available.
- 3. The report, rendered in accordance with the Appendix to this Order which will be available as a standard Form, is to be forwarded to Navy Office without delay and thereafter at half-yearly intervals.

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4. The attention of all concerned is drawn to Consolidated Orders and Regulations, Article 309, B.R.1754 and B.R.1257, also to Form S.1194, "Precautions against fire or Explosion when in Service - Petrol Engined Craft" - a copy of which is to be prominently displayed in each craft concerned.

5. Navy Order 125 of 1952 is hereby cancelled.

(3211/3/132)

Control of the Gallery	-		The same of the	41-4	100	4500
Appendix	to	Navy	Order	404	Of	1954

SMALL CRAFT ANTI-FIRE INSPECTION REPORT

CONDUCTED AT DATE
DATE OF PREVIOUS INSPECTION
CONDUCTED AT
INSTRUCTIONS
This Form is to be completed in time to reach Navy Office by 1st March and 1st September each year.
For craft under construction, large repairs, modernization or conversion this Form is to be rendered immediately after completion of the vessel.
NOTES
(i) Corrective action found to be necessary as a result of the inspection is to be taken at once, and a report made to Navy Office. No structural alterations are to be made with- out prior Navy Office approval.
(ii) Where a question is not relevant to the craft under report, it is to be answered "Not applicable".
The second of the second supplies that it is
SIGNED BANK

A.B. 2011Z (Established 1954)

PART I - KLECTRICAL		TYPE AND REGISTERED NUMBER OF CRAFT						
PART I - BIBOTRIORE	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1. (a) Are electrical resistances, fuze boxes and such other items of the electrical installation which may be subject to overheating mounted clear of surrounding structures so as not to constitute a fire risk?	1							
(b) (i) Are electrical cables or apparatus supported from external bulkheads and decks bounding liquid fuel compartments?	E							
(ii) If so, is this avoidable?					ML SALV	100	CONT.	HILL.
(iii) If not, are the cables and apparatus supported in according with the requirements of B.R.1754, clause 2.5(e) and B.R.862 (45), clause 8, article 170?			11	11 = 10	-11-			(1)
2. Is any part of the installation adversely affected by heat, oil, weather, or other cause?					1 Sept. 1			A User
3. (a) Are battery terminals and connections clean and making good contact?						N .		
(b) Is the insulation of battery cables in good condition?			100		1			200
(c) Is the run of cables unduly exposed and subject to accidental damage?					10.16			
(d) Are electrical cut-outs and fuzes reliable in operation?				1995	erana si	1000	(the sect	Name of the last
4. In engine rooms and other compartments likely to accumulate explosive vapour -				Andrea Series	is men	put it is		# 2
(i) Are all electric motors of ventilating fans fitted in these spaces or fitted inside the ventilating ducts for these spaces of flameproof enclosure?	ŀ			THE PORT	- III EI	7		
(ii) Are all electric heaters of the flameproof type?					and i	NIO N		
(111) Are all items of electrical equipment, where practicable fitted as high as possible under the deck head of these spaces? (B.R. 1754, clause 5.4(5))				Alleria (ASSESSED TO		
5. Is the insulation resistance and condition of all items of the electrical installation satisfactory?		11.1		the state	Man Pyter is			2 (47 =
6. Is lightning protection fitted and in a satisfactory condition in accordance with Admiralty Lightning Conductor Regulations?		Accessors.	Land 1		Charles of			
7. Is the crew fully instructed in the flighting of electrical fires? (C.N.O. 53/51)				117,411		300		i iii
A STATE OF THE PARTY OF THE PAR	19							

			TIPE AND	KEGISTEKE	NUMBER O	FURAFT	_	
PART II - HULL AND MECHANICAL	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1. (a) Are galley fires or/and other sources of maked flame sufficiently separated from the engine room?	1	-1.0						
2. Are galley stoves secured and equipped with metal savealle?				-				
3. Is the engineroom painted with fire retardent paint?				-	100			-
4. Have the engine room linings been removed?								
5. Does the design of floor plates allow free circulation of air to the bilges?								
6. (a) Is the bilge pump and its associated piping fully efficient?								
7. Are the bilges exhausted by direct exhaust fan trunking?				-	-	150-00	-	-
8. Are engine exhaust pipes, particularly where they pass through bulk- heads and partitions, effectively lagged?					4			
9. Are fuel lines and fuel tank fittings free from leaks?		-	_					_
10. Are flame traps fitted to carburettors?			-		-	-	-	-
11. Are driptrays with wire gause fitted under carburettors?			-	-	-			
12. Are metal savealls fitted under engine sumps and ready use tanks?								-
PART III - FIREFIGHTING								-
1. Is a copy of Form 8.1194 "Precautions against fire" prominently displayed in the engine rooms?								
2. Are "No Smoking" signs prominently displayed in the appropriate place in the vessele?								-
3. Have engine room personnel qualified in firefighting?	-	-	-	-	-	-		-
4. (a) Is the allowance of firefighting equipment laid down by C.N.O. 262/1945 up to Establishment?		137	1	4 6 5	4 0	2-Dr		
(b) Is the Establishment considered adequate for the vessel?				1		1		
(c) Are the portable extinguishers securely stowed?			100	1-170	/	3 7	1000	
(d) Are they readily accessible?			-	-		-		
(e) Are refills quickly available?			1000	1000	1			
(f) When were the extinguishers tested, and by whom?	1				-			

404

REMARKS 1

405.

UNIFOXER EQUIPMENT - PRACE TIME ALLOWANCE - H.M.A.-O.M.S.

The peace time policy for Unifoxer in Ocean Minesweepers has been reviewed in the light of the operational requirements of these ships.

- 2. It is important that Unifoxer be atreamed during A/S exercises in order that the A/S Attack team are kept familiar with the technique of working under the more difficult conditions then imposed.
- Captains may, if desired, land on deposit, 5 in No. sets, 3 in No. sets being retained on board.

(5113/67/12)

SECTION 2. - PERSONNEL

406.

AIRCREW ENTRY - SELECTION OF RATINGS FOR TRAINING AS PILOT OR OBSERVER.

The following ratings have been selected for the 12th entry of Naval Airman (Aircrew) commencing 16th August, 1954:-

A/P.O. WRITER DOUGLAS, K.A. 36551 H.M.A.S. NIRIMBA
N.A. 2 WRIGHT, T.R.R. A.49099 N.A.S. NOWRA
RECRUIT L/B. MONK, R.V. A.49914 H.M.A.S. CERBERUS.

(4019/140/686)

407.

EXCESS BAGGAGE - MEMBERS PROCEEDING ON RECREATION LEAVE TO OR FROM MANUS.

Members serving at Manus, who are granted leave travel concessions in accordance with the provisions of Navy Order 344 of 1953, will be allowed excess baggage as hereunder provided that, in each case, the Naval Officer-in-Charge, North East Australian Area, is satisfied that the carrying of the baggage involved is warranted -

- (a) Up to 12 lb. (excluding the airline's free allowance) for an unmarried member or married unaccompanied member.
- (b) Up to 24 lb. (excluding the airline's free allowance) for a married member accompanied by his family, plus up to 44 lbs. in respect of all children under 3 years of age (for whom no fare is paid and no free allowance of baggage is granted) accompanying their parents.

(4677/31/63)

17

408.

INSTRUCTIONAL FILMS AND FILM STRIPS - A126 - HEDGEHOG APPARATUS (PARTS 1-5) - REVISED DISTRIBUTION.

Distribution of the Instructional Film Al26, Hedgehog Apparatus (Parts 1-5), has been revised and is now on the following scale:-

H.M.A. Establishments	Copies			
Flinders Naval Depot R.A.N. Film Library, Sydney H.M.A.S. RUSHCUTTER	1 (a)			

- (a) Indicates copy of film already held.
- 2. Issue to H.M.A.S. RUSHCUTTER will be effected without demand by the S.N.S.O., Sydney.
- All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.

(4518/61/385)

409.

INSTRUCTIONAL FILMS AND FILM STRIPS - A342 - DISCIPLINE AND CEREMONY IN SMALL SHIPS (PARTS 1-3) - OBSOLETENESS.

The film "Discipline and Ceremony in Small Ships" parts 1-3 (Serial No. A342) has now been declared obsolete and Ships and Establishments holding copies are to return them to the nearest Naval Store Depot for disposal by destruction.

(4518/61/365)

410.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA197 - FIRST AID IN ACTION (PARTS 1-5) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA197, First Aid in Action (Parts 1-5), has been revised and is now on the following scale:

H.M.A. Establishments	No. of Copies
R.A.N. Film Library, Sydney Flinders Naval Depot H.M.A.S. PENGUIN H.M.A.S. HUON H.M.A.S. LEEUWIN H.M.A.S. LONSDALE H.M.A.S. LONSDALE II H.M.A.S. MORETON H.M.A.S. RUSHCUTTER H.M.A.S. TORRENS	1 1 1 1 1 1 1 1

2. Distribution will be effected by the S.N.S.O., Sydney, without demand.

3. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the 8.N.S.O., Sydney.

(4518/61/387)

411.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA396 - TRANSMISSION SYSTEMS (PARTS 1-2) - DISTRIBUTION.

Copies of Parts 1 and 2 of the film strip "Transmission Systems" (Serial No. SA396), are being obtained and distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:

H.M.A. Ships and Establishments	No. of Copies
Plinders Naval Depot (for "L" School)	1
H.M.A.S. KUTTABUL (for G.I.C.)	2
R.A.N. Film Library, Sydney	2
H.M.A.S. RUSHCUTTER (for T.A.S. School)	1
Light Fleet Carriers	1 No. each
Oruisers	1 No. each

- 2. Part 1 is entitled "M Type Transmission" and consists of 63 frames. This strip describes -
 - (a) Some common uses of M type transmission.
 - (b) The basic principles of the system.
 - (c) The construction of the more common types of M type transmitters and motors.
- (d) Relayed transmission.
- (e) The limitations of the system.

Part 2 is entitled "Indicator Magslip" and consists of 72 frames. It describes -

- (a) The use of indicator magelip.
- (b) The basic principles of magslip theory.
- (c) The construction of Transmitters AP.6547 (3 inch), and AP.6550 (2 inch) and Receiver AP.6549A.
- (d) Fast and slow transmission.
- (e) Lining up on installation.
- 3. Navy Order 148 of 1954 is hereby cancelled.

(4518/61/319)

412.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA397 - AUTO FOILOW R.P.C. (PARTS 1-5) - REVISED DISTRIBUTION.

Distribution of the Instructional Film Strip SA397, "Auto Follow R.P.C." (Parts 1-5), has been revised and is now on the following scale:-

H.M.A. Establishments Copies R. A. N. Film Library, Sydney 1 (8) H.M.A.S. RUSHCUTTER Flindere Neval Depot 1 (a)

- (a) Indicates copy of film strip already held.
- 2. Issue to H.M.A.S. RUSHCUTTER will be effected without demand by the S.N.S.O., Sydney.
- 3. All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.C., Sydney.

(4518/61/386)

413.

LOAN CLOTHING - STOKEHOLD BOOTS.

Stocks of stokehold boots are no longer to be maintained for issue in accordance with Appendix 55 (XIII) of B.R. 93 (51) - Victualling Manual.

- 2. Ratings entitled to receive special protective footwear in accordance with the terms of that Appendix, are in future to be issued with Cooks' boots.
- 3. Stocks of stokehold boots held in H.M.A. Ships and Establishments, are to be returned to a H.M.A. Victualling Yard at the first convenient opportunity.

(4532/43/26)

414.

NATIONAL SERVICEMEN - CANDIDATES FOR R.A.N. EXECUTIVE COMMISSIONS.

Approval has been given to introduce a scheme whereby suitable National Service Trainees may be selected to qualify for executive permanent service commissions with the Royal Australian Navy, under the Royal Navy Upper Yardmen Scheme, as laid down in Admiralty Fleet Order 3775/1952.

2. Eligibility .-

National Service ratings who are 18 years of age and over, but under 20 years of age, and hold the N.S.W. or Victorian Leaving Certificate or equivalent will be eligible for selection, subject to medical fitness,

5. Form CW1. -

The Commodore Superintendent of Training, Flinders Naval Depot, and the Commanding Officers of H.M.A.S. PENGUIN and LERUWIN are to start forms C.W.l in respect of all prospective candidates of all branches at the earliest opportunity after the commencement of their recruit training, whether or not the candidate is a volunteer.

4. Swimming Qualification .-

Candidates will be required to obtain PPT or PST in their training establishment.

5. Training Ship .-

Before the completion of his National Service time, a candidate who is still recommended by the Commanding Officer of the training ship in which he is serving, will, provided he is a volunteer, be required to come before a Fleet Selection Board which will be convened as necessary by P.O.C.A.P.

Western Australian candidates will be required to undergo a Preliminary Board convened by the Naval Officer-in-Charge, Western Australia, before being passed on to the Pleet Board.

6. Engagement in the Royal Australian Navy .-

Selected candidates are then to be entered into the Royal Australian Navy in the rating of Recruit (Seaman) on a 6 year en agement, quoting this Order as the authority. On completion of a total of 6 months' service, they are to be rated Ordinary Seaman.

7. Examination for Leading Seaman .-

Candidates will then be required to serve an additional 10 months in the Fleet Training Ship, and on completion of this period pass professionally for Leading Seaman.

8. Preliminary Upper Yardmen's Course .-

Candidates who pass for Leading Seamen will be rated Able Seamen and be sent to the United Kingdom to undergo the Preliminary Upper Yardmen's Course, lasting 4 weeks.

9. Upper Yardmen's Course .-

On completion of the Preliminary course, candidates will be rated Acting Leading Seamen and will join H.M.S. HAWKE to undergo the Upper Yardmen's Course, duration 11 months,

10. Promotion to Acting Sub-Lieutenant .-

On completion of the Upper Yardmen's Course, successful candidates will be promoted to Acting Sub-Lieutenant, R.A.N., whereupon they will come under identical uniform conditions of service as ex-Cadet Midshipmen entry Acting Sub-Lieutenant.

11. Failure During the Scheme, -

A candidate who fails at any stage of the scheme will be entitled to free discharge from the Service.

(4002/13/191A)

414 - 415

415.

R.A.N. RELIEF TRUST FUND.

The Trustees desire to report progress made in the provisions of -

(a) Grants to widows or other dependants of deceased personnel;

(b) Housing and Furniture loans.

415

This extension of the scope of the Relief Fund results from the annual contributions of up to £5,000 by the R.A.N. Central Canteen Fund, vide Navy Order 113 of 1954.

- 2. Up to 30th June, 1954, grants to widows have been made in two instances, the amount in each case being £49. 1. 0 or three fortnightly allotment payments of £16. 7. 0. A grant has also been made to a partly dependant mother, equivalent to three fortnightly payments at the rate of allotment received from her son at the time of his death.
- 3. During the first three months of the year, applications for Housing and Purniture Loans were comparatively few, as the new facilities offering had not become generally known. For the ensuing three months ending 30th June, 1954, the number of applications has progressively increased as under -

		Number of Cases	Amount Approved	
Housing Loans;			£	£
	April May June	11 20 26	1,590 4,321 6,140	12,051
Purniture Loans;	April May June	7 8 13	373 682 1,212	2,267
				£14,318

4. Towards this new expenditure the R.A.N. Central Canteen Fund has contributed the first annual donation of £5,000. The balance has been provided by realising invested funds as required.

5. On 21st June, 1954, the first meeting of the Relief Pund Committee, comprising representatives of Ships and Establishments as laid down in Navy Order 62 of 1954, was held at Sydney. The functions of the Committee, as set out in paragraph 6 of that Navy Order, were to make recommendations and suggestions on matters of policy in the use of the Pund within the Services Trust Pund Act, 1947, which established

The minutes of the meeting have been furnished to the representatives present, in order that Welfare Committees may be fully informed of the proceedings and conclusions reached.

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

(4814/51/6)

416.

RESERVE OFFICERS - ALTERATIONS TO UNIFORM ON PROMOTION TO A HIGHER RANK OR REVERSION FROM A TEMPORARY ACTING HIGHER RANK.

Navy Order 271 of 1954, paragraph 3, first line, is to be amended by deleting the word "replacing" and inserting the word "relacing".

(4716/1/177)

417.

T.A.S. BRANCH - SUB-SPECIALIZATION OF RATINGS.

Appendix to Navy Order 356 of 1953 is to be amended as follows :-

Under the heading "U.W. 3" add -

NAME	RATE	O.N.
KIDD, R.	L.S.	46327
		(4019/40/3350)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES 418.

> ALLOCATION OF WIRRAWAY AIRCRAFT TO DISEMBARGED FRONT LINE AIR SQUADRONS.

In order to facilitate instrument flying practice in front line air squadrons when disembarked, three Wirraway Trainer aircraft are being allocated to R.A.N. Air Station, Nowra, for the use of Nos. 805, 816 and 817 Squadrons.

2. Responsibility for maintenance. When disembarked, each squadron will be responsible for the maintenance of its own Wirraway aircraft but no additional maintenance ratings will be provided for this purpose. Immediately prior to embarkstion, the aircraft is to be returned to Station charge. R.A.N. Air Station, Nowra, is to maintain the aircraft until it is again required by the Squadron.

(3055/13/43)

419.

RADAR - TYPE 262 - INTERFERENCE BY ADJACENT MOUNTINGS -ISSUE OF MAGNETRONS.

Trials carried out in a destroyer showed that under certain conditions it is possible for a mounting in the SEARCH condition to be tripped into the TARGET LOST condition by radiation from the transmitter of the adjacent mounting.

2. The angle between the two aerial axes for which this occurs depends upon the difference in frequency between the transmitters of the two mountings. The trial showed that by using a CV.991 magnetron in one transmitter and a CV.994 in the other, the maximum exterior angle for which this tripping occurs is approximately 40 degrees. With a combination of CV.992 and CV.994 this angle increases to approximately 90 degrees.

3. The present policy is to fit CV.991s in the port transmitter and R.M.R. and CV.994s in the starboard equipment. Should there be any difficulty in obtaining CV.991s then CV.992s may be used in lieu.

4. The case of a ship fitted with more than two Type 252Ms is more complicated and will in some measure have to be treated on individual merits. However, the following general rules may be used as a guide in suc; cases :-

- (a) Where mountings or directors are in close proximity to each other with no screening atructure to prevent mutual interference, adjacent transmitters should be fitted with magnetrons having the largest frequency spacing, i.e., CV. 994 and CV. 991.
- (b) Where the arc of coverage of mountings or directors tend to coincide, the respective transmitters should be fitted with magnetrons having the largest frequency coverage coincident with satisfying paragraph (s).
- (c) Where mountings or directors are fitted on different deck levels, it is permissible for adjacent transmitters to be fitted with CV. 994 and CV. 992 or CV. 993 and CV. 991 respectively. This applies to mountings or directors which are adjacent but on different deck levels only.
- (d) Some selection of magnetrons may be necessary in certain cases as with a random choice of magnetrons it is possible for the frequency of a CV.992 to be very near that of a CV.991, or the frequency of a CV.993 to be very near that of a CV.994.

5. Any CV.993s which are held should be replaced by CV.991s or CV.994s. The magnetrons required are to be demanded from nearest (8) N.S.O., quoting this Order as authority. The CV.993s should be returned to nearest (8) N.S.O. on receipt of replacements.

(The foregoing is the text of A.F.O. 1251/1954 altered to meet R.A.N. conditions.)

(4519/31/543)

420.

WIRELESS - INSTALLATION SPECIFICATION NO. B.745 SHOCK-MOUNTING OF RADIO EQUIPMENT -FITTING OUT INFORMATION.

A.S.R.E. Installation Specification No. B.745 has been prepared to show methods of Shock Mounting of Radio Equipment.

- 2. Distribution will be made without demand to the Authorities concerned.
- 3. Installation Specification Bl69/Rl and any advance fitting-out drawings, etc., which may have been distributed, are superseded by this specification and should be destroyed certificate of destruction, in duplicate being rendered to Navy Office, Melbourne.
- 4. Additional copies, if required, should be demanded from Secretary, Navel Board.

(The foregoing is the text of A.F.O. 1406/1954 altered to meet R.A.N. conditions.)

(4519/1/201)

421.

AIRCRAFT - PYBOTECHNICS - FIARES - PRECAUTIONS TO PREVENT TAMPERING WITH PARACEUTES.

Reports have been received of parachutes being stolen from aircraft flares or of attempts being made to steal them. It is imperative that every possible step be taken to safe-guard these stores - not only to prevent theft of the parachutes, but because of the danger of flares being ignited by attempts to remove the parachutes.

- 2. In order to prevent, so far as practicable, access to the flares by anybody other than those directly concerned with their custody, use, or any work connected with them, arrangements have been made for all stocks of boxes containing 4 in. and 4.5 in. flares at R.A.N. Armament Depots, to be secured with two bands of steel tape.
- 3. Future issues of flares will therefore be made in boxes which are steel tape banded. When flares are required for use, the bands should be cut, using suitable snips. They should not be prised off. The number of boxes from which bands are removed should be limited to the extent of immediate requirements.
- 4. If boxes have been opened and the flares are not required for use they are to be returned to depot at the first opportunity.
- 5. Boxes must be checked individually for the presence of the sealed tape bands jointly by ships (or station) and depot representatives on each occasion of transfer of their custody. If during hand-over any boxes are found with bands cut or missing they are to be returned at once to the depot for examination, accompanied by a special report.
- 6. Boxes or flares returned to R.A.N. Armament Depote in accordance with paragraphs 4 and 5 are to be handed over specially to representatives of the depot and are not to be mixed with consignments of stores returned to depot or landed on deposit.

7. In view of the risk of ignition which is inherent in aircraft flares from which the parachutes have been removed or which are defective, every effort should be made to ensure careful packing and handling prior to and during their disposal.

(The foregoing is the text of A.F.O. 1664/1954 altered to meet R.A.N. conditions.)

(4433/91/645)

422.

BOMBARDMENT - DIAL SIGHT NO. 7 MK. 2x.

A.A. Frigates and Frigates (Sloop) are to demand one Diel Sight No. 7 Mark 2s from the nearest Gunnery Equipment Store quoting this Order as authority.

 The Ordnance Engineer's List of Equipment Portable Fittings and spare gear is to be amended accordingly.

(4430/6/34)

423.

PISTOLS REVOLVER .38 IN. SMITH AND WESSON - SUPPLY TO CIVIL PAYING OFFICERS IN H.M.A. NAVAL ESTABLISHMENTS.

Where pistols have been supplied to a civil Paying Officer attached to one of H.M.A. Naval Establishments, the pistol is to be held by him on loan from the Naval Armament Depot making the supply.

- 2. Commanding Officers are to ensure that the weapons already held are Pistols. Revolver .38 in. Smith and Wesson, and, where any other type of weapon is held it is to be returned at the earliest opportunity to the nearest Naval Armament Depot and the correct type drawn in lieu.
- 3. The pistol, when not in use, is to be locked in the Paying Officer's eafe.
 - 4. Commanding Officers are to ensure that -
 - (a) the requisite ammunition is available;
 - (b) regular maintenance of the weapon is arranged;
 - (c) the pistol is registered with the local Police Authority;
 - (d) the Paying Officer and/or authorized escort is competent to use the weapon.
- 5. In the case of loss the instructions contained in Navy Order 88 of 1954, Safe Custody of Small Arms and Small Arms Ammunition Introduction, paragraphs 4 and 5, are to be observed.

(4428/62/19)

424.

BUBBER MUZZIE COVERS - USB WITH 4 IN., 4.5 IN., AND 4.7 IN. GUNS.

Reports, in accordance with paragraph 4 of Navy Order 262 of 1953, are to be forwarded to reach the Director of Ordnance and Underwater Weapons, Navy Office, not later than 30th September, 1954.

(4428/4/56)

424 - 426

425.

PLOTS AND PLOTTING - SURFACE REPORTING PROCEDURE USING FIXED MASKS ON SURFACE P.P.IS.

To bring the surface reporting procedure into line with the air reporting procedure where fixed masks are fitted for surface reporting, the following drill should be brought into force:

- 2. This drill cannot be used where rotating masks are fitted for surface reporting. In this case the present drill must be carried out.
- 3. A.I.O. Drill Book B.R. 1982, Chapter III, paragraph 7 et seq. refers.

(The foregoing is the unaltered text of A.F.O. 1665/1954.)

(3384/21/3)

426.

TORPEDOES - REDUCTION OF "O" ROUTINES.

In order to reduce the frequency with which torpedoes are returned to Torpedo Depots and the work in destroyer and submarine depth ships, it has been decided to relax the regulations concerning "O" routines for 21 in., Mark 8, 9 and 18 in., Marks 15 and 17 torpedoes, carried in H.M.A. Ships.

2. In future, when 21 in., Mark 8 or 9, and 18 in., Mark 15 or 17, torpedoes become due for routine "O" (1.6. 12 months after receipt from depot or since previous routine "O") but have not been run during that period, an "A" routine is to be carried out instead of outine "O". After a further 12 months, irrespective of whether the torpedoes have been run or not, a routine "O" is then to be carried out. This relexation will include torpedoes which may have been stowed in either dry torpedo tubes or in strike sircraft.

3. Torpedoes that have been run within 12 months of the date of receipt from depot or their last routine "O" are to have a routine "O" carried out on them 12 months after the date of receipt or the previous routine. Torpedoes that have been stowed in flooded submarine tubes are to be regarded as torpedoes that have been run.

4. Every endeavour is to be made at sea to run each torpedo at least once every two years.

5. The necessary amendments to the Servicing handbooks will be issued.

(The foregoing is the text of A.F.O. 1730/1954 altered to meet R. A. N. oonditions.)

(4431/11/53)

427.

426 - 427

A.A. AND A.S. FRIGATES (MODIFIED RIVER) -ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.A. and A.S. Prigates (Modified River) :-

- To increase the stowage of Admiralty Compound Lubricating Oil by fitting 2 No. addition 180 gallon tanks one Port and one Starboard, at forecastle deckhead in the engine room at frames 75-78."
- 2. Class list item numbers are as follows :-
- (a) A.A. Frigates (Modified River)

Class Item No. 508

Classification 'B'

(b) A.S. Frigates (Modified River)

Class Item No. 509

Classification 'B'

Compensating weight required: 3.47 tons at upper deck level or 1.36 tons at forecastle deck level.

Reference: F.O.C.A.F. 's A.F. 937/1977/8 dated 19th May, 1954.

3. Proposals to meet the compensating weight requirements are to be furnished by all A.A. and A.S. Frigates (Modified River).

(4283/1/114)

428.

A.A. FRIGATES (SLOOP) - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for A.A. Frigates (Sloop) :-

To fit steel apron and bollard guides at frames 4-8 starboard on the forecastle deck with eyeplate and snatch block positioned to suit, to take mooring line to windlass in accordance with Garden Island Yard letter 4159 dated 7th May, 1954."

Class Item No. 503

Classification "A"

Compensating Weight Required: 270 lbs. at forecastle deck level or 600 lbs. at upper deck level.

References: (1) Garden Island Yard letter 4159 deted 7th May, 1954.

- (11) F.O.I.C. E.A.A. Letter E.A. 1547/700/1/13 of 31st May, 1954.
- (111) Commanding Officer, WARREGO's letter 105/5/6683 of 4th Pebruary, 1954.
- 2. Proposals to meet the compensating weight requirements are to be furnished by H.M.A.S. WARREGO.
- 3. As this work is not applicable to H.M.A.S. SWAN, action in accordance with paragraph 1(D) of part II of Navy Order 424 of 1953 is to be taken.

(4282/1/3)

429.

A.S. FRIGATES (MODIFIED RIVER) -ALTERATION AND ADDITION ITEM.

Navy Order 176 of 1954 is to be amended as follows :-

"drawing D.E.E. 18543" to read "drawing D.E.E. 15843".

(4283/101/75)

430.

H.M.A.S. SYDNEY - ALTERATION AND ADDITION ITEM.

The following Alteration and Addition Item is approved in principle for H.M.A.S. SYDNEY :-

Class Item No. 260

Classification "A"

Item: "To modify the thrust blocks by fitting ahead thrust shoes incorporating thrust meters and necessary equipment to provide resonance changers for the thrust blocks."

29

Compensating Weight Required: NIL

Reference: A.F.O. "A" Series 331/1954. R.A.N.L.O. 's 0453/3/8 of 13th April, 1954.

(4278/1/42)

431.

NAVAL STORES (AIR) - BANNER TARGETS, R.A.A.F. IDENT NO. 89A/500001 - INTRODUCTION.

Targets, Banner, Ootton Lace (Unmetallized) H.A.A.F. Ident No. E9A/500001 are hereby introduced into the Naval Service for air-to-air firing practice.

- 2. The Banner Targets are now available at the Air Store Depot, Randwick, and, pending actual experience of expenditure, an initial issue of 15 No. Banner Targets will be effected to R.A.N. Air Station, Nowra, without demand.
- 3. The target is complete with Towing Bridle, Ident No. E9A/500003 and Spreader Bar Assembly, Ident No. E9A/500004.

4. Separate instructions will be promulgated in regard to the method to be adopted in towing the Targets.

(4403/22/31)

432.

NAVAL STORES (FUEL) - LUBRICATING OIL - STEAM TURBINE AND HYDRAULIC LUBRICATING OIL.

The following types of turbine lubricating oil are currently in use by the Navy :-

- (a) OM-65 Pattern No. 9501. A straight mineral non-additive type oil.
- (b) OM-100 Pattern No.9504. A British oil containing anti-corresion, anti-oxidation and sometimes anti-foam additives.
- 2. OM-65 is obsolescent as a turbine lubricant and is now authorized for the following purposes only :-
 - (a) Navel gun mountings and other hydraulic systems.
 - (b) Hydraulic fluid in moulding machines.
 - (c) High speed machines.
 - (d) Gyro compasses.
 - (e) Gearing and cross boxes of cinema projectors.
 - (f) Sleeve bearings on electrical machinery.
 - (g) Torpedo tube fittings.
 - (h) General purpose medium viscosity machine and light engine oil.

- (1) The undermentioned machinery in submarines in cold and temperate climates (for oil to be used in tropical climates see B.R. 16/50, Article 386) -
 - (1) Telemotor systems.
 - (ii) V.S.G. operated steering gear.
 - (111) Hydroplane equipment.
 - (iv) Capstan gear.

Stocks of this oil will be maintained to meet the foregoing requirements pending the completion of trials to determine a suitable alternative or alternatives. All demands for OM-65 are to specify the service for which required. Arrangements should be made for separate stowage of this oil in clean drums adequately sealed against the ingress of water and dirt, or other similar convenient stowage. To provide the small quantities needed for gyro compasses, etc., OM-65 is also packed in 1 pint glass bottles suitably scaled.

- 3. OM-100 has superseded OM-65 for the following purposes :-
 - (a) wain turbines and gears.
 - (b) Auxiliary turbine installations,
 - (c) Hydraulic steering gear (except in submarines).
 - (d) Auxiliary reciprocating machinery where OM-65 has hitherto been used.
- (e) Heavy dockyard machinery.

This oil can be produced from a variety of different crude oils and its colour may, therefore, vary from nearly water white to very dark green. Different deliveries, if mixed in storage tanks, may also be found to layer out, but such an occurrence will have no effect on the efficient operation of the oil.

- 4. Commending Officers of H.M.A. Ships which have not changed over to OM-100 are to arrange for the new lubricant to be brought into use at the earliest possible date.
 - (a) In some ships a refit or other convenient opportunity may present itself when it will be possible to change both systems and storage tanks over to OM-100.
 - In this case the measure laid down in B.R. 16/50, Article 56, should, wherever possible, be observed.
 - (b) In other ships it may only at the moment be convenient to top up storage tanks with OM-100.

In this case when topping up systems from storage tanks, the normal precautions laid down in B.R. 16/50, Article 57, should be observed. A complete change to OM-100 in both systems and storage tanks should be made at the first convenient opportunity.

5. Any remaining stocks of oil OM-88 should be re-marked OM-100.

(The foregoing is the text of A.F.O. 1139/1954 altered to meet R.A.N. conditions.) (4512/90/123)

NAVAL STOKES (GENERAL) (CLASS B, GROUP II, PART E) REAMERS - REDUCTION IN THE NUMBER OF PATTERNS IN
THE RATE BOOK AND AUTHORIZED LIST OF NAVAL STOKES.

It has been decided to reduce the number of patterns of Reamers at present held, and the items detailed below are to be marked "O" in the Rate Book and Authorized List of Naval Stores.

2. No further purchases will be made of these patterns. They should, however, continue to be demanded, but when stocks are exhausted the alternative patterns shown will be supplied in lieu -

Obsolescent Pattern	Description	Alternative Pattern
4841	Reamer	4840
4848	Reamer	4847
4850	Reamer	4849

3. The relevant publications will be amended.

(The foregoing to the unaltered text of A.F.O. 1677/1954.)

(4506/12/208)

434.

NAVAL STORES (GENERAL) (CLASS B. GROUP 9D) "POP" RIVETS - AMENDMENTS TO LENGTHS OF MANDRELS.

The mandrels on which "Pop" rivets are assembled have been standardized by the manufacturers. As a result, the mandrel lengths shown in A.P.O. 2645/53 as amended by A.P.O. 125/54 (Naval Stores - General - "Pop" Rivets - Addition to Rate Book) are to be further amended as shown in the Appendix hereto. These amendments do not affect the efficiency of the rivets and no tool modifications are necessary.

2. The Rate Book for Naval Stores will be amended.

(4505/93/46)

APPENDIX

Pattern No.	Description	on of	Pop" Riv	e te	of Mandrel in sixteenthe of an inch
12270	TAP/D/423 B.S.	200			23
12271	TAP/D/429 B.S.			90.1	25
12272	TAP/D/523 B.S.				25
12273	TAP/D/529 B.S.				25
12274	TAP/D/537 B.S.				27
12275	TAP/D/625 B.S.				27
12276	TAP/D/629 B.S.				27
12277	TAP/D/635 B.S.				27
12278	TAP/D/649 B.S.		**	**	30

Patter:	Description 1	on of	"Pop" Riv	e te	Standard length of Mandrel in sixteenths of an inch
12279	TAP/K/423 B.S.		44		23
12280	TAP/K/429 B.S.				25
12281	TAP/K/537 B.S.	1000			27
12282	TAP/K/629 B.S.				27
12283	TAP/K/635 B.S.				27
12284	TLP/D/419 B.S.				27 23 23
12285	TLP/D/424 B.S.				23
12286	TLP/D/429 B.S.				25
12287	TLP/D/624 B.S.				27
12288	TLP/D/630 B.B.				27
12289	TLP/D/639 B.S.	**	- ::		30
12290	TLP/D/650 B.S.				30
12291	TLP/K/424 B.S.		**	**	23
12292	TLP/K/429 B.S.	**			25
12294	TLP/K/624 B.S.	100	2000	12.5	27
12296	TLP/K/636 B.S.	**	- **	**	27
15570	IMP/ N/ 030 B. S.	**	**	**	61

(The foregoing is the unaltered text of A.F.O. 1672/1954.)

435.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART G) GLAND NUTS FOR ELECTRIC CABLE GLANDS,
SIZE 1 TO 6, UNDRILLED.

In view of the continued difficulty in obtaining gland nuts in stainless steel, it will be necessary to continue to utilise gland nuts manufactured from oil blued mild steel for some considerable time.

- Mild steel gland nuts require the following precautions when used ;-
- (a) All surfaces of the nuts are to be oil blued after they have been drilled.
- (b) The threads are to be liberally coated with Anti-Seize Grease Pattern 555 or 556 before assembly.
- (c) Immediately after packing of the gland, the exposed surface of the gland nut is to be painted with an undercoat of red zinc chromate primer, Pattern 3568, and a top coat of flat fire retardant interior paint, Pattern 4950 (white, tinted as necessary). This painting is to be kept touched up during subsequent maintenance.

(The foregoing is the text of A.F.O. 1270/1954 altered to meet R.A.N. conditions.)

(4506/7/58)

NAVAL STORES (GENERAL) (CLASS F, GROUP 4A) -VALVES, CV. 1942 - CONSERVATION OF STOCKS.

Valve CV.1943 is always to be demanded in lieu of CV.1942 except when required for Maintenance of American Radio Compasses S.C.R. 269 or AM/ARN-7.

(The foregoing to the text of A.F.O. 947/1954 altered to meet R.A.N. conditions.)

(4518/40/315)

437.

NAVAL STORES (TECHNICAL) ASDIC AND ECHO-SOUNDING SETS CONTAINERS AND PORMERS FOR PAPER ROLLS PATTERNS
A1266, A1277 AND A1288 - RETURNS.

Empty "metal-ended" containers and abonite centres (formers) of Asdic and Echo-sounding Paper Rolls, Patterns Al266, Al277 and Al288, are to be returned in good condition to the nearest (Superintending) Naval Store Officer.

 Separate instructions concerning disposal and accounting are being issued to (Superintending) Naval Store Officers.

(The foregoing is the text of A.F.O. 1193/1954 altered to meet R.A.N. conditions.)

(4518/11/199)

438.

NAVAL STORES (TECHNICAL) (CLASS F, CROUP JA) -ANEMOMETER, CUP GENERATOR, M.O. REFERENCE NO. 955, AND INDICATOR, M.O. REFERENCE NO. 956 - INTRODUCTION.

No further supplies of Anemometers, cup generating, Mark 1A (M.O. Reference No. 2571) Pattern No. 745 or Indicators (M.O. Reference No. 2576) Pattern No. 746, are obtainable from the Meteorological Office, and the following new instruments have been introduced for use instead:

Class and Group	Pattern No.	Description	Ship's Accounting Classification
P3A	955	Anemometer, cup generator Mark 1B (M.O. Reference No.)	Permanent
F3A	956	Indicator, dial, wind apeed (knots) Mark II (M.O. Reference No.)	Permanent

2. The superseded instruments should now be considered obsolescent, but any fitted should be retained until they become unserviceable and issues should continue to be made until stocks are exhausted.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O. 1676/1954.)

(4518/36/261)

439.

OXY-ACTYLENE WELDING AND CUTTING EQUIPMENT -SPECIAL ALLOWANCES TO H.M.A. SHIPS.

Approval has been given to the following allowances of oxy-acetylene welding and cutting sets to H.M.A. Ships indicated :-

Class of Ship Daring Class Ships Destroyers (Battle) Destroyers (Tribal) A.S. Prigates (Modified River) A.A. Prigates (Modified River) A.A. Prigates (Modified River) A.A. Prigates (Sloop) Boom Defence Vessels Ocean Minesweepers (Bathurst Class) 1 Set to selected ships, in wartime only.

- 2. H.M.A. Ships should lodge demands with the appropriate
 (S) Naval Store Officer, as necessary, to complete to the
 allowance referred to herein. Dormant demands for ships
 concerned in "E" Class commission in reserve will be prepared
 by the Storing Yard concerned in the normal manner.
 - 3. Navy Order 436 of 1944 is hereby cancelled.

(4505/30/110)

440.

PAINTING OF H.M.A. SHIPS - REPORTS.

Investigational work and trials of new paints are continually being carried out for the purpose of providing the best possible paints for the preservation of H.M.A. Ships. Paints which give improved performance in trials are introduced where practicable in H.M.A. Ships.

- 2. In this connection it would be of value to know the performance of the paints in service use, and Commanding Officers are invited to submit reports on the paints applied to the following structures:
 - (a) Weatherwork.
- (b) Interior work such as accommodation spaces.
- (c) Bathrooms and similar wet compartments.
- (d) Inner bottom plating, bilges and double bottom compartments.

3. Where it is considered that a paint has not given satisfactory service, the following information should be provided, if possible :-

- (a) Details of the surface preparation carried out prior to painting.
- (b) Date of application and, in the case of exterior paints, the weather conditions during and immediately following application.
- (c) Details of the painting system used, i.e. description of the priming coat, undercoat, and finishing coat applied.
- (d) Method of application, i.e. by spray gun or brush.
- (e) Names of the manufacturers of the paints used.

4. Wherever possible, samples of the defective paint, preferably in the form of an unopened drum, should be forwarded to the General Manager, H.M.A. Naval Dockyard, Garden Island, together with a copy of the report. The report should state if this has been done.

(The foregoing is the text of A.F.O. 1275/1954 altered to meet R.A.N. conditions.)

(4512/71/34)

441.

STORES - GUNNERS' NAVAL ARMAMENT STORES ACCOUNT GUNWHARF AND MAGAZINE STORES.

A.F.O. 3153/53 (title as above) is to be amended as follows :-

Paragraph 71.

Cancel sub-paragraph beginning -

Separate loading projectiles requiring to be boxed for transport, etc.

Substitute the following -

Loose shell and projectiles 5.25 in. and below requiring to be boxed for transport, etc.,

Star Shell, fuzed or plugged
S.A.P. type (including Tracer, K,
K tracer, plugged and tracer
plugged for practice)
H.E. or H.E.T. fuzed or plugged
Falling target (plugged)
Marker (fuzed)
Practice A.A. (plugged or fuzed)
Practice SU type (including
Tracer, AK and AK tracer)
Filled rocket shell
Hedgehogs and Projectiles A/S

Application for packages to be made to the Magazine Depot

NOTE: - Only approved packages are to be used for explosives.

Cancel existing paragraph 120 and substitute 120. Loading teachers, complete with dummy
mechanisms or worn service fittings, are
issued by the Gunnery Equipment Stores and
are on the charge of the Ordnance Engineer
Officer.

Cancel existing paragraph 123 and substitute 123. Laying (or Deflection) Teachers,
complete with air rifle and holder, are
issued by the Gunnery Equipment Stores
and are on the charge of the Ordnance
Engineer Officer.

(The foregoing is the unaltered text of A.F.O. 1008/1954.)

(4426/4/22)

AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954.)

A.F.O.'s (April, 1954 and Onwards)	ADOPTED IN FULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. 1954
900	231	A THE STATE OF THE
931	11/1	214
932	-	245
933 935	223	17.
933	224	248
936 937	224	292
938	249	292
940	249	331
942	296	227
948	357	-
950	7.	221
974	206	-
978	-	233
984	-	360
985 994		344 269
999		240
1001	-	371
1004	-	242
1005	-	243
1007		247
1009	303	-
1010	-	304
1019	253	12
1042	295	.7.
1046	-	311
1055 1056	-	343
1072		361 375
1074	222	3/3
1076		309
1080	-	353
1083	-	254
1116	-	342
1128	-	397
1132 1134		275
1136	278	252
1136 1137	255	
1148	336	2
1158 1181	-	339
1181	302	-
1182	393	-
1184	288	-
1187	-	351
1216 1241		260
1255		359
1256		325
1259	291	290
1262	-74	377
1269		379
1276	-	335
1299	-	321
1324	-	363
1343 1344		349 350

A.F.O.'s (April, 1954 and Onwards)	ADOPTED IN FULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. 1954
1345		326
1346	-	327
1349	305	72
1352	700	356
1353 1355	/=:	334 358
1355	-	358
1408	324	-
1409	-	372
1411	378	-
1441	-	399
1527	369	-
1532	-	373
1617	392	-
1624	-	380
1646	384	-
1680	370	-

NOTE: - A.F.O.'s subsequent to 900/1954, which are not listed above, can generally be accepted as not applicable, but some may still be under consideration.

Those within the above numbers, subsequently repromulgated, will be included in later monthly cumulative lists.

(Navy Orders 206-400 of 1954, dated 1st June to 30th July, 1954.)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 10th August, 1954.

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

By direction of the Naval Board,

J. F. Bummins

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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442.

REPLENISHMENT AT SEA - REPORTS.

Reports - Detailed reports of Replenishment at Sea operations are only required when specially ordered.

- 2. Form 8.217 is in future to be rendered in accordance with the following instructions by supplying ships only :-
 - (a) Quarterly at the end of March, June, September and December. Blank reports are not required.
- (b) The following types of replenishment operations are to be included :-
 - (i) When the quantity of liquid transferred exceeds 20 per cent. of the total capacity of the receiving ship.
 - (11) When the number of loads of stores/ ammunition transferred exceeds 20.
 - (111) When the number of men transferred exceeds 20.
- (c) Replenishment operations involving quantities numbers smaller than the above are not to be included unless there is something of special interest to report.
- (d) Night operations are to be indicated by the suffix N after the date in column 2.
- (e) An appropriate indication is to be included in the "Remarks" column whenever two or more receiving ships are replenished simultaneously.
- Form S.217 has been revised to incorporate the above instructions. On receipt of the new forms, all old copies held should be destroyed.
- 4. Exercises Fuelling at sea exercises lose much of their value to the engine room organization unless a substantial quantity is transferred. The receiving ship should be topped up to as near the 95 per cent capacity as practicable.
- 5. Each replenishment at see operation is to be treated as an evolution and the maximum possible transfer rates achieved. Any bottlenecks in supplying or receiving shipe are to be reported with proposals, where appropriate, for improving conditions. The need to increase the pumping capacity of supplying shipe and to modify the fuel oil system in receiving shipe, in order to increase the rate of flow, is already appreciated.
- Fuelling at Sea Clearing hoses after Fuelling.
 After fuelling by the abeam method in good weather, hoses may be cleared by draining.

After fuelling astern, or abeam in bad weather conditions, the clearing of hoses of all types of fuel should be carried out by the "suck and blow" method. The supplying ship sucks back while the receiving ship blows through the hose with L.P. sir. The fuel from the hose is returned to the supplying ship's tanks. The receiving ship supplies air to the hose by means of a pattern 6019 \(\frac{1}{2}\) in. air-cock, fitted in the tapped boss on the deck filling elbow-piece. The

receiving ship should ensure that valves on the filling system are closed before commencing to blow through and should supply air at as high a pressure as possible in order to prevent the hose collapsing under the vacuum produced by the suction of the supplying ship.

The above method has been found to be more efficacious in clearing hoses than the old method of blowing-through with air by the supplying ship and thus reduces the difficulty and danger of recovering a partially-filled hose after fuelling astern and obviates the danger of blowing aviation fuels into the receiving ship's tanks.

Clearing of hoses as far as possible by blowing-through with air from the supplying ship should be carried out when, for any reason, the "Suck and Blow" method, or clearing by draining, cannot be used.

After fuelling astern and clearing the hose, the cap must be replaced so that the hose may be made buoyant to facilitate picking-up by the next ship, or recovery.

B.R. 1742, Replenishment Manual, will be amended to include the above hose-clearing notes and separate instructions will be promulgated to cover clearing hoses of fuel when self-sealing quick-release hose couplings are later supplied to all ships.

(The foregoing is the unaltered text of A.F.O. 1084/1954.)

(3384/98/2)

SECTION 2 .- PERSONNEL

443.

EXCISE AND DUTY FREE TOBACCO AND CIGARETTES.

To clarify the ruling regarding the number of cigarettes permitted to be landed by personnel proceeding on leave from sea-going ships operating only in and out of Australian Ports, Navy Order 146 of 1954 is to be amended by deleting the ruling in respect of that category and inserting the following in lieu:

" Only a small quantity of digerettes for immediate personal use may be landed. This quantity is not to exceed 30 digarettes for each night (or 24 hours) of leave with a maximum total of 240."

(4666/21/44)

464.

ISSUE OF PROTECTIVE OVERALLS TO R.A.N. OFFICERS.

The existing practice of making an annual gratuitous issue of brown dungaree or white drill to Engineer Officers and certain Branch List officers is to be discontinued, and the provisions of Naval Pinancial Regulations and Instructions, Article 60, will no longer be applicable.

2. Outfit gratuities payable to Engineer, Ordnance Engineer, Shipwright and Electrical Officers on entry or on promotion from the lower deck on or after 30th June, 1954, have been increased to provide for the purchase of protective overalls on the following scale:

	Suita, White,	Suits, Brown, Overall
Engineer Officers including Air Engineer and Commissio Aircraft Officers		. 1
Ordnance Engineer Officere	3	
Shipwright Officers	Tel I	-3
Electrical Officers	3	-

3. Navy orders 303 of 1949 and 374 of 1950 are hereby cancelled. Interim Pay Instructions 169/1 and 169/2 will be amended in R.T. Series.

(4533/35/22)

445.

MEDICAL HISTORY SHEET - EXTRACTION OF INFORMATION PRIOR TO ADOPTION OF A NEW SYSTEM OF MEDICAL DOCUMENTATION.

A new system of medical documentation, devised by the Inter-Services Committee on Medical Documentation, on the lines adopted in the Royal Navy, Imperial Army and Royal Air Force (Admiralty Pleat Order 2569/1953) will be introduced in the Royal Australian Navy to commence on 1st January, 1955. Full instructions and details will be promulgated at an early date.

- 2. The system will involve the use of forms in a new series entitled the "A.F.Med" series. These forms will be practically identical with the Imperial Forms of similar "F. Med" numbers, and altered only to express Australian requirements, but making all the new Australian forms to be used easily interchangeable with those in use in the Defence Services of the United Kingdom. When the changeover takes place, the present Medical History Sheets, Forms A.M. 46, 46s, 46w, 46x and 46y for officers and men, will, in particular, be superseded by documents in the new series, e.g. A.F. Med.4 (medical history envelope), and enclosures individually serially numbered. The new forms mostly will be made out in duplicate, card and flimsy.
- 3. It is the intention that existing Medical History Sheets of serving personnel be closed and forwarded to the Director of Naval Medical Services upon conversion to the new system.
- 4. Under the foregoing arrangement, existing medical histories would be lost to Medical Officers responsible for the treatment of serving personnel unless the essential details were transcribed on to a form to accompany the documents which, under the new system, will, as heretofore, move with the individual throughout his or her Service career. It will therefore be necessary to conduct a medical "census", to be recorded on a specially designed form, which will afford a link between the old and new system.

- 5. This form, entitled "Medical Census Record", F.Med.4z (Aust), in common with other forms in the "A.F.Med" series,
 consists of a "card and flimmy" and is designed for use in
 standard typewriters for typing card and flimmy in one
 operation by means of interleaved carbon. The "flimmy"
 copies of these forms will subsequently be enclosed in the
 member's new envelope (A.F.Med.4) and the "card" copy will
 in all cases be sent to Director of Saval Hedical Services
 for statistical record and permanent filling.
- 6. The responsibility of the work of preparing the Medical Census Records must necessarily fall mainly on the Medical Officers of Ships and Establishments, or, where no Medical Officer is borne, it will devolve on the Sick Berth Staff. It is appreciated that the work will not be light. However, the particulars which are to be transcribed from the Medical History Sheets have been kept to the absolute minimum commensurate with medical efficiency. It is essential that the new (Porms A.F.Med. 42 (Aust)) should be fully completed.
- 7. Captains of H.M.A. Ships and Establishments are to make arrangements for the early completion of the Medical Census Record Forms for all officers and men borne on Ships' Books.

Details of name, rank or rating, official number, etc., are to be taken from basic official documents to ensure that those particulars are entered correctly and elerical assistance should be made available from Ships' resources to achieve rapid and accurate compilation of the forms.

Administrative Authorities are requested to make suitable arrangements for the necessary assistance and information to be available to Tenders and Ships not carrying their own accounts.

A pro forms of Form F.Med.4Z (Aust) is given as Appendix "A" to this Order.

- 8. SUPPLY AND PREPARATION OF MEDICAL CENSUS RECORD FORMS.—
 Supply of requisite quantities of the Medical Census Forms
 (card and flimsy) issued in pads of 25 forms will be made
 without demand by the Medical and Dental Store Officer,
 Sydney, to Ships and Establishments carrying members'
 Medical History Documents. (An extra allowance of about
 10% will be made for wastage.) The work of transcription
 is to be commenced immediately on receipt of the forms, to
 ensure that the work of preparation may be spread and that
 it is completed by the time the new system becomes operative.
- 9. A Medical Census Record Form is to be completed for each member borne, whether or not the Medical History Sheet is held. Should the Medical History Sheet, etc., not be available, details of identification only need be entered until the Medical History Sheet is received.
- 10. Steps are to be taken to obtain the Medical History Documents immediately, in the usual manner, and, on receipt, to transcribe therefrom the missing details, then enclose therein the completed Medical Census Record Form (in duplicate).

11. This system will be applied to all Branches of the Reserve Porces as well as the Permanent Naval Porces. Action is accordingly to be taken to complete Medical Census Record Forms for all National Service trainees, as well as officers of the other Citizen Naval Porces who are serving under the provisions of the four-years' Service scheme and ratings serving under the provisions of Article 90(b) of Naval Reserve Regulations and Instructions.

12. The conversion of Medical History Records of members of the Reserve Forces other than those specified in the foregoing clause will be carried out in the Medical Services Branch, Navy Office. Upon completion, Form A.F.Med.4 (Medical Envelope) with the Medical Census Record, where required, will be sent to appropriate Depots for retention during the service of the member.

13. DISPOSAL OF MEDICAL CENSUS RECORD FORM. - Pending the initiation of the new Medical History envelope, immediately the appropriate details on the Medical History Sheet have been transcribed to the Medical Census Record, the latter (card and flimmy) is to be placed in the Medical History Sheet cover and transmitted with it to the next Ship or Depot when the member is appointed or drafted, Form P. Med. 4z (Aust) also being shown on Form A.M. 46z, when the documents are being transmitted.

14. Care is to be taken that records of disabilities arising subsequent to the transcription from the Medical History Sheet are recorded, both on the present form of Medical History Sheet and the Medical Census Record P.Med.4z (Aust), as requisite, until the new system comes into operation.

15. Consideration should be given to the question of filing of the new type of envelope when the new system is established. The new envelopes are designed so that the surname of the member will be written on the top of the left-hand side, with the Christian or forenames immediately below, followed by rank or rating and official number, in that order.

16. These envelopes are 7" across the top and 10" in length with a flap along the left hand side folding back. As the present Medical History Sheet covers are 14" x 9", it would appear the present cabinets for medical history documents capable of taking such covers with a least width of lu inches will adequately accommodate two rows of the new documents resting on the 7" edge, even though the required depth of the cabinets will need to be not less than 10". Appendix "B" of this order indicates the size and frontal appearance of the new type of medical envelope.

17. The attention of Reserve Depots is called to paragraph 12 of this order and the need in their case to provide sufficient cabinets for the storage of the additional documents which will be held by them, having in mind the number of Reserve personnel attached.

18. If any Ship or Depot considers adequate cabinet space for storage of Medical History Documents is not available to meet requirements indicated herein, report is to be made as to the additional cabinet space required giving specific details of estimated needs.

(4018/4/62)

Ship or Establish	Rank/Rating		MEDICAL CENSUS REGULED Christian or Pore Hames	DICAL GEN		Burn	F. Med us Surpame (BLOCK CAPITALS)	P. Med 4s (Aust. Capitals)	
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MESS GEAR - UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS' AND SEAMEN'S MESSES -IMPLACEMENT ALLOWANCES FOR 1954/55.

With reference to Consolidated Orders and Regulations, Article 489, free replacements of consumable items of mess utensils will be allowed for Chief Petty Officers', petty Officers' and Seamon's messes in H.M.A. Ships and Establishments during the financial year 1954/55 up to the following amounts:

- (a) Chief Petty Officers and Petty Officers £1.13. 9 per head.
- (b) All other ratings -
 - (i) Where earthenware plates are in use £1. 1. 3 per head.
 - (11) Where recessed cafeteria trays are in use 9. 9 per head.
- 2. All consummble stores drawn against the above allowances are to be valued at the prices shown in the "Official Memorandum Pixed Issuing Price List for Mess Gear" dated 1st July, 1954.
 - 3. Navy Order 467 of 1953 is hereby cancelled.

(4530/1/107)

447.

OFFICERS' MESS TRAPS - REPLACEMENT ALLOWANCES - 1954/55.

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 1954/55 are as follows:

	In Stat Ships an Establis	d Shore	In Sessoing Ships
Mess:	£ 5.	d.	£ e. d.
Flag Officer Commodore or Captain Flag Captain Commander or Lieutenant- Commander in Command	47.18.		91.16. 0 57.10. 6 33.16. 3
Ward Room: Mess of one officer Mess of two officers For every officer borne in excess of two	9. 2. 15. 8. 3.13.		10.17. 9 19. 2. 3 5. 2. 6

2. All consummble stores drawn against the above allowance are to be valued at the prices shown in the "Official Memorandum - Fixed Issuing Price List for Mess Gear" dated 1st July, 1954.

- 3. Calculation of Replacement Allowances -
- (a) Seagoing Ships: When calculating replacement allowances, only officers actually borns 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 borns 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 H.M.A.S. 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 33-1/36 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 will be continued for the current financial year, and will be reviewed in the light of experience gained. In the interim the provisions of Consolidated Orders and Regulations, Article 488, Section 1(i) and Section 111(i), have been suspended.

5. Navy Order 494 of 1953 is hereby cancelled.

(4530/1/107)

448.

VARICOCELE AND HYDROCELE - RADICAL OPERATION FOR.

No operation for the radical curs of hydrocele or of varicocele is to be performed by Naval Surgeons, nor is any member to be discharged either to a Service, Repatriation or Civil hospital for such an operation without the prior approval of the Director of Naval Medical Services.

- 2. Where a case of the above nature arises which appears to need Surgical treatment, a detailed report is to be forwarded to the Director of Naval Medical Services together with the member's medical history documents.
- The Director of Naval Medical Services will then advise whether or not the operation is to be carried out. (4018/5/26)

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES.

449.

DRAWINGS - AS FITTED ELECTRICAL APPARATUS SCHEDULE.

It has been approved that Part 0.U. 6137 - Electrical Equipment in H.M.A. Ships - shall, in future, be included as a part of the ship's electrical as fitted drawings and that its title shall be changed to "As Fitted Electrical Apparatus Schedule".

- 2. Action is to be taken by individual ships to amend the title on existing Part O.U. 6137, and to take it on charge on Form D.787 as a drawing. All reference to O.U. 6137 should also be deleted from the alteration and addition item which covers the bringing up to date of as fitted drawings.
- 3. Dockyard copies should be treated similarly on every occasion that ships are in hand for modernization, conversion, large repair or the progress of the alteration and addition item dealing with as fitted drawings.
- 4. All other copies of Part O.U. 6137, e.g., those issued to Commanders-in-Chief should be taken off charge and disposed of as unclassified waste if no longer required.
- 5. For new construction, instructions for the initial preparation of the Schedule are contained in Standard Electrical Specification No. 1, Clause 17 (3).

(The foregoing is the text of A.P.O. 1660/1954 altered to meet R.A.W. conditions.)

(4276/2/23)

450.

BLECTRICAL SUBJECTS (GENERAL) - ASDIC DIRECTING GRAR - MAINTENANCE OF ELECTRICAL MOTORS.

Reports from Admiralty indicate that the various small motors associated with the A/S Directing Gear in Destroyers and Frigates, occasionally fail due to two primary causes. The letter are -

- (a) General dampness and condensation in the Directing Gear Compartments.
- (b) Tightness of the Mechanical Equipment driven by the Motors.
- 2. Unfortunately, owing to the necessary geographical location of the Directing Gear Compartments, it is not practicable to prevent the existence of dampness and condensation, and every endeavour is to be made to keep the compartments as dry as possible by removal of the accumulation of water from leaks, etc. Prequent ventilation of compartments will also assist under most circumstances.
- 3. Some of the motors concerned have vents at the top, and since the drips from condensation are liable to enter the motors this way, where applicable, drip proof shields should be made and fitted over the motors.

17

- 4. Routine examinations of the motors should be carried out at frequent intervals where evidence of excessive dampness is apparent.
- With regard to paragraph 1 (b) it is essential that the mechanical equipment be kept free from rust, and well lubricated.

(The foregoing is the text of A.P.O. 1661/1954 altered to meet R.A.N. conditions.)

(4518/11/188)

451.

AIRCRAFT - GUNS HISPANO 20 M.M. - EXCHANGE OF MUZZIE NUTS (E.P. 461).

Reports have been received of failures in service of bexoid muzzle covers (Reference E.S. 782) used in 20 m.m. Hispano guns in sircraft.

- 2. These failures have been attributed to oversize muzzle nuts (E.P. 461).
- 3. Ships and Establishments concerned are to arrange with Superintending Armament Supply Officer, Sydney, to exchange muzzle nuts at present fitted on guns in aircraft, or held loose in store, for muzzle nuts which have been machined down to low limit size.

(4428/153/21)

452.

REPLENISHMENT AT SEA - LINE THROWING GUNS - PRECAUTIONS.

A rating was recently seriously injured when a rod fired from a line-throwing rifle during a Replenishment operation pierced his skull.

- 2. Details of the drill to be carried out with linethrowing rifles are contained in the Gunnery Pocket Book (B.R. 224/45), page 77, and in the Handbook of Ammunition (B.R. 932/45), paragraph 715.
- 3. Attention is also drawn to the Replenishment at Sea Handbook (B.R. 1742), page 7, which details which ship should provide the gun line.
- 4. The following further precautions are to be observed in H.M.A. ships when replenishing :-
 - (a) The ship who would not normally fire the line is not to do so unless ordered or requested to do so by the other ship.
 - (b) Immediately before firing the line-throwing rifle an audible warning by whistle or loud hailer is to be given from the "firing" ship.

- (c) Personnel required in the vicinity of the aiming point in the "target" ship are to take cover until the projectile has passed over.
- (d) In order to make the man who will fire the line conspicuous, he is to wear an oilskin coat or jacket painted with High Visibility Fire Orange paint, Pattern 7055, supplies of which can be drawn from S.N.S.O., Sydney.
- 5. Lines are not to be fired on to a jetty or another ship when berthing except in an emergency.
 - 6. B.Rs. 1742, 932/45 and 224/45 will be amended.

(The foregoing is the text of A. P. O. 1357/1954 altered to meet R.A.N. conditions.)

(4428/61/56)

453.

AMMUNITION - (S.L.) Q.F. 5.25 IN. - 12 Pdr. - CARTRIDGES Q.F. 4.5 IN. (S.L.) - FULL CHARGES FILLED PROPELLANT NF/S 198-054 AND NF/S 164-048 - WITHDRAWAL OF CERTAIN LOTS.

Cartridges Q.F. 4.5 in. (S.L.) full charge filled NF/S 198-054 and NF/S 168-048 of the following lots are to be withdrawn from service for adjustment of charge weight:

RNP	715	RNP	1175	RNC	4616	RNC	5319
RNP	858	RNP	1196	RNC	4678		5412
RNP	1085	RNP	1206	RNC	5301	RNC	The second second
RNP	1120	DND	1218	DMC	5309		- 4

- 2. All full charge Q.P. 4.5 in. (S.L.) Cartridges of the above lots held on board are to be landed at the nearest Naval Armament Depot at the first opportunity and replacements drawn in lieu.
- 3. After adjustment, Cartridges will be re-issued to service, and A.C.L. 286 will be atencilled on cases and packages to indicate that the adjustment has been carried out.
- 4. Separate instructions are being issued to Naval Armament Depots.

(The foregoing is the text of A.F.O. 1533/1954 altered to meet R.A.N. conditions.)

(4433/13/495)

454.

AMMUNITION - TRACERS, SHELL, DUMMY, NOS. 8 AND 9 - CHANGE OF NOMENCIATURE.

To conform to the nomenclature of other plugs, representing tracers, it has been decided to abolish the nomenclature "Tracers, shell, dummy Nos. 8 and 9" and "Tracers, Shell, dummy, No. 8", and substitute the nomenclature "Plugs, firing, representing, Tracers Nos. 8 and 9" and "Plugs, firing, representing, Tracers Nos. 8", respectively. Existing stocks of these tracers will have the stamping altered to "Plug. firing rep T" in R.A.N. armament depots as opportunity offers, but will continue in service pending re-stamping.

(The foregoing is the text of A.F.O. 1727/1954 altered to meet R.A.N. conditions.)

(4433/43/319)

455.

FUZES TIME NO. 206 MARK 1 AND NO. 207 MARK 2 EARLY USE.

It is desired to eliminate, by expenditure, all fuses time No. 206 Mark 1 and No. 207 Mark 2 as these marks are not fitted with "Mussle Safety Device".

- Priority is, therefore, to be given to the use of these early marks for practice purposes, where fuses Nos. 206 or 207 are approved.
- 3. Naval Armament Depots are being instructed that replenishments of such ammunition must be fuzed accordingly.

4. Admiralty Fleet Order 113/1954 will not apply in the Royal Australian Navy.

(4433/41/475)

456.

GUNMOUNTINGS - 40 MM, BOFORS MARK 7 MOUNTINGS ALLOWANCES OF SPARE PARTS, TOOLS AND ACCESSORIES AMENDMENT TO ADMIRALTY FLEET ORDER 3040/1952.

Admiralty Fleet Order 3040/1952, as amended by paragraph 2 of Appendix to Navy Order 40 of 1953, is to be further amended as follows:-

Section L -

Index No. 110 - Delete remark "Not mountings Reg. No. 2000 series".

Index No. 111 - Add remark "Not mountings Reg. No. 2000 series".

(4429/1/105)

457.

TORPEDO COMPONENTS - BLOWING HEADS FITTED WITH K TYPE BLOWING GEAR - DEFECTIVE MECHANISMS.

A report has been received of a defect that has occurred in several Mark 9C blowing heads, which, although not apparent during routines, could have caused failures and subsequent loss of the torpedoes.

2. The after end of the trigger in the K Type blowing machinism can foul the water tripper spindle instead of passing through the cut-away portion of the water tripper if excessive lateral play exists at their pivots.

- 3. The defect is caused by a combination of -
- (a) Excessive lateral clearance between the sides of the water tripper and the side lugs of its supporting bracket.
- (b) Excessive axial play of the trigger on its axis pin.
- 4. In order to obviate this defect, ships are to carry out the following test on all K Type mechanisms during the Before Running Routine on blowing heads :-
- (a) Force the water tripper hard over to one side by hand and the trigger hard over in the opposite direction.
- (b) Repeat in opposite directions.
- (c) If the trigger fails to pass through the cut-away portion in the water tripper axis in either of these extreme positions, with a side clearance of at least .010 in., open out the side faces of cut-away portion until the minimum clearance is obtained. Care is to be taken, when opening out the side faces, that the front face of the cut-away portion is not impaired.
- 5. A defective blowing head in which the K Type mechanism is so worn that it is obvious that the above measures would be insufficient for repair should be returned direct to the nearest Torpedo Engineer Officer.
- 6. Separate Torpedo Depot Instructions are being issued.

(The foregoing to the unaltered text of A.F.O. 1666/1954.)
(4431/12/340)

458.

BOOM DEFENCE VESSELS - ALTERATION AND ADDITION ITEM.

Class Item No. 100 for Boom Defence Vessels is to be re-classified "A".

2. Navy Order 43 of 1954 is to be amended accordingly.

(4286/1/29)

459.

DESTROYERS - REMOVAL OF REDUNDANT WEIGHTS.

The necessity for reducing displacement and improving stability by removal of redundant weights has been stressed in Admiralty Fleet Order 1349/1953. Approval has now been given for the following items to be landed from destroyers, at the discretion of Commanding Officers:

- (a) Lifting gear for lubricating oil drain tanks.
- (b) Main gear case stude, bolts and nuts (spares).

(c) Spares for fuel oil discharge filters.

NOTE: - One spare filter is to be retained.

(d) Spares for lubricating oil discharge filters.

20

NOTE:- One spare filter is to be retained.

(e) Potato peeler (spares).

NOTE:- When two potato peclers of the same make and capacity are carried, only one set is to be retained.

(f) 4.5 in. Gun-barrel exchange gear.

NOTE: - Topweight compensation gained must not be used for other purposes until further policy for barrel exchange is clear.

- (g) Plummer and thrust block spare holding down bolts.
- (h) H.P. and L.P. cylinder horizontal joint bolts.

NOTE: - Where durehete bolts of the correct length are carried on board, they are to be retained for fitting at a suitable opportunity.

- (i) S.T.A.A.G. deck awning stanchions (applicable to "Battle" Class destroyers).
- (j) Radar rolled blackboard.

2. After each refit Commanding Officers are to report which of the above items, if any, have been landed.

(A.P.O. 1351/52 is hereby cancelled.)

(The foregoing is the text of A.P.O. 1085/1954 altered to meet R.A.N. conditions.)

(4280/1/196)

460.

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - PHOTOGRAPHIC BOULPMENT - RE-INTRODUCTION OF PATTERNS IN THE RATE BOOK AND AUTHORIZED LIST OF NAVAL STORES.

It has been decided to re-introduce the following items into the Rate Book and Authorized List of Naval Stores :-

Pattern No.	Description
5935 5936 5937 2502 2520	Paper, bromide Paper, bromide Paper, bromide Box, storage Cloth, Selvyt
14B/1297	Equipment, cine processing
5982	Ink, waterproof, U.N.O. Black
5983	Ink, waterproof, U.N.O. Red
5984	Pen, cleaner
5985	Pen, cleaning brush
5986	Wire card
5987	Plunger, No. 1
14K/3116	Film, K.20
14K/3100	Film, P.24.

 The Rate Book and Authorized List of Naval Stores and, where appropriate, the Alphabetical List of Consumable Naval Stores, will be amended.

(The foregoing is the unaltered text of A.P.O. 1548/1954.)
(4518/50/200)

461.

NAVAL STORES (GENERAL) - DRUMS, STEEL, FOR OILS AND INFLAMMABLE LIQUIDS - TRANSFER FROM CLASS B, GROUP IO, PART D, TO CLASS K.

It has been decided to transfer the undermentioned Steel Drums, at present dealt with under Class B, Group 10, Part D, back to Class K -

Pattern	Description	Capacity	
4761	Drums, black, with circum- ferential corrugations	40 gallons	
4743	Drums, welded, unhooped, galvanized, for gasoline, kerosene and other highly inflammable liquids	5 gallons,	

- 2. Arrangements should therefore be made for stocks and dues of drums under Class B, Group 10, Part D, to be transferred to Class K.
- 3. Ledger pages for any stocks held by H.M.A. Ships or Fleet Establishments are to be adjusted in accordance with paragraph 62(4) of the R.A.N. Supplement to B.R.4.
- 4. Relevant publications will be amended in due course.

(The foregoing is the text of A.P.O. 1614/1954 altered to meet R.A.N. conditions.)

(4506/4/58)

SECTION 4.- DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

462.

CANNED FISH.

It has been decided to re-introduce imported herrings in tomato sauce, and sardines, for general mess purposes, and supplies of these items are available on demand from H.M.A. Victualling Yards.

2. Navy Orders 209 and 435 of 1951 are hereby cancelled.

(4528/38/40)

CURTAINS AND OVERCASES IN SHORE ESTABLISHMENTS - CLEANING.

All curtains and overcases in Officers', Ratings' or W.R.A.N.S. Quarters in Shore Establishments are eligible for cleaning at Departmental expense, providing they have been supplied through Service channels.

- 2. Cleaning of curtains and overcases in single quarters 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. In official residences and married quarters, the cleaning of curtains and overcases, either during or at change of tenancy, is only to be undertaken at Departmental expense once in two years, where warranted by the condition of the items as disclosed on survey.
- 4. In all cases, cleaning should be arranged locally by this Department instead of by requisition on the Department of Works as previously promulgated.
- 5. If the Establishment is near a Naval Store Depot, curtains and overcases should be listed on Survey Porms A.S. 331 (endorsed "For cleaning and return"). The following information is also to be given on the form :-
 - (a) Particulars of compartments of the Establishment in which the curtains/overcases are used;
 - (b) Date when the articles were last cleaned and a reference to the pertinent Survey Form A.S. 331.
- 6. Where the Establishment is remote from a Naval Store Depot. cleaning should be arranged under the authority to approve of expenditure for General Expenses contained in Navy Order 184 of 1952. The information required in paragraph 5(a) and (b) hereof should be shown on the relevant requisition order.
- 7. 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.
- 8. 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.
- 9. Expenditure should be charged against General Services, Item 8, Incidental and other expenditures.
- 10. Navy Order 533 of 1953 is hereby cancelled.

(3541/1/30)

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RESTRICTED

(FOR OFFICIAL USE ONLY,)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 17th August, 1954.

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

By direction of the Naval Board,

J. R. Birumins

Secretary.

The Plag 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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464-465

SECTION 1 .- ADMINISTRATIVE AND GENERAL

46%

A.B.C.D. - DARKEN SHIP - RESPONSIBILITIES.

The Naval Board have decided that as darken ship matters are closely related to A.B.C.D., the interests of both will be served by bringing them under the same authorities.

- 2. Within Navy Office, the responsibility for darken ship matters will be shared between the Director of Training and Staff Requirements and the Deputy Chief of Construction.
- 3. The Captain, H.M.A.S. PENGUIN, will represent the "user" and copies of all reports concerning darken ship should be sent to him through the Administrative Authority.
- 4. In ships, the officer detailed for A.B.C.D. duties should also be made responsible for darken ship arrangements.

(The foregoing is the text of A.F.O. 1700/1954 altered to meet R.A.W. conditions.)

(3031/2/6)

SECTION 2. - PERSONNEL

465.

INSTRUCTIONAL FILMS AND FILM STRIPS - C. 5810, "GANNET" (PART 21) - DISTRIBUTION.

Copies of Part 21 of the film "Gannet" (Serial No. made without demand by the S.N.S.O., Sydney, on the following

H.M.A. Establishments	No. of copies
R.A.N. Air Station, Nowra (for Recognition Section)	1
R.A.N. Film Library, Sydney	1
H.M.A.S. KUTTABUL (for G.I.C.)	

2. This film gives flying and some ground views, and serves to illustrate and emphasise the recognition features of the "Gannet" aircraft. "Stop framing" and a clear commentary makes it very useful for recognition training. Running time 7 minutes. One reel.

(4518/61/388)

PROMOTION FROM THE LOWER DECK TO PERMANENT COMMISSIONED RANK - UPPER YARDMEN SCHEMES - EARLY SELECTION OF CANDIDATES.

With reference to Navy Order 70 of 1950, attention is drawn to the desirability of recommending, as early as possible, ratings who possess the potential qualities for promotion to Acting Sub-Lieutenant under the Upper Yardman Scheme. It will be appreciated that candidates will require assistance and encouragement to gain the necessary qualifications and that care should be taken to arrange for their appearance before the first Fleet Selection Board for which they are eligible.

 Current instructions are contained in Q.R. & A.I., Appendix 1, Part 2, Sections I to IV.

(The foregoing is the text of A.F.O. 1653/1954 altered to meet R.A.W. conditions.)

(4008/4/63)

467.

VICTUALLING STORES - CLOTHING - INTRODUCTION OF SHOULDER FLASHES.

It has been decided that "AUSTRALIA" shoulder flashes may be worn by liberty men when on leave on stations away from Australia and New Zealand.

- 2. The following instructions are to govern the issue and wearing of these badges :-
 - (1) A gratuitous issue of 2 No. Gold Wire flashes and 4 No. white on blue embroidered flashes may be made to all ratings desirous of wearing them. Such issues are not to be made until the H.M.A. Ship concerned is outside the limits of the Australia and New Zealand Stations.
 - (ii) No rating shall be entitled to any further gratuitous issues subsequent to the initial issue.
 - (111) Gratuitous issues are to be recorded in the usual manner on Form A.S. 105, the original of which is to be forwarded to Navy Office as an enclosure to the Clothing Account for the period concerned.
 - (iv) Flashes are to be worn on each sleeve at a point 1" below shoulder seem; gold flashes are to be worn only with gold rating, branch and S.Q. badges.
- 3. The following entry is to be made on page 6, after line 4, of the "Official Memorandum - Prices of Clothing, etc., Maintained for Issue to Shipe Companies" dated lst July, 1954.

Plashes "Australia" gold wire (for wear when serving cutside the Australia and New Zealand Stations).

467 - 469

- 4. The availability of stocks of Gold Wire flashes will be advised, in due course; stocks of white on blue flashes are available on demand from the Superintending Victualling Store Officer, Sydney.
 - 5. Navy Order 349 of 1950 is hereby cancelled.

(This Order will be reprinted for posting on Notice Boards.)
(4532/12/127)

468.

WAR SERVICE BENEFITS - KOREA.

Mavy Order 492 of 1953, paragraph 5, is to be smended as follows :-

- (a) by inserting in the third column opposite "H.M.A.S. SYDNEY", the date "2.6.54".
- (b) by inserting in the third column opposite "H.M.A.S. MURCHISON", the date "16.7.54".

(4016/101/7)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES.

469.

RADAR - TYPES 262(1)M AND 262(2)M - A.P. W9480B TRANSMITTER-HECEIVER UNIT - FITTING OF A.P. 67882 TRANSIT PLATES.

H.M.A. Ships.

A recent investigation of A.P.C. problems in Type 262M has brought to light cases of waveguide misalignment with the transmitter telescopic joint, caused by a lateral permanent set in the anti-shock mountings of A.P. W9480B Transmitter-Receiver Unit.

- 2. Trials have shown that these mountings A.P.W3115, take on a permanent set if the unit is stowed on its side or back. A misslignment of the waveguide telescopic joint in the cubicle results and the magnetron frequency tends to be pulled.
- 3. All ships and services concerned are to ensure that, except when A.P. W9480B Transmitter-Receiver Unit is in the cubicle or RMA/RMC rack, the anti-shock mounting transmit plates A.P. 67882 are fitted.

(The foregoing to the text of A.F.O. 1340/1954 altered to meet R.A.N. conditions.)

(4519/31/547)

BOILER TUBES, ETC. - LANDING OF SPARES FROM H.M.A. SHIPS.

In view of the difficulties of preservation and stowage of spare boiler, superheater and sir-preheater tubes on board, it has been decided that these items need no longer be carried in H.M.A. Ships. Arrangements should be made for apere tubes held in ships in commission and in "D" and "E" class commission in reserve to be returned to the appropriate storing yard on Form A.S.331, for survey and disposal accordingly. Concurrently the items should be deleted from lists of Engineers' Special Stores, quoting this Order as authority.

- 2. Reserve stocks of tubes are maintained at storing yards to meet requirements of H.M.A. Ships.
- 5. Malesco superheater tupes are dealt with as machinery spares, and are not affected by this Order.

(4505/25/65)

471.

SPOUT TYPE FLOAT, PATTERN 12726 FOR FUELLING-AT-SEA - INTRODUCTION AND ALLOWANCES.

A Spout Type Float has been introduced to supersede Plost Pattern 5962 (held under Class K) for use as Marker Buoy and Hose Line Buoy in Fuelling-at-Sea equipment (astern method), and will be added to the Rate Book and Authorised List of Naval Stores (B.R. 810) as follows :-

Ships' Accounting Description. Class/Group Pattern. Classification.

12726 Float, Spout Type Permanent. B8 Pt. 1

2. Allowances of the Spout Type Float, Pattern 12726, will be as follows :-

Hose Line Marker Spare Allowances Working H.M.A. Carriers

3. H.M.A. Ships concerned should forward demands (Form A.S.134D) to the Superindenting Naval and Air Store Officer, Sydney, for floats to complete to the allowances referred to in paragraph 2. On receipt of the Pattern 12726 Floats, ships should return the Pattern 5962 Floats held to the Superintending Naval and Air Store Officer, Sydney.

(The foregoing is the text of A.F.O. 1475/1954 altered to meet R.A.N. conditions.)

(4505/88/100)

472.

AMMUNITION - PROPELLANT - LANDING - DESTRUCTION -REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service, and any cartridges containing these lots or sub-lots are to be returned to the nearest Naval Armament Depot, as early as practicable. Commanding Officers of H.M.A. Ships, who are unable to comply within three months from the date of this Order, are to report the fact specially to the Naval Board for instructions.

Propellant Lot or sub-lot No.	Propellant nature	Nature of gun ammunition, etc., which may be involved
RNC 203	80 103	B.L. 6-in.; Q.F. 4-in. (F.A.); Q.F. 4.5-in. (S.L.).
RNC 287XB	80 061	B.L. 6-in.; Q.F. 4.7- in.(S.L.); Q.F. 4.5-in. (S.L.); Q.F. 4-in.(F.A.); Q.F. 12-pdr. 12 cwt.
RNC 2021XS	80 103	B.L. 6-in.; Q.F. 4.5- in.(S.L.); Q.F. 4-in. (F.A.).
RNC 2039X8	9C 122	B.L. 6-in.; Q.F. 4.7- in.(S.L.); Q.F. 4.5-in. (S.L.).
RNC 2040XS	8C 103	B.L. 6-in.; Q.F. 4.5- in.(S.L.); Q.F. 4-in. (F.A.).
RNP 257XL	NP 029	Q.F. 4-in.(F.A.); Q.F. 3-pdr.
RNP 534R/XL	NP 042	Q.F. 4.7-in.(S.L.); Q.F. 4.5-in.(S.L.); Q.F. 4-in. (F.A.).
RNP 827XH	NF 052	Q.F. 4-7-in.(S.L.); Q.F. 4-in.; Q.F. 12-pdr. 12 cwt.
WA 13465 WA 13631XA WA 13770XB	NA 029 NA 029 NA 029	Q.F. 4-in.(F.A.).

- 2. Attention is drawn to paragraphs 6, 7 and 9 of Maval Cordite Regulations, Article 53, B.R. 862A.
- 3. Separate instructions are being issued to Haval Armament Depots.

(The foregoing is the text of A.F.O. 1531/1954 altered to meet R.A.N. conditions.)

(4433/51/180)

GUN MOUNTINGS - 40-MM. BOPORS TWIN R.P. 50, MARK 5
MOUNTING - RELAXATION OF THE PERMISSIBLE BACKLASH
IN THE ELEVATION AND TRAINING RECEIVER
DRIVES - MODIFICATION NO. 23.

- (a) Ships, Establishments and Authorities concerned.
- Ships, shore establishments, dockyards, repair establishments and gunnery equipment depots holding these mountings.
- (b) Types and Marks of Mountings.
- 40-mm. Bofors, Twin R.P.50, Mark 5 Mtg.
- (c) Part of Mounting affected.
- Elevating and training black pointer drives as shown on drawings G.R.6589 and G.R.6599.
- (d) Purpose of Modification.
- (1) Experience has shown that it is impossible under service conditions to maintain the specified overall backlash figure of 14 mins. in black pointer drives, and in consequence the black pointers are insufficiently accurate for alignment purposes. The black pointers on Bofors, Mark 5 mountings should therefore only be used for target indication purposes where a high degree of accuracy is not required. The purpose of this modification is to relax the backlash requirements of the black pointer drives and so reduce both the manufacturing and maintenance efforts on these items.
- (ii) Alignment checks will have to be carried out using Theodolites and/ or Clinos.
- (e) Nature of Modification.

The permissible backlash between the elevation arc, the training rack and their respective receiver black pointers is relaxed to 30 minutes, including a maximum of 2 minutes in the receiver itself.

(The foregoing is the unaltered text of A.F.O. 1729/1954.)
(4429/41/147)

474.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9A) -THERMOMETERS - INTRODUCTION OF NEW PATTERNS.

The undermentioned thermometers will be purchased in future in lieu of the existing patterns shown, which will however continue to be issued until stocks are exhausted ;-

Pa	ttern No.	Description be	ttern to
	10313	Thermometer, B.8.1704/G.P.650F/100, 26° to 650° p., for high steam pressure and for taking the temperature of Rosbonite.	70A
	10314	Thermometer, B.S.1704/Q.P.120F/B/ Total, - 35° to + 120° F., for magazine cooling and refrigerating machinery.	72B
	10315	Thermometer, spirit, 20° to 150° F., for electrolyte of submarine cells.	5751
2.	The release	rant publications will be amended.	
Pho	foregoin	to the test of A P O 1675/1054 altere	4 40

(The foregoing is the text of A.F.O. 1675/1954 altered to meet R.A.N. conditions.)

(4505/90/131)

475.

NAVAL STORES (GENERAL)(CLASS D. GROUPS 3 AND 4) -STANDARDS AND FLAGS - PATTERN NUMBERS.

In order to facilitate accounting, it has been decided to re-number the patterns of standards and flags, other than signal flags, included in the Rate Book for Naval Stores under Class D. Groups 3 and 4, so that the different sizes of each type of standard or flag may be readily distinguished by their pattern numbers.

- 2. The existing four-figure numbers are being retained but will have two-figure suffixes added to indicate sizes in numbers of breadths. The prefix letter N is being dropped. Thus pattern 822012 will denote a Royal Standard, 12 Breadths; Pattern 822508 a Duke of Gloucester Standard, 8 Breadths, and so on.
- 3. These pattern numbers will be applicable to standards and flags made in bunting. In order to distinguish flags manufactured in silk which are in occasional use for special purposes, a suffix letter S will be added to the appropriate pattern number.
- 4. H.M. Shipe and Fleet Establishments. Naval Store accounts are to be amended in accordance with the procedure indicated in Article 109(g) of B.R. 4, Naval Storekeeping Manual.
- 5. The use of the new pattern numbers is to be brought into force as from the date of receipt of this Order.

6. The flags detailed in Appendix A to this Order are being deleted from the Rate Book and those in Appendix B are being added. National flags have not hitherto been included except in instances where the National flag is flown as the Ensign. In such cases, the existing four-figure element of the pattern number has been retained.

7. The relevant publications will be smended.

APPENDIX A

Plags, British, Bunting

Pattern

N.8222 Stendard, H.M. Queen Mary. N.8467 Pendants, broad, or burgees, white :- Commodores'. N.8468 Pendants, broad, or burgees, white :- Senior Officers'.

Flags, Foreign, Bunting Ensigns

Pattern		Pattern	
N. 8266	Albania	N.8300	Liberia
N.8267	Argentine Republic	N.8302	Mexico
N. 8268	Austria	N.8303	Morocco
N. 8269	Bahrein (State Flag)	N.8304	Saudi Arabia
N.8271	Bolivia	N. 8305	Netherlands
N. 8272	Brazil	N. 6306	Nicaragua
N.8274	Chile	N.8308	Oman, Muscat, etc.
N. 8275	China	N.8309	Panama
N.8278	Cuba	N.8310	Paraguay
N.8279	Czecho-Slovakia	N.8312	Peru
N. 8280	Danzig	N.8314	Portugal
N.8283	Ecuador	N. 8315	Qatar
N.8287	France	N.8317	Salvador
N.8288	Germany	N. 8321	Spain
N. 8290	Guatemala	N. 8323	Tongs
N.8291	Hayti	N.8324	Turkey
N.8292	Honduras	N. 8325	United States of
N. 8293	Hungary		America
N. 8295	Iraq	N. 8326	Uruguay
N. 8298	Koweit	N. 8327	Venezuala

APPENDIX B

Plage, British, Bunting

Pattern

8223 Standard, H.R.H. Duke of Edinburgh.
8224 Standard, H.R.H. Frincess Margaret.
8467 Pendants, broad, or burgees, white :- Commodores',
lat Class or Senior Officers'.

8458 Pendants, broad, or burgees, white :- Commodores', 2nd Class.

Flags, Empire, Dominions, etc. Ensigns

Pattern		Pattern		
8380 8381	Canada (Blue) India	8382 8383	New Zealand (South Africa Forces)	Blue) (Nevel

National Plags

Pattern		Pattern	
8391 8392	Australia Canada India South Africa	8395	Pakisten Ceylon Pederation of Naleys

Flags, Poreign, Bunting Ensigns

Pattern		Pattern	
	Burma Czecho-Slovakia		Israel Saudi Arabia

	Mations	al Flags	
Pattern		Pattern	
8266	Albenia	8298	Koweit
8267	Argentine	8350	
8268	Austria	8300	
8269	Bahrein (State Flag)	8352	Libya
8331	Belonin	8302	
8271	Bolivia	8303	
8272	Brazil	8351	Spanish Morocco
8332	Bulgaria	8353	N. A. T. O.
8333	Burms	8305	Netherland
8274	Chile	8306	Nicaragua
8275	Republic of China	8354	Norway
8299	Peoples Republic of	8308	Oman, Muscat, etc.,
	China	The state of	Zanziber
8334	Colombia	8309	Panema
8335	Costa Rica	8310	Paraguay Persia
8278	Cube	8356	Persia
8279	Czecho-Slovakia	8312	Peru
8337	Denmark	8320	Philippine Depublic
8338	Dominican Republic	8357	Poland
8283	Ecuador	8314	Portugal
8339	Egypt	8315	Qatar (State Flag) Roumania Salvador
8340	Ethiopia	8358	Roumania
8341	Parce Islands	8317	Salvador
	Finland	8304	Saudi Arabia
	France		Soviet Union
8288	German Federal	8321	
	Republic	8361	Sweden
8343	Greece	8362	Thailand
	Greenland	8323	
8290	Guatemala	8363	Trucial Coast No. 1
8291	Hayt1	8364	Trucial Coast No. 2
	Honduras	8324	Turkey
8293	Hungary	8365	United Europe
8345	Iceland	8366	United Nations
	Iraq	8325	United States of
	Irish Republic	-3-3	America
8346	Israel	8326	Uruguay
	Italy	8327	Venezusla
	Japan		Yemen
	Jordan (The Hashemite Kingdom of the)		Yugo-Slavia
8359	Korea		

(A.P.O. 1476/54 is cancelled.)

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(The foregoing is the unaltered text of A.F.O. 1673/1954.)

(4510/1/31)

NAVAL STOREKERPING - STOCKHOLDING - POLICY.

The sense of Admiralty Fleet Order 1158/1954, vide text quoted hereunder, is applicable in the Royal Australian Navy, and Administrative Authorities and Captains of H.M.A. Ships and Establishments are to take steps to implement the necessary action at the earliest possible date, bearing in mind that the additional work involved initially will be more than warranted by the obvious benefits which will result -

- "In 1922 the Central Store system was introduced in place of departmental storekeeping in order to provide more methodically and more economically for ships' needs. Until the outbreak of war in 1939 it can be said to have worked well, but the past 15 years have seen an enormous increase in the range of naval stores, chiefly caused by the invention of radar and the wast advance in the electronic field.
- 2. The result is well known. It has not been possible to increase either the space in ships svailable for stowage of stores or the staff to look after them. Ships' storerooms have become appallingly congested, complicating and slowing up the work of the stores staff; mustering and accounts are usually behindhand, with the result that needed stores cannot always be found quickly and replenishments are sometimes demanded for stores of which adequate stocks are already held. The trouble "snowballs"; ships carry an ever increasing weight of stores and have to devote far more time and effort to storing than should be necessary; and money and industrial resources are apt to be expended in over-provision of stores.
- 3. The solution is to carry less stores. A very large number of items normally carried are rarely, if ever, used and the use for which some of them are intended is not apparent even in the ship. But since they have been supplied there is a natural reluctance to land them; it is easier to leave them where they are and comforting to know that averything that might be needed is carried.
- 4. Steps have been taken by the Admiralty to reduce the number of different descriptions of stores stocked in the Dockyards and thousands of items have already been deleted from the Rate Book of Naval Stores. Action is also being taken to prune the first outfits of Naval Stores supplied to ships. But assembly and critical examination of the data necessary for revising first outfits is a long process requiring analysis of past expenditure which is not always an infallible guide to future needs, but must be relied on if calling for voluminous reports from the Fleet is to be svoided.
- 5. Meanwhile a remedy lies in the hands of ships' officers, who are in the best position to realise what stores in their own ships are redundant. The present outlook must be changed and it should be a represent to a ship and to her officers to continue to carry ranges of stores which they know to be superfluous and quantities which they know to be excessive.

6. Their Lordships appreciate that some dislocation of daily routine is likely to occur if stores which were perhaps only recently, with great labour, embarked have to be returned to Dockyards, and that for these and other good reasons the return of surplus stores in compliance with B.R.4, Articles 2(2) and 3(3), relating to permanent and consumable stores respectively, seldom takes place. The wholesale weeding of storerooms as an evolution is obviously too formidable a task to be contemplated by a ship in commission, but in the course of a mustering cycle of 15 months it should be practicable systematically to clear storerooms of redundant stores as indicated in B.R.4, Article 3(3), provided that everyone concerned helps. The stores staff cannot do it alone; they will need extra hands from time to time, and advice frequently particularly from Technical Officers in identifying stores. Above all, they will require encouragement. Captains, Heads of Departments and Technical Officers must make it evident that they are all interested in completing the weeding out programme within 18 months and will do all they can to further it. The user departments must stop the building up of private stocks of stores "in case they might come in handy": and they must, when asked, give an honest verdict about stores which are seldom or never used. The test to be applied should be "If this item were not already in the ship would it be necessary to demand it?". If the answer is "No", then the item should be landed and not kept "in case it might be wanted some time". A programme of stores clearance on these lines is to be commenced in all ships as soon as practicable as the only way of avoiding the necessity for irksome restrictions and voluminous reports.

7. The value of this clearance will be lost if there is not at the same time a new outlook towards replenishment and casual demanding. Storekeeping officers must ensure that replenishment demands are based on actual remains and normal expenditure. User departments must draw minimum requirements from store and must not insist on particular patterns being demanded if an item already held would do. A date by which stores are required to be on board should only be inserted on demand forms when delivery on board within a particular period is essential. Stores urgently required and obtained by casual demand must be deleted from periodic demands.

- 8. Above all, the lazy and wasteful habit of "inflating" demands must stop. Three known instances illustrate what is meant::-
 - (a) A stores rating, in order to obtain a particular file required by a user department, demanded the whole range of files in the Rate Book.
 - (b) The history of 48 shackles found in the naval store of a destroyer is worse. The First Lieutenant required two shackles of size A and one of size B. He told the Chief Boatswain's Mate to get six of each type to be on the safe side. The Chief Boatswain's Mate doubled this to 12 of each to have spares in his store. The stores rating demanded 24 of each to give him sdequate stock to meet such a demand again. In the meantime the First Lieutenant obtained from another destroyer the

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three shackles he needed, but as he did not inform the stores rating, 24 shackles of each type were received on board and duly stowed below.

- (c) The ship's allowance of a certain item was 100. A user department, although requiring for immediate requirements only a few, drew the whole 100 from the Navel Store in one transaction and held them as a private store. In accordance with the normal replenishment procedure the stores staff rightly demanded another 100 to make up his stock and these than lay in the Central Store unused and unrequired."
- 2. Difficulties referred to in the order quoted have also been experienced in the Royal Australian Navy. There has also been the additional problem of stowing stores which are specially packed for preservation, which increases their bulk very considerably. Enquiry indicates that this problem may be more scute in the Royal Australian Bavy in view of the fact that certain stores which are issued direct from Admiralty yards to H.M. Ships in an unpackaged condition, are packaged for despatch overseas.
- 3. In the Royal Australian Navy the position has been to some extent alleviated in Battle Class Destroyers, modernised Tribals and converted "Q" class by the use of the new system of stowage referred to in Nevy Order 389 of 1951. Nevertheless, it is known that it has been necessary, in some instances, to remove the wrappings to permit of orderly stowage in the comparatively limited space available in ships storerooms.

4. Enquiries are now being made with a view to reducing allowances of specific ranges of stores, and the resultant conservation of stowage space, combined with that saved by the rationalisation of holdings, in accordance with the abovequoted Order, should facilitate the proper stowage of essential requirements without recourse to the undesirable practice of removing protective wrappings. Further information in this regard will be promulgated as soon as possible.

In the above connection, whilst it is realised that protective packages of certain stores have of necessity been removed, this course should only be adopted at the discretion of responsible officers as a last resort. It must also be clearly understood that Air stores should in all instances remain packaged until required for use. In the event of difficulty being experienced in the stowing of Air stores in the packaged state, the matter should be specially reported.

5. The texts of B.R.4, Articles 2(2) and 3(3), referred to in paragraph 5 of the abovequoted Order, are appended for guidance:-

B.R.4, Article 2(2) The Supply Officer in conjunction with Departmental officers should, from time to time, review the range and quantities of permanent stores allowed. Any stores not required or which are surplus to requirements should be reported to the Admiralty through the ship's Administrative Authority; the reports should state the reasons for the proposed reductions and indicate whether the reductions are considered to be applicable to the remaining ships of the class. At the Commanding Officer's discretion, such stores may be landed in anticipation of approval.

B.R.4. Article 3(3) To avoid excessive stocks, congested storerooms, waste and additional stocktaking work, the Supply Officer, in conjunction with Departmental officers, should regularly review the range and quantities of consumable stores held, and arrange to return surpluses to the storing yerd. It is convenient and economical to do this review concurrently with the normal stocktaking routine. Subject to any special technical requirements, surplus consumable stores are those held in excess of the following:-

- (a) Expected requirements in the forthcoming storing period.
- (b) Emergency stock of essential stores.
- (c) The quantity of spares for technical equipment, such as Radio sets, shown in "E" lists or other allowance lists for equipment at present fitted in the ship.
- (d) Authorised allowance of Special Stores.

(4275/2/4)

477.

LOSS OF "LIKE" PATTERN 1900 BINOCULARS -HEGISTERED NO. B. A.N. 1174.

It is desired to trace the whereabouts of "Like" pattern 1900 binoculars, Registered No. 1174, which were last reported to be in H.M.A.S. MIRCHISON.

2. Ships and Establishments, including Naval Store Depots, helding binoculars of this pattern, are to inspect the registered numbers and report to Navy Office as soon as possible if the missing binoculars have been located, or a record of their disposal is held subsequent to April, 1951. Nil reports are not required.

(4501/35/1177)

SECTION 4. - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

478.

VICTUALLING STORES - FLYING CLOTHING - SAFETY EQUIPMENT -

Owing to the risk of insdvertent inflation of sircrew life-jackets and dinghies in sircraft, it has been decided that sircrew should be provided with a knife for use in emergency, as part of the equipment of the Life-jackets, Mark 3.

2. The knife should be carried in a leather sheath, fitted to the backing flap of the CO2 cylinder pocket and on the opposite side from the pocket, the flap being reversed so that the knife is to the front and the CO2 cylinder is behind when the life-jacket is worn. Modifications to Aircrew Life-jacketa, Mark J, should be carried out by Safety Equipment Sections of H.M.A.S. SYDNEY and R.A.N. Air Station, Nowra,

immediately supplies of knives and component materials are available. This will be notified by Navy Order.

3. The instructions for this modification, the materials required, and their sources of supply are set out in the Appendix to this Order.

(4533/9/11)

APPENDIX

1. MATERIALS.

478

Nomenclature	Vocab. No. or Stores Ref. No.	Denom.	Quantity	To be demanded from	
Dagger from Knife Kmer- gency Equip- ment	47371	No.	1	Superintending Victualling	
Gabardine, orange	47113	pieces 6 in. x 3 in.	As required	Store Officer, Royal Edward Victualling Yard, Pyrmont.	
Webbing, elastic, black # in.	21949	Yde.	As required	New South Wales.	
Leather, basil	32B/23	Yds.	As required		
Thread, scarlet locking	15A/181	Yds.	As required	Superintending Naval and Air	
Thread No.	32B/648	4-oz.	As required	Store Officer, Garden Island,	
Thread, khaki, silk	154/445	Yds.	As required	Sydney.	
Cord 4-ozs.	32A/105	1-1b.	As required		

2. INSTRUCTIONS FOR MODIFICATION.

- (a) Construction of Sheath.
 - (i) Place the dagger lengthwise onto the centre of a piece of Basil Leather, size 45-in. x li-in. with the point 1-in. from one end.
 - (11) Place a further piece of leather 31-in. x 2-in. on top of the dagger with the bottom end in line with the first piece of leather.
 - (iii) Shape and mark the top piece of leather around the outline of the blade of the dagger to form a closely fitting sheath.
 - (iv) Remove the dagger and stitch over the markings using No. 18 thread.
 - (v) Trim the upper piece of leather where necessary to the shape of the lower.

- (vi) Replace the dagger and using No. 18 thread stitch a length of i-in. black elastic to the top of the sheath which will act as a retaining becket across the handle of the dagger.
- (b) Sheath Patch.
 - (1) Remove the dagger and place the sheath into a piece of orange gabardine of sufficient size to allow an overlap of 1-in. all round.
 - (11) Using No. 18 thread attach dagger sheath to the centre of the patch by a single row of stitching around the sheath 1-in. from the edge.
- (c) Removal of CO2 Cylinder Pocket and backing.
 - (i) Remove CO2 Cylinder from Lifejacket.
 - (ii) Unpick stitches and remove cylinder pocket and backing complete.
 - (111) Unpick stitches and remove cylinder pocket from backing.
 - (iv) Unpick stitches and remove the tapes from cylinder pocket.
- (d) Re-attachment to Life-jacket.
 - (1) Re-attach the tapes to the other side of the cylinder pocket opening using thread, khaki, silk.
 - (11) Using thread, khaki, silk, reattach the cylinder pocket to the backing, but with the open end level with one end of the backing.
 - (111) Place the sheath patch on the other side of the backing with the point of the sheath about 1-in. from the pocket opening end and using thread No. 18 attach by stitching around the edge of the gabardine, tucking the surplus material underneath.
 - (iv) Using thread, khaki, silk, reattach the backing to the Lifejacket, in a position 1-in. higher than its original position, by stitching along the complete length of that side of the backing which is farthest from the zip closure of the cylinder pocket so as to bring the sheath to the front when the Life-jacket is worn.
- (e) Attachment of dagger lanyard.
 - (1) Make a hole with countersunk ends through the top of the dagger handle to take 4 oz. cord.

- (ii) Thread a 4-ft. length of 4 oz. cord through the hole, knotting it either side of the handle so that the knots recess into the holes countersunk for this purpose.
- (iii) Using 6 turns of No. 18 thread, secure the free end of the lanyard to the backing above the closed end of the pocket.
- (iv) Beeswax both ends of the cord.
- (v) Plake lanyard neatly and attach to the backing above the cylinder pocket with 2 stitches of scarlet locking thread.
- (vi) Place the dagger in the sheath.

(The foregoing is the text of A.F.O. 1432/1954 altered to meet R. A. N. conditions.) (4533/9/11)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

479.

ADVANCEMENT - PASSING CERTIFICATES (FORMS A.S.441, 442 AND 1237) - INSERTION OF EDUCATIONAL QUALIFICATION.

In future, when a man passes professionally for Leading rating, the report of passing on Form A.S. 441, A.S. 442 or A.S. 1237 is to include a statement whether he is qualified educationally for advancement or not.

2. A notation is accordingly to be inserted on the form immediately above the Captain's signature showing either :-

"The candidate passed E.T.I. on"

OF

"The candidate has not yet passed E.T.I.".

3. The forms will be suitably amended when they are next reprinted.

(The foregoing is the text of A.F.O. 1595/1954 altered to meet R.A.N. conditions.)

(4008/4/61)

480.

CONFIDENTIAL REPORTS ON SUBORDINATE OFFICERS.

It has been decided that Form A.S. 202 should be abolished, and as from 1st September, 1954, Form A.S. 206 is to be issued in lieu for reporting on all subordinate officers.

2. Sections I and IV of Form A.S. 206 need not be completed for officers under training, except where particular clauses of Section I can usefully be completed.

- 3. Reports should be rendered :-
- (a) on discharge from each ship and supersession of the Captain (or Head of Department in the case of non-executive officers):
- (b) on completion of sea training.

(The foregoing to the text of A.F.O. 1369/1954 altered to meet R.A.N. conditions.)

(3325/3/193)

SECTION 6 .- SHORE ESTABLISHMENTS.

481.

PRESS TYPE JOINTING SLEEVES AND PRESS TOOLS TYPE M.S. FOR SOLID AND STRANDED CONDUCTORS - INTRODUCTION.

Press Type Jointing Sleeves, and Press Tools Type M.S. suitable for use with solid and stranded conductors, have been introduced for use in R.A.N. Shore W/T Stations.

2. The items are to be dealt with as Naval Stores under Class F, Group 1C, Part 2, as follows :-

Description.

Classification.

Press Type Jointing Sleeve No. 7 Press Type Jointing Sleeve No. 12 Press Tool Type M.S.

Consumable. Consumable. Permanent.

3. First outfit quantities of the sleeves, and authorised allowances of the tool, are :-

W/T Station.	Press Type Jointing Sleeve No.7 Pirst Outfit	Press Type Jointing Sleeve No.12 Pirat Outfit	Press Tool Type M.S.
H.M.A.S. HARMAN	144 No.	144 No.	2A
H.M.A.S. TARANGAU	72 No.	72 No.	1 No.
GOONAWARRA	144 No.	144 No.	2 No.

'A' = 1 No. siready held by H.M.A.S. HARMAN.

- 4. Supply of the abovementioned items will be effected by the Superintending Nevel and Air Store Officer, Sydney, without demand.
- 5. The relevant Establishments of Naval Stores and Authorised Lists of Consumable Stores will be amended.

(4501/32/149)

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(FOR OFFICIAL USE ONLY.)

COMMON'S EALTH NAVY ORDER

Navy Office, Melbourne. 20th August, 1954.

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

By direction of the Naval Board,

J. R. Bummins 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 Betablishments, and others concerned.

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Subject

482 Books - Distrubution of Non-Accountable Publications and Amendments During July, 1954.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING JULY, 1954.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, etc., have been distributed to Ships and Services during July, 1954. Navy Order 110 of 1954 is relevant.

Magazines, Pamphlets, etc.

Title	Date
"Flight"	16th April, 1954 30th April, 1954
*	7th May, 1954
*	14th May, 1954
	21st May, 1954
"Aeroplane"	16th April, 1954 7th May, 1954
	14th May, 1954
	21st May, 1954
"Aeroplane" Vol. 85	July-Dec. 1953
"Aircraft" No.10	July, 1954
"Joint Services Recognition	The state of the s
Journal" Vol. IX, No.4	April, 1954
"United Nations Bulletin"	A CAMPAGA AND A
Vol.16, No.11	1st June, 1954
"United Nations Bulletin"	
Vol.16, No.12	15th June, 1954
N.A.M.A.N. N1293 - N1304	30th June, 1954
"Fibres" Vol. 14, No. 8	August, 1953
Vol. 15, No. 5	мау, 1954
"Journal of Naval Engineering"	
Vol. 7. No. 2	April, 1954

Amendments to Air Publications

With the same of the	* direct of heading
A.P.	A.L. or Lesflet
1181, Vol.2, Pt.1 137kg, Vol.2, Pt.1 1538L, Vol.6, Pts. 2 and 4	R.A.N.3 (4 sheets) A.L.13 - 27 A.I.L.1/53 A.L.'s 1, 2, 3, 4, 5
4018B, Vol.2, Pt.1 4099J, Vol.2, Pt.1	and 6 B.19/A.L.1 Incorp. A.L.87 - F.9 A.L.88 - H.2 (ALT.2)
4301A, Vol.2 4343, Vol.1 4343B, Vol.1 4343B, Vol.6 4343D, Vol.6	A.L. 33 A.L. '8 124, 125 and 126 A.L. 10 A.L. '8 30, 31, 32, 33, 34, 35, 36 and 37
4353 4306A, Vol.1 4361D, Vol.3, Pt.2 (App. "A"	A.L. 6 A.L. 8 19 and 20
2015) 4471A, Vol.1 NAMO Engines	A.L.'s 10 and 11 A.L.37 P.2 Issue 2 (20th April, 1954) STI/Derwent/10 Issue 2 (13th March, 1954) STI/Leonides/3A (20th April, 1954)

A.P. A.L. or Leaflet NAMO Firefly 81/25A (20th April, 1954) NAMO General G.1, Sect. 6 (Iss.2) 7 leaves (20th April, 1954) STI/Ejection Seats/7A (20th April, 1954) STI/Instruments/35A (3 leaves) (11th April, 1954) STI/Instruments/37A (20th April, 1954) SI/Miscellaneous/51A (15th March, 1954) NAMO Miscellaneous Dragonfly/X.11 (20th April, 1954) Meteor/X.29 (20th April, 1954) Meteor/X.30 (20th April, 1954) SI/Meteor/48 (20th April, 1954) Meteor/X.31 (20th April, 1954) E.3 (28th April, 1954) STI/74 (20th April, NAMO Sea Fury 1954) Auster Aircraft, Spares Schedule A. L. 6 R.A.A.F. Accessory D.T.S. Instruction Nos. 12 Special Instructions and 13 R. A. A. F. Armament Special Bombs and Components/1 Instructions Bomb Carriers/6 R.A.A.F. Puels, Oils and Greases Consolidated Index (Issue 2) D. T. S. Special Instructions April, 1954. Instruction No. 8 R.A.A.P. General D.T.S. Special Instructions R.A.A.F. Helicopter D.T.S. Special Instructions R. A. A. P. Instrument D. T. S. Special Instructions

Instruction 145

Instructions 16 and 17 Instructions 139, 140, 144 and 145 Consolidated Index (Issue ?) (30th April, 1954)

Instruction No. 33 17, 18 and 19

Amendments to B.R., C.U., A.C.P. etc. Publications

R.A.A.F. Safety Equipment D.T.S.

R.A.N. Asronautical Inspection Leaflets (Issue 2, June, 1954)

Special Instructions

Publication	Amendment No.
B.R. 70/1954 B.R. 79 B.R. 125 B.R. 281/41 B.R. 362 B.R. 371 B.R. 669	164, 168, 169, 170, 171, 172, 173, 175 and 176 March Suppt. 15 Suppts. 20 and 21 27 Errata 10 13 Admiralty Pleet Order "2" 220/54, 226/54 and 237/54

Publication

Amendment No.

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(FOR OFFICIAL USE ONLY,)

COMMONIEALTH NAVY ORDERS

Navy Office, Melbourne. 24th August, 1954.

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

By direction of the Naval Board,

J. Ebumins

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. Subject

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- 497 Naval Stores (General) (Class B, Group 6) Aluminium Bronze Tubing Introduction for
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- 498 Naval Stores (General) (Class F, Group 5) Photographic Magnifier, Watchmaker's, Pattern 2439 Obsolescence.
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SECTION 2. - PERSONNEL

483.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA542 - DAILY INSPECTION OF NAVAL ARCRAFT - FIREFLY MARKS 4, 5 AND 6 - DISTRIBUTION.

Copies of Parts 1 and 2 of the film strip "Daily Inspection of Naval Aircraft - Firefly Marks 4, 5 and 6" (Serial No. SA542), are being obtained and initial distribution will be made, without demand, by the Superintending Naval and Air Store Officer, Sydney, on the following scale:

H.M.A. Naval Establishmente No. of Copies

R.A.N. Air Station, Schofields (for School of Aircraft Maintenance (Engineering))

1

R.A.N. Film Library, Sydney

3

2. Details of the strip are as follows :-

Part 1. Before Plight Inspection (Pilot's Mate).

Part 2. Daily, Daily w, Daily w m or Daily w m m Inspections (Pilot's Mate). 84 frames.

The strip is a guide to carrying out the Before Flight and Daily Inspections on Firefly, Marks 4, 5 and 6 aircraft, clearly illustrating each item of the inspection.

3. A Training Guide for use in conjunction with the strip will be available shortly and will be distributed on the same scale as the strip.

(4518/61/354)

484.

MADE-TO-MEASURE UNIFORMS FOR NAVAL DOCKYARD POLICE COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES - 1954/55.

Operative from lat July, 1954, the Commonwealth Government Clothing Factory prices for made-to-measure uniforms for Naval Dockyard Police are as follows:

Inspector and Sub-Inspector:	£	6.	d.
Jacket, diagonal serge, with buttons Jacket, diagonal serge, without buttons Jacket, khaki, drill, without buttons Trousers, diagonal serge Trousers, khaki, drill, police	4.		603

Sergeants and Constables:

Jacket, diagonel serge, with buttons Tunic, khaki, drill, police, with buttons	9. 3. 0
Tunic, khaki, drill, police, without buttons Overcoat, police	4- 7- 3
Trousers, diagonal serge	4. 8. 3
Trousers, khaki, drill, police	1.19. 0

2. Navy Order 285 of 1953 is hereby cancelled.

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

485.

MEMBERS INJURED IN BOAD ACCIDENTS - REPORTS.

With reference to Navy Order 284 of 1954, cases have recently occurred where delay in furnishing reports of road accidents, in which members have been injured, has prejudiced the inclusion of medical expenses in their claims for damages.

- 2. Attention is therefore drawn to the requirement of Consolidated Orders and Regulations, Article 545, paragraph 1, that reports, referred to therein, are to be furnished to the Naval Board within one month of the date of the secident.
- 3. Reports are not to be delayed pending receipt of police reports or other information.

(4014/41/8)

486.

PROGRAMME OF PROFESSIONAL EXAMINATIONS - 1955.

The programme of professional examinations conducted from Navy Office during 1955 is as follows :-

BXAMINATION	DATES OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Commissioned Electrical Officer (L), (E), (AL), and (AR)	Wednesday, 26th Jenuary, 1955 Thursday, 27th January, 1955	7th January, 1955
Commissioned Air Engineer	Monday, 7th February, 1955 Tuceday, 8th February, 1955	7th January, 1955
Acting Sub- Lieutenant (L)	Tuesday, 15th February, 1955 Wednesday, 16th February, 1955 Thursday, 17th February, 1955	21st January, 1955
Leading Wran Sick Berth Attendent	Tuesday, 22nd February, 1955	14th January, 1955
Wran Sick Berth Petty Officer	Tuesday, 22nd February, 1955	14th January, 1955
Leading Writer	Tuesday, 8th March, 1955 Wednesday, 9th March, 1955	1st Pebruary, 1955
Leading Wran Writer (G.D.)	Tuesday, 8th March, 1955 Wednesday, 9th March, 1955	lat Pebruary, 1955
Leading Wran Writer (Pay)	Tuesday, 8th March, 1955	1st Pebruary, 1955

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Leading Wran Writer (S.H.)	Tuesday, 8th March, 1955	lat February, 1955
Leading Stores Assistant (V)	Tuesday, 8th Merch, 1955 Wednesday, 9th March, 1955	1st Pebruary, 1955
Leading Stores Assistant (3)	Tuesday, 8th March, 1955 Wednesday, 9th March, 1955	lat February, 1955
Leading Wran Stores Assistant (V)	Tuesday, 8th March, 1955	1st Pebruary, 1955
Leading Wran Stores Assistant (8)	Tuesday, 8th March, 1955	lat February, 1955
Leading Writer R.A.N.R.	Wednesday, 9th Merch, 1955 Wednesday, 16th March, 1955 Wednesday, 23rd March, 1955	lat February, 1955
Leading Stores Assistant (V) R.A.N.R.	Wednesday, 9th March, 1955 Wednesday, 16th March, 1955 Wednesday, 23rd March, 1955	lat February, 1955
Leading Stores Assistant (8) R.A.N.R.	Wednesday, 9th March, 1955 Wednesday, 16th March, 1955 Wednesday, 23rd March, 1955	let February, 1955
Leading Steward	Tuesday, 22nd Warch, 1955	14th February, 1955
Leading Steward R.A.N.R.	Wednesday, 23rd March, 1955 Wednesday, 30th March, 1955	14th Pebruary, 1955
Leading Wran Steward (G)	Tuesday, 22nd March, 1955	14th Pebruary, 1955
Leading Dental Assistant		14th February, 1955
Petty Officer Dental Assistant	Tuesday, 22nd March, 1955	14th February, 1955
Lieutent-Commander (8) Part II	Monday, 21st March, 1955 Thursday, 24th March, 1955	lst March, 1955
Petty Officer Writer	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	let March, 1955

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Petty Officer Wren Writer (G.D.)	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	lst March, 1955
Petty Officer Wran Writer (Pay)	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	lat March, 1955
Petty Officer Writer, R.A.N.R.	Wednesday, 20th April, 1955 Wednesday, 27th April, 1955 Wednesday, 4th May, 1955 Wednesday, 11th May, 1955	lst March, 1955
Stores Petty Officer (V)	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	1st March, 1955
Stores Petty Officer (8)	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	let Merch, 1955
Petty Officer Wran Stores Assistant (V)	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	lst March, 1955
Petty Officer Wran Stores Assistant (8)	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	let March, 1955
Stores Petty Officer (V) R.A.N.R.	Wednesday, 20th April, 1955 Wednesday, 27th April, 1955 Wednesday, 4th May, 1955 Wednesday, 11th	
Stores Petty Officer (S) R.A.N.R.	May, 1955 Wednosday, 20th April, 1955 Wednesday, 27th April, 1955 Wednesday, 4th May, 1955 Wednesday, 11th May, 1955	1st March, 1955
Petty Officer Steward	Tuesday, 19th April, 1955 Wednesday, 20th April, 1955	let March, 1955
Petty Officer Steward R.A.N.R.	Wednesday, 20th April, 1955 Wednesday, 27th April, 1955 Wednesday, 4th May, 1955 Wednesday, 11th May, 1955	
	May, 1955	let March, 1955

EXAMINATION	DATES OF EXAMINATION	DUE AT NAVY OFFICE
Petty Officer Wran Steward (G)	Tuesday, 19th April, 1955	1st March, 1955
Commissioned Wardmaster	Tuesday, 26th April, 1955 Wednesday, 27th April, 1955	15th March, 1955
eading Sick Berth	Tuesday, 24th May, 1955	15th April, 1955
Sick Berth Petty Officer Sick Berth Chief	Tuesday, 24th May, 1955 Tuesday, 24th	15th April, 1955
Petty Officer Commissioned Ordnance Engineer	Tuesday, 24th May, 1955 August, 1955	15th April, 1955 15th July, 1955
icting Sub- Lieutenant (E)	Tuesday, 23rd August, 1955 Wednesday, 24th August, 1955 Thursday, 25th August, 1955 Friday, 26th August, 1955	15th July, 1955
eading Wren Sick Berth Attendant	Tuesday, 23rd August, 1955	15th July, 1955
ran Sick Berth Petty Officer	Tuesday, 23rd August, 1955	15th July, 1955
eading Writer	Tuesday, 6th September, 1955 Wednesday, 7th September, 1955	1st August, 1955
eading Wran Writer (G.D.)	Tuesday, 6th Beptember, 1955 Wednesday, 7th September, 1955	lat August, 1955
eading Wran Writer (Pay)	Tuesday, 6th	let August, 1955
eading Wran Writer	Tuesday, 6th September, 1955	lst August, 1955
eading Writer R.A.N.R.	Wednesday, 7th September, 1955 Wednesday, 14th September, 1955 Wednesday, 21st September, 1955	
eading Stores Assistant (V)	Tuesday, 6th September, 1955 Wednesday, 7th September, 1955	lst August, 1955
eading Stores Assistant (S)	Tuesday, 6th September, 1955 Wednesday, 7th September, 1955	lat August, 1955
eading Wran Stores	Tuesday, 6th	lst August, 1955

EXAMINATION	DATES OF EXAMINATION	DUE AT NAVY OFFICE
Leading Wran Stores Assistant (8)	Tuesday, 6th September, 1955	lat August, 1955
Leading Stores Assistant (V) B.A.N.R.	Wednesday, 7th September, 1955 Wednesday, 14th September, 1955 Wednesday, 21st September, 1955	let August, 1955
Leading Stores Assistant (S) R.A.N.R.	Wednesday, 7th September, 1955 Wednesday, 14th September, 1955 Wednesday, 21st September, 1955	let August, 1955
Leading Steward	Tuesday, 13th September, 1955	let August, 1955
Leading Steward R.A.N.R.	Wednesday, 14th September, 1955 Wednesday, 21st September, 1955	lst August, 1955
icading Wran Steward (G)	Tuesday, 13th September, 1955	lat August, 1955
Leading Dontal Assistant Petty Officer Dental Assistant Lieutenant-Commander	Tuesday, 20th September, 1955 Tuesday, 20th September, 1955 Monday, 19th	15th August, 1955 15th August, 1955
(8) Part I	September, 1955 Thursday, 22nd September, 1955	15th August, 1955
Petty Officer Writer	Tuesday, 18th October, 1955 Wednesday, 19th October, 1955	let September, 1955
Petty Officer Wran Writer (G.D.)	Tuesday, 18th October, 1955 Wednesday, 19th October, 1955	lat September, 1955
Petty Officer Wran Writer (Pay)	Tuesday, 18th October, 1955 Wednesday, 19th October, 1955	lat September, 1955
Petty Officer Writer R.A.N.R.	Wednesday, 19th October, 1955 Wednesday, 26th October, 1955 Wednesday, 2nd November, 1955 Wednesday, 9th	lst September, 1955
itores Petty Officer (V)	Tuesday, 18th October, 1955 Wednesday, 19th October, 1955	lst September, 1955

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Stores Petty Officer (S)	Tuesday, 18th October, 1955 Wednesday, 19th October, 1955	let September, 1955
Petty Officer Wran Stores Assistant (V)	Tuesday, 18th October, 1955 Wednesday, 19th	
Petty Officer Wran Stores Assistant (8)	October, 1955 Tuesday, 18th October, 1955 Wednesday, 19th	lat September, 1955
Stores Petty Officer (V) R.A.N.R.	October, 1955 Wednesday, 26th October, 1955 Wednesday, 2nd	lst September, 1955
Stores Petty Officer (S) R.A.N.R.	October, 1955	lat September, 1955
	Wednesday, 26th October, 1955 Wednesday, 2nd November, 1955 Wednesday, 9th November, 1955	1st September, 1955
Petty Officer Steward	Tuesday, 18th October, 1955 Wednesday, 19th October, 1955	lst September, 1955
Steward R.A.N.R.	Wednesday, 19th October, 1955 Wednesday, 26th October, 1955 Wednesday, 2nd November, 1955 Wednesday, 9th November, 1955	lst September, 1955
Petty Officer Wran Steward (G)	Tuesday, 18th October, 1955	1st September, 1955
Commissioned Wardmaster	Tuesday, 25th October, 1955 Wednesday, 26th October, 1955	15th September, 1955
eading Sick Berth Attendant	Tuesday, 15th	15th October, 1955
ick Berth Petty Officer	Tuesday, 15th	15th October, 1955
ick Berth Chief Petty Officer	Tuesday, 15th November, 1955	15th October, 1955

EXAMINATION	DATE OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Commissioned Writer Officer	Tuesday, 29th November, 1955 Wednesday, 30th November, 1955	lat November, 1955
Commissioned Stores Officer	Tuesday, 29th November, 1955 Wednesday, 30th November, 1955	1st November, 1955
Commissioned Engineer and Commissioned Mechanician	Wednesday, 7th December, 1955	1st November, 1955

 Commanding Officers should ensure that candidates are qualified in all respects before submitting returns to Navy Office. (4007/3/63)

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

487.

UNIFORM BADGES - NAVAL RATINGS INCLUDING WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE.

Navy Order 435 of 1953 is to be smended as follows :-After N76 - Chief Petty Officer or Acting Chief Petty Officer.

Insert N78 - Petty Officer.

(4532/12/129)

486 - 488

488.

WARRANTS FOR ARREST OF ABSENTEES AND DESERTERS FROM THE ROYAL AUSTRALIAN NAVY.

Navy Order 135 of 1950 is to be amended by deleting the first sentence of paragraph 1 and substituting the following in lieu:-

Warrants, for the arrest and detention of a member of the Naval Forces who is absent without leave or deserte, are to be issued without delay to the Police Authorities in each State of the Commonwealth, and the Naval Provost Marshals at Sydney and Melbourne, with two copies to H.M.A.S. PENGUIN. The Naval Board is to be advised by signal that this has been done."

(4011/21/25)

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES.

489.

TOOL KIT TYPE A.9 - SAFETY EQUIPMENT RATINGS ADDITION OF VALVE REPAIR TOOL.

Approval has been given for Safety Equipment retings to be issued with the undermentioned tool, in addition to the items which comprise a tool kit, Type A.9, vide the Naval Storekeeping Manual, B.R.4, Appendix XXXII -

Classifi- cation	Group	No.	Description	oty.
C	Bllp	10237	Tools, valve repair, Schrader No. 3263 R.A.F. Ref. No. 1C/6124	1 No.

 The additional tool should be issued on personal loan in accordance with the procedure set out in Navy Order 493 of 1953.

3. Demands (Form A.S.134D) should be lodged with the S.N.S.O., Sydney, for any valve repair tools required to complete to the allowance referred to in paragraph 1 hereof.

(3996/1/54)

490.

TELETYPE MAINTENANCE - LUBRICATION.

The following lubricants are to be used for Teletype Equipment :-

S. Wood Sunner of L.			
Gless and Group	Pattern No.	Description	Remarks
18	10039	Grease XG-271	To be used where Teletype KS-7471 Grease was previously specified.
119	1181	011 0X-12	To be used where Teletype KB-7470 0il was previously specified.

2. Stocks of Pattern 1181 Oil are available and initial purchase of Pattern 10039 Grease has been arranged. Demands for supplies should be forwarded to the appropriate (Superintending) Naval Store Officer.

(4512/90/117)

491.

AMMUNITION - PROPELLANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing these lots or sub-lots are to be returned to the nearest Naval Armament Depot as early as practicable. Commanding Officers of H.M.A. Bhips who are unable to comply within three months from the date of this Order are to report the fact specially to the Naval Board for instructions:

Propellant Lot or Sub-Lot No.	Propellant Nature and size	Mature of gun emmunition which may be involved
RNO 205	80 103	B.L. 6 in.; Q.F. 4 in. (F.A.) Q.F. 4.5 in. (S.L.)
RNC 210 RNC 231XA	BC 061 BC 061	B.L. 6 in.; Q.F. 4.7 in. (S.L.) Q.F. 4 in. (F.A.); Q.F. 4.5 in. (S.L.) Q.F. 12-pdr. 12 cwt.
RNC 248XA	BC 048	Q.F. 4.7 in. (8.L.); Q.F. 4 in. (F.A.); Q.F. 3-pdr.
ENC 303XB	8C 061	B.L. 6 in.; Q.F. 4.7 in. (S.L.) Q.F. 4 in. (F.A.); Q.F. 4.5 in. (S.L.); Q.F. 21-pdr. 12 cwt.
RNC 1849XR RNC 2058XS	80 122 80 122	Q.P. 4.7 in. (S.L.) Q.P. 4.5 in. (S.L.); B.L. 6 in.
RNC 4212XL	NP 059	Q.F. 4.7 in. (S.L.); Q.F. 4.5 in. (S.L.); Q.F. 4 in. (F.A.); Q.F. 12-pdr. 12 cwt.
RMC 4237XL	NP 042	Q.F. 4.7 in. (8.L.); Q.F. 4 in. (F.A.); Q.F. 4.5 in. (8.L.) Q.F. 6-pdr. 7 cwt.
RNC 4240XL	NF 029	Q.F. 4 in. (F.A.); Q.F. 4.5 in. (B.L.); Q.F. 6-pdr. 7 cwt.
WA 13470	NA 029	Q.F. 4 in. (F.A.)
WA 13615XA	NA 052	Q.F. 4.7 in. (8.L.) Q.F. 4 in. (F.A.); Q.F. 12-pdr. 12 owt.

2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 53, B.R. 862A.

3. Separate instructions have been issued to R.A.N. Armsment Depots.

(The foregoing to the text of A.F.O. 1791/1954 altered to meet B.A.N. conditions.)

(4433/51/184)

492 - 493

492.

BOOM DEFENCE VESSELS - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for Boom Defence Vensels :-

"To fit L.F. receiver C. 6940".

Class Item No. 103

Classification "A"

Compensating Weight Required: 120 lbs. at Upper Deck

Level.

Reference: (a) P.O.I.C. E.A.'s Letter R.A. 337/682/2/52 dated 4th February, 1954.

- (b) C.O. KOALA's Letter COM 73/15 of 25th January, 1954.
- 2. Proposals to meet the compensating weight requirements are to be furnished by H.M.A. Ships KOALA, KANGAROO and KARANGI.
- 3. As this work is not applicable to H.M.A.S. KOOKABURRA, action in accordance with paragraph 1(d) of part II of Navy Order 424 of 1953 is to be taken.

(4286/1/30)

493.

MAJESTIC CLASS LIGHT FLEET CARRIERS AND MODIFIED LEANDER CLASS CRUISERS - ALTERATION AND ADDITION ITEM.

With reference to Admiralty Fleet Order 2337/1951, the following alteration and addition item is approved in principle for H.M.A. Ships SYDNEY and HOBART :-

H.M.A.S. SYDNEY

CLASS ITEM NO. 259

CLASSIFICATION

H.M.A.S. HOBART

CLASS ITEM NO.

CLASSIFICATION "B"

ITEM: "To fit lime storage bins and mixing tanks in the vicinity of the fresh water filling funnels, in accordance with Navy Office Drawing No. 205/285."

COMPENSATING WEIGHT REQUIRED: Wil

REFERENCES:

- (a) Admiralty Fleet Order 2337/1951. Garden Island Drawing No. 14/50.
- (c) Navy Office Drawing No. 205/285.
- 2. The above work is to be carried out in H.M.A.S. HOBART during current refit.

(4276/4/295)

MODERNIZED TRIBAL CLASS DESTROYERS - U.H.F. CONVERSION PROGRAMME (1953/54) TO PHASE "B" -AITERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for Modernized Tribal Class Destroyers :-

Class Item No. 505

494.

Classification "A"

- Item; (a) Arrange V.H.F.-U.H.F. aerials for interim stage of U.H.F. conversion in accordance with Navy Office Drawing No. 1093/79.
 - (b) Re-arrange layout of Main Wireless office and install equipment in accordance with Navy Office Drawings Nos. 1093/80, 531/19/25G, and 531/1934G.
 - (c) Re-arrange layout of V.H.F.-U.H.F. office and install equipment in accordance with Navy Office Drawings Nos. 1093/81 and 1093/83.
 - (d) Install emergency A.C. Supply for type 691EP in accordance with Navy Office Drawings 1093/82 and 531/19/25G.
 - (e) Modification of Wireless control outfit K.H.C. in accordance with Navy Office Drawings Nos. 531/19/28G and 531/19/29G.

Compensating Weight Required: 2,45 tons at upper deck or 1.28 tons at forecastle deck.

References: (A) Navy Office Drawings Nos. 1093/79 1093/80, 1093/81, 1093/82, 1093/83, 531/19/250, 531/19/280, 531/19/290, 531/19/340.

- (B) Confidential Navy Order 34 of 1953.
- (C) Navy Office Letter No. 4280/101/133 (05124) of 2nd June, 1954.
- 2. Separate action is being taken for H.M.A.S WARRAMUNGA during modernization.
- 3. Proposals for compensating weight are to be forwarded by H.M.A.S. ARUNTA.

(4280/101/133)

495.

NAVAL STORES (AIR), CANVAS COVERS FOR AIRCRAFT -SECTION 27D - CANCELLATION OF R.A.N. ALLOWANCES.

Consumption of canvas covers, for the preservation of aircraft, indicates that requirements fluctuate widely between different types of aircraft and between the same type of aircraft under varying circumstances of operation, storage, etc. This renders it impracticable to formulate a realistic scale of allowances, and, in consequence, Navy Order 295 of 1953 is hereby cancelled.

2. Relevant air stores establishments will be amended to show against the aforementioned items "To be demanded as required".

3. Demands, for known requirements of covers for aircraft stored in the open, should be forwarded to the N.S.O. (Air) Randwick, quoting this Order as authority, and should show the following information:

(1) Quantity on charge at date of demand.
(2) Type and status of aircraft concerned.
(3) Reason for demand (e.g. first supply, to replace others worn out.etc.).

4. Canvas covers held in excess of actual needs should be returned, without delay, to the N.S.O. (Air) Randwick. This aspect is most important since provision is only made on a very limited basis and circumstances do not permit covers being held where no requirement exists.

(The foregoing to the text of A.F.O. 1539/1954 altered to meet R.A.N. conditions.)

(4404/4/177)

496.

NAVAL STORES - SURVEY AND DISPOSAL.

In shore establishments authorized to carry out local surveys of naval stores, the normal procedure is for unserviceable items, which the surveying officers have recommended be brought to arisings or destroyed, to be retained in the Naval Store pending receipt of requisite approval to the proposals. Appropriate disposal action is then taken in the presence of responsible Officer(s), the relevant certificates on the back of the survey form being completed as requisite. Regulations also provide for the local Auditor to be informed by memorandum at least 7 days before the date of the proposed destruction, in order that his representative may witness the destruction if so desired.

2. To safeguard against the possibility of items which have been approved for destruction, etc. being substituted for serviceable items and again produced for survey at a later date, it is important that officers, responsible for implementing the proposals of the surveying officers, ensure that all items to be brought to arisings or destroyed, are in fact dealt with accordingly before signing the certificates referred to in paragraph 1 hereof.

(4501/33/253)

497.

NAVAL STORES (GENERAL) (CLASS B, GROUP 6) - ALUMINIUM BRONZE TUBING - INTRODUCTION FOR VALVE ROD GEARING.

It has been decided to add to the Rate Book for Naval Stores under Class B, Group 6, and Contract Schedule 58, Section V, the following sizes of aluminium bronze tubing to be used for valve rod gearing in H.M.A. Ships in compartments subject to periodic flooding or to a humid atmosphere:

Ext. Dia.	Thick in.	Length ft.	Pattern Numbers
1.0	3/16	12 to 18	9617 9618
Int, Dia. 1.0 1.25	1/4 }	12 to 18	9619 9620

(The foregoing is the text of A.F.O. 1670/1954 altered to meet R.A.N. conditions.)

(4505/60/40)

498.

NAVAL STORES (GENERAL) (CLASS F, CROUP 5) -PHOTOGRAPHIC - MAGNIFIER, WATCHMAKER'S, PATTERN 2439 - OBSOLESCENCE.

Magnifiers, watchmaker's, Pattern 2439, have been declared obsolescent and will be superseded for photographic use by Eyeglasses, watchmaker's, Pattern 101, under Class E, Group 12.

- 2. Present stocks of Pattern 2439 are to be issued until exhausted.
- The Rate Book and Authorized List of Naval Stores, and the Establishment of Ses Stores for Photographic Purposes, B.R. 386, will be amended.

(The foregoing is the unaltered text of A.F.O. 1859/1954.)
(4518/50/208)

499.

NAVAL STORES (GENERAL) RESISTORS (ADJUSTABLE AND VARIABLE) ETC. - POTENTIOMETERS, VALVEHOLDERS, HETAINERS, ETC. - TERMINALS AND VIBRATORS FOR ELECTRONIC PURPOSES - TRANSFER TO CLASS F, GROUP 4D AND 4E.

Appendix to A.F.O. 1613/53 (title as above) is to be amended as follows :-

Under heading "Potentiometers"

Add the following pattern numbers "W994, W3979, W5918A, W6185, W6730/A/B, W6852, W8332, W9259, 50736/A-37/A, 51526, 52177/A, 52371-72, 52374, 52377, 52975A, 60063, 61065, 100094, 102656-59".

Delete "W1439, W5266/A, W5918/A/B, 50636/A-37/A, 57909-10, 60394, 100367".

```
Amend Pattern "W1134A" to read "W1134A/B".
       Pattern "W1446" to read "W1446/A".
       Pattern "W1701" to read "W1701/A".
      Pattern "W3777/A" to read "W3777A".
Pattern "W3961A" to read "W3961/A".
       Pattern "W3978/A" to read "W3978A".
       Pattern "W4064" to read "W9064".
      Pattern "W4075A" to read "W4075/A"
      Pattern "W5063/A" to read "W5063/A/B".
      Pattern "W6269A" to read "W6269/A".
      Pattern "50541A" to read "50541".
      Pattern "52440" to read "52440/A".
Pattern "52814" to read "52814/A".
      Pattern "10197-9" to read "101297-9".
```

Under heading "Restators".

Add the following pattern numbers "W4925, 6952, W8363, 51424, 53642 (Resistance Rod), 56194, 56939, 60182-3, 61023, 61898, 67847, 100698, 100703, 102667, 2271506".

Delete "W8322/A".

```
Amend Pattern "3216" to read "W3216".
       Pattern "3402" to read "W3402".
       Pattern "W3668" to read "3668".
       Pattern "5197" to read "W5197".
      Pattern "5918B" to read "W5918B".
      Pattern "W8200" to read "8200".
      Pattern "9261/A" to read "W9261/A".
      Pattern "W9976A-81A" to read "W9976/A-81/A".
      Pattern "50562" to read "50562/A".
      Pattern "52468A" to read "52468/A".
      Pattern "60524" to read "60524/A".
      Pattern "60525A" to read "60525/A"
      Pattern "60617A-9A" to read "60617/A-9/A".
Pattern "60615A" to read "60615/A".
Pattern "60884" to read "60804".
```

Under heading "Yalveholders, Retainers, etc.".

Add the following pattern numbers "W1439, W5023, 58533, 58817, 59180, 60847, 62069, 100163-68, 101762, 101765, 101768, 102314, 102318-9, 2560001".

Delete "W7083, W9327, 60764".

```
Amend Pattern "2259" to read "W2259".
         Pattern "2591" to read "W2591"
         Pattern "W3986" to read "W3986/A".
        Pattern "W6183" to read "6183".
Pattern "7124" to read "7124A".
Pattern "7126" to read "7126/A".
Pattern "W9357" to read "W9357/A".
Pattern "89072" to read "59072/A".
         Pattern "59430" to read "59430/A".
        Pattern "60652A" to read "60652/A".
        Pattern "1010935-9" to read "101935-9".
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Under heading "Terminals, etc.".

Add the following pattern numbers "W472 (apacer), W1817 (apacer), 5473 (Screw), 57362, 58450 (Head), 59201-05 (Boards), 59678-80 (Blocks), 60772, 65180 (Block), 101757-9 (Blocks), 102466, 102537".

Amend Pattern "4546/A" to read "4546A". Pattern "5947" to read "6847". Pattern "1788" to read "W1788".

Under heading "Vibratore". Add "60642".

(The foregoing is the unaltered text of A.F.O. 1477/1954.) (4518/1/781)

500.

MEASURES, TINPLATE, GRADUATED, PATTERN 12128 -INTRODUCTION AND ALLOWANCES.

A timplete measure of robust construction, graduated to show 1 pint, 1 pint, 11 pints, 1 quart, 2 quarts and 3 quarts, has been introduced to replace the copper spirit measures, Pattern 71.A to 76.A, under Class B, Group 9B, which are now obsolete. The measure is being added to the Rate Book and Authorized List of Naval Stores as follows 1-

Group	Patt.	Description	Ship's Accounting Classification
B.10 Part D	12128	Measure, timplate 1 gallon capacity graduated to measure 1 pint, 1 pint, 11 pints, 1 quart, 2 quarte and 3 quarts	Permanent

2. The Pattern 12128 measure will be allowed as follows :-

Aircraft Carriers, Cruisers, Repair and Depot Ships

Allowance la for executive purposes, 1 for engineering purposes.

499 - 500

NOTE A. - One additional for use in Naval Store Room if required.

DARING Class Ships, Destroyers (all classes), Frigates (all classes), Ocean Minesweepers (Bathurst Class)

1 No. for engineering purposes.

H.M.A. Shipe RESERVE and SPRIGHTLY

1 No. for deck purposes. 1 No. for engineering purposes.

General Purpose Vessels, 75' Boom Defence Vessels, 72' M.L. 's, Dockyard and Rescue Tugs, (other than RESERVE and SPRIGHTLY) Inshore Minesweepers, Air-Sea Rescue Vessels

1 No. for each ship.

3. The relevant Ratablishments of Sea Stores will be amended.

4. Action to procure requirements is being taken and issue will be effected by the appropriate (Superintending) Naval Store Officer, without demand, when stocks are available.

5. Any measures, Patterns 71A to 76A, held should be returned to store on receipt of the Pattern 12128 measures.

6. Dormant demands for ships concerned, in E class commission in reserve, undergoing conversion, and under construction will be prepared by the appropriate Storing Yard in the normal manner.

(The foregoing is the text of A.F.O. 1616/1954 altered to meet R.A.N. conditions.)

(4506/4/57)

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501.

MESS TABLES - COVERING WITH LAMINEX - MESS TABLES AND STOOLS - POLICY FOR FITTING AND RENEWAL.

As a result of successful ship trials, it has been decided that all wooden mess tables are to be covered with LAMINEX or other similar approved material, with a protective edging of stainless steel.

- 2. Ships concerned are to include an item in next defect list to cover this work, quoting this order as authority.
- 3. The general policy for fitting and replacement of mess tables and stools will be as follows :-
 - (a) New Construction .-

Mess tables and stools will be aluminium alloy construction of the type supplied to BATTLE Class Destroyers.

(MAJESTIC is being treated as a special case).

- (b) Modernizations and Conversions .-
 - (i) If more than one-third of the mess tables and stools are unserviceable, all are to be replaced with the type supplied to new construction.
 - (ii) If less than one-third are unserviceable, the existing type will be retained, the defective items being replaced or repaired as necessary. In this case, the wooden tops of tables will be covered with the laminer.
 - (iii) Serviceable items, landed as a result of (i), are to be reserved for making up deficiencies in other ships.
- (c) Ships in Commission .-

Existing types of tables and stools will be retained, and the wooden table tops covered. Separate action is being taken for SYDNEY, in which the tables and stools are being progressively replaced by the type supplied for new construction. No action is to be taken for VENGEANCE.

(4355/1/24)

502 - 503

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY. 502.

VAMPIRE TRAINER - AIR PUBLICATIONS.

The following commercial publications have been adopted as Air Publications (R.A.N.) :-

Commercial Title

A.P. No.

De Havilland Vampire Trainer Pilots Notes

A.P. (RAN) 7 - P.N.

De Havilland Vampire Trainer Maintenance and Repair Manual

A.P. (RAN) 7 - Vol.1

2. Distribution to approved services has been effected by the Naval Store Officer (Air), Randwick,

(4139/41/632)

503.

REVISION OF FORM A.S. 443 - AUXILIARY MACHINERY WATCHKEEPING CERTIFICATE.

Form A.S. 443 has been revised and first supply will be effected without demand.

- 2. The arrangement whereby Form A.S. 443 is raised in duplicate, the original being given to the rating and the duplicate retained with the man's Service Certificate, is cancelled forthwith.
- 3. Form A.S. 443 is to be raised in original only, affixed to Form A.S. 1246A, and issued to the rating on final discharge. Navy Office is to be informed of the qualification on Form A.S. 161.
- 4. Commanding Officers are to ensure that this revised procedure is brought to the notice of all concerned.
 - 5. A.B.R. 10, Article 122, will be amended in due course.

(3526/12/1172)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 25th August, 1954.

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

By direction of the Naval Board,

J. R. Buumins 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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Subject

504 Sunken Submarine - Search and Rescue.

504.

SUNKEN SUBMARINE - SEARCH AND BESCUE.

- Part I Introduction.
- Pert II General Instructions and Submiss/Subsunk Organization, and particulars of Recompression Chambers.
- Part III Search and Rescue Operation Policy with Search Diagrams.
- Part IV Precis of Instructions given to Submarines.
- Part V Casualty reporting in the event of a Submarine
- Part VI Submerine Search and Rescue Exercises,

PART I - INTRODUCTION.

This Order, concerning the search and rescue operations of sunken submarines, is issued in agreement with the Department of Air.

2. Whilst R.A.A.F. and Neval Authorities should co-operate directly in the conduct of a submarine search and rescue operation, all communications in matters of policy should be addressed to the Naval Board. The Director of Operations Division is responsible within the Naval Staff for co-ordinating submarine search and rescue matters and for lisison with Department of Air (keeping the Director of Naval Air Warfare, Organisation and Training informed).

PART II - GENERAL INSTRUCTIONS AND SUBMISS/SUBSUNK ORGANISATION.

- 3. In the event of a submarine accident, no attempt will be made to save life by salving the submarine. If the submarine is unable to bring herself to the surface it becomes the duty of the survivors to effect escape by evacuating the submarine at the earliest propitious moment. Salvage operations will only be instituted after technical consideration of the loss by the Admiralty and Navel Board.
- 4. Factors affecting time of escape will include conditions of light and weather on the surface, proximity of rescue craft and internal conditions in the submarine. Escape may be essential within an hour after the accident, or may conveniently or necessarily be delayed up to a period even exceeding 48 hours. Depending on the type of submarine and arrangement of escape gear and upon cause of the accident, escape may take place by a number of men in quick succession, at long intervals, or in batches by separate exits and separate times and at different rates.
- 5. The earliest possible arrival of any vessel or aircraft capable of picking up survivors is, therefore, of the highest importance.

- 6. The first ship to arrive at the scene should institute a search for any or all of the following :-
 - (a) Survivors.
 - (b) Smoke candles or grenades (particularly red grenades).
 - (c) Air bubbles.
 - (d) 011.
 - (e) Indicator buoys.

Asdic search for the submarine itself should not prejudice the search for survivors or visual indications of the submarine's position.

DEPLOYMENT.

- 7. In order to offset the inevitable reluctance to initiate full scale measures immediately after doubt of a submarine's safety first arises, search and rescue is to be ordered in two stages -
 - (1) Immediate initial search.
 - (11) Full scale search.

RESPONSIBILITY FOR CONDUCT OF OPERATIONS.

- 8. The responsibility for the planning and conduct of submarine search and rescue operations rests -
 - (a) Normally in the Flag Officer-in-Charge, Naval Officer-in-Charge or Resident Naval Officer of the area in which the submarine dives, in conjunction with the appropriate R.A.A.F. Area Authority, and as advised by the Senior Officer of the Submarine Squadron.
 - (b) When the submarine concerned is under the operational control of the Flag Officer Commanding. Her Majesty's Australian Fleet:
 On the Flag Officer Commanding, Her Najesty's Australian Fleet, who has discretion to turn over the conduct of operations to the Flag Officer-in-Charge, Naval Officer-in-Charge or Resident Naval Officer of the area if the situation warrants doing so.

COMMAND OF THE SEARCH PORCE.

- 9. The Commanding Officer of the ship or Senior Officer of the ships, which first reach the vicinity of the datum point, is to act as Senior Officer Search Porce. He is to inform all concerned as soon as he exames the responsibility of Senior Officer Search Porce. The ship of the Senior Officer Search Porce is to be marked with a large red flag at the mast head by day and by an all round red light at the mast head by night, and should make frequent puffs of black smoke to identify the Senior Officer to sircraft.
- 10. In order to maintain continuity of command, an Officer senior to the existing Senior Officer Search Force who arrives subsequently is not to take over command until -

- (a) He is ordered to do so by Flag Officer Commanding, Her Majesty's Australian Pleet, or the appropriate Flag Officer-in-Charge, Naval Officer-in-Charge, or Resident Naval Officer.
- (b) In his judgment, a change of command is essential and moment for it is propitious.
- il. The ship of the Senior Officer, Search Force, must have good communications and Operations Room facilities in order to conduct the search efficiently. Should his existing ship be unsuitable he should not hesitate to transfer to another more suitable ship or hand over tactical control to the Commanding Officer of the better ship. The former course is preferred, bearing in mind the provisions of paragraph 10 hereof. Should a change of command take place, the new Senior Officer, Search Force, must immediately inform all concerned that he has assumed command.
- 12. Details of Ships in Search Force. The Senior Officer, Search Force, requires information on the following, to assist him in the organisation of the search:
 - (a) Name, rank and seniority of Commanding Officer.
 - (b) Number of W/T Operators.
 - (c) Whether W/T sets are carried to man the frequencies required for the operation, e.g., "NO TBS".
- (d) Details of equipment if different from C.B.
 O1815 (in particular Asdice, Echo Sounder,
 Radar, Salvage, etc.); if shortage of
 operators restricts the use of this equipment
 this should be reported; e.g., "Three Asdic
 Operators".
- (e) Details of special personnel embarked.

Details as in (a) should be included in the sailing signal, signed and addressed to the Senior Officer, Search Force, and to Flag Officer-in-Charge, Naval Officer-in-Charge or Resident Naval Officer conducting the operation.

Information in (b), (c), (d) and (e) should be ready to be passed to Senior Officer, Search Force, by individual ships when so required.

NOTE: - It is particularly important to keep communication channels as clear as possible, particularly at the start of a Submiss/Subsunk Operation.

DIVING AND SURFACING SIGNAL.

- 13. On each occasion of diving, whether for exercises or for carrying out trials or experimental work with or without another vessel in attendance, individual submarines are to make a report which is to include the diving position and the expected time of remaining under water.
- 14. (s) General Instructions for Diving Signals. Except as leid down in sub-paragraph (c) of this paragraph, on every occasion that a submarine dives for any reason at all, whether with or without an attendant vessel, a diving signal is to be made. The submarine is NOT to dive until this signal has been cleared. The form in which this signal is to be made is laid down in sub-paragraph (g) of this paragraph.

- (b) Amendments to Diving Signals. Diving Signals are never to be corrected after transmission, whether they have been cleared or not. If a correction is necessary, the original signal is to be cancelled and a new one made.
- (c) Special Instructions for certain exercises. In advanced exercises in which a submarine may need to make frequent dives with little or no warning and those in which a submarine may not need to surface for prolonged periods, submarine operating authorities are to include in the orders for the exercise, instructions that the relaxation in "Navy Order 504 of 1954, paragraph 15(c), is in force". This is to mean that the submarine is to make one diving signal to cover the expected duration of the exercise.
- (d) Indication of Precedence of Diving Signals. Diving signals are to be of "FRIORITY" precedence.
- (e) Submarines ordered to dive who do NOT do so. A submarine may be ordered by her operating authority to dive at a time stated either in specific instructions for a particular exercise or by routine programme. In the latter case, the time of diving is to be taken as the commencement of the exercise period involving the particular submarine.
 - (1) The submarine is to pass her diving signal (to cover the period of her exercise) at or before the time stated, whether in fact she intends to dive as soon as the exercise commences or at a later time, if this is necessitated by the particular nature of the exercise.
 - (ii) If, for some reason, however, the submarine has not passed her diving signal as in (i) and it is decided not to dive, she is to make a signal within the hour following the time ordered for her to dive in the form "Have NOT, repeat NOT dived". This signal is to be given the precedence "PRIORITY" and is to be treated in every respect as an actual diving signal.
 - (iii) If, having made a diving signal, the submarine subsequently decides not to dive, she should make a signal "SURFACED" followed by another signal stating the reasons for her decision.
- (f) Responsibility for Clearing Diving Signals. Diving signals may be addressed either to seagoing or shore authorities (vide paragraph 15). The responsibility for clearing these signals to the appropriate shore W/T station or ship lies with the submarine. The only exception to this instruction is that, with the prior approval of the submarine operating authority and the Senior Officer of the Surface Forces with which submarines are operating, submarine diving signals may be passed by W/T, Voice or V/S to the Senior Officer of the A/S vessels in company for onward transmission. Such signals are to contain the full address and routeing instructions.
- (g) Form of Diving Signals. Diving signals are to be made in one of the following forms, whichever is appropriate:

all figures quoted in the text of diving signals are to be spelt out in full.

- (h) Address of diving signal. Paragraph 15 is relevant.
- (1) General instructions for surfacing signals. Except as stated in (c) hereof, a surfacing signal is to be made on each occasion of surfacing.
- (j) Form of surfacing signal. Surfacing signals are to consist of the one word "Surfaced". They are not to be combined with diving signals, nor are they to contain any other subject matter.
- (k) Precedence of surfacing signals. Surfacing signals are to be given the precedence "Operational Immediate". The precedence is to be raised to "Emergency" if the signal has not been cleared 15 minutes after the time the submarine was due to surface.
- (c). Special instructions for certain exercises. See
- (m) Responsibility for clearing surfacing signals. The instructions laid down in (f) for diving signals are applicable in every respect to surfacing signals.

ADDRESS OF DIVING AND SURFACING SIGNALS.

15. Diving and surfacing signals are to be addressed as follows :-

Action - The authority operating the submarine.

Information - If not already an action addressee Commander 5.M.4. Senior Officer of ships exercising with submerime.

(b) When submarines are carrying out strategic or tactical exercises :-

Action - Addressees are to be specified in the orders

Information - the exercise and must include Commander S. M.4.

(c) Submarines on passage, or exercising in a different command from that in which their operating authority is situated :-

Action - Operating and sailing authority.

Information - Flag Officer-in-Charge, Naval Officer-in-Charge or Resident Naval Officer of the area. (Commander S.M.4 if not already an action eddressee). NOTE: The submarine operating authority is the authority responsible for submarine safety. Unless otherwise ordered, this will be Commander S.M.4. The "Intend to sail" signal is to include details, where applicable, of the time and/or position at which responsibility for the safety of the submarine is to pass to another (named) authority. This other authority is to acknowledge the "Intend to sail" signal whenever it includes details of change of operating authority.

Submarine Check Reports.

(d) When the relaxation in Navy Order 504 of 1954, paragraph 15(c), is in force, submarine operating authorities are to issue in the order for the exercise, instructions that submarines are to make a Submarine Check Report, in order that submarine operating authorities may be assured of the continued safety of submarines operating under their control. Submarine Check Reports are to consist of the one word "CHECK" with DTG and are to be treated in exactly the same manner as surfacing signals in paragraph 14 hereof. Submarine Check Reports are to be made at intervals of not more than 36 hours, or more frequently, at the discretion of the submarine operating authority, depending on the type and the area of the exercise. Submarine Check Reports are to be made within a previously specified period of time and by a previously specified time. In major exercises the previously specified period of time should normally be of 12 hours' duration so that the exercise is not unduly interrupted. Any aignal bearing the precedence "Operational Immediate" that is passed within the previously specified period of time is to be accepted as, and in lieu of, a Submarine Check Report.

ACTION WHEN SAFETY OF SUBMARINE IS IN DOUBT.

15. When the safety of the submarine is in doubt or, in any case, when her surfacing signal or submarine check report is one hour overdue, the authority to whom the diving signal was addressed for action is to originate a signal in the following terms:

Precedence - Emergency.
Grading - Unclassified.
Addressed - A.I.G. 1051.

TEXT :

SUBMISS (name of submarine) dived at (some time) in position (latitude and longitude). Navy Order 504 of 1954 refers.

(If applicable) Paragraph 2. (Name of Vessel/s) proceeding to search. Medical Officer in (name of vessel) D.T.G.

NOTES:-

- (a) This message is to be rebroadcast on Bella.
- (b) The authority initiating the SUBMISS signal is to inform the overdue submarine by every available means, that SUBMISS action has been initiated.
- 17. On receipt of the SUBMISS, the Flag Officer-in-Charge, Naval Officer-in-Charge or Resident Naval Officer will -

- (a) Order all suitable surface craft, and submarines immediately available, to close the diving position of the submarine with all dispatch, to start searching as ordered by the Senior Officer. Search Porce.
- (b) Bring all suitable vessels in harbour which are available to reinforce the searching forces to immediate notice and sail them as required.
- NOTE: The ships nearest the reported position should always be ordered to close as above whether they are asdic fitted or not, in order to rescue survivors who may be in the water.
- (a) Arrange that at least one aircraft is sent immediately to join in the search, as required, by the Senior Officer, Search Force.
- (d) Nominate a ship or ships to take the Senior Submarine Officer present, the Medical Party and divers to the scene of the accident.
- (e) Arrange that ships with divers prepare to send them to the ship nominated in (d).
- (f) Assemble additional personnel to implement the complements of searching ships or shore stations as follows :-
 - (1) T.A.B. Officer to assist on the staff of the Senior Officer, Search Porce.
 - (ii) T.A.S. Officers to assist any other ships in the searching force.
 - (iii) All available communication ratings, to bring ships and shore W/T stations up to a satisfactory complement for the duration of the operation.
- NOTE:- The first essential is for ships to reach the scene of the accident. They must not, therefore, be unduly delayed to embark the personnel detailed in (f).
- (g) Bring all salvage vessels and/or deep diving vessels in the area to immediate notice.
- (h) Arrange that a report of the weather prevailing in the immediate vicinity of the accident is broadcast to ships and authorities in the area. This report is to be amended as often as changing weather conditions require.
- 18. The submarine operating authority is to order all submarines exercising in the area to surface and proceed to the last reported position and to report to the Senior Officer. Search Porce.
- 19. Ships at sea exercising with submarines are to surface them and order them to proceed to the reported position to act as in paragraph 18 hereof.

ACTION WHEN A SUBMARINE HAS SUNK.

- 20. (a) When a surfacing signal or Submarine Check Report is two hours overdue.
 - (b) When a submarine has been observed to have sunk,

The authority to whom the diving signal was addressed (a), or who observed the sinking (b), is to originate a signal in the following terms :-

Precedence Emergency. Grading Unclassified. A.I.G. 1051. Addressed

TEXT :-

SUBSUNK (name of submarine) dived (or seen to have sunk) position (latitude and longitude) at (sone time). Navy Order 504 of 1954 refers.

(If applicable) Paragraph 2. (Name of vessel) searching. Medical Officer in (name of vessel) D.T.G.

NOTES: -

- (i) This message is to be rebroadcast on Bells.
- (ii) The authority initiating the SUBSUNK signal is to inform the overdue submarine by every available means that SUBSUNK action has been initiated.
- 21. Operation "SUBMISS/SUBSUNK". If "SUBMISS" has not been made, all action laid down to be taken on receipt of that signal is to be taken.
- 22. On receipt of the "SUBSUNK" signal the Naval Authority responsible is to initiate full-scale search and rescue operations by means of a signal appropriately addressed, in the following general terms :-

Precedence Emergency.

Carry out operation SUBMISS/SUBSUNK.

- (a) Reference Navy Order 504 of 1954.
- (b) Forces immediately available and their Commanders,
- (c) Duties of various authorities involved and the location of such authorities.
- (d) Datum position for search giving depth in fathoms and how this position is to be marked.
- (e) Areas to be searched initially -
 - (i) by ships;
 - (11) by aircraft.
- (f) Communications including W/T and voice call signs.
- (g) Any other information and instructions necessary.
- 23. A ship is to be detailed as Salvage Vessel and brought to immediate notice.
- 24. If possible, additional submarines are to be made available at the scene for underwater signalling purposes.
- 25. Any minesweepers available may be required to carry out bottom sweeps (see paragraph 51).
- 26. The Naval Board is to be kept fully informed of the situation and will :-

- (a) Inform appropriate salvage firms if required.
- (b) Warn merchant shipping and civil sircraft in the area to keep a sharp lookout for survivors in the water or signs of the submarine.
- (c) Issue a weather report of conditions in the vicinity of the accident within the hour following this report. A 12 hours weather forecast will be made, followed by forecasta every 12 hours until no longer required.
- (d) Act as sole link with the Department of Air and the Department of Civil Aviation.
- (e) Act as sole link with the Press. Newspaper, radio and newsreel representatives are not, in any circumstances, to be embarked in ships or aircraft of the search force, as their presence would almost inevitably interfere with the rescue work. Until the submarine has been located, they are also to be discouraged from arriving at the area of the accident either by private vessel or aircraft. No information is to be given by ships or aircraft taking pert in the rescue.
- 27. Commander S.M.4 is, if possible, to be represented -
- (a) At the headquarters of the Naval Commanders conducting the operation.
- (b) At the scene of the accident.
- 28. Flag Officer-in-Charge, East Australian Area, is to ensure that sirborne search and rescue facilities are made fully available to operate as required by the Naval Commandar responsible for the operation. He is also to provide mir transport if required by S.M.4.
- 29. Should the submarine subsequently surface, a cancelling signal in the form "Cancel "SUBMISS/SUBSUNK" My refers" is to be made by the originator of the SUBMISS/SUBSUNK message.

COMMUNICATIONS.

30. Communications .-

For long distance telephone calls the use of the codeword "COAST-FLASH" will institute a priority and provide for the interruption of a conversation if a line is engaged. "COAST-FLASH" calls are always to be requested from the Officer-in-Charge when contacting a Civil Exchange.

- 31. Communication within Naval Forces is to be in accordance with Admiralty Fleet Order S.1., Article 34, where applicable, with the following frequency substitutes:
 - (1) 2768 Kcs
 - (11) 4300 Kos
 - (111) 65.74 Mos
 - (iv) 2732 Ecs
 - (v) 3892 Kcs
 - (v1) 141,48 Mes.

- 32. Communications between Surface Vessels and Aircraft.
- (a) Communication with co-operating R.A.A.F. aircraft is to be on the BAAF/RAN Co-operation Primary frequency 142.02 Mcs on arrival in the search area.

 Certain R.A.A.F. aircraft may be ordered to the search area without crystals for 142.02 Mcs; these aircraft will use 140.58 Mcs. R.A.A.F. Air Operations Room will inform the Naval Authority controlling the operation when such aircraft are taking part.

 Senior Officer, Search Force, is to detail a guard on 142.02 and on 140.58 Mcs until advised by R.A.A.F. Air Operations Room that all R.A.A.F. aircraft are operating on 142.02 Mcs.

NOTE: - Surface forces are to have crystals for 140,58 Mcs ready for immediate fitting.

- (b) Communication with R.A.N. aircraft is to be on 142.02 Mcs on arrival in the search area.
- (c) Communication by co-sperating aircraft with merchant ships should be established by one of the undermentioned methods:-
 - (i) By W/T on the International Distress and Calling frequency (500 Kes) using International procedure and "Q" Code or plain language.
 - (ii) By signalling lamp using plain language and International procedure.
 - (111) By means of the procedure detailed in sub-paragraph (d).
- (d) Surface craft in the vicinity (with whom there is no direct voice or W/T communication) are to be guided by means of the following International procedure:
 - (i) An aircraft wishing to attract the attention of a ship when unable to establish communication by radio or visual signalling, is to rly low round the ship.
 - (ii) In cases of emergency it should, in addition, if it has the means of doing so, fire a succession of green pyrotechnic lights or make a succession of green flashes.
 - (iii) If an aircraft wishes to call
 the ship to the assistance of
 another ship or aircraft in
 distress, after having flown
 low round the ship as provided
 in sub-paragraph (1), it is to
 proceed in the direction of
 the ship or aircraft in distress.

NOTE: - Although not yet ratified Internationally as a signal, pilots should rock their aircraft laterally when proceeding in the direction in which the ship is to be led.

- (iv) The ship may acknowledge receipt of the abovementioned signals by sending a succession of T's in the morse code or by day by holating the answering signal consisting of a pennant of alternate red and white vertical stripes.
- (e) The Senior Officer of the Search Force is to be prepared to home any sircraft directed to join him using procedure ABLE, as set out in Admiralty Fleet Order "S" 4/1954 on 450 Kcs.
- 33. Communications with R.A.A.F. marine craft and Naval 8.A.R. craft is to be on 142.02 Mcs; if out of VHF range, watch is to be shifted to 4475 Kcs.

Senior Officer, Search Force, is to detail a guard on 14475 Kos when such craft are in the search area.

34. Merchant Ships.

- (a) Distress and rescue communications with oceangoing vessels are to be by W/T through the appropriate Coast Station on 500 Kcs.
- (b) Communications with coastal shipping will be through the appropriate coast station.
- 35. Submarines on the bottom in difficulties are, if practicable, to keep constant watch on 44 Kes (HARMAN callaign VHP).
- 36. Indication of a Submarine Accident. Indication of a submarine accident will probably be obtained in one of the following ways :-
 - (a) A submarine may be observed to have sunk or be suspected sunk as a result of a collision.
 - (b) Wreckage or survivors may be sighted.
 - (c) Evidence that an accident may have occurred will be obtained from the sighting of oil, air bubbles, smoke candles or grenades (particularly red grenades).
 - (d) A surfacing signal or submarine check report will be overdue.
 - (e) Sighting a submarine indicator buoy.

37. Authorities operating submarines are to have an organisation for transporting divers, diving equipment and Cox's guns to the scene of the accident at short notice, and for removing survivors into recompression chambers.

38. The following are details of compression chambers available :-

Locality

Operator

Details of Chamber.

- (a) Capacity
- (b) Maximum depth
- (c) Whether fitted with entrance air lock.

Locality	Operator	Details of Chamber.
H.M.A.S. RUSHCUTTER, Sydney.	H.M.A.S. RUSHCUTTER.	(a) 18 (b) 133 feet. (c) Yes.
Brisbane	M.R. Horni- Brook, Pty. Ltd., Brisbane.	(a) 1 normally, 2 in emergency. (b) 120 feet. (c) No.

PART III - SEARCH AND RESCUE OPERATIONS - POLICY.

39. Policy. - There are two stages in the search and rescue organisation -

- (a) Stage 1 (code word SUBMISS) is intended for use when the safety of a submarine is in doubt. It is to be brought into force as soon as such doubt arises, or in any case when a surfacing signal or a Submarine Check Report is one hour overdue by the authority to whom the diving signal was addressed. It ensures that available ships or submarines, with a Medical Officer embarked in one of them, proceed with all despatch to the position in which the submarine dived to lay a marker and start searching. In addition, at least one aircraft is sent to assist the search.
- (b) Stage 2 (code word SUBSUNE) is intended for use when it is apparent that a submarine has sunk, and brings the full scale search and rescue organisation into operation. The responsibility for originating the signal ordering stage 2 is as follows:-
 - (i) When a surfacing signal or Submarine Check Report is two hours overdue the authority to whom the diving signal was addressed.
 - (ii) When a submarine is observed to have sunk - ships or aircraft witnessing the sinking.

40. The standard signals for orderings stages 1 and 2 are given in paragraphs 16, 21 and 22 of this Order.

INDICATION OF A SUBMARINE'S POSITION.

- 41. A bottomed submarine which is unable to surface will try to indicate her position by the following methods :-
 - (a) Releasing an indicator buoy (which carries a flag pole with a red flag attached) as soon as the accident occurs.

NOTE 1:- Modern submarine indicator buoys are made of aluminium and are cylindrical in shape. They are 2-ft. J-in. in diameter and 18%-in. deep, and there is a cylindrical projection on the bottom about 6-in. deep. On the sides are two fittings which carry a stirrup, from which is suspended 600 feet of 1-in. circumference steel mooring wire. The buoys float end up with a freeboard of about 6-in.

A light which flashes approximately twice every second for at least 40 hours is mounted in the centre of the top surface. In darkness and during good weather, the visibility of the light without binoculars is 3,500 yards.

A ring carrying "cat's eye" reflectors is fitted around the base of the light, the reflectors being for the purpose of reflecting searchlight beams from the search ships.

The buoys carry a mast, to which is attached a red nylon flag.

Each buoy is coated with a high visibility paint. The forward buoy is quartered red and relice. and the after ouer is yellow. For identification purposes, the following inscription is carried on each buoy around the top surface:

"H.M.S. (Subwarine's name). Finder inform Navy, Coastguard or Police. Do not secure to or touch."

The lettering on the forward buoy is white, and black on the after buoy.

(See Diagram IX.)

NOTE 2:- Later models of the buoy will be fitted with an automatic transmitting radio unit but these are unlikely to be in service until 1956. These buoys will be similar in appearance to the present buoys but the flag mest will be replaced by a vertical whip serial.

(b) On the approach of surface vessels, and at regular intervals by firing candles giving off yellow or white amoke. As far as possible, yellow candles will be used by day.

NOTE: It should be remembered that if the submarine is flooded in the after compartments it may not be possible for her to fire emoke candles. Correspondingly, a partially flooded submarine may have only a limited number of her smoke candles available, and scarching ships should not therefore expect many to appear.

- (c) Pumping out fuel or lubricating oil.
- (d) 8.S.T. signalling or hull tapping.
- (e) Blowing out air.

42. It is possible that survivors may have escaped before the arrival of surface chips, and a good lookout must also be kept for survivors in the water. At night, survivors may be carrying lights. They may also blow whistles to attract attention.

SIGHTING OF SUBMARINE INDICATOR BUOY.

- 45. (a) In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and as the eighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.
- (b) The sighting of any buoy answering the attached description should at once be reported by the fastest svailable means. When practicable the name of the submarine should be included in the report.
- (a) Indicator buoys are attached to the submarine with 600 feet of wire. If a buoy is sighted in depths of water greater than 100 fathoms therefore, it is certain to be adrift and this fact should also be reported as soon as possible. It is, however, quite possible for indicator buoys to break adrift accidentally even though the parent submarine may not have sunk. In any case, it is therefore important to establish by the most seamanlike practicable means whether or not the bucy is adrift. In this connection it should be noted that the mooring wire is 1-in. galvanised soid grade steel wire rope with a nominal breaking strain of 1 ton. Its total weight in water is 26 lb. Although, if no other means is available, the lowering of a boat and the weighting of the wire by hand is permissible. Very great care should be exercised in this operation since it is absolutely vital not to part the wire. Under no circumstances should the boat secure itself to the buoy or take turns on the wire once it has been established that the latter is not adrift. If the buoy is found to be adrift this is not pecessarily an indication that all is well since it may have broken adrift after being deliberately released following a submarine accident.

DATUM POSITION.

44. If the position of the submarine is unknown, it is essential that a datum position for the search should be established. Under most conditions this should be the last known position of the submarine. If surface forces are exercising or in company with the submarine when the socident occurs, the Senior Officer, Search Force, (see paragraph 9 of this Order) is responsible for establishing a datum position.

- 45. If no surface ships are present when the accident occurs, the responsibility for indicating the datum position lies with the authority ordering the ships to proceed on search operations.
- 46. (a) It is essential for the conduct of the whole search that the datum position be positively marked and accurately fixed at the earliest possible moment. When the depth of the water permits, one of the searching ships (preferably one not fitted with asdice but with good operations room facilities) should be anchored, and remain anchored, in the datum position. If the depth of water does not permit this, then a dan buoy, with a radar flag attached, must be employed (see also (c) hereunder). It will probably be desirable for the Senior Officer, Search Force, to take the duty of datum ship.
- (b) A submarine may be employed as datum ship in lieu of a surface ship, if no surface ship can be spared from the searching force and the depth of water and weather allow.
- (c) In all instances the position of the ship, submarine or dan buoy must be promulgated as soon as possible with an indication as to the accuracy of the fix.

- (d) Ships should report their E.T.A. at the datum position to the Senior Officer, Search Porce, as soon as practicable, and should be prepared to signal the information in paragraph 12 hereof when requested.
- 47. Recommended action by Searching Porces. Having marked the datum position, the Senior Officer, Search Porce, must decide on the type of search to be carried out. He will be further guided by the SUBMISS/SUBSUNK signal, areas to be searched. (See paragraph 22(e)).
- 48. If the exact position of the submarine is not known and the area to be searched is fairly large, the Senior Officer, Search Force, should divide his Force into groups (depending on the number of ships available) and decentralise the tactical command of each group to a group commander. If the area of probability is small (such as a submarine having been seen to sink) the Senior Officer, Search Force, will probably find it better to keep his force concentrated.
- 49. In either case if the position of the submarine is unknown the priorities for the types of search should be as follow :-

EARLY LOCATION OF THE SUBMARINE IS PARAMOUNT.

- (a) Visual search of the probability area at the highest speed compatible with good chances of sighting survivors, indicator buoys or smoke candles. If rough weather makes it unlikely that indicator bucys, etc., will be seen, listening search in (b) hereunder should be carried out first.
- (b) Listening search of the area to detect S.S.T. and/or underwater signals. This may be combined with (a) if ships stop to listen, but the main requirement is to cover the whole area as soon as possible in order to sight an indicator buoy, survivors, smoke candles. etc.
- (c) Asdic search of the area.

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- 50. Aircraft and ships not fitted with asdies should normally be employed on a surface search for survivors.
- 51. Employment of Minesweepers Minesweepers should normally be used for A/S search operations in preference to bottom sweeping.
- 52. Employment of Submarines (a) Submarines should be employed as follows :-
 - (1) Visual search for survivors.
 - (11) S.S.T. communication ship allocated to each searching group,
 - (111) As supplements to a surface asdic SWeep.
 - (iv) Datum Ship if no surface ship is
- (b) Submarines are never to dive during SUBMISS/SUBSUNK operations unless ordered to do so by the Senior Officer, Search Force.
- (c) Submarines employed in the search during SUBMISS/ SUBSUNK are to fly a large yellow flag during the whole operation.

- (d) Senior Officer, Search Force, should bear the following considerations in mind before deciding on the use to be made of available submarines :-
 - (i) Submarines on the surface are inefficient A/S ships in the searching role owing to their low transducer frequency and interference suffered from water noise from the low casing.
 - (ii) Submarines submerged are also inefficient A/S ships in the searching role owing to their low transducer frequency and very slow speed of advance.
 - (111) A submerged submarine may have a very slight advantage over a surface vessel when andic conditions are poor.
 - (iv) A submerged submarine will have an advantage over a surface vessel or surfaced submarine in listening for S.S.T. when asdic conditions are poor.
 - (v) Before ordering a submarine to dive to carry out S.S.T. listening, the Senior Officer, Search Force, should bear in mind the hazards involved in having submarines submerged in an area where surface ships are operating. The presence of wrecks and the depth of water must also be considered.
 - (vi) If such a dive is considered essential it should be of short duration and is to be strictly controlled by an A/S vessel specifically detailed to escort the submarine.
- 53. Sighting Survivors at night .- The first ship to sight survivors on the surface during a search at night is to fire two white rockets.
- 54. Recommended Asdic Searches for Locating the Submarine .-Depending on circumstances and number of ships available, the following searches are recommended :-
 - (a) ONE ship present square search of two-mile sides.
 - (b) Two or THREE ships present box search for two or three square searches.
 - (c) MORE THAN THREE ships present Line Abreast Search, a series of Square Searches, Crossways Search Scheme or Type 162 Search.
- 55. Bquare Search (see Diagram I). The A/S vessel proceeds around the perimeter of a square of two miles sides and centre the datum position.
- 56. A Series of Square Search (see Diagram VI). This type of search is recommended in a limited area where non-subs., strong tides and wrecks are prevalent. It is simple to organize and execute, and avoids the complications which usually arise as a result of ships joining or leaving after a search has started. This is frequently the most suitable initial search.
- 57. General Idea .- The area around the datum position is searched by means of a series of single ship square searches, each of two mile sides.

58. Establishing Square Searches - Centre points of square searches are established as follows :-

Square ABLE - 315 degrees datum position 4.0 miles.

Square BANKR - 000 degrees datum position 2.8 miles.

Square CHARLIE - O45 degrees datum position 4.0 miles.

Square DOG - 270 degrees datum position 2.8 miles.

Square EASY - DATUM POSITION

Square FOX - 090 degrees datum position 2.8 miles.

Square GEORGE - 225 degrees datum position 4.0 miles.

Square HOW - 180 degrees datum position 2,8 miles.

Square JIG - 135 degrees datum position 4.0 miles.

59. The sides of each square are to run in 000/180 degrees and 090/270 degrees directions.

- 60. Method of Execution. The first ship to arrive starts a search in Square EASY. As other A/S vessels arrive, they are allocated squares by the Senior Officer, Search Force.
- 61. Marking the Centre Point of Square Searches. In order to avoid gaps between adjacent searches and to ensure that all the area is thoroughly swept, it is recommended that each ship should lay a dan buoy to mark the centre point of the square being searched. To avoid confusion with the Datum Position each Dan Buoy should be fitted with the appropriate flag to indicate the square it is marking. The Dan Buoys should be recovered as soon as their need has clapsed to prevent confusion with others laid in the vicinity.
- 62. Box Search. (See Diagram No. III). A/S vessels form up in line abreast at asdic distance spart and proceed around the perimeter of a square, rectangle, etc., rounding each corner with a Corpen Sugar Turn ordered by the Senior Officer (See A.C.P. 175).
- Nos. IV and V). A submarine which is believed to have sunk from accident may not necessarily be head to tide, but in strong tideways the possibility of the submarine lying up and down tide is high. It is well known that contacts which can be picked up when sweeping in one direction sometimes cannot be picked up if swept over in the opposite direction. Two recommended methods of carrying out a Crossways Search are detailed hereunder.
- 64. Type A. This search is suitable when the area to be covered is small or when time is not of great importance. It is divided into two phases and embodies two to-and-fro searches across the area.
- 65. Method of Execution. Phase 1. Forming up and initial to and fro sweep :-
- (a) Normally all ships taking part form up for a line abreast search, spacing themselves equally apart so that the wing ships are at the ordered number of miles apart. The size of the square should be so adjusted that the distance between ships does not exceed 2,500 yards. They should preferably be at1,800 yards apart.

- (b) The course signalled will be that for the first sweep after joining up. The detum position and the area to be sweet being known, ships form up in the order signalled from port to starboard so that the line abreast sweep enters the area on the correct initial course.
- (c) The Senior Officer's ship will normally be guide of the search and will be in the centre of the line.
- (d) Having swept through the area on the initial course, ships alter 180° by signal and sweep back on a reciprocal course.
- 66. Phase 2. On leaving the area in approximately the position of entry, assuming the Phase 1 search to have been unsuccessful, the line is manocuvred (e.g. as in Diagram No. IV) by a "18 Turn" and a "Corpen Sugar 160" to start a similar to and fro search at right angles to that already carried out.
- 67. Type B. This search is suitable when the area to be covered is large and time is limited. The probability area is divided into squares the sides of which are squal to twice the width swept by all ships in line abreast. Each square is searched in two directions as shown in Diagram No. V. In this search a contact will only be swept over twice, once in each direction.
- 68. Method of Execution. (See Disgram No. V).
- (a) In forming up, the Senior Officer should be in the centre of a line abreast search and should station his ships so as to cover half of the square. Normally ships should be stationed 1,800 yards apart.
- (b) On reaching the other side of the square a "9 Turn" is executed bringing chips into line shead. When the Senior Officer is in position so that his consorts will cover the bottom helf of the square, a further "9 Turn" is executed bringing the ships into line abresst again.
- (c) The whole square is searched in this manner by using "9 Turns" or "Turn 9's", until completed, both across and up and down the square as shown in the diagram.
- (d) A sweep of Green 80° to Red 80° should be used except when in line ahead.
- 69. Investigation of Contacts. Whenever possible the continuity of the search should not be broken by ships dropping out to investigate. One or two Type 162 fitted ships should be stationed close satern of the searching formation to classify and evaluate contacts obtained by the main force. Another method which can be used in areas where accurate navigational fixes can be obtained (e.g., close to land) is by plotting contacts and evaluating them on completion of the square.
- 70. Use of the Short Transmission Unit. In poor A/S conditions the use of the S.T.U. may be found of great assistance. If this proves to be the case with several contacts, the Senior Officer should consider ordering all ships to switch to short transmissions when sweeping.

71. Direction of Tide. - As both types of Crossways Search allow for sweeping in directions at right angles to each other, and since the orientation of the target is unknown, the effect of the tide on the chances of detection can be disregarded. To facilitate the forming up and search, however, it will probably be best if the initial course chosen is either up or down tide.

72. Type 162 Search. (See Diagrams Nos. VII and VIII).
Asdic Type 162 should normally be used for classification purposes only. In poor A/S conditions it may, however, be of value as a search set, but before deciding on its use as such, the following considerations should be borne in mind:

- (a) The area covered in a given time is small compared with any other type of search, whilst the Crossways Search gives two of four chances of detection with the main set compared to one with Type 162.
- (b) Very accurate station keeping is necessary.
- (c) Type 162 is of very little value in sea state 4 and above.
- (d) The chance of detection is considerably reduced if the target is at right angles to the ship and classification will be difficult.
- (e) The main advantage of a Type 162 compared with the main set is that it is not so affected by temperature and density layers.

73. Method of Execution.

- (a) There are two methods for the search (i.e., with Type 162 in scales 600 or 300).
- (b) Ships should be stationed in quarter line 4 cables apart as shown in diagram. Speed 7 knots.
- (c) Type 162 should be kept running continuously on the appropriate side.
- (d) The main asdic sweep should normally be from :-
 - (1) Scale 600 leading ship Green 80° to Red 80° other ships Green 90° to Red 30° or vice versa.
 - (ii) Scale 300 leading ship Green 80° to Red 80° other ships Green 90° to Red 10° or vice versa.
- (e) In strong tideways the course should be up and down tide so as to present a beam target for Type 162.

74. Recommended speed for searches. - Speed for searching should not exceed eight knots in very good A/8 conditions, or unless line abreast sweep of a large area is being carried out.

75. Refuse. - Refuse is not to be thrown overboard during the period of search for survivors as it leads to misleading sighting reports from ships and aircraft.

- 76. Pumping out bilges. No bilges are to be pumped out during the period of search, unless absolutely essential, as such pumping leads to reports of oil slicks, etc. If bilges are pumped out, the Senior Officer, Search Porce, is to be informed at once.
- 77. Dan Buoys. All ships must be prepared to lay dan buoys and when in a tide way must make allowance for extra length of mooring line and extra pellets in accordance with the Minesweeping Manual (0.U. 6350, Section 5, Chapter 14).
- 78. Firing of single charges during searches. In order to keep the submarine informed of the presence and movements of surface ships, and indicate to her that smoke candles and distress signals, if released will be seen, the searching formation is to fire a single grenade every ten minutes.
- 79. 8.S.T. Asdic and Echo Sounder Policy. The policy bereunder is to be adopted when the sunken submarine's position is NOT established.

80. Definition of S.S.T., Asdic and Echo Sounder .-

- (a) S.S.T. Super Sonic Telegraphy is the transmission of a call or message by morse employing the hand key to the Asdic Set. It can be received at varying strength and from a directivity of 5 degrees to all-round reception, according to the distance of the transmitter and whether both transmitter and receiving sets are looking at each other or not.
- (b) Asdica. The transmission by an Asdic Set for the purpose of location of a submerged target. The transmission is repeated at normally frequent intervals of between about 1 to 4 seconds.
- (c) <u>Scho Sounder</u>. The transmission by an Echo Sounder set for the purpose of determining the depth of water. The transmission usually occurs about every half second, at a regular interval unlikely to be mistaken for the tapping of a submarine hull.
- 81. For the purpose of operation SUBMISS/SUBSUNK, Asdic is understood to include Echo Sounder transmissions.
- 82. Care in terms used. The term "in communication with" is not to be employed in any signal or report, unless the sunken submarine has answered a call, or has replied to a specific underwater voice or noise signal originally transmitted by one of the searching force.
- 83. The expression "heard" is to be used to describe the receipt of any odd transmissions which do not in themselves comprise a call, answer to a call, or a definite signal.
- 84. The initial 5.S.T. Call. The first submarine to arrive at the datum position, or if no submarine is likely to be present for a few hours, the first A/S vessel, is to call the submarine in distress by S.S.T. The procedure for calling by S.S.T. and the employment of the "warning note" is laid down in the Submarine Signal Pamphlet (B.R. 1531), which is held by all A/S vessels and submarines.

85. Subsequently, a ship or submarine is to be detailed as 3.8.T. guard in the searching force (or in each searching group), and only the guard ship or submarine is to transmit any calls, even if other ships in company hear 3.3.T.

- 86. Any call made by an A/S vessel with a transducer other than 10 Kcs. will not be as effective as a call made by a submarine or submarine target vessels, but it is better than nothing, as the sunken submarine will probably hear the transmission. It should be noted that some submarines will also have 14 Kc/s. transducers in the future.
- 87. The form of message to be transmitted by the sunken submarine. Until a ship of the searching force has apparently located the sunken submarine and is celling her by S.S.T., the sunken submarine should concentrate on making her name in plain language in morse.
- 88. To this effect, the actual morse symbols to be made should be posted up by the sound room and Fore Listening Position in every submarine.
- 89. Notwithstanding the foregoing and the Asdic and S.S.T. silence periods ordered in paragraphs 94 to 97, the sunken submarine may make any S.S.T. at any time, 17, in the opinion of the surviving members of the crew, this may attract the attention of the Searching Force.
- 90. When transmitting, and the scarching ships have not yet made contact, the sunker submarine should transmit in all directions (i.e. North, South, East and West) especially in the silent periods (see paragraphs 94 to 97 hereunder).
- 91. Action to be taken on hearing S.S.T. The ship or submarine hearing S.S.T. is to initiate the signal for S.S.T. and Asdic silence (see paragraph 98) passing all information to the S.S.T. guard (see paragraph 85). If, for any reason, the S.S.T. guard is unable to call the submarine in distress, the ship or submarine who heard the noise is to become S.S.T. guard, investigate and call the distressed submarine, informing the Senior Officer, Search Force, and the Senior Officer, Search Group.
- 92. Ships in the vicinity are to reduce to slow speed and maintain Asdic and 8.8.T. eilence while the signal for silence is flying.
- 93. The time and bearing on which such calls or messages are made by the searching submarine or ship is to be carefully noted, so that subsequent reports of receipt of 8,8.T. by other ships can be discounted. Should this in fact, occur, the submarine or ship that transmitted is to signal immediately these details, addressed to the Senior Officer, Search Porce, Search Group info. the Shore Authority conducting operation SURMISS/SUBSUNK.

94. S.S.T. and Asdic Silence. - No ship or submarine of the Searching Porce is to transmit any underwater signal unless -

- (a) She has just heard S.S.T. signals from what appears to be a submarine in distress,
- (b) She is initiating the initial call (see paragraph S4).

- 95. Addice. All Ships and submarines in the searching force and when in the probability area are, every 25 minutes, to stop engines and all Asdic transmissions from the hour to five past and from the half hour to 35 minutes past the hour. This is to give the best chance of detecting transmissions from the submarine in distress. If ships are working in groups, the Senior Officer of the group should order one or more Asdic fitted ships of the group to tune to 10 or 14 Kcs., as appropriate during these periods, and carry out an all round listening sweep.
- 96. A ship that is in contact with a bottomed object is also to keep Asdic silence during the periods in paragraph 95 hereof unless the contact is so likely, and Asdic and weather conditions so bad, that the ship fears she will lose contact if she does not continue transmitting by Asdics. In this case she is to inform ships in the vicinity whilst endeavouring to hold the contact.
- 97. The Senior Officer, Search Force or Group, is at liberty to negative these five minutes silence if -
 - (a) Navigational reasons make stopping engines or even slow speed impracticable.
- (b) The effectiveness of the Asdic Search over a particular part of the probability area is jeopardised at a critical juncture.
- 98. The Signal S.S.T. and Asdic silence. Any snip or submarine, thinking she can hear underwater noise signals probably coming from the submarine in distress, can order S.S.T. and Asdic silence by any method and by the following visual signal (significance special to SUBMISS/SUBSUNK only):
- (a) By Day. 2 black pendents and green Very's light, Submarines fire green grenade.
- (b) By Night, Green Very's light. Submarines fire green grenade.
- 99. Asdic Transmissions by scarching submarines. If submarines are detailed for an Asdic search, submarines are normally to employ the range recorder and not the hand transmission key. This is to prevent bad hand transmissions sounding skin to bad morse transmissions.
- 100. Classification of Bottomed Targets. Pull information on the interpretation of echo sounding and Asdic recorder traces are given in C.B. 4127(7)(45).
- 101. If evailable, wreck charts of the area being searched will be of valuable assistance.
- 102. Air Searches. The E.A.A.F. has agreed to assist the R.A.N. in searches for sunken submarines, by the provision of search aircraft and communication facilities. Naval aircraft can, however, often reach the area of search in greater numbers and more quickly than R.A.A.F. aircraft. The nearest Naval Air Station will normally be instructed to search the area immediately on receipt of SUBMISS or SUBSUNK, the relevant R.A.A.F. Squadron being kept informed. Naval aircraft can usually search an area more quickly, but R.A.A.F. aircraft have more "eyes" and better navigational equipment and can, therefore, carry out a more complete scarch. To ensure that a survivor or indicator bucy is seen, it is necessary to use a large number of aircraft closely

spaced. By night, precise co-ordination is necessary to ensure air safety but similar principles obtain. Survivors may escape at any time, and the area should be traversed as frequently as practicable.

103. Smoke candles fired by submarines are easily confused with smoke floats dropped by aircraft, therefore, during search operation aircrews must NOT drop any smoke floats unless absolutely essential. If smoke floats are dropped, a report is to be signalled by the aircraft of the position of release and the time they are expected to burn. This report should be relayed to all ships and authorities taking part in the search. Aircrews are to be briefed that in the term "coloured smoke candle", "coloured" refers to the SMOKE and not to the candle.

104. Provided the area of search is within range, helicopters (together with an escorting aircraft if available) should be deployed to the nearest airfield or point on the coast where refuelling is possible. These aircraft may be invaluable, not only for picking up survivors, but for bringing recorder traces and pieces of wreckage and clothing ashore for analysis.

105. In waters where ships find it difficult to keep an accurate reckoning, aircraft should make use of VHF. DF fixes and other navigational aids to inform ships of their position, if so requested.

106. Search and rescue aircraft fitted with droppable survival equipment are also useful additions to the searching force.

107. Special Distinguishing Signals in SUBMISS/SUBSUNK. The following is a summary of the special signals in force
during Operation SUBMISS/SUBSUNK together with their
significance :-

Signal	Shown By	Significance
Large red flag at masthesd by day	Search Porce	Indicates 8.0. during Operation SUBMISS/SUBSUNE.
All round red light	Search Porce	Indicates 8.0. during Operation SUBMISS/SUBSUNK (peragraph 9).
Puffs of black smoke by day	Senior Officer Search Force	Indicates S.O. to aircraft during Operation SUBMISS/SUBSUNK (see paragraph 9).
Yellow Flag by day	All submarines	Indicates submarines taking part in search.
Two black pendants by day and green Vary's light	A/S vessels	Indicates she can hear possible underwater message. Ships in vicinity to maintain Aedic and S.S.T. silence.

Signal	Shown By	Significance
Green Very's light by night	A/S vessels	As for two black pendants and green Very's light.
Green grenade by day or night	Searching submarines	Indicates she can hear possible under-water message. Ships in vicinity to maintain Asdio and 8.3.T. silence.
Two white rockets by night	Searching ships	Fired by FIRST ship to sight survivors in the water.
Vertical Searchlight beam at night	Detum ship	Indicates datum position.
I.F.F. Stud 4	Datum ship or sircraft over indicator buoy	Indicates datum position or, if by sir- craft, an over indicator buoy or survivors.

108. Action to be taken when a submarine's position has been established. - As soon as possible after the position of the submarine has been established, 12 grenades, No. 36 H.E. with seven second detonators, are to be fired to inform the submarine that surface vessel has arrived.

109. Once the position of the sunken submarine has been established it is most important that it should not be lost, especially in a tide way, in rough conditions, or at night. The position of the submarine is to be marked with a dan buoy or by anchoring a ship within Asdic contact. The early rescue of survivors is not however to be prejudiced by any such action. It must not be expected that survivors will appear at once. The drill required in a submarine immediately prior to escape may take some time to complete. Correspondingly, it is not necessarily the case that all survivors will appear within a short period of time. Survivors may appear singly at intervals of up to a quarter of an hour over many hours (see paragraphs 126-130).

110. The 12 grenades should be fired at least two and half cables from the position of the submarine in case men are making their escape at the time.

111. The position of the marker or marking vessel need only be approximate, but should not be closer than two and a half cables from the submarine. Care should be taken that neither anchor or cable should foul the submarine either at the time of letting go, or if the ship swings with the tide.

112. Atmospheric conditions in the submarine may be so bad that an attempt to escape would be lethal if there are any survivors without a breathing set. In these circumstances, if the equipment is available survivors will improve conditions before attempting to escape. As this process may take several hours (up to 14), the survivors will, if

possible, indicate their position on hearing the 12 charge signal, and thereafter hourly in order to show that they intend to escape when conditions are suitable. If, after 30 minutes, no survivors have surfaced and no signals have been received from the submarine in response to the grenade signal, divers are to be sent down if practicable, to investigate the condition of the submarine.

113. Action to be taken by mircraft on locating the submarine.

Aircraft locating the submarine or survivors are to mark the
position with smoke floats and endeavour to direct the
nearest surface vessel to it.

114. If survivors are seen on the surface, life saving equipment is to be dropped.

115. Communications between searching ships and aircraft. Communications between surface vessels or submarines and cooperating search and rescue sircraft are to be in accordance
with paragraphs 30 to 35 of this Order.

115. Minesweepers. - If available, minesweepers will be ordered to the vicinity. They may be required to carry out a bottom sweep to establish the exact position of the submarine after it has been located by asdics. Minesweepers not fitted with asdics or not required to take part in the A/S search should carry out a search for survivors, keeping well clear of the A/S search (see paragraph 50).

117. Treatment of survivors. - It is important that survivors who have made their escape should receive immediate medical attention and be taken to the nearest recompression chamber, Vessels having survivors onboard should include the numbers requiring recompression, if this is known (see paragraph 38 for details of location etc. of recompression chambers).

118. If survivors are rescued by a ship carrying no medical officer, the following treatment is recommended:-

- (a) If unconscious or semi-conscious, apply artificial respiration.
- (b) Conscious survivors should be given a hot bath and hot drinks.

119. Attention is drawn to Confidential Admiralty Fleet Order 53/1952 (Medical - Submarine Escape Medical Treatment for Survivors), which contains further details concerning treatment of survivors.

PART IV - PRECIS OF INSTRUCTIONS GIVEN TO SUBMARINES. (For the guidance and information of surface forces.)

120. Instructions as to "When and How to Escape" are issued invididually and in considerable detail, to each submarine. Spare copies of such instructions are held by Commander S.M.4 and, whenever possible the Submarine Officer embarking in the ship of the Senior Officer, Search Force, should take copies of the instructions for the appropriate submarine. Submarines taking part in the search may also be able to give detailed information from their own instructions.

121. The subsequent information given in this section is on the broad lines of the instructions referred to shove but refers to all British submarines and not to any particular class. 122. It can generally be assumed that it is not possible for a submarine to bring herself to the surface should any of her main compartments, other than the Fore Tube Space, be flooded.

123. When a submarine is on the bottom and unable to surface, she has the following means by which her position can be indicated to searching forces:-

- (a) Indicator Buoys. (see paragraph 41(a)). The present type of indicator buoy is moored by 300 feet of thin wire. The buoys have, perforce, a low margin of buoyancy and cannot be expected to be visible in any appreciable sea except at short ranges; it is also possible that they may not watch in a strong tideway. Trials are in progress with larger buoys moored with 500 feet of wire.
- (b) Smoke candles and granades,
 - (1) Smoke candles can only be fired from the submerged signal ejectors, and in the majority of classes of submarines the ejectors are only fitted in one compartment which is in the after position of the submarine. The normal maximum number of smoke candles (both white and yellow) likely to be available is 36.
 - (ii) The dismeter of all submarine smoke candles is 4 inches.
 - (iii) White smoke candles emit white smoke and a small amount of flame, and burn for about fifteen minutes. The white smoke candle can be confused with the smoke float dropped by sircraft (see note hereunder). At the present moment the containers of submarine white smoke candles are painted GREEN. They bear the word "WHITE" stencilled in white paint, and in addition the distinguishing mark of "hy" which is also stencilled below the initials of the manufacturer, the month and year of filling and Lot number. The only certain method of differentiating between a submarine white smoke candle and an sircraft smoke float is to sight the container, The container, however, usually sinks as soon as all smoke has been emitted and so this method may not be available.
 - (iv) Grenades can be fired from the submerged signal ejectors, and to the observer are seen as a ball of light which shoots into the air to a height of approximately 50 to 100 feet and fades rapidly as it falls. (They are similar in appearance to a Very's light.) There is very little smoke and the actual light is only visible for a matter of 3 to 5 seconds. These grenades are fired singly and can be either RED. WHITE or GREEN. Submarines are ordered to fire RED grenades in emergency whenever possible, but if none is available WHITE or GREEN granades might well be fired in the hope of attracting attention.

(v) Yellow smoke candles emit a large quantity of yellow smoke but no flame and, therefore, are not visible at night. They only emit smoke for about 5 minutes. They cannot be confused with any smoke float dropped by aircraft.

MOTE: - For comparison with the above, aircraft on occasions use the following smoke markers :-

Smoke No. 1 Mark V. which gives off white smoke for approximately 6 minutes and is then designed to sink. The container is 4 inches in dismeter, painted green with a yellow tail and propellor arming device.

Plame Float No. 2 Mk. VIII: Similar to above but emits flame. The container is painted Red.

Marker Marine Mark IM: which gives off white smoke and flame for a period of up to 2 hours. The container is 2 feet 6 inches long and 6 inches in diameter and is painted red and yellow.

- (c) Transmission of S.S.T. signals on 10 to 14 Kcs.
- (d) Blowing or pumping out Diesel or Lubricating oil.

NOTE: Such oil will NEVER be furnace oil such as carried in surface ships and so every endeavour must be made to obtain a sample of oil to classify it.

- (e) Blowing out air.
- (f) Hull tapping.

124. Unless the submarine is certain she has been observed to sink, she will know that searching forces are not likely to strive in the vicinity until either her surfacing signal or check report is overdue. Under this condition, it is possible that a submarine will fire smoke candles, if able to do so, in order to -

- (a) Attract the attention of mircraft.
- (b) Attract the attention of any surface vessel which may be heard to be in the vicinity.

The submarine will probably reserve a proportion of smoke candles for discharge -

- (c) In answer to the single charges dropped by searching ships.
- (d) Shortly before escape HAS to be started (on account of physiological conditions inside the submarine) in the hope that they will be seen by any aircraft or surface ship.

125. If for some reason no smoke candles are available or if the compartment containing the submerged signal ejectors is flooded, then the submarine will ENDEAVOUR to indicate her position to Surface Porces or aircraft by any other means available. The RELEASE OF AN INDICATOR BUCY IS HOWEVER THE ONLY MEANS WHICH CAN BE GUARANTEED to be available in an accident in which there are survivors.

126. THE DECISION AS TO THE MOMENT WHEN TO ESCAPE RESTS ENTIRELY WITH THE SENIOR SURVIVOR IN THE SUBMARINE.

127. The maximum period for which escape can be delayed in governed by a number of factors such as the number of survivors, which compartments are flooded, air purification plant available, etc. The decision as to the moment when to escape rests entirely with the senior survivor in the submarine, and while nothing prohibits him from initiating escape at any earlier time if he so desires, he has ample data to enable him to calculate the point beyond which escape can be delayed no longer.

Thus if a ship of the searching force is in any doubt as to whether she has actually located the submarine, she will not prejudice the chances of the survivors if she delays firing the 12 charge signal until she is absolutely certain that she has in fact found the sunken submarine, for which she has been searching. The crew will make their escape, if the maximum delay has elapsed, whether or not the 12 charge signal has been received. Conversely, as charges can be heard at considerable distance under water the firing of 12 charges (which indicate to the submarine that surface ships have located them and are ready to pick up survivors) over a false contact might lead survivors into making their escape much earlier than they needed, only to find no surface ships in the vicinity to pick them up.

128. When the submarine hears the 12 charge signal, which indicates to her that she has definitely been located and that searching forces are ready to pick up survivors, her crew know that escape should be made without delay. If, however, there are survivors without breathing apparatus and the atmospheric conditions can be further improved by running the CO2 absorption unit, this will be done before attempting to escape. Depending on the atmosphere inside the submarine, it may, however, take up to 14 hours to improve conditions sufficiently to make escape possible.

129. Escape can either be made from compartments fitted with escape hatches, or via the conning tower or gun tower. Survivors escaping from compartments make a collective escape and leave the submarine in rapid succession. They may therefore be expected to arrive at the surface at intervals of approximately half a minute between each man.

A maximum of three men are all that can escape from a Tower at a time. The tower has then to be drained down before it can be used egain, and the whole cycle takes about 10 minutes. Therefore, if tower escape is being used, aurvivors may be expected to reach the surface in small numbers either singly, in pairs or at a maximum of three at half minute intervals with an interval of approximately 10 minutes between each batch. A quantity of air will be vented from the submarine in each cycle of escape from the tower.

130. It is possible under the most favourable conditions for survivors to delay their escape, swaiting the arrival of searching forces, for as long as 48 hours. Generally speaking, however, and particularly if there are many men waiting to escape, escape will have to be made shortly after the accident.

It is, therefore, possible that the first indication to searching forces that they are near the sunken submarine will be the eighting of survivors in the water.

131. Survivors may be wearing D.S.E.A. and/or Submarine Escape Immersion Suits. Both are coloured yellow. The D.S.E.A. is strapped to the chest and is fitted with a police type whistle.

The Submarine Kacape Immersion suit covers the whole body and, when inflated, supports the survivor in a horizontal position. It is fitted with a white indicator light comparable in brilliancy with an electric torch with an endurance of about 30 hours.

PART V - CASUALTY REPORTING IN THE EVENT OF

132. In the event of a submarine accident, it is most important that the next-of-kin should be informed as soon as possible. To do this, an up-to-date next-of-kin list must be readily available and its whereabouts known.

133. On every occasion of proceeding to sea, submarines are to ensure that a next-of-kin list giving the names of officers, ratings and passengers on board at the time of sailing, together with the names and addresses and relationship of next-of-kin, is held by a Naval Authority. Last minute alterations are to be signalled in the form -

Mavy Order 504 of 1954, Part V, paragraph 133:

(a) Changes in next-of-kin due to personnel left behind on sailing.

EXAMPLE

- (a) A.D. JONES, C/MX26150, E.A.
- (b) J. SMITH, P/MX23116 R.A.
 Mother Mrs. C.M. Smith, 2 Holland Avenue,
 Brighton.
- (b) Changes due to additional personnel on board on sailing.

If the submarine is sailed from the port at which she is normally based this authority will be the Captain (S/M) or Commander (S/M) of the flotilla or the local Senior Officer (Submarines).

154. If the submarine is sailed either from a port in which she has been refitting, or from a port other than that in which she is normally based, the Naval Authority may be either the sailing authority or another appropriate authority. The submarine, when acknowledging her sailing orders, is to inform the sailing authority of the whereabouts of next-of-kin list, and this information is to be included in the "Sailed" signal.

135. In the event of a submarine accident, it will be the responsibility of the sailing authority to produce the next-of-kin list.

136. In the case of submarines cruising independently, and visiting ports at which there is no Maval Authority, this list is to be held by the operating authority, who will be responsible for producing it in the event of an accident.

137. In the event of an accident, next-of-kin will be informed -

- (a) In the case of R.A.N. ratings or R.N. ratings with next-of-kin living in Australia, by the Mayal Board.
- (b) In the case of R.N. ratings with next-of-kin living outside Australia, the Naval Board will inform the Admirelty who will take the necessary action.

PART VI - SUBMARINE SEARCH AND RESCUE EXERCISES.

138. The intention to carry out exercises to test the organization laid down in this Order should not be promulgated beforehand to Naval and R.A.A.F. authorities concerned. Exercise orders and messages should specify "paper action only" when applicable.

139. The code word "SMASHEX" is invariably to be used in exercises instead of the code word SUBMISS/SUBSUNK e.g. "SMASHEX TWO" "Carry out Operation SMASHEX". The indication "For Exercise" is to be included in the address, and the code word SMASHEX is to be inserted at the beginning of the text of all signals concerning the exercise, whether they be paper action only or not.

140. SMASHEX signals should be addressed to A.I.G. 1051 exempting Admiralty and any ships or authorities who are not required to take part in the exercise.

141. Communications are to be in accordance with Admirslty Pleet Order "8".1 and paragraphs 30 to 35 of this Order.

142. In order to ensure that genuine distress traffic on 121.5 Mcs. is not missed, care is to be taken that traffic on this frequency in connection with SMASHEX is kept to an absolute minimum.

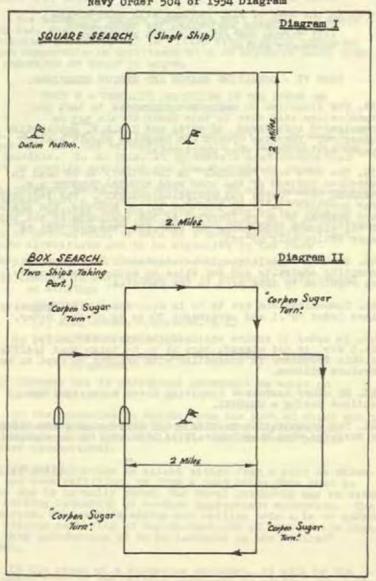
143. No other exercises involving dived submarines should continue during a SMASHEX.

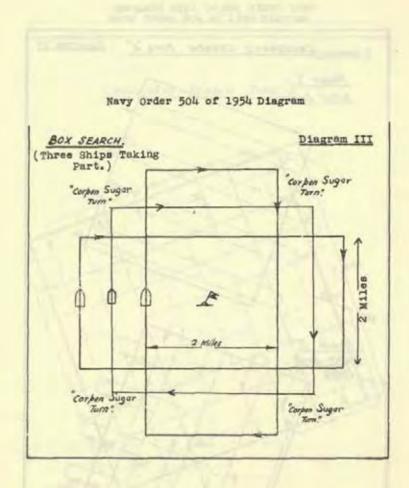
144. The organization in this Order will be made effective by Navycirc, when Navy Order 14 of 1952 will be superseded.

(3384/191/3)

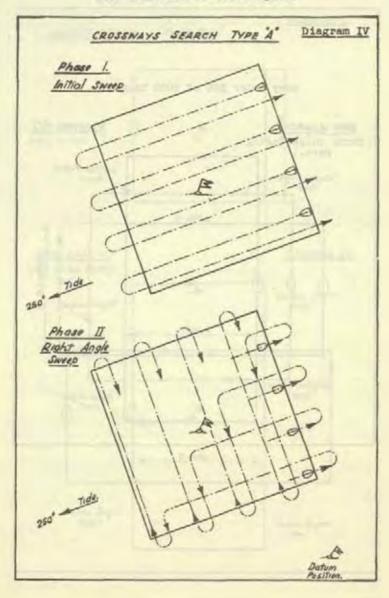
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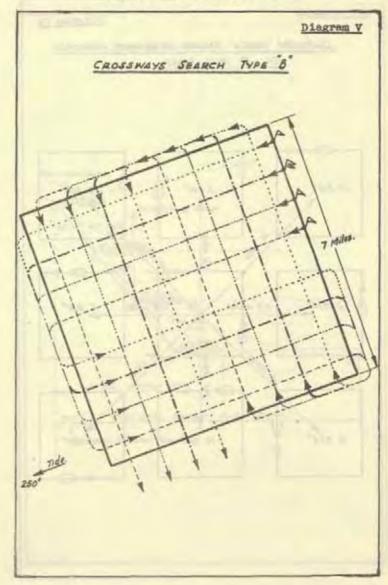




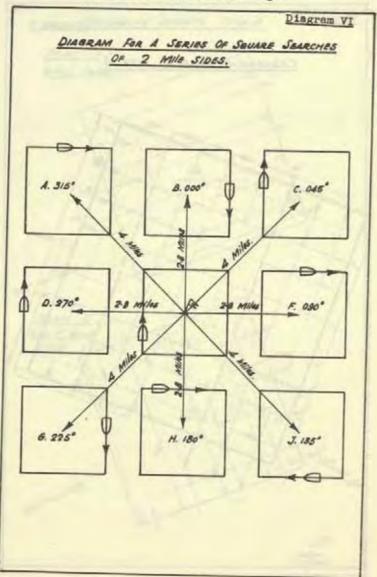
Navy Order 504 of 1954 Diagram



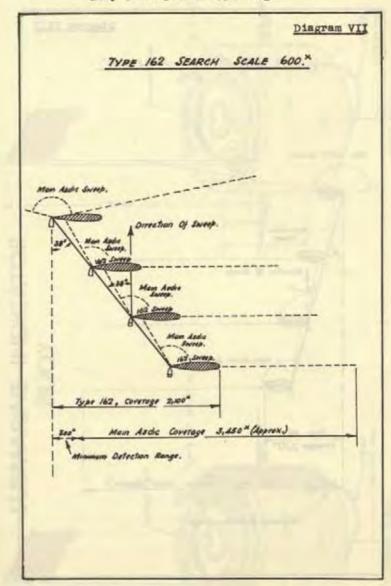
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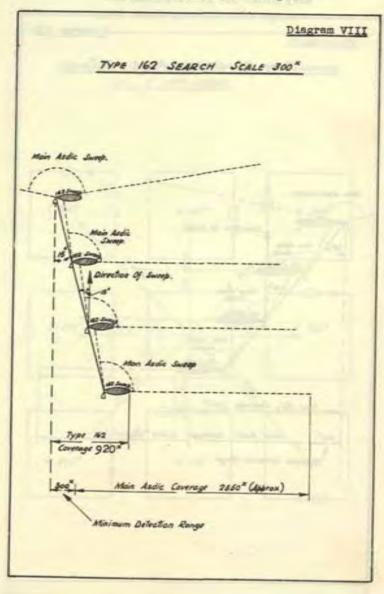
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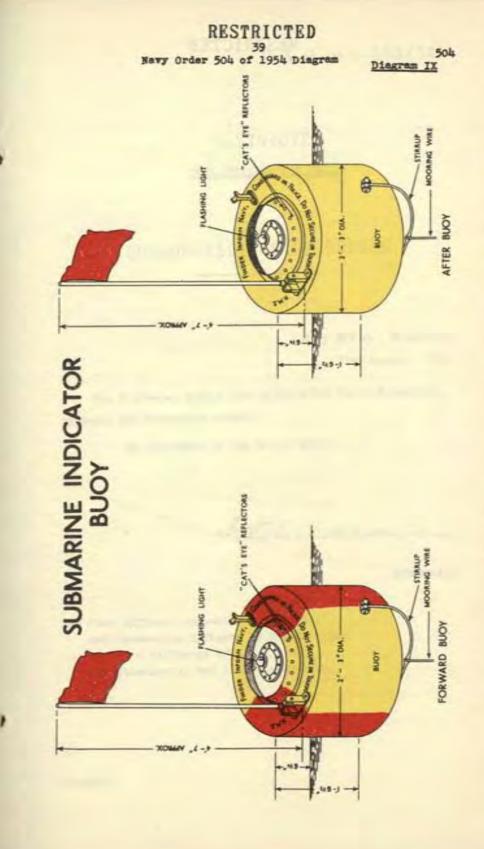


Navy Order 504 of 1954 Diagram



Navy Order 504 of 1954 Diagram





RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 31st August, 1954.

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

By direction of the Naval Board,

J. E. Bummins

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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SECTION 1 .- ADMINISTRATIVE AND GENERAL

505.

NIGHT FLYING AIR TESTS.

Routine air teste of aircraft by day, before night flying, are no longer necessary.

 The only additional inspections required before night flying are the appropriate "conditional" Items in the Daily Inspection Schedules.

(3053/3/10)

506.

SECRECY AND SECURITY - MISUSE OF SECURITY CLASSIFICATIONS.

Attention is drawn to the need for care in the use of accurity classifications and in particular to the need to avoid over-grading. The originators of documents requiring security protection must be conversant with the relevant instructions and definitions given below and in B.R. Form U.2.D.

- 2. Mis-use by overgrading causes unnecessary work and imposes needless restrictions. It also lessens the respect with which the security classifications are treated, with a consequent lessening of the protection afforded to matters properly classified. The dangers of under-grading are self-evident.
- 5. Much official information needs no security classification. The remainder is to be graded strictly in accordance with the definitions, viz :-
 - Top Sworst. Information and material the unauthorized disclosure of which would cause exceptionally grave damage to the nation.
 - Secret. Information and material the unauthorized disclosure of which would endanger national security, cause serious injury to the interests or prestige of the nation, or would be of great advantage to a foreign nation.
- Confidential. Information and material the unauthorized disclosure of which would be prejudicial to the interests or prestige of the nation, or would cause administrative embarrassment, or difficulty, or be of advantage to a foreign nation.
- Restricted. Information and material which require security protection other than that determined to be Top Secret, Secret or Confidential.
- NOTE:- These definitions supersede those in B.R. Form U.2.D. which is under revision.

4. Each document is to be classified strictly according to its own contents and not by reference to the classification of the file on which it is drafted or to former documents on the same or related subjects. Before alloting one of the higher classifications the originator should always consider whether compromise of the document would cause the damage envisaged in the definition of the classification proposed. It is often possible to keep the classification down by excluding unnecessary reference to more highly graded matter.

- 5. Replies to messages marked "No unclassified reply or reference if date-time group is quoted" or marked with the paraphrase warning, represent an exception to the rules in paragraph 4 and must always be classified at least Restricted in order to protect cryptographic security.
- 6. The need for downgrading classified documents as prescribed in B.R. Form U.2.D., Article 1A (vi)(c), should also be borne in mind in order to confine security precautions to documents of real importance.
- 7. A security grading applied by a foreign or Commonwealth country is to be strictly observed.

(The foregoing is the unaltered text of A.F.O. 2010/1954.)
(3371/1/9)

507.

VISITING FORCES ACT 1952 - APPLICATION TO VISITING NAVAL FORCES OF N.A.T.O. AND COMMONWEALTH COUNTRIES.

The Visiting Forces Act 1952 and the Visiting Forces (Application of Law) Order 1954 (Statutory Instrument 1954 No. 635), both of which came into operation in the United Kingdom on 12th June, 1954, apply certain provisions of the law applicable to the Home forces to the forces of certain countries while they are in the United Kingdom. The visiting forces concerned are those of Canada, Australia, New Zeland, the Union of South Africa, India, Pakistan, Ceylon, the United States of America, France, Belgium, Norway and the Netherlands.

The following two provisions are of concern to the Royal Navy :-

- (a) Calling of witnesses to attend service courts of visiting forces. The Fourth Schedule of the Visiting Forces (Application of Law) Order, 1954 adapts certain provisions of the law relating to courts-martial held by the home forces so as to apply to service courts of visiting forces held in the United Kingdom. Under paragraphs 4 to 5 of the Schedule witnesses who are members of the home forces may be required to attend service courts of visiting forces and may be punished for failure to attend or for misconduct as in the case of service witnesses in proceedings before courts-martial.
 - When any person who is subject to the Naval Discipline Act/is required as a witness by a service court of a visiting force and is in the United Kingdom, the Commander of that force or any officer empowered to act for him, may request the Commanding Officer of that person, or when the Commanding Officer is not known, the nearest United Kingdom naval authority, to arrange for him to attend.

Such requests are normally to be complied with and the person concerned is to be ordered to attend. It should be noted that under paragraph 8 (2) of the Fourth Schedule "nothing in this Schedule shall compel any person to give or produce any evidence which he could not lawfully be compelled to give or produce in any court of criminal jurisdiction in England". Under Section 12 (1) of the Visiting Forces Act, 1952, a "service court" means a court established under service law and includes any authority of a country which under the law thereof, is empowered to review the proceedings of such a court or to try or investigate charges brought against persons subject to the service law of that country.

(b) Apprehension of deserters and absentees from Visiting Forces. - Section 13 of the Visiting Forces Act, 1952, applies certain provisions of Section 154 of the Army Act to deserters and absentees without leave from the forces of the countries concerned; if the authorities of any of those countries so request, the civil police in the United Kingdom will assist in apprehending a deserter or absentee.

No action is normally required under these arrangements by authorities or units of the United Kingdom forces. If a member of a visiting force surrenders himself as a deserter or absentee to any Naval authority, he is to be immediately handed over to the civil police.

2. An amendment will be made to Q.R. and A.I.

(The foregoing is the unaltered text of A.F.O. 1892/1954.)

(3712/105/38)

SECTION 2. - PERSONNEL.

508.

INSTRUCTIONAL FILMS AND FILM STRIPS - C.5762 - MARTIN BAKER EJECTION SEAT - MAINTENANCE - DISTRIBUTION.

With reference to Admiralty Fleet Order 349/1954, copies of the Air Ministry film "Martin Baker Ejection Seat - Maintenance", (Serial No. C.5762), are being obtained and initial distribution will be made without demand by S.N.3.0., Sydney, on the following scale:

H.M.A. Establishments	No. of Copies	
R.A.N. Air Station, Nowre	1	
R.A.N. Air Station, Schofields (for school of Aircraft Maintenance)	1	
R.A.N. Film Library, Sydney	1,	

(4518/61/327)

509.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA168 -ASSAULT COURSE TRAINING (INTRODUCTION AND PARTS 1-7) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA168, "Assault Course Training" (Introduction and Parts 1-7), has been revised and is now on the following scale:

H.M.A. Establishments	No. of Copies
Plinders Naval Depot	1(A)
R.A.N. Film Library, Sydney	15 A2
H.M.A.S. HUON	1) 4
H.M.A.S. LEEUWIN	174
H.M.A.B. LONSDALE	1245
H.M.A.S. LONSDALE II	1745
H.M.A.S. MORETON	î/A
H.M.A.S. RUSHCUTTER	17A)
H.M.A.S. TORRENS	

(A) Indicates copy of film strips already held.

2. All Ships and Establishments holding copies in excess of the revised allowance are to return them to the S.N.S.O.: Sydney. (4518/61/396)

510.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA514 -STARSHELL FIRING AND CONTROL (PARTS 1-3) -REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA.514, Starshall Firing and Control (Parts 1-3), has been revised and is now on the following scale:-

is now on the lottowing bears .		Copies	
H.M.A. Establishments	part 1	Part 2	Part 3
R.A.N. Film Library, Sydney	1(A)	1(A)	N11 N11
Flinders Naval Depot	1(A)	1(A)	Nil
H.M.A.S. HUON H.M.A.S. RUSHCUTTER	1(A)	1(A)	Nil Nil
H.M.A.S. LEEUWIN H.M.A.S. LONBDALE	ilal	1(A)	Nil
H.M.A.B. LONSDALE II	1(A)	1(A)	Nil Nil
H.M.A.S. MORETON	1(A)	1(A)	Nil
H.M.A.S. TOERENS	-//		

(A) Indicates copy of film strip already held.

2. All Ships and Establishments holding copies in excess of the revised allowance are to return them to the S.N.S.O., Sydney.

(4518/61/399)

509 - 510

514 - 515

511.

SCHOOL OF COOKERY - BALMORAL NAVAL DEPOT.

The School of Cookery at Balmoral Naval Depot has been re-opened and will conduct advancement courses and examinations for the rating of Leading Cook (S) and Leading Cook (O), refresher courses, and National Service and Reserve Training.

2. In future, ratings recommended for Leading Cook courses and examinations in accordance with A.B.R.10 (1953), Article 193, will be appropriated to either CERBERUS or PENGHIN.

3. Until the roster for course and examination for Petty Officer Cook (8) and (0) has been cleared of its backlog, the School of Cookery, Balmoral Naval Depot, may also conduct courses and examinations for the rating of Petty Officer Cooks (8) and (0).

4. Timetable of courses for Leading Cook (S) and (O) for the remainder of 1954 is as follows :-

Course "D"

3rd September - 1st October. 8th October - 5th November. 12th November - 10th December.

(4006/41/14)

512.

UNIFORM - NAVAL RATINGS - BEANCH BADGES - REGULATIONS GOVERNING ADDITION OF CROWNS AND STARS.

The instructions contained in Navy Order 435 of 1953 regarding the addition of Crowns and Stars to badges of Royal Australian Navy ratings remain in force.

2. Navy Order 302 of 1954 is cancelled, vide Navycirc 041 Item August, 1954.

(4716/1/171)

513.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORM FOR OFFICERS - SYDNEY - 1954/55.

Made-to-measure uniforms for officers of the Women's Royal Australian Naval Service may be obtained from Michael and Hodes, 1 Alberta Street, (between Oxford Street and Wentworth Avenue), Sydney. The prices operative during the financial year 1954/55 are as follows:

Jacket, cloth, superfine, officers 13,18, 6
Skirts, cloth, superfine, officers 7, 5, 0
Jackets, barathea, officers 11,12, 6
Skirts, barathea, officers 5, 7, 6

2. Navy Order 512 of 1953 is hereby cancelled.

(4533/81/193)

514.

WOMEN'S MOYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORM FOR RATINGS - SYDNEY AND MELBOURNE - 1954/55.

Made-to-measure uniform for ratings of the Women's Royal Australian Naval Service may be obtained from Michael and Hodes, 1 Alberta Street, Sydney, and Messrs. Ince Bros., 166 Swanston Street, Melbourne.

2. Prices operative during the financial year 1954/55 are

	Michael and Hodes	Ince Bros.
Jackets, diagonal serge	£8. 5. 0	£9.18. 3
Skirts, diagonal serge	£3.10. 0	£4. 2. 3

2. Navy Orders 308 and 513 of 1953 are hereby cancelled. (4533/81/190)

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES

515.

DEFECTIVE ELECTRICAL EQUIPMENT - REPORTING.

Ships and Establishments are to report defects in all general electrical and radio equipment on Form A.S.1183, except those already required to be rendered on Form A.21 for aircraft equipment and Forms S.1177A for compasses.

- 2. Reports are to be limited to the following :-
- (a) Individual failures of equipment or components which may merit the designer's attention.
- (b) Recurrent failures, even if of a minor nature.
- (c) All types of valves which fail recurrently at less then 1000 hours. It is not the intention that running times should be kept for all valves. When a recurrent failure is first observed, a Form S.1275(g) is to be commenced for the valve and the details noted rendered with or subsequent to the Form A.S.1183.
- (d) Such specific items as may be called for from time to time by the Naval Board.

When there is any doubt whether a failure merits the attention of the designer, a Form A.S. 1183 should be sent.

RENDERING .-

5. Form A.S.1183 should be completed in quintuplicate, aigned 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 General
Menager, Garden Island Dockyard,
Sydney.

Triplicate - To be forwarded to Administrative
Authority.

Quadruplicate - To be enclosed with the defective item if desputched to the Dockyard.

515

Quintriplicate - To be retained for record purposes.

NOTE: - For Gunnery Electrical Reports, one copy of Form A.S.1185 is to be furnished to the Gunnery Officer of the Ship for record purposes. Where electrical failure is associated with mechanical failure, reference to the corresponding Form S.1148 (R) is to be made on all copies of Form A.S.1165.

4. It is essential to provide on the form sufficient data to identify the component (or part) which is defective. If it bears a pattern number, this should be quoted, together with the maker's name and any other markings on it; if not a pattern article, the drawing number should be stated where applicable.

5. For all radio stores, the green inspection label, acceptance certificate, or history sheet, accompanying the article must be attached to the quadruplicate copy of Form A.S. 1183 or, if missing, a notation made to that effect. It is recommended that when an instrument is put into service, the green test label is secured inside the case so that it is readily available in the event of a defect necessitating a report or return for investigation.

6, Under the heading "Description of Defect" all the known data should be entered, including observed electrical and/or mechanical conditions, and whether subsidiary breakdown occurred.

7. The approximate length of service of the defective component should be given whenever possible. This is particularly important when reporting valve defects. Information concerning the behaviour of the valve or equipment prior to failure, details of any severe treatment which it has been necessary for the valve to withstand, and the estimated life of the valve, are of the utmost value and should be given.

8. When it is considered that an early rendering of Forms A.S.1183 is necessary but the cause of the failure may include human element and lead to disciplinary action, or where there is a suspected technical failure involving a ship's department other than the electrical, the cause of the defect should be entered on Form A.S.1183 as "To be reported later" or reference given to official correspondence.

FORWARDING OF DEFECTIVE SAMPLES .-

9. Samples of defective items should be forwarded in all cases where the cause of the defect cannot be positively established or fully explained, and where the defect is due to inferior material or bad workmanship which should be brought to the notice of the designer or manufacturer.

10. 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 reference be made on the Form A.S.331 to the effect that the article is the subject of a report on Form A.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 atores 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 General Manager, Garden Island Dockyard, Sydney.

11. In cases of doubt, when the item cannot be replaced in reasonable time except by local repair, or when unduly bulky, the article - either radio or general electrical - should be retained on board and the fact noted on the Form A. S. 1183. Naval Board instructions will then be given.

12. The General Manager, Garden Island Dockyard, is to arrange for an examination to be made of all returned defective electrical equipment reported on Form A.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.

13. Navy Order 393 of 1953 is hereby cancelled.

(3526/12/1181)

516.

GUNS - Q.F. 40 mm. MARK 11 - BUFFER - MODIFICATION.

The following modification is approved :-

Gun Q.F. 40 mm. Mark 11

Parts affected DT 018 BUFFER, left gun - Assembly

DT 044 BUFFER, right gun -

DT 070 BUFFER, left gun - Assembly DT 096 BUFFER, right gun -

Assembly

Purpose To reduce the possibility of fouls

between gun and Mark 5 mounting.

Ature of modification Check DT 566 CYLINDER, buffer, left

Nature of modification Check DT 500 CYLINDER, buffer, gun and DT 579 CYLINDER, buffer, right gun for length dimension of 149 mm. between front end and inner side of flange and machine

as necessary.

Machine lower boss of cylinder to 28 mm. dia. and add redii as

shown.
Bar out existing marking and
stamp "DT 735" on cylinder for
left gun and "DT 748" on cylinder

for right gun.

Nil.

Drawing NOD. 3138/369.

New parts required

By whom to be done

When to be done

R. A. N. Armament Depots.

This modification applies to unmounted guns only. It must be applied before they are issued

for mounting.

2. Buffers fitted with modified cylinders will be known as follows :-

DT 122 BUFFER, left gun - Assembly With DV 033 ROD.

DT 148 BUFFER, left gun - Assembly With DV 046 ROD.

Schedule of Modifications, Part 1.
 Gun: Q.F. 40 mm. Mark 11 and Accessories.
 Add Seriel No. 22.

(The foregoing is the text of A.F.O. 1912/1954 altered to meet R.A.N. conditions.)

(4428/43/205)

517.

H.M.A. FLEET TUGS - ALTERATION AND ADDITION ITEM.

The following alteration and addition item is approved in principle for H.M.A. Pleet Tugs :-

CLASS LIST ITEM NO. 153

Classification "A"

ITEM: "To convert the existing $7\frac{1}{2}$ " exhaust fan in the crew's space to a supply fan and the natural supply trunking to a natural exhaust.

Additional lagging to be fitted, if possible, on the trunk from the fan in the engine room where it passes through the galley."

COMPENSATING WEIGHT REQUIRED: Nil.

REFERENCES: (a) F.O.I.C. E.A.'s 1085/505/3/30 of 13th April, 1954.

- (b) PENGUIN's BND 7/4/8 of 17th March, 1954.
- (c) SPRIGHTLY'S PROPOSAL S/A.
- (d) NAVY OFFICE DRAWINGS NOS. 120D/5349-1 120D/5349-2 120D/534- FLY (H.M.A.S. SPRIGHTLY) (4300/1/47)

518.

PACKAGING - RESTRICTIONS ON THE USE OF HAY AND STRAW AND CERTAIN OTHER SIMILAR PACKING MATERIALS.

Restrictions in certain countries on the use of hay and straw packing materials are set out in Appendix 1; for this purpose "hay and straw packing material" should be regarded as including flax rug and old canvas bags. Similar restrictions also exist on certain other packing materials where this is specially indicated in Appendix 1.

The term "Used sacks" covers used or second-hand sacks or wrappings of jute, hemp, nankeen or other similar fibres.

- 2. Care is to be taken that these materials are not used in packages sent to countries which impose a total prohibition on import, e.g., Japan, Piji.
- 3. When such material is to be used for packing stores to be shipped to countries shown in Appendix 1, Category 2, arrangements must be made for such packing to be cleared by the Commonwealth Department of Health, before use and the necessary certificate obtained, placed in a waterproof envelope, Patt. 4562, and attached to the outside of each package by means of a metal cover embossed "Disinfection Certificate".
- 4. When received without the necessary certificate, packages are to be held in bond in order that arrangements can be made for the destruction of the material under supervision of a quarantine officer. Attention is drawn to Consolidated Orders and Regulations, Article 538, in this regard.
- 5. Additional information on quarantine regulations should be obtained from the Department of Health if required.

(The foregoing is the text of A.P.O. 1310/1954 altered to meet R.A.N. conditions.)

(4476/10/9)

APPENDIX 1

Category 1 - Countries which impose a total prohibition on imports of hay and straw packing materials.

Fiji.

Japan (straw only).

Category 2 - Countries which require a certificate of sterilization, or other certificate as indicated.

Australia (including used sacks). Wooden crates to be accompanied by a certificate to the effect that no sycamore or chestnut has been used in manufacture, that bark has been removed and that timber is free from infestation by sirex (wood wasps).

British Solomon Islands (see also category 3).

Canada (including used sacks). New Zesland (including chaff and

Union of South Africa (including used sacks). (See also category 3).

United States of America.

used sacks).

Category 3 - Countries which require the packing to be destroyed on importation.

Australia (alternatively packing may be placed in a bond store for 90 days). (See also category 2).

Union of South Africa (or packing may be placed in a bond store for four months). (See also category 2).

United States of America.

SECTION 4. - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

519.

MEDICAL STORES - ANTIBIOTICS.

Navy Order 167 of 1954 is to be amended as follows :-Item 728/7 Stilboestrol (Hospitals only) -

The restrictions regarding usage are deleted from column 3. The drug is only on scale for Royal Australian Naval Hospitals.

(4482/1/166)

520.

R.A.N. SCALES OF MESS GEAR.

R.A.N. Scales of Mess Gesr have now been adopted and supersede those in B.R. 93(51). Victualling Manual.

 A supply of the R.A.N. scales has been forwarded to Ships and Establishments concerned. Purther copies may be obtained, if required, on application to the Director of Victualling, Navy Office, Melbourne.

3. Navy Order 222 of 1953 is hereby cancelled.

(4530/1/113)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY.
521.

BOOKS - UPPER AIR DATA FOR USE IN NAVAL GUNNERY.

A number of Naval Weather Service Memoranda has been published which deal with the calculation and use of upper air data required for gunnery purposes. These publications are -

- (a) N.W.S. Memo. 134/45. Windfinding by radar.
- (b) N.W.S. Memo. 149/52. Computation of upper winds from balloon escents at sea.
- (c) N.W.S. Memo. 150/53. Estimation of Ballistic temperatures at sea.

 (Note.- An addendum to

(Note.- An addendum to this memo. covering conditions peculiar to the Persian Gulf and Aden areas is being printed.)

- (d) N.W.S. Memo. 152/54. Calculation of ballistic winds.
- 2. As the information in these publications is not normally required by all users of the Range Tables it is not intended to issue these memoranda generally as an amendment to Addendum No. 1 (Upper Air Data for use in Naval Gunnery) B.R. 980 A(1) 1935 Notes on Ballistics, but the extracts will be included when this book is revised.
- 3. It is desired, however, to draw attention to the existence of these Naval Weather Service Memoranda which are held by all qualified Naval Meteorological Officers, and which should be consulted when dealing with the subject of upper air data for gunnery purposes. N.W.S. Memorandas 149/52, 150/53 and 152/54 are being issued also to those qualified Navigating Officers who hold an abridged set of Meteorological Publications.

(The foregoing to the unaltered text of A.F.O. 1864/1954.)
(4139/40/249)

522.

B.R. 226(B)(45) - ESTABLISHMENT OF SPARE PARTS, TOOLS AND ACCESSORIES FOR GUN MOUNTINGS OF ALL SIZES UP TO AND INCLUDING 6 IN. HANDWORKED - REVISED FORMAT.

Attention is drawn to Amendment List Number 5 to B.R. 226 (B).

- 2. B.R. 226 (B) as originally issued contained folios giving the allowance of spare parts, tools and accessories for gun mountings of all sizes up to, and including six inch handworked. The establishment allowed all folios to all ships irrespective of the mountings fitted.
- 3. In order to reduce effort on board and to avoid reprinting, folios have been re-designated as Parts as shown in the new list of contents. Ships should, in future, carry only those parts which are applicable to their armament.
- 4. Title pages, which will also serve as dividing sheets, will be distributed with Amendment List Number Pive. These title pages should be inserted in sequence in copies of B.R.226(B). The Parts of the series which are then not applicable to the ship's armament should be despatched to the S.N.S.O., Sydney. Care should be taken that these Parts are protected against damage in transit, and are returned complete.

5. The current establishment of B.R. 226(B) for ships is given below. As the stock is limited, any complete copies held and not required should also be returned to the S.N.S.O., Sydney.

6. Current establishment of B.R. 226(B) (Applicable parts only).

Plag Officer	No. Copies	Remarka Plus 1 where a Staff (L) Officer is borne.
Senior Officer Reserve	1	
Cruisers	2	
Light Fleet Carriers	2	
"Daring" Class	2	
Squadron Leaders	2 2 2	
Repair Ships	2	
Destroyers (all types)	2	
Prigates (all types)	1	

(The foregoing is the text of A.F.O. 1744/1954 altered to meet R. A. N. conditions.)

(4139/13/1136)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 1st September, 1954.

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

By direction of the Naval Board,

J. T. Buuming 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 Retablishments, and others concerned.

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Sub ject

Gummountings - 4.5 Inch Twin R.P. 41 Mountings Marks 6 and 6* - Modifications.

523.

GUNMOUNTINGS - 4.5 INCH TWIN B.P. 41 MOUNTINGS MARKS 6 AND 6° - MODIFICATIONS.

Appendix I to this Order lists all Admiralty modifications applicable to the 4.5 inch R.P. 41 series of mountings since introduction into Maval Service. Appendix II lists local modifications which it has been found desirable to incorporate.

- 2. R.A.N. "Battle" Class Destroyers are fitted with Mark 6 mountings and R.A.N. "Daring" Class ships will be fitted with Mark 6* mountings. The second column of Appendices I and II indicate the mark of mounting to which the modification applies in the R.A.N.
- 5. A gradually increasing number of modifications will be incorporated during manufacture, as shown in the relevant Gunmounting History Sheet. Defect List items are to be raised to have outstanding modifications, applicable to the mark of mounting, carried out by Dockyard, quoting this Order as authority.

4. A notation is to be made, on completion of each modification, in the History Sheet for Gunmountings (Form A.S.1145 Z). The short description of the modification may be omitted from the History Sheet as the modification number will now be sufficient identity.

5. Associated spare gear is to be modified concurrently.

6. Navy Orders 257 and 337 of 1951, 178 and 187 of 1952, 148 and 528 of 1953, and associated modification lists, are hereby cancelled.

(4429/123/124)

M.36408, Rev. M.42492/3 & 4 N.36411 N.44999 M.36312 N.36400 M.36400 M.36400 M.41474			APA.	APPENDIX I		
6 & 6x Admiralty Standard Pipe Coup- 14ngs to be fitted in lieu of Eruseto Connections 8	ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DHAWINGS	BUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
6 & 6x Fit Buards for Cables into Dither Motor 5 & 6x Fit Pipe Guards 6 & 6x Fun Modified to Clear Loading at High Elevations 6 & 6x G.S. Pump Ratchet Handle (Gunhouse). Stop Fitted to Prevent Cradle Foul. 6 & 6x Hand Access Hole provided. 6 & 6x All Tallies to be of Grown Metal or Brass. 6 & 6x Fit Holst Cradle Foul.	н	6 & 6x	Admiralty Standard Pipe Coup- lings to be fitted in lieu of Ermeto Connections			For Oil Berro and Acceleration Feed Back Units in R.A.N. Mount- ings with Ermeto Connections Modify to D.O.U.W. A/22894.
6 & 6x Firing Clicuit Leads. Cable Run Medified to Clear Loading at High Riewations 6 & 6x 6.8, Pump Ratchet Handle (Gunhouse). Stop Fitted to Prevent Cradle Foul. 5 & 6x 5x Hand Access Hole provided. All Tallies to be of Crown Metal or Brass. 6 & 6x C.0.6. b Dashboard, Loading Tally for R.H. Holst	64 PC	45	Fit Guards for Cables into Dither Motor Fit Pipe Guards	N. 36408, Rev. N. 42492/3 & 4		
6 & 6x G.8. Pump Ratchet Handle (Gunhouse). Stop Fitted to Prevent Cradle Foul. 6 & 6x E. & T. Header Tanks. Extra Hand Access Hole provided. 6 & 6x All Tallies to be of Grown Metal or Brass. 6 & 6x G.0.G."s Dashboard, Loading Tally for R.H. Holst	4	45	Firing Circuit Leads. Cable Run Modified to Clear Loading at Hich Rievations	N. 56587, Rev.		
6 & 6x E. & T. Header Tanks. Extra Hand Access Hole provided. 6 & 6x All Tallies to be of Grown Metal or Brass. 6 & 6x G.0.G."s Dashboard, Loading Tally for R.H. Holst	N.	6 & 6x	G.S. pump Ratchet Handle (Gunhouse), Stop Fitted to Prevent Credie Foul,	N. 59512		
6 & 6x All Tallies to be of Grown Metal or Brass. 6 & 6x G.0.G.'s Dashboard, Loading Tally for R.H. Holst	9	48	E. & T. Header Tanks. Extra Hand Access Hole provided.	N. 364004 N. 36400		
6 & 6x C. O.G. 's Dashboard, Loading	7	-8	All Tallies to be of Grown Metal or Brass.			
modified	60	6 & 6x	C.O.G. s Dashboard, Loading Tally for R.H. Holst modified,	N. 411.74	K	

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
9	6 & 6m	Guard fitted round ladder and non loading side of cartridge hoists	N. 36567	ME THE	THE PARTY OF THE P
10	6	Shell Ring. Cap Cut to clear fuze when placing Shell in Outer Shell Hoist Tilting Tray	N. 36530. Rev.	15 15	
11	6 д бя	Shell and Certridge Hoist Tilting Trays. Catch fitted to look tray in closed position until Shell or Cartridge is lifted clear of opening	N. 39671 N. 36542		Pixed Structure similar
12		Cancelled	P. Wells mr.		
13	6 & 6sc	Gun R.O. Contacts. To be resited on top of Breech Ring	N. 36389		
14	6 & 6st	Mantlet Plate. Eyebolt fitted to facilitate removal of Breech Block	n. 36322	W III	See also A, N, 54 and 286
15	6 & 6m		N. 42488 N. 42487		
16	6 & 6m	Trainers Position. Sector Control Switch reised	N. 41463 N. 41285	Land Control	

17	6 & 6m	Training and Hand Maintenance System. Pressure Gauges set to Face Trainer	N. 39495		
18	6 & 6m	C.O.G.'s Position. Knee Height Guard fitted on Front Plate	N. 36453. P.	//	
19	6 & 6m	C.O.G.'s Position. Lip of overhead plate cut away and half round ber welded on	N.36453.F.		
20	6 & 6m	F.S. Solenoids. Lead encased wiring to be replaced by flexible cable			
21	6 & 6m	Gunhouse Walls. Access holes provided for access to Gear and Maintenance	N. 37300	See also A.N.55	
22	6 & 6m	Provision of fixed piping to facilitate filling of Header Tanks	N. 45614		G
23	6 & 6m	Training Receiver Vernier. Reposition to bring within reach of Man Observing Dial	N. 37247		
24	6 & 6m	G.B. Pump. Ratchet Handle fitted to By-pass Valve in Gunbay	N. 42497		
25	6 & 6я	Interlock fitted to prevent operation of Rammer Push Button if Breech not open	N. 39968		
26	6	and/or Gun not run out Sight Port Flap Door. Quadrant etc. fitted to per- mit locking in open and closed position.	N. 37327		523

N.0012-2.

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
27 28	6 & би	C.O.G.'s Position. Handgrip fitted to facilitate manning Cancelled	и. 36599		See 134	
29	6 & 6ш	C.O.G.'s Position. Illumina- tion provided to instrument panel and G.S. pump pressure gauge	N. 36444 Rev.			
30	6 & 6я	Gunhouse floor access doors. Latches arranged to permit opening from Gun Bay	N. 37213			
31	6 & 6m	Gunshield. Rigols fitted over vent doors	N. 39373			
32	6 & 6m	Platform for striking down ammunition, Stay guide stiffened	N. 36567			
33		Cancelled	Lance of		Bee 244	
34	6	Battery Box (a) Additional Gas vent fitted. (b) Lid securing screws to be "captive".	N. 36548		(b) Future manufacture	
35	6 & 6s	Fit recoil indicator	N. 43173		(b) Favaro manuracouro	
36		Cancelled			See 183	
37	6 & 6m	Shell Hoist Solenoid to be fitted with terminal box down	N. 36498. Rev.		See also 151	

38	(1	Cancelled	and the same of th	8ee 194
39	6 & 6st	Trunnion Bracket Tie Bar. Clearance Hole in Gun Ports increased from 2"3 to 5"5 to permit lifting cradle without removing Tie Bars	н. 37309. г.	
40	6 & 6m	Drainage provided for gutter round gunhouse floor access doors	N. 39491	200
41		Cancelled		Bee 206
42	6 & 6m	Cartridge Chute cut to facili- tate dismantling of Recoil System		See also 297
43	6 & 6m	Control Valves etc. Bave alls fitted	N. 39493	
1414	6 & 6st	Lower Mantlet Plate. Support cut to facilitate Removal of Breech Operating Spring Case	N. 36323	
45	6 & 6m	Cradle. Cover Plate fitted over hole after positioning 1/N.36327	N. 36335 Sheet 1	
46		Oradle. Fit drainage strip	N. 36295	Mtgs, reg. Nos. 1 and 2 only.
47	6 à 6m	Recoil and Recuperator Cylinder Glands. Fit Synthetic Rubber Seals	N. 36302 N. 36300	
48	6 & 6s	Hydraulic Breech Opening Gear to be repositioned	N. 44913	

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
49	6 & 5m	Shell Hoist. Interlock fitted between tilting tray and hoist clearing lever to prevent operation of clearing lever unless tilting tray is open	N. 36525 Rev.		Pixed Structure similar
50	6 & 6g	Fitting of Patt. No.17095 resilient mounts to certain lamp fittings etc.	N. 37263 N. 36412		
51	6 & 6m	C.O.G.'s Dashboard. "Nature of Fuze". Tally to read "Type of Fire". Stencils to read "A", "S" and " " " respectively	N. 36441		See also 129
52	6 & 6m	Gunshield, Ladder fitted at rear for access to roof	N. 43900		
53		Elevating Cylinder, Leakage Valve removed.	region of		This valve was never fitted in R.A.N. Mountings
54	6 & 6st	Welded Branch Pipes substi- tuted for Built up sections of piping	Part N. 37233 Rev.		
55	6 & 6st	Training Gear. Solenoid operated brake fitted to prevent mounting taking charge in the event of power failure	N. 37261 N. 37260		

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56	6 & 6m	Control terms amended from "R.P.C." and "Joystick-off - Power" to "Auto" and "Joystick-start-power"				
57	6 & 6s	Elevation receiver. Type C.M. Mk.2 replaced by type C.M. Mk.1sm ("M" Type Range Trans- mission replaced by Mag- elip in A.F.C.C. Mk.22)	1000			
58	6 & 6m	Training Drive. Flexible Couplings increased from ".03 to ".06 thick	N-39696			
59	6 & 6m	fraining Cut off Cam. Profile of Cam altered to lengthen period of cut off	N. 41214		See also 212	
60	6 & 6m	Window Wiping Gear Ram Unit. Stiffening Bar fitted to Driving Berew Brackets	N. 39678		8ee 165	9
61	6 & 6s	Loading Tray. Method of securing tray to supporting bracket modified to facilitate assembly	N. 36320	4		
62	6 & 6m	Loading Tray. Metal removed from forward end for inspec- tion and cleaning purposes	N. 36319 Rev.			
63	6 & 6m	Gradle. Drainage of pockets	N. 45616		4	
Est. I	1 Comme		N. 36335 Sheet 1	1227.23		
64	6 & 6m	Mantlet Plate, Drainage	N. 36323	1 100016-11	See also 237	
		Trough fitted				523
	1	The second secon				G

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
65	6 & 6m	Spent Cartridge Chute, Cover Plates stiffened	N. 36453.P		
66	6 & 6m	Breech opening gear. Ram Unit Valve modified to reduce initial load on ram	N. 44913		
67	6 & 6m	Breech Opening Gear. Ram Unit modified to facilitate assembly of soft packings	N. 44913		
68	6 & 6x	8.A. Cam. Profile modified to reduce violence of ejection	N. 44919		1
69	6 à 6m	Rounds fired counter fitted to record rounds fired and transmit rounds fired to G.E.C.U.	и. 44808		
70	6 & 6m	Horizontal Roller Access Hole Cover Plate. Holes in Cover Plate pitched to permit removal of cover without disturbing Clip Bolts	и. 36449		
71	6	Convectors fitted at front of mounting in lieu of radiators	N. 41290 N. 41289		
72		Cancelled			Bee 224
73	6 & 6m	Air Blast Gear. Dash pot fitted to prolong duration of blast			Ordnance item incorporated in air blast control bracket

74		Cancelled	The same of the same of			
75	6 & 6st	Vokes Filter fitted to clean oil during filling of Servo System	N. 45662 Rev.			
76	6 & 6m	Training out off gear. Lubrication amended.	N. 43892			
77		Cancelled				
78		Cancelled	W Total		See 142	
79	6 & 6st	Rammer Head. Stronger Spring fitted to eatch bolt	N. 36347		See 192	
80	6 & 6ss	Rammer Gear, Cows Tsil Spring Adjustment locked	N. 36351		Bee 221	
81	6 & 6m	Central Trunk. Drains from Side Pockets fitted	N. 45612			
82	6 & 6m	Elevation Locking Bolt. Indicator Plate fitted to show position	N. 36575			H
83	6 & 6m	Horizontal and Vertical Training Rollers. Additional Oil Lubricating Boxes fitted	N. 41224 Rev.		and the latest	
84		Cancelled				
85	6 & 6m	Gunshield. Rear Access Door. Inside Handle and Clip fitted	N. 36364			
86	6 A 6m	C.O.G.'s Seat. Stop Plate modified to make less dangerous	N. 39456 N. 39455			
87	6 & 6m	Elevating Cylinder Trunnions. Reduction of clearance	N. 36556.F	31		
88	6 & 6m	Transom fitted between Trunnion Brackets	N. 39500			523

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
89	6 & 6m	Rammer Head. Indicator Patch to denote position of Head	N. 36347			
90	6 & 6ss	Elevating Cylinder Gland, Synthetic Seals fitted	N. 36573 Rev.			
91	6 & 6m	Ranmer Cylinder. Synthetic Seals fitted	N. 36355 N. 36353			
92	6	Shell and Cartridge Hoists. Synthetic Seals fitted	N. 38735 Rev. N. 38334 Rev. N. 36467 Rev. N. 36462 Rev.		See also A.N. 67 Mk. 6m Mountings will be fitted in manufacture	
93		Cancelled			See 142	
94	6 & 6m	G.S. Pump System. Hydro- Pneumatic Accumulator to be fitted	N. 45691 N. 45690 N. 45686 N. 45685 N. 45682 N. 45681 N. 39494 N. 39476	N.45685 All items N.45682 All items N.45681 All items N.45680 All items		
	12		N. 39313 N. 39310 N. 39309 N. 37226 N. 37225 N. 36599 N. 36531 Rev.	N. 39309/8, 9, 12 & 13 N. 37226/33, 41, & 42 N.37230 All items B. U. 1/2	Item 34 inscription altered	

N.0012-3.	95	6 &	6#	Trunnion Spherical Bushes made in helves	N. 45671 N. 36326.F Rev. N. 36325.P Rev. N. 36318 Sht. 3		
	96	6 a	6 x	Cradle. Jacking Gear to enable removal of Trunnion Bushes and Strut to secure Cradle at zero	N. 46102		
	97	6 8	6×	Servo Pump. Guard for Pipes	N. 45613		
	98	6 8	6#	Local Puze Setting Trans- mitter, stiffening of brackets	N. 41286		
	99	6 8	6 a t	Training and Elevating Gear. Modification to Lubrication arrangements	N.42484 Rev.		13
	100	5 8	6m	Oradle. Reinforcement of Inner Side Plates for S.A. Cams of Breech Mechanism	N. 45666		
	101	6	6 ft	Loading Tray. Modify Front End and check starred dimensions	N.36319 Rev.		
	102	6	6 m	Rammer Control Valve and Operating Gear. Fit combined bracket	N. 45667		
	103	6	6 6 m	Gunshield. Pront access cover to be split for access to training resetter etc.	N. 37309. P.		Vn.
	104	6	4 6m	Breech Operating Unit.	N. 45960		523
		14 2		Platform for assembling	N. 45927	T.	

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ADMIRALTY MOD. NO.		RK OF UNTIN		DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	- 523
105	6	& 6m	Tool Releasing Breech Block Clip for	N. 43891 Rev.			-
106			Cancelled	Action 10		Bee 96	
107	6	6 6 m	Puzesetter Head. Remote Retraction.	N. 44807		500 50	
108	6		Dither Notor and Cable Box. Provision of Glands	N. 44806		P1001010	
109	6	£ 6#	Mk. 7 Furesetting Machines. Pit leather guards	65568 G.B.		See also 254	
110	6	6 6m	Watertank for window cleaning gear. Fit pressure gauge in lieu of air relief valve	N. 42495 N. 39685	-	D	24
111	6	6 6m	Rammer Cylinder Guard. Fit watertight joint	N. 36324			
112	6	6 6 m	Pull Back Gear modified to give full extent of recoil	N. 36337/5 N. 36336/5		200	
113	6	k 6m	Shell and Cartridge Hoists. Pawle to be spring loaded	N. 36461 N. 36460 N. 36455		Fixed Structure similar	
114	6	k 6m	Breach Block Buffer. Modifications to clear	N. 46104 N. 46103 N. 42484 Rev. N. 37212 N. 37207 N. 37206. F			

					523
121	6 & 6m	Recoil Cylinder Control Rod. Extension fitted to facili- tate withdrawal	N. 36300 N. 36298		10
120	6 & 6x	Shell troughs on revolving Platform. Waiting tray not required	N. 36530 Rev.		
119	6 & 6×	Rammer Push Button Inter- lock. Spring fitted on Safety Lever	N. 39968 N. 36323 N. 36322		
118	6 & 6m	Air Bottles. Separate drain required for each bottle	N. 39485 N. 39476 N. 39313 N. 37226 N. 37225		15
117	6	Trunnion Bearing Keeps. Shims to be fitted	N. 45676 N. 36326. F. Rev. N. 36325. F. Rev.	Applies only to mountings which were originally fitted with spherical bushes in one piece	
116	6 & 6x	Tilting Tray. Roller Engaging Sliding Cem. Spherical face altered to parallel face	N. 36505 N. 36473	Fixed Structure similar	
115	6 д 6я	Servo and Replenishment Pumps. Increased bore pipes to facilitate setting of Relief Valves	и. 42487 и. 39495		
	1-		N. 36596 N. 36595 N. 36594 N. 36325. F. Rev.		

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
122	6	Battery Boxes to be modified to accommodate new type cells Patt. No.14165. (Old type cells Patt. No.14084 while available should be used in unmodified boxes.)	и. 36549 N. 36548 A. P. O. 3749/52			
123	6 & 6m	Guard rail and foot guard fitted to edge of gunwell	N. 42429			
124	6 & 6x	Larger C.O.B. required due to addition of remote retraction of Fuze Setter Head	N. 41462 Rev. N. 41286 Rev.			16
125	6 & 6m	Oil Servo System. Running and filtering stope added to cocks	N.39490 Rev.			6
126	No.	Cancelled			See 244	
127	6 & 6m	Access door in gunhouse floor. Stop added to hold clear of switch	N.36600 Item 2 Mod. Item 7 added			
128	6 & 6m	C.O.G.'s Telegraph. Dial lettering modified	N.35547 Rev.		See also 199	
129	6 & 6×	C.O.G.'s Dashboard. Stencils fitted in "Nature of fure lamps" modified	N. 41479 N. 41474 N. 36441		See also 51	
130		Cancelled .		1		

131	б <u>&</u> бш	Wantlet weathering, Relief Valve and Pump Attachment resited	N. 37313 N. 36362 Item 11 Mod.		
132	6 & 6m	Rammer Control Valve. Recooking Device provided	N. 45679 N. 45667 N. 36358 Rev.		
133	6 & 6st	C.O.G.'s Position. Pressure Gauge and Stop Valve for G.S. Pump System provided	N. 39494 N. 39317		
134	6 & 6st	Cartridge Hoist, Telegraphs not required	N. 36551 Rev. N. 36547 Rev.	Fixed structure similar	
135	6 & 6#	V.S.G. Machines. To be fitted with Thermometers	N.38454/18 N.38446 8ht.3 Items 155-157 N.38413 8ht.5 Items 177-179 N.38409/6-8 N.38401 8ht.3 Items 166-168		17
136	6 & 6m	C.G.G.'s pashboard. Red and green lamps in safety firing circuit to be changed to one lamp of amber and one contact removed from lemp switch	N. 41479 N. 41474 N. 37334 N. 37331 N. 36441		
137	6 & 6m	Cradle Top Plate. Covers for Holes	N. 45700		
138	6 & 6s	Revolving Platform. Tread Plates added where shell waiting trays were removed	W. 42477		
		7			523
	1			4	-

DMIRALTY IOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS O. N. O. 19/53	REMARKS	
139	6 & 6ж	Puse Setting Metadyne. Repositioned off gunhouse floor	N. 48632 N. 48631 N. 48630 N. 48629 N. 46562 N. 45662 Rev. N. 41480			
			N. 41479 N. 41460 N. 39313 - N. 37263 N. 37225 N. 37223 Rev. N. 36423 Rev.			t
140	6" & 6st	Shell Hoist, Starting Valve Gear. Collar and stronger spring to be fitted	N. 42732 N. 38341 N. 36493			
141	6я	Local Battery to be deleted, L.P. Supply. C.O.S. also deleted	N. 41282 Rev. N. 41281			
142	6 & 6x	Rammer Control Valve. Pressure biased type fitted in lieu of spring type	N. 48621 N. 48620		Sec also 276	
143	6 & 6st	Centre of rotation cone to be fitted to turret roof	N. 37311.F			

144	6 & 6m	Shell and cartridge hoists. Extended cut-off cam guides and guards to be fitted	N. 47785 N. 47784 N. 47783 N. 47774	Cartridge Hoist	
		THE TOTAL	N. 47773 N. 47772 N. 36589 N. 36524 N. 36521 Rev.	Shell Hoist	
			N. 36516 Rev. N. 36512 N. 36511 N. 36505 N. 36504 N. 36481	Cartridge Hoist modified	
		*	N. 36538 Rev. N. 36490 Rev. N. 36498 N. 36473 N. 36472 Rev.	Shell Hoist modified	19
145	6ж	Puzesetter Head not to retract unless fuze number is up-to- date	D.E.E.16579 D.E.E.16230	See A.N.51 for Mk.6 mountings	
146	б & ба	Box containing clear and reset pushes for Mk. 7 Fuse- setter to be moved about 3 inches forward	N. 41287		
147	6 & 6#	"Auto-Joystick" C.O.S. resited	N. 46569 N. 41282 Rev.		
148	6s	Joystick Unit. Bottom supporting cross bar to be removed	N. 41283 Rev.	(20)	
					523

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
149	6 & 6x	Seatings to be arranged on turret roof for type 900 M.V. measuring sets	N. 48766 N. 37311.F			
150	6 & 6m	Stowage position for tools for operating breech mechanism to be common on Mk. 6 & 6m mountings	N. 48625 N. 45692 Rev. N. 43891 Rev.			
151	6 a 6m	Shell Hoist Inner. New design shell grips to be fitted	N. 47936 N. 36500 Rev.	N.47936 All itema		
152		Cancelled			See 250	20
153	6ж	Fuze Setting Switch. Hand retraction not required	N. 44807 N. 36535 Rev. N. 36502 Rev.			J
154	6	3.75 H.P. Rlavating Motors to be replaced by 7 H.P. Motors	X.1118208 X.1111412 N.46513 N.46512.F N.36433 N.36408 Rev. N.36394 Rev.	X.1118208 7 H.P. Starter X.1111412 7 H.P. Motor N.45613/3, 4, 7 & 8 N.46512.F All items	Mk. oz Mountings will be fitted in manufacture	
155	6 & 6m	Safety Harness provided for loading number	n. 498) h		man man a	
156		Recoil Pistol Rods. Future manufacture and replacements to be made from steel to specification B.S.S. 970 - EN.21	N. 36297/1 & 2			

157	6 & 6#	Intensifiers. Synthetic seals fitted	N. 36308 Rev. N. 36307 N. 36306 N. 36305 Rev.	N. 36308 Rev. Items 14 and 18 - 27		
158		Gun position idicator dials to be fitted	N. 49737		Applicable to Frigate mountings only	
159	6	Shell and cartridge hoists. Stronger shaft fitted to Tilting Tray Operating Gear and Toe of Cam blended away	N. 38742 N. 38741 N. 38322 N. 38521 N. 36505 N. 36504 N. 36473 N. 36472 Rev.	N. 38741/45 N. 38321/46 N. 36504/1 N. 36473/44	Mk. 6% Mountings will be fitted in manufacture	
160	6 & 6#	Shell and Cartridge Holate. Stronger spring fitted to top lifting pawl	N. 36456/25	1	See also 243 Fixed structure similar	21
161	6 & 6#	Servo and replenishment pumps. To be flexibly mounted	N. 49743 Rev. N. 42488 N. 42487 N. 39495 N. 39487 N. 36541 Rev.	N. 49743 All iteme N. 36541 Rev. Items 2 - 11		-
162		0,0.T.'s Seat. New seat to facilitate access	N. 39460		Future production only	
163		"X" Turret, Limited are of fire, (C.R.B.F.D. personnel blast)			Under investigation	
						523

APPENDIX I

-	ADMIRALTY MOD. NO.	MARK OF MCUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS O. N. O. 19/53	RRMARKS	
	164	6	Safety of crews in auto controlled mountings. (Permission to enter arrangements.)	Navy Office 1095/2 N. 41478 N. 41477 N. 41463 A.N. Sht. 1 N. 41459 N. 41285 N. 41281 N. 36446 N. 36446 Sht. 2 N. 36412 A.N.		Mk. 6m Mountings will be fitted in manufacture	22
	165	6 & 6st	O.O.T.'s Position. Window Wiping Gear for look-out hood. Modified drive	N. 49016 N. 49012 N. 39677. F. A. B. N. 39676 N. 37322	N. 49012 Item 1 = 17	Bee also 222	2
	166	6 & 6m	Oil Servo Units, Domed perspex sight glasses fitted	x. 1569863	X. 1569863		
	167	6 & 6m	Elevating and training control units. Connection between V.S.G. "A" End Tilt Control Lever and Servo Piston altered to Cheese headed pin and split pin	n. 39947			
	168		Cancelled		1.5. Fl		
	169		Cancelled		Description of		

170	6 & 6m	Spent Cartridge Chute stiffening fitted at back	N. 37281 F.A.B. N. 36457 N. 36453 F. and F.A.	-		
171	6 & 6x	Rammer Control Valve, Fit stiffer operating linkage	N. 36358 Rev. N. 36356. P. Rev.	N. 36356.F.Rev. All items		
172		Rammer Control Valve Operating Gear. Electric and Mechanical Release. (Bomb Release) Gear to be adopted	1	=	Under investigation	
173		Drill Loading Trays. Existing Trays to be replaced by portable extensions of spent cartridge chutes etc.	N.50782 N.50781			
174	6	V.S.G. Units, Reduction of noise, Corrected ground gears to be fitted	N. 38450/1 & 3 N. 38422/7 & 9 N. 38404.7/9 &	N. 38450/1 & 3 N. 38422/7 & 9 N. 38404. F/9 &	Mk. 6s Mountings will be fitted in manufacture	23
175	E.	Breach Opening Gear, Automatic Operation of Control Valve to speed return of Breach Block to loading position (Drill Loading)			Under investigation	
176	6 & 6g	Flexible Hoses. Provision of Preserving Plugs to prevent entry of dirt etc. in stowed position	N. 45684 N. 45663 N. 45614 N. 39313 N. 39305 N. 39304	PART OF THE PART O		
				1-1		52

ADMIRALTY MOD. NO.	MARE OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	23
177	6 & 6x	Rammer Cylinder. Improved cut-off and syncthetic rubber packings fitted to piston	N. 36355 N. 36353	N. 36353/44, 48 and 49		
178	6w	Communications, lighting, etc. and positions of equipment modified	N. 49006 N. 49004 N. 48635 N. 48628 N. 46561 N. 41463 N. 41463 N. 41461 Rev. N. 41287 N. 41287 N. 41287 N. 41288 N. 41283 N. 41283 N. 41283 N. 41283 N. 41284 N. 4128			2
179	6 & 6m	Air Blast System. New nozzle and modified H.P. & L.P. Air Systems	N. 45685 N. 39476 N. 39313 N. 39310 N. 39309 N. 37226 N. 37225 B. U. 1	800 94	8ee 94	

180	6 & 6m	G.S. Pump. Additional pressure gauge and stop valve fitted in gunbay adjacent to by-pass valve	Part N.39681 N.39494 N.37229	Part N.39681/29 N.39494/25, 35, and 40 - 42. N.37229/2 - 12 and 14 - 22	
181	6 & 6m	G.S. Pump. Maximum swesh angle to be increased to 18 degrees	N. 38408/5 N. 38406/18 N. 38401 Sht.1		
182	6 & 6st	Mantlet Plate. Rear support cut to facilitate removal of rammer cylinder ends	N. 36322	E	
183	6 & 6m	Safety Firing Gear. Flanged Roller fitted to Lever	N. 36592 N. 36579 N. 36578		-
184	6 & 6m	Shell and Cartridge Hoists. Blot in connecting red for centre fixed pawls altered to 016 dis. hole	N. 36460 N. 36455.		Fixed Structure similar
185		Cancelled			
186	6ж	Turntable securing bolt to be lowered	N. 36593 Rev. N. 36590 Rev.		
187	6 & 6m	Cradle, Auxiliary Clinometer Plane to be fitted	N. 51458 N. 36335 Sht. 2		
188	H	Cancelled	PI WIT		See 212
189	6 & 6m	Turret Relay Pumps. Modify Gland and Pressure Relief Valve	A.R.L.(A). 1201/8, 12 & 21 N.46164/1, 2 and 3		
190	6 & 6m	Shell Hoist, S.A.P. marking on teleflex disks to be deleted	N. 36547 Rev.	2.00	

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS O+N.O. 19/53	REMARKS	
191		(a) Rammer Head Bracket and Guide to be in Steel in lieu of Hiduminium.	N. 36346/1 & 2. N. 36345/1, 2, 3 and 4	um =	(a) Under investigation.	
		(b) Remmer Head Stalk Palm modified	112		(b) Puture production	
192		Cancelled			See 244	
193		Cancelled .	to plant to bear		See 244	
194	6 & 6st	Rammer Head. Outer deflector			See also A.N. 26	
		to be built about 2 inches downwards				
195	6 A 6m	Air System. Stop Valve to be fitted to air side of accumulator			See also 94 and 268	
196		Cancelled	111111		See 216	
197	6 & 6m	Lifting Gear for mounting to be to 8.8.3.	N. 37312 N. 37311.F N. 36599 N. 36378 Rev. N. 36377 Rev.	N. 36378/1, 14 - 7, 10, 20, 30, 32, and 33		
198		A.E.L. Joints to be fitted to all pipe joints			Under investigation	
199	6 & 6≡	Shell Hoist Teleflex Indicators to be engraved in accordance with A.F. 0.1058/51	N.36547 Rev./ 32-35	0.000		

200	6	Provision made for rigging "cordtex" de-icing harness	Navy Office Drg. 1095/3 N.49011	Mk.6m Mountings will be fitted in manufacture	
201	6 & 6m	Shell Hoist. Tilting Tray catch operating mechanism to be modified to suit both Service and Drill Shells. Check Tilting Tray Catch is not metal to metal when using Service Shells, and	n.36542/9	Pixed structure similar	
		adjust clearance between Tilting Tray and Catch Bolt to 0.125 inches			
202	5 & 6#	Fit improved pressure feed back units	Garage II	Design not finalized	
203	6 & 6x	C.O.G.'s Position. Fit guard	N. 49635		-
204	6 & 6я	Pront Plate Carrying Elevat- ing Cylinder Trunnion Bracket. Pit Stiffening Web	N. 50730 A. N.		
205	Gunnery School Mountings	Hydraulic Breech Operating Gear. Drill Control Panel to provide fully automatic operation		Under investigation	
206	6 & 6я	Recoil Cylinder replenishing tank. Relector plate modified to increase visibility	н. 43176/5	See also 262	
207	6 A 6m	G.S. Pump by-pass valve. Travel limited to five turns	N. 37236/23	-	
208	6 & 6s	Rammer, 0.5 inch gags to be fitted in pressure supply pipe to "withdraw"	N. 39492 Rev.		523

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
209	6 & 6m	Cradle. Preserving Screws for holes for Lifting Brackets and Zero Securing Gear	N. 46101 N. 36335 Sht.1		
210	6 & 6m	Gunshield. Cowl for Fan Trunking at rear	N. 50778		
211	6 & 6m	Stowage for Piasaba Brushes and Shell Ejector	N. 49850		
212	6 & 5m	Training Cut-off Gear. Pitting return Cam	N. 49838 N. 41214/2 Mod. & /7 added. N. 39688/2 Mod.		
213	6 6a	Local Firing Push to be resited on front of layers platform. Muting Push to be resited on front of Layers Pootrest	N. 39452 N. 48628 N. 39452		
214	6 & 6m	Elevating and Training Hand Maintenance Pump. Fit Synthetic Rubber Packing	N. 42498	N. 42498/1 and 2	
215	6st	Front Terminal Box. Correct discrepancy in training sector control circuit	D.E.E. 16230.C N.48634 A.N.		
216	6	Shell and Cartridge Hoist. Valves to be fitted with Synthetic Rubber Packings	N.38734 Rev. N.38317 Rev. N.38311 Rev. N.38310 Rev. N.36527 Rev.	Items 28-33 Items 27-33 Items 39-44 Items 4-6 Items 13-17	Alternatively unmodified valves may be exchanged for modified valves. Mk. bx Mountings will be fitted in manufacture

			N. 36494 Rev.	Items 18 & 26-29	
			N. 36479 Rev.	Items 27, 28 and 31-35	
		V	N. 36470 Rev.	Items 39-41 and 45-51	
217	6 & 6st	Hydraulic Stop Valves. "O" Seals fitted in lieu of Soft Packing in Glands	N. 39486 N. 39478 Rev. N. 39316 N. 39308 N. 37237 N. 37236 N. 37232 N. 37231 N. 37229 N. 37229		
218	6 & 6m	V.S.G. Units. Main Shaft Glands to embody "Gaco" Seals with Soft Packing Inoperative	N.50709/1-14 and 16 N.50708/1-21 and 29 N.50707/1-9		
219	6 & 6#	V.S.G. Units. Fit "Dowty" Oil Seals in lieu of Copper Washers	N. 50709/17-24 N. 50708/22-28 N. 50707/10-16		
220	6 & бм	Combined Bracket for Rammer Control Valve. Boss and Rib Cut to clear Guide Bracket	N. 45667/1 & 2		
221	6 & 6x	Rammer Gear. "Cowstail" return spring spindle. Brase Adjusting Collar Embodying Rubber Buffer	N. 36349/24 replaced by /29 Items 30 & 31 added		

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
222	6 & 6m	O.O.T.'s Position. Look out hood window wiping gear to be fitted with synthetic rubber packings	N.39682 N.39678 N.39677.F N.39676	N. 39682/20 and 40-44 N. 39678/ 17-20 and 52-56	See also 165	
223	6sc	Redesigned cable clamp to be fitted to lead-on cables	N. 36425 Shts. 1 and 2 N. 36419			
224	6 & би	Intensifier instruction plate. Mixture to be one part grade one soft soap and two parts oil 0,M.750	N. 36314 Rev.			30
225	6 & 6x	Shell and Cartridge hoists. Starting Valve Quadrants modified to ensure positive operation. (Ball Race fitted etc.)	N.36519 N.36518 N.36496 N.36493 N.36492		Fixed Structure similar	0
226	6 д бя	Rammer withdrawal stop strengthened	N.36355 N.36354/ 21-23 can- celled 35-44 added. 31 No. in- creased N.36347 N.36335 Sht.2 N.36292 Rev.			

227 6 & 6m Rammer Control Rolt. Streng (Material V.10	h increased. N. 36358 Rev.	
228 6m 0.0,T,'s Posi Support Gradle	tion. Joystick N.41461 Rev. N.41283 Rev.	
Shell and Car Revolving Pla extra alternation be tried (a	tive schemes	
230 6 & 6m Breech Operat. Stops to be re "Maintenance Lift and Turn Drille."	Position.	
231 6 & 5m Elevation Main Key required	ntenance Valve. N.39478 Rev.	
232 6 Outer Shell He prevent start: quadrant spring the trainer	ng plungers	
233 6 & 6s C.O.G. 's Posisent removed scees	tion. Back of to facilitate	
234 Breech Hand Operation Plant required	perating Lever.	Being investigated
235 6 & 6m Provision of Servicing Plan		

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
236		Rammer Cylinder End Cesings. Improved design with removable choke bushes	N. 36352 Part 1		For future manufacture and repairs only	
237		Mantlet Plate. Drainage Trough to cater for Ship roll	Part N. 36323		Modify to A.N. 69 for R.A.N. Mountings	
238	6 & 6st	Shell Hoist. Cams for top lifting pawl modified	N. 36485 Rev. Items 35 & 36 replaced by 37 and 38			
239	6	Shell Hoist Operating Levers. Reword - (a) Clear Hoist Lever, "Clear Inner Hoist - Normal - Clear Outer Hoist." (b) Selector Lever "Supply Outer Hoist - Supply Inner Hoist"	N. 36528			
240		Cooling System for Header Tanks and Drenching for Spent Cartridge Chute			Being investigated	
241	1	Cancelled			3ee 274	
242	6 & би	Guards for Air Valves at top of Shell Hoist and Oil Box on Cartridge Hoist	N. 50749 N. 50748			

243	6 & 6st	Shell and Cartridge Hoists. Return spring for pawls to be interchangeable	N. 36456/24 replaced by Item 25		As replacement becomes necessary. Fixed structure eimilar. See also 160	
244		Cowstail interlock not required			This interlock was never fitted on R.A.N. Mountings	
245	6 & 6g	Rammer Gear (a) Cut off adjusting screw modified. (b) Strengthened spindle and modified choke plugs. (c) Front casing. Choke radiused VO5	N. 36353/21 N. 36353 N. 36352/1 and 2		(b) See 177 and 236	
246	6 & 6m	Provision of Turntable Clinometer Plane and Training Alignment Mark	N. 51450			33
247	6 & 6×	Cautionary Tally to be fitted adjacent to hand maintenance	N. 42489 N. 42488	N. 42489/35		(M
248	6	Gunhouse Rear Door. Cowl over door switch to be made watertight by fitting rubber strip	N. 37265		Mk. 6m Mountings similar	
249	6m	C.O.G.'s Check Fire Lemp resited	N. 41282 Rev. N. 36444 Rev.			
250	6ш	O.O.G.'s Dashboard. Trigger pressed lamp moved and safety firing out-off indicator re-labelled	N. 41479 N. 41474 N. 36441 Rev. D. E. B. 16230. D			
251	6ш	71 inch Pan to be resited			Under investigation	523

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
252	6g	Warning Tally Plates for "A" and "B" Mountings. (Muzzle Foul)	N. 50771			
253	6 & 6m	Gunhouse Rear Door, Hand grip and tread plate protect- ing pipe required	N. 43900/1, 11 and 12 N. 37226/6 & 8			
254	6 & 6m	Puzesetter. Leather guard to be shortened	65568.G.B.		See also 109	
255	6 & 6#	Spent Cartridge Chute. Oil retaining sill provided at top	N. 36457/20, 33 and 34			14
256		Gunshield. Drill Chute Ports increase i inch at top	N. 37310			34
257	6 & 6m	Stowage of adaptors for closing breech block and testing firing circuits	N.50742			
258	6 A 6m	Gunhouse. Addition of tally concerning recuperator and accumulator air pressure	N. 39476 N. 39313 N. 39309 N. 37226 N. 37225 B. U. 1		See also 94	
259		Gunshield, Additional stop for rear door	N. 36364		Future manufacture only	
260		Elevation and training control units Mk.5. Oil seal Angus M.I.S. OS may be used as an alternative to Gaco Type B.4055	C. C. Serra (C. C.)		Mks. 6 & 6m when oil seel requires replace- ment	

261		Adaptors for Standard Unions to be strengthened	N. 42494/10 & 12 N. 42489/13-21 & 32 Part N. 39681/39 N. 39490/14, 16	Mks. 6 & 6m Future manufacture and replacements
			A 19 Part N. 39473/21 A 22 N. 38913/3 & 4 Part N. 37234/12, 14 & 16 Part N. 37233 Rev/30	
262	6 & 6st	Recoil Cylinder Replenish- ing Tank. Enamel on reflector plate to be Spec. C.S.2158.A	n. 43176/5	8ee 206
263	5 & 6st	Gunhouse. Provide stowage for Primer Box	N.50796 N.50796.A.N. Mtge. 103-118	
264	6 & 6st	Fuze Setting Machine Mk. 7 Modification to Griphead Cover and Magelip Cover	A. P. 0. 668/52	
265	6 & 6st	Layer's Footrest. Reposition Chain Supports	N.41462 Rev. N.39452/2, 10 & 11	
266		Gunhouse. Shell Hoist. Order lamps to be repositioned		
267	6 & 6st	C.O.G.'s Position, Check Pire Lamp re-tallied	N. 49000/28 N. 36418/38	
268		Shell and Cartridge Hoist. Starting Valve Operating Gear to be self aligning		See A.N.41

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
269	6 & би	Gunshield Roof. Provision of Platform for Mounting Theodolite	N.37311F/18-21			
270	6ш	O.O.T.'s Position. Foot pushes for Gun Order on Local Broadcast System to be duplicated at rear of O.O.T.'s Platform	N.46569 N.41461 Rev. N.41220 A.N. N.41219 A.N.			
271		Drill Loading Chutes. Provision of variable angle chute and alteration to spent cartridge compartment door hinges	N.50780 N.50779 Part N.36529			
272	har!	Shell and Cartridge Hoists. Locknute securing adjustments to be replaced by slotted turn buckles	NE.		R.A.N. Mks. b & bm Locknuts retained	
273	6 & 6m	Rear Lifting Bracket. Preserving Washer to be fitted when bracket is removed	N. 36378 Rev.			
274	6 & 6я	Rammer. Fit Rammer Actuated Gun Firing Switch to Delay Gun Firing till Rammer Head is clear of Gun Recoil. (Must be done in conjunction with Mod. 276)	N. 51052 Shts. 1 & 2 4260/R9/6	N. 51052 Shts. 1 & 2 All items 426G/R9/6		

27b 6 4 6m Rammer Control Valve. New Piston with Lengthened Skirt to delay withdrawal. (Must not be fitted prior to completion of Mod. 274) 277 6 4 6m Bresch Mechanism. New Balance Spring Gunhouse. Fit Indicator Lamp above G.S. Pump By-Peas Valve Handle 279 6 4 6m O.o.T.'s Position. Fit Black Out Gurtaina Cancelled Inner Shell Hoists. Provision for 1375 pad Pieces (Portable) for fitting to top fixed pawls to cater for No. 206 fuze 282 6 4 6m Fuze Setting Machine Mk.7. Check that the dimension between the retracted fuze setting head and top of fixed pawl is 2478 + 705	275	6 & 6m	Rammer. Addition of Stop Bracket for Rammer Head Catch Bolt	N. 36347 N. 36346/14, 15 & 52 N. 36345/3, 4, & 15-18			
Balance Spring Gunhouse. Fit Indicator Lamp above G.S. Pump By-Pess Valve Handle 279 6 & 6m O.O.T.'s Position. Fit Black out Curtains Cancelled Inner Shell Hoists. Provision of 1375 Pad Pieces (Portable) for fitting to top fixed pawls to cater for No.206 fuze Fuze Setting Machine Mk.7. Check that the dimension between the retracted fuze setting head and top of fixed pawl is 24,8 + 105 Balance Spring See A.N.46 See A.N.46 N.37294 N.37293 N.36455 Part N.36455 Part N.36455 N.36458 N.36332 Rev.	276	6 & 6x	Piston with Lengthened Skirt to delay withdrawal. (Must not be fitted prior to		N. 48620/12		
Lamp above G.S. Pump By-Peas Valve Handle 279 6 & 6	277	6 & 6m	AND TOTAL PROPERTY OF THE PROP			Ordnance Item	
Black Out Curtains Cancelled Inner Shell Hoists. Provision of 1375 pad pieces (Portable) for fitting to top fixed pawls to cater for No.206 fuze Puze Setting Machine Mk. 7. Check that the dimension between the retracted fuze setting head and top of fixed pawl is 2418 + 105 N. 37293 N. 36455 Part N. 36455 N. 36570 N. 36570 N. 36588 N. 36332 Rev.	278	6	Lamp above G.S. Pump By-Peas			See A. N. 46	
Inner Shell Holsts. Provis- ion of 1375 pad Pieces (Portable) for fitting to top fixed pawls to cater for No.206 fuze Puze Setting Machine Mk.7. Check that the dimension between the retracted fuze setting head and top of fixed pawl is 2418 + 105	279	6 & 6≤					37
ion of 1375 Pad Pieces (Portable) for fitting to top fixed pawls to cater for No.206 fuze Fuze Setting Machine Mk.7. Check that the dimension between the retracted fuze setting head and top of fixed pawl is 2418 + 105 Part N.36455 N.36570 N.36488 N.36332 Rev.	280		Cancelled				
Check that the dimension between the retracted fuze setting head and top of fixed pawl is 2448 + 705	281		ion of 2375 Pad Pieces (Portable) for fitting to top fixed pawls to cater				
	- 10	6 & 6x	Check that the dimension between the retracted fuze setting head and top of	N. 36488		PH COLUMN	
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ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	BUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	LSI
283		Shell and Cartridge Hoists. Limit Stop Recess and Spring Stop Slot Lengthened to increase clearance for spring bolt	n. 36514 n. 36482		See A. N. 65	
284	6	G.S. Pump Motor Starter. Overload to be increased to 140 sumps. 15 sec. delay	JE J			
285	-	Shell and Cartridge Hoists. Cut-Off Valve. Diameter of Shuttle Valve to be reduced by "002. Diameter of Bleed Hole reduced to "0625. (Not applicable if modified to A.N.56.)	N. 36470 Rev.		Mountings having difficulty in adjusting hoist speeds and cut- offs	90
286	6 & 6g	Breech Block Lifting Eye-Bolt in Mantlet. To be locked by Spot Welding and tested in place	N. 36322/29		Bee also A.N.54	
287		Striking down ammunition. Pootstep fitted to cartridge hoist. (This replaces striking down platform.)	N.50790 N.36600 Rev. N.36567		Future manufacture only	
288	6 & 6g	Air System. Additional Stop Valve and Pressure Gauge to be fitted adjacent to accumulator in Gun Bay. N.R. Valve to be removed.	N. 45685 N. 45682 N. 45681 N. 37230		Bee also 94 and 195	

289	5 & 5m	Rammer. Buffer Cylinder Accelerator Spring and Nut to be removed			N.O.M.010835 of 24/10/52 is relevant	
290		Breach Mechanism Hand Operat- ing Tools to be re-stowed one either side of the Gun House	N. 52829		Being investigated for future manufacture	
291		Rammer Recooking Tool. One only to be supplied and stowed at rear of Gun House	N. 52829 N. 46235		Being investigated for future manufacture	
292	1	Modified Training Cut-off Gear			Being investigated for future manufacture	
293	6 & 6x	G.S. Pump System. Flexible Hoses to be shortened	N. 39494 N. 39317		Fixed structure similar	
294		Gunshield, Oil Leakage through Base. "Prestik" Scal fitted and Scaling Weld, if rivetted	N.37311.F 36570.F		Future manufacture only	25
295	6 & 6ж	Leading Tray etc. modified to enable use of tool for extracting jammed cartridge case	N. 48625 N. 45679/10 N. 36319 Rev/ 1 & 6 N. 36320/4			
296	6 & 6m	Supply of Plugs for Blanking Pipes when Rammer Control Valve is temporarily removed	N. 39492 Rev. N. 37233 Rev.	N.37233 Rev./ 51 & 52	"C" Spares only	
297	6 & 6m	Spent Cartridge Chute. Buldge cutting increased in depth to facilitate removal of Recoil Piston Rod	N. 36453.F	of Expension	See also 42	
298		Vertical Training Rollers. Dismeter made to suit each mounting	N.39367 N.36570.F N.36451		Mk.6 & 6m R.A.N. Mount- ings are fitted with standard diameter rollers	523

ADMIRAL/TY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS G.N.O. 19/53	REMARKS	
299	6 & 6m	Revolving Platform, Pit locking device to Spent Cartridge Trunk Door Handles, Locking Bolts, and Locking Bolts of removable segments of Shell and Cartridge Troughs	N.36544/1 & 2 Mod. N.36531 Rev/ 10 Mod., 28 & 29 added N.36529/6, 7 & 10 Mod. 21-24 added			
300	6 & 6ж	L.H. Trunnion Bracket. Pierce 8 inch diameter hole in line with training worm shaft to facilitate stripping of training gear	N.41286 Rev. Sht. 2 N.36325.F.Rev.			ŧ
301		Effectively guarded lighting to be fitted in Spent Cartridge Trunk	N. 37263		Under consideration	
302(a)	6 & би	Gunhouse. Spent Cartridge Chuts modified to permit continuous firing in surface action by ejecting fired cartridge cases on to upper deck instead of into empty cylinder compartment. Rear of gunhouse floor stiffened and water tight door fitted	N. 52830 N. 52829 N. 52420 N. 52419 Rov. N. 52418 N. 42496 N. 42495 N. 32494 N. 36570 Part 3 N. 36453. F			

302(b)		Hinged Ammunition Troughs to give full way access to central trunk interior (alternative to hinging compartment doors in order to fold)	N. 52448 N. 51047 N. 51046 N. 51045 N. 51043 N. 51042 N. 51040 N. 50786 N. 37281 F. A. B. N. 36531 N. 36529 Rev. N. 36547	Mk. 6m Mod. 1 Mountings	
(a) (d)	2/2	Rake to assist in emptying spent cartridge compartments Modified guard for elevating tail rod. (Made Narrower.)	N.36529 Rev. N.36457 Part N.36457	Under consideration Future manufacture, Under consideration for Mks. 6 4 5z	#
303	6 & 6st	Shell and Cartridge Hoists. Tilting Tray Limit Plates to be reinforced	N. 36506 Rev. N. 36471 Rev.	Fixed structure similar	
304		Shell and Cartridge Hoists. Repositioning of Shell Hoist Selector Gear Quadrant and Cartridge Hoist Clearing Gear Lever	H. 51035 N. 36537 N. 36532 N. 36528 Part N. 36528 N. 36512 Rev. N. 36511 Rev.	Mk. 6m Mod. 1. Under consideration for Mks. 6 & 6m	
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ADMIRAL/TY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.C. 19/53	REMARKS
305		Automatic operation of hydraulic breech opening gear. (a) Drill opening panel for Gunnery Schools. (b) Synthetic rubber packings fitted to breech opening cylinder and valve.	N. 52572 N. 52221 N. 51260 N. 51259 N. 51231 N. 51211 N. 51068 N. 50869		(a) Existing details modified for use on Mk.6s Mod. 1 Mountings if necessary. (b) Mk.6s Mod. 1 only
306	6 & 6x	Training Base, Horizontal Rollers, Internal diameter of Cilite Bush opened out to CU77 for easier withdrawal of axis pins	N. 36451 N. 36450		For future manufacture diameter of axis pin will be 0175 over full length
307		Shell and Cartridge Hoists. (a) Tilting Tray "Bounce" Buffer fitted with adjustable choke for arctic and tropic temperatures. (b) Hoist casing coned above door.	D.N.O.9328		(a) Under trial. (b) Mk.6s Mod. 1. Under consideration for Mks. 6 & 6s
308		Elevating and Training Power Unit Bed Plates. Bed Plates tilted 1 degrees upward at rear end to assist clearance of air from dashpot of Mk.5 oil servo unit	N. 52412 N. 52411 N. 52195 N. 52186 N. 52185 N. 52184		Puture manufacture only

309	Rubber faced flaps to be fitted to make gunhouse gas-free,	N.50784 N.39756 N.52832 N.52831 N.52449	Mk. 6s Mod. 1. Under consideration for Mks. 6 & 6s
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APPENDIX II

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
A. N. 1		Cancelled			Admiralty Mod. 167
A. N. 2		Cancelled			Admiralty Mod. 154
A. N. 3	6 & 6m	Recoil System Instruction Plate, Correction to engraving	N.36327 Rev.		
A. N. 4	The same of	Cancelled			Admiralty Mod. 144
A. N. 5	6 & 6m	Cone connections for use Ermsto Connections on oil servo system	D.O.U.W. A/22894		Acceptance 144
A. N. 6	6 & 6m	Modification to clear swing of Q.F S.A. change over lever handle on breech opening gear when moving in depression	N. 36332 Rev. N. 36326.F Rev. N. 36325.F Rev.		
A. N. 7	6 & 6g	Cradle. Fitting of Balance Weights	N. 36484 N. 36323 N. 36322	1	

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
A. N. 8	6 & 6a	Platform and Eye Bolts for removing training motor	N. 44815			
A. N. 9		Cancelled				
A. N. 10	6 & 6x	Portable Pump for filling recoil cylinder. Modifica- tion to lettering on name plate	N. 45684			
A.N.11	6 & 6#	Delete all voice pipes. Holes in structure not now required	N. 39485 N. 39479 N. 39315 N. 39314			#
A, N, 12	6 & 6m	Intensifier Pressure Adaptor modified	N. 36307			
A, N, 13	6	Shell and Cartridge Hoists. Modification to profile of Tappet Cam	N.36467 Rev. N.36462 Rev.	Total or		
A. N. 14		Cancelled			Admirelty Mod. 143	
A.N.15	6 & 6x	Clear Hoist Lever. Addition of handle and guard similar to N. 38737/12	N. 38320 N. 38319		See also A. N. 19	
A. N. 16	6 & 6m	Zero securing gear, Strengthening guaset added and holes enlarged	N. 46102 N. 46101/13		A 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
A. N. 17	6	0.0.T.'s Position. Height of Pootrest reduced	N. 41219/6			

A.N. 18		Cancelled	1	1	L.	
A, N, 19	6 & 6x	Clear Hoist Lever. Thumb guard item 19 added. Items 8 and 9 rs-machined to admit cam guide bar	N. 36511		Admiralty Mod. 207 See also A.N.15	
A. N. 20	6 & 6g	Training Worm Wheel holding down bolts fitted with slotted nut and split pin	N. 37207			
A. N. 21		Cancelled			Annual Control of the	
A. N. 22		Cancelled	Contract of		Admiralty Mod. 142	
A. N. 23	6 & 6m	Cradle Rear Tie Piece. Chamfer added to facilitate insertion of recoil piston rods	N. 36392 Rev.		Admiralty Mod. 181	
A. N. 24	6	Air Sytem. Position of Tee Piece 14/N. 39313 sltered to clear eyebolt boss on shield. Pipes 6, 8 and 39 altered to suit	N. 37226	7		t
A. N. 25	6 & 6x	Shell and Cartridge Hoists. Increased clearance between tilting tray and catch retaining	N. 36510 N. 36506 N. 36477 N. 36471		Pixed structure similar	
A. N. 26	6 & 6m	Rammer Head. Extension of guard to outboard side	N. 42483			
A. N. 27	1	Cancelled	e Later - I		Company of the same	
A. N. 28		Cancelled			Admiralty Mod. 209	
			1		Admiralty Mod. 206	
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ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS O.N.O. 19/53	REMARKS	
A. N. 29	6 & бк	Safety Firing Cam. Inner tap bolts on pad plates changed to cheese head tap bolts to avoid fouling cam roller				
A. N. 30		Cancelled			Admiralty Mod. 244	
A. N. 31	6 & 6m	Training Locking Bolt. Engraving added re bearing of mounting	N.36593 Rev. N.36589			
A. N. 32	6 & 6m	Rammer Cylinder. Access to front air venting plug	N. 36322/43 and 44			*
A. N. 33	6 & 6m	Training Gear. Gear for wrap-up test to be provided as "C" spares	N.47775 Rev.	N.47775 Rev. All items		0
A. N. 34		Cancelled				
A. N. 35	6 & бж	Rammer Head and Operating Gear. Retaining ring, item 22, replaced by item 49 modified. Spring, item 45, replaced by Item 50. Catch bolt, item 14 modified. Trip Lever, Item 12 or 51, replaced by Item 52.	и. 36346			
		Bush, Item 53 added.				
A. N. 36	1	Cancelled			A COLUMN TO SERVICE	

A. N. 37	6	Shell and Cartridge Hoists. Safety return came for mov- ing pawls. Reduction in height by 0.25. Cover plates to be modified as necessary to cater for reduced height of came	N.38350/10, 11 and 36 N.38346/1, 4, and 15 N.38344/10, 11 and 40 N.38333/2 N.38330/2 N.36521 Rev/1 and 2 N.36485 Rev/ 37 and 38 N.36481/32 and 33	Mk. 6m fitted in manufacture	
A, N, 38	6 & 6x	Stowage position added for portable tank and hand pump for filling recoil cylinder	N. 36472 Rev/15 N. 36463/2 and 3 N. 39305/3 N. 39304 N. 37235/25-28 added		47
A. N. 39	6 & 6m	Shell and Cartridge Hoists. Lifting Cylinders. Addition of locking plates to securing screws	N. 36491 Rev. N. 36485 Rev. N. 36466 Rev/23 N. 36462 Rev/29	Pixed structure similar	
A. N. 40	6 & 6st	Valve nameplates. Screws securing to be rivetted over at back	N. 42493 N. 42492 N. 39311		15
					523

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS O.N.O. 19/53	REMARKS	
A. N. 41	6 & 6m	Shell and Cartridge Hoists. Starting Valve Operating Gear modified to give coupling flexibility. (Pilot Valve Gear may be similarly modified if stick- iness is experienced)	N. 36518/7. 8 and 16 N. 36519 N. 36496 N. 36493 N. 36492/7, 8 and 16		Pixed structure similar	
A. N. 42		Cancelled	1000		Admiralty Mod. 269	
A. N. 43	6 & 6m	Rammer control valve piston. Punctional faces hardened and dimension to stop face altered	N. 48621 N. 48620/2		Incorporated if Admiralty Mod. 276 is done	48
A. N. 44	6	Shell and Cartridge Hoists. Pilot Valve Locking Bolt. "Lead in" taper to be ground on flat of bolt and resurface hardened	N. 36480/9			
A. N. 45	6	Trainers Footrest. Material for Chain and Ring. Items 10 and 11, increased from 13 8.W.G.	н. 39451			
A. N. 46	6	G.S. Pump. Fit "Motor Running" indication lamp box in gunhouse	Fly to D.E.E.16228	N. 46565 All 1tems		
A. N. 47		Cancelled	1000		Admiralty Mod. 293	

A. N. 48	6 & 6m	Rammer. Strengthened type of Rammer Head guide bracket to be fitted	N. 36345	N. 36345/1 and 2	
A. N. 49	6 & бя	Shell and Cartridge Hoists. Addition of Locking Plates to Tappet Securing Bolts	N. 36467 Rev/40 N. 36462 Rev/35		
A. N. 50	6 & 6st	Air System. Stop Valves on H.P. & L.P. Air Panels to be modified to seat in open position. H.P. Air Panel. Charging and Air Cylinder Pipes to be changed round. Sorew down non return valve to be altered to screw down stop valve	N. 39476 N. 39310 N. 39309 N. 39303 N. 37230 N. 37226 N. 37225	Talls.	
A. N. 51	6	Fuzing and Firing Circuits. Fit interlocks to ensure that Fuze Setter Head will not retract unless gun recoils and that fuze is fully set before retraction takes place in remote control	Navy Office drawing 1095/1	Bwitch Recoil 2 No. Relay Box 1 No. Push 70702 No. Relay 60031 2 No.	49
A. N. 52	6	Servo Motor Puzes. 10 amp. Patt. No. 19259 in J.B. Patt. No. 7177 to be increased to 20 amp. Patt. No. 19261			
A. N. 53	б & бя	Cartridge Hoists. Fit hand protection ramps to Platform	N. 42749/2-6 N. 38358/2-6 N. 36466/7-11		
					523
	10			1	

ADMIRALTY MOD. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS	
A.N.54	6 & 6m	Gunhouse. Pit 2 No. Eyebolts "P" to Gunhouse floor for hand operation of Breech Mechanism. Mantlet plate eye bolt to be spot welded to boss first ensuring eye- bolt is threaded i" B.S.W. & screwed hard home	N.44815 Part N.44815		See also 14	
A. N. 55	6 & 6s	Gunshield. Provision of larger openings for access to training and elevating servo and control units	N.37300 D.O.U.W. A/24725			50
A. N. 56	6 & 6s	Shell and Cartridge Hoists. Modifications to improve functioning	N. 36472 Rev/ 1 and 2 N. 36470 Rev/ 24.A	N. 39671 A.N./ 9, 11, 13, 14, 17-21 N. 36505/1 & 2 N. 36470/24. A		
A. N. 57	6 & бя	Puze Setting Machine Mk.7 Reg. Nos. 1-240. Fit Rubber Sleeve and Clip as oil saveall	A. P. 123	A.P. 123/51 & 52		
A.N.58	6 & 6m	Recoil Cylinder. Chamfer added to piston rod to facilitate assembly of packing	N.36297/1			
A. N. 59	6 & 6m	Cancelled		The second second	Admiralty Mod. 300	
A. N. 60	6 & 6m	Breech Mechanism. Modifica- tion to stripping arrangements		A/50391/1-5		

A, N, 01	6	Shell and Cartridge Hoists. Section of Slide Bars made removeable for access to lifting cylinder gland packing adaptor	D.O.U.W. A/50421			
A, N, 62	6 & 6m	Turret Training indicator Gear Box. Modify to drive a 2 inch indicator magalip for turret training indication in T.S.	D.O.U.W. A/50053 D.O.U.W. A/49060 Fly to D.E.E. 16230/R.3 Mod.	A/50053 All items A/49060 All items	Promulgated as A & A Item C. N. O. 85/54	
			Navy Office Drg. 651/16/103			
A. N. 63		Cancelled			Admiralty Mod. 303	
A. N. 64	6	Modification to prevent faults on lighting system affecting control of mounting in auto. 8 way distribution box Patt. No. 5138B (supplies servo magnet coils and heater). Remove turret lighting circuit (fuzeway No.1) transfer to a new 5 way D.B. Patt. No. 25024 to be fitted above and wired from the 10 amp. fuze			Admirately god, 303	21
		in existing 6 way J.B. Patt. No. 7177 at present supplying the 12½ inch fan motor. The 12½ inch fan motor is to		1		La Car
		be rewired to the 5 way D.B. Patt. No. 25024	1			523

APPENDIX II

MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS C.N.O. 19/53	REMARKS
6 & бж	Shell and Cartridge Hoists. Operating gear for control valve interlock. Sliding Block Item 23 flat added. Length of slots increased. End slotted for adjustment	N.36514 N.36482 Rev.		See also Admiralty Mod. 283. Fixed structure similar
	Cancelled			Admiralty Mod. 299
6	No.2 fixed structure shell hoist. New lifting cylinder complete, fitted with synthetic rubber packings, to replace present lifting cylinder	155.5		Similar to R.A.N. "Daring" "B" fixed structure shell hoist lifting cylinder
6 & 6m	Gunhouse. Ready use shell racks to N. 49428, N. 41216 and N. 36565 to be replaced by modified type	N. 36565 A.N.		
6 & 6м	Mantlet weathering gear. Position of tee piece altered from top to side and improved drainage troughs fitted	X-0.B./8826 X-0.B./8825 X-0.B./8824 X-0.B./8672		See Admiralty Mod. 237
6 & 6m	Barrel withdrawing gear. Item 8 to be strengthened by fitting solid ends	N. 41218		
	6 & 6m	MOUNTING Shell and Cartridge Hoists. Operating gear for control valve interlock. Sliding Block Item 23 flat added. Length of slots increased. End slotted for adjustment Cancelled No.2 fixed structure shell hoist. New lifting cylinder complete, fitted with synthetic rubber packings, to replace present lifting cylinder 6 & 6m Gunhouse. Ready use shell racks to N. 49428, N. 41216 and N. 36565 to be replaced by modified type 6 & 6m Mantlet weathering gear. Position of tee piece altered from top to side and improved drainage troughs fitted 6 & 6m Barrel withdrawing gear. Item 8 to be strengthened	MOUNTING Shell and Cartridge Hoists. Operating gear for control valve interlock. Sliding Block Item 23 flat added. Length of slots increased. End slotted for adjustment Cancelled No.2 fixed structure shell hoist. New lifting cylinder complete, fitted with synthetic rubber packings, to replace present lifting cylinder 6 & 6m Gunhouse. Ready use shell racks to N.49428, N.41216 and N.36565 to be replaced by modified type 6 & 6m Mantlet weathering gear. Position of tee piece altered from top to side and improved drainage troughs fitted 6 & 6m Barrel withdrawing gear. Item 8 to be strengthened N.365614 N.36514 N.36482 Rev. N.36482 Rev.	MARK OF MOUNTING DESCRIPTION DRAWINGS "p" PARTS C.N.O. 19/53 6 & 6m Shell and Cartridge Hoists. Operating gear for control Valve interlock. Sliding Block Item 23 flat added. Length of slots increased. End slotted for sdjustment Cancelled No.2 fixed structure shell hoist. New lifting cylinder complete, fitted with synthetic rubber packings, to replace present lifting cylinder 6 & 6m Gunhouse. Ready use shell racks to N.49428, N.41216 and N.36565 to be replaced by modified type 6 & 6m Mantlet weathering gear. Position of tee piece altered from top to side and improved drainage troughs fitted 6 & 6m Barrel withdrawing gear. Item 8 to be strengthened N.41218

A.N.71 6 & 6m Gunshield vent doors.
Addition of hand grips N.39373

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
7th September, 1954.

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

By direction of the Naval Board,

J. R. Bummins

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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SECTION 2. - PERSONNEL

524.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH - (1954-1955).

The following are the prices operative until 30th June, 1955, at which ratings' made-to-measure uniforms may be obtained from the Sydney and Perth contractors vis., Esquire Pty. Ltd., 4 Railway Pde., Burwood, N.S.W., and National Clothing Co. Pty. Ltd., 40 King Street, Perth, W.A.:

Item	Esquire Pty, Ltd., Sydney	National Clothing Co., Perth
	£ s. d.	£ s. d.
Jacket, diagonal serge, double breasted, for -		
(a) Naval Dockyard Police, with white metal buttons (b) C.P.O.'s, with gilt buttons (c) P.O.'s, with gilt buttons (d) Other ratings, with black	8.16. 6 9. 3. 4 9. 1. 9	8.12. 0 8.17. 0 8.15. 0
horn buttons	8.15. 1	8,10, 0
Trousers, diagonal serge, fly	4. 7. 7	4. 0. 0
Jacket, lightweight serge, double breasted for -		
(a) C.P.O.'s, with gilt buttons (b) P.O.'s, with gilt buttons	8.19.10	5.10. 0 8. 9. 0
Trousers, lightweight serge, fly	4. 4. 1	3.15. 0
Jackets, seamen's serge, single breasted for -	1200	
(a) C.P.O. ta, with gilt buttons (b) P.O. ta, with gilt buttons (c) Other ratings, with black horn buttons	8. 7. 6 8. 6. 4	8. 5. 0
	8. 0. 7	8. 0. 0
Trousers, seamen's serge, fly	4. 0. 2	3,15. 0
Jumpers, seamen's serge	3.19. 4	4.10. 0
Trousers, seamen's serge, fall	4. 7. 7	4. 7. 0
Overcoats, cloth, for C.P.O.'s and P.O.'s, with gilt buttons	12.19.10	13. 0. 0
Overcoats, cloth, for other ratings, with black horn buttons	12. 7. 1	12. 5. 0
Extra Charges		
Supply and Attachment of sip	4. 9	
Sewing on Badges and Chevrons	1. 6	1. 6
Caping of bottom of trousers with material to tone with serge	1. 9	1. 6
Extra inside pocket in single breasted jacket	2, 0	-

ROTE: The following extras are allowed for in Esquire Pty. Ltd's. contract prices :-

Trousers, fly: Hip and fob pockets, leather bindings, extension bands and pleats.

- 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 egain 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 fourteen days from date of measurement of the rating, or as otherwise arranged by mutual consent between the rating and the contractor, the delivery period to be subject to the rating attending for a try-on on the date specified by the contractor.
- (f) Delivery of garments is to be taken at the contractor's premises, otherwise at the rating's expense.
- 3. Ratings are warned that they themselves are responsible for ensuring that uniforms obtained under the contracts or from private outfitters are made strictly to the approved patterns and that they are liable to disciplinary action if incorrect uniform is worn.

4. In addition to the supply of personal requirements of made-to-measure garments, the contracts provide for the supply of garments against official orders in circumstances where this may be necessary. In these circumstances the following conditions shall apply:

(a) Orders shall be placed by Supply Officers on Treasury Form 21, accompanied by properly completed self-measurement form (if ratings are unable to attend for measurement) and Form N.A. 4.

- (b) Garments shall be completed within fourteen days of receipt by the contractor of the official order and delivered by parcel 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.

 Navy Orders 307 and 391 of 1953 are hereby cancelled. (4532/91/30)
 (This Order will be reprinted for posting on Notice Boards.)

525.

FILMS AND FILM STRIPS - INSTRUCTIONAL - TITLES "CARE AND MAINTENANCE OF TYPE 147B DIRECTING GRAR"
(SERIAL NO. SA. 489), "TYPE 144Q MAINTENANCE ROUTINES",
PARTS 1-3 (SERIAL NO. SA. 507) - OBSOLESCENCE,

The instructional film strips "Care and Maintenance of Type 147B Directing Gear" (Serial No. SA.489) and "Type 144Q Maintenance Routines", Parts 1-3 (Serial No. SA.507), have now been declared obsolescent within the Naval service. No further copies will be purchased but all existing stocks should be used until copies become unserviceable.

2. B.R.1251 - Catalogue of Naval Instructional Films and Film Strips - will be amended accordingly.

(The foregoing is the unaltered text of A.F.O. 1835/1954.)

(4518/61/393)

526.

FILMS AND FILM STRIPS - INSTRUCTIONAL - TITLES - "NAVAL AIR RECONNAISSANCE" (SERIAL NO. A. 323) - REVISED SECURITY CLASSIFICATION.

The instructional film "Naval Air Reconnaissance" (Serial No. A.323) has now been downgraded to "Unclassified". Appropriate action should therefore be taken by holders of this film to remove the security classification title from the film.

(The foregoing is the unaltered text of A.P.O. 1900/1954.)

(4518/61/397)

527.

ROYAL NAVY LOAN PERSONNEL - LEAVE ENTITLEMENTS.

Navy Order 109 of 1953 is amended by inserting after paragraph 2 a new paragraph 2A to read -

"Royal Navy personnel who complete 6 years' lean service may be granted local leave at the Royal Australian Navy home service leave scale, without any increase to or deduction from foreign service leave accrued during the first 6 years' lean service,"

(4022/1/107)
(This Order will be reprinted for posting on Notice Boards.)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 528.

MAGAZINE LAMP FITTINGS - USE OF KEY PATT. 7008.

Evidence of improper practices in removing the guards from Magazine lamp fittings has been observed during inspections of electrical arrangements in magazines in H.M.A. Ships, examples being -

- (a) Cutting off the plunger in the guard locking bolt lug instead of screwing it back.
- (b) Using a screw driver in lieu of Key Pattern 7008, provided for screwing back the plunger, resulting in mutilation of eccentric hole of the plunger.
- (c) Levering the plunger back, thus stripping the thread in the guard locking bolt lug.
- 2. Arising from these practices it has been found necessary to fit new plungers, to repair fittings, and if these are renewed or replaced, to rewire the magazine circuit.
- 3. It is to be brought to the notice of all concerned that Key Pattern 7008 only is to be used on all occasions when it is found necessary to remove the guards from Wagazine Lighting Fittings.

(4276/4/291)

529.

AIRCRAFT GUNS - HISPANO 20 mm. - USE AS BALLAST GUNS.

Navy Order 163 of 1954 is to be amended as follows :- Delete existing paragraph 3 and insert -

J. Five sets of ballast gun equipment are being made up at R.A.N. Armament Depot, Spectacle Island, each set consisting of four guns and four feed mechanisms.

Initial supply will be made without demand as follows :-

Naval Air Station, Nowre 2 sets Naval Overseer's Assistant, Bankstown 3 sets.

(4428/53/153)

531 - 533

TO STANDARDIZE MOUNTINGS IN	7 MOUNTING - MODIFICATIONS N THE BOYAL AUSTRALIAN NAVY.
(a) Authorities concerned	- All Ships and Establish- ments holding above- mentioned mountings.
(b) Type and Mark of Mountin	ng - 40 mm. Bofors Single
(a) Part of Mounting affects	
(d) Purpose of modification	- To standardize Mountings in the R.A.N.
(e) Nature of modification	- (1) Remove Hand gear and Change-over Valve and re-run pipes.
	(ii) Fit Schrader valve in lieu of Air Tap.
	(iii) Modify End Cap and fit "O" seal 3160 in lieu of Oil seal 29710.
	(iv) Replace 2 No. 6 B.A. Allen Screws by 2 No. 6 B.A. Cheese headed Screws.
	NOTE: - (e)(1) Mounting Reg. No. 2023 and above are already
	(e)(ii) Mounting
	(iii) Reg. No. 2001 and above are already
And a contract of	(iv)] modified.
(f) Drawings	- (1) 29000 A.N. Sheets 2 3, 5, 7 and 15 D.O.U.W.A/24028. (11) 29000/121 and 22, (11) 29000/195. (1v) 29000/128, Sheet 3,
(g) By whom to be done	- Dockyards, Ships and Establishments concerned are to raise a Defect List item to cover the work involved, quoting this Order as the authority.
(h) When to be done	- As soon as convenient.

(4429/41/136)

531.

40 mm. BOFORS SINGLE MARK 7 MOUNTINGS - OIL FUMP MOTOR STARTER - FITTING OF NEW TYPE RESILIENT MOUNTINGS -MODIFICATION NO. A.N.2.

(a) Ships, Establishments etc. - All Ships and Establishments holding abovementioned mountings. (b) Type and Mark of Mounting - 40 mm. Bofors Single Mk. 7. (c) Part of Mounting affected - Oil Pump Motor Starter. - To prevent failure of resilient mountings. (d) Purpose of modification - To fit new type resilient (e) Nature of modification mountings. (f) Drawings - Navy Office drawings 1095/4 and 1095/5. (g) By whom to be done - Dockyard, Ships and Establishments concerned are to raise a Defect

(h) When to be done - As soon as convenient. (4429/41/149)

532.

STORES - CUNNERY EQUIPMENT - AUTO SYSTEMS -SPARE PARTS - REVISION OF ALLOWANCES.

"A.F.O. 1185/1954" appearing in Navy Order 351 of 1954, is to be amended to read "A.F.O. 1187/1954".

(4429/99/75)

List item to cover the work involved, quoting this Order as the

authority.

533.

SHIP'S LOG, FORM S. 322 - DISTANCE HUN.

The total daily distance run through the water to be entered in the space provided in the middle of the left hand page of the Ship's Log Form 8.322 is to be calculated between midnight and midnight and is the sum of the hourly distances

2. Instructions for writing up the Log will be amended at the next reprint of Form S. 322.

(The foregoing is the unaltered text of A.F.O. 1793/1954.)

(4352/1/2)

534.

A/S WEAPONS - SQUID - ADAPTISES, SQUID PRACTICE.

In view of slight variations in the depth of Cartridge Containers used in Squid mountings it has been decided to modify Adapters Squid Practice and Spanners Tube Adapter Squid Practice to ensure that the Adapter can in all cases be securely fastened in the Cartridge Container and will not foul the cartridge.

- 2. The modification involves shortening the adapter body and reducing the length of the cross bar on the spanner to enable it to enter the cartridge container, if necessary, to permit full tightening of the adapter nut. Correct assembly using modified adapters and spanners will then be indicated by the fact that the cross bar on the spanner is flush with, or inside, the top of the cartridge container when the nut has been fully tightened.
- 3. Commanding Officers of H.M.A. Ships fitted with Squid mountings are to arrange for any CK.002 Box Adapter Squid Practice complete (which contain Adapters Squid Practice and Spanners Tube) held on board to be landed at the nearest R.A.N. Armament Depot and modified ones drawn in lieu at the first convenient opportunity.

(The foregoing is the text of A.F.O. 2029/1954 altered to meet R.A.N. conditions.)

(4428/34/10)

535.

MAJESTIC CLASS LIGHT FLEET CARRIERS -ALTERATION AND ADDITION ITEM.

The following Alteration and Addition item is approved in principle for H.M.A.S. SYDNKY :-

Class Item No. 261

Classification "A"

Item: "To remove and land C.S.A.M. Smoke-making Apparatus."

Compensating weight Required: Nil

Reference: A.F.O.1610/1954.

2. H.M.A.S. SYDNEY is to report weight landed.

(3757/80/1)

536.

NAVAL STORES (AIR) - MISCELLANSOUS AIRCRAFT EQUIPMENT -RATIONALIZATION OF SPACES FOR AIRCRAFT SEATS.

- It has been decided to rationalize, under Section 27H of the R.A.F. Vocabulary, spares for aircraft scats at present held under Section 26.
- 2. The items listed in the Appendix to this Order should accordingly be transferred to Section 27H under the reference numbers quoted as from the date of this Order.

- 3. Quadrant, Ref. 26EE/8794, Part No. AS2108, will be issued until stocks are exhausted; Quadrant, Ref. 27H/3187, Part No. AB2107, should then be issued in lieu.
- 4. The complete seats and torque shaft and handle assemblies have, in most cases, to be modified to suit individual aircraft and will remain referenced in Section 26.
- 5. The relevant publications will be smended.

APPENDIX

Part No.	Description	Existing Ref. No.	New Ref.
AS, 2073	Bolt, bearing	{26BZ/8393} 26FC/790}	3202
AB. 2075 AB. 2076	Rod, operating, plunge Grip, handle		3194 3197
AB. 2077	Plunge, spring	[26BZ/6078] 26FC/2166]	3196
A8. 2078	Washer	26BZ/8394 } 26FC/799 }	3200
AB. 2080	Shim	[26BZ/8395] 26FC/796]	3203
A8, 2081	Bush, distance	26FC/792 [26BZ/8396]	3204 3201
AB, 2082	Nut, thin	126FC/794 } (26BZ/8397]	
A8, 2083 A8, 2091	Handle grip Bracket	26FC/2164] 26FC/791	3195 3198
A8,2092	Assister unit	[26BZ/8398] 26FC/798]	3205
A8.2093	Link attachment	26F0/793 (26BZ/10045)	3206
AB, 2097 AB, 2099	Rivet, tubular Washer	26FC/2161 } 26FC/800	3191 3199
AB, 2102	Bobbin	26EW/5421 (26BZ/4526)	3220
AB. 2104 AB. 2107	Clip, spring Quadrant assembly	[26F0/2157] 26BZ/8793	3192 3187
A8, 2125	Upholstery	26BZ/10058 26PC/1084	3186
AB, 2143 AB, 2144	Plate harness Plate harness	26PP/3974 26DV/709 26DV/710	3189 3190

(The foregoing is the unaltered text of A.F.O. 1853/1954.)

(4404/4/180)

537.

NAVAL STORES (FUEL) - OIL, IUBRICATING - USED OR DIRTY - DISPOSAL,

Arisings of used and dirty lubricating oil in ships using furnace fuel oil should, after being strained, be tipped into the vessels' bunkers and burnt. When mixing with bunkers the proportion should not exceed one part of lubricating oil to twenty parts of furnace oil.

2. Diesel driven Ships and Establishments which are not able to dispose of lubricating oil in bunkers should return their arisings to the nearest (Superintending) Naval Store Officer for sale through the Department of Supply. To avoid unnecessary transportation to a Naval Store Depot, however, accumulations at outlying establishments should be reported direct to the Naval Board for disposal through the Department of Supply.

3. Containers for used or dirty lubricating oil .-Provision - Normally 45 gallon lubricating oil drums should be utilized for used or dirty oil and care must be taken to ensure that they are free from water and other foreign matter before being filled. New drums or those which have contained other than lubricating oil should not be used. If suitable drums are not available locally, supplies can be obtained from the nearest (Superintending) Naval Store Officer.

4. Storage and Warking .- It is important that used or dirty lubricating oil should be kept separate and completely segregated from stocks of new oils to prevent the possibility of errors occurring when issuing new oil. It is also important that used oils awaiting sale be kept free from contamination by water or other extraneous matter, screw bungs being tightly closed at all times. Previous markings on drums are to be obliterated and both ends of 45 gallon drums clearly stencilled with the type of oil contained therein. Markings shall be in white with the words "Used" or "Dirty" in 4 inch letters across the centre and the description of the oil and quantity in 2 inch letters around the circumference. Smaller containers should be similarly marked on the body, the size of lettering being as large as practicable.

(The foregoing is the text of A.F.O. 1272/1954 altered to meet R. A. N. conditions.)

(4512/90/125)

538.

537 - 538

NAVAL STORES (GENERAL) (CLASS B, GROUP 9B) - CEREAL BINS, ALIMINIUM ALLOY - ADDITION TO THE RATE BOOK.

The aluminium alloy cereal bin, 100 lbs, capacity, referred to in A.F.O. 2713/53 (Ship Fittings - Gereal Bins -Design - Basts of Supply), has been allotted Pattern Number 9186 and will be dealt with under Class B. Group 9B. and Contract Schedule 193. Any stocks of aluminium alloy cereal bins already held by (S) N.S.O.'s under Class B, Group 10D, should be transferred to Class B. Group 9B. forthwith.

- 2. The bins will be accounted for in accordance with the procedure approved for portable fittings. Replacement of tanks, Pattern 20, should be dealt with as an A. and A. Replacement of defective cereal bins, Pattern 9186, should be dealt with under the defect list procedure. The tanks, Pattern 20, are to be returned to the nearest (8) N.S.O. if serviceable, otherwise they should be scrapped.
 - 3. Navy Order 356 of 1954 is hereby cancelled.

(The foregoing is the text of A.F.O. 1918/1954 altered to mest R.A.N. conditions.)

(4505/91/84)

NAVAL STORES (GENERAL) (CLASS E, GROUP 2(d)) - COTTON PACKING, PATTERNS 7800-7810 - AMENDMENT OF DESCRIPTION.

It has been decided that the rubber core previously specified in Cotton Packings, Patterns 7800-7810, is not required and future purchases will not include this core. The description of these patterns in the Rate Book and Authorized List of Naval Stores (B.R. 810) is therefore being amended to read "Packing Cotton for glands of Weirs pumps, etc.".

- 2. It has also been decided that the sizes of these packings above in, are not required, and Pattern 7807 (1 in.), 7808 (1 in.), 7809 (1 in.), and 7810 (1 in.) are being deleted from the Rate Book and Authorized List of Naval Stores (B.R. 810). No further purchases of these patterns will be made, but existing stocks should be issued until exhausted.
- 3. The relevant publications will be amended. (4512/23/55) (The foregoing is the unaltered text of A.F.O. 1970/1954.)

540.

539.

NAVAL STORES (GENERAL) (CLASS E, GROUP 3) - OARS - MODIFIED DESIGN.

Oars purchased in future will be of laminated construction and of modified design.

2. These pars are to be accounted for under the Pattern Numbers and Descriptions listed hereunder -

Pattern No.	Description	
	Oars, Flat Blade	
6934 6935	17 ft. long 16 ft. long	
6936	15 ft. long	
6938	12 ft. long	
6939 6940	8 ft. long	

3. Existing stocks of flat-bladed cars of the old type are to be used up before issues of the new type are made.

(3211/41/15)

541.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 2A, PART 3) - 20 IN. POWER CONTROLLED SIGNALLING SEARCHLIGHT PROJECTOR, PATTERN 12257 - REDUCTION OF ARCING AT SHUTTER SOLENOID CONTACTS.

"A.P.O. 1187/1954", appearing in Navy Order 255 of 1954, is to be amended to read "A.F.O. 1137/1954".

(4518/22/201)

SECTION 4 .- DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

542.

LAUNDERING OF MESS LINEN AND SICK BERTH BATINGS' WHITE WORKING DRESS.

Approval has been given for the cost of laundering the following items to be accepted in future as a charge to public funds :-

- (1) White working dress of Sick Berth ratings up to a maximum of two shirts and two pairs of trousers per rating weekly.
- (11) Working dress of W.R.A.N.S. Sick Berth ratings up to a maximum of 2 blue dresses, two white S.B.A. caps and 2 white aprons per rating weekly.
- (iii) Mess linen, including table cloths, glass cloths, tes cloths and napkins.
- 2. Navy Order 120 of 1954 is hereby cancelled.

(3708/1/27)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY 543.

B.R. 16 - ENGINEERING MANUAL - APPROVED DISTRIBUTION.

Distribution of the Engineering Manual is on the following basis :-

GRATUITOUS ISSUES

- (a) Bach Executive Officer on first appointment in Command;
- (b) Each Officer of the Engineering Branch;
- (c) Each Chief Engine Room Artificer and Engine Room Artificer;
- (d) Each Chief Mechanician and Mechanician.
- (e) Each Chief Petty Officer Stoker Mechanic.

The copies issued to Officers and ratings mentioned above will be considered as their personal copies - those for ratings are included in their kits. Issues on a similar basis are to be made to the appropriate Officers and ratings of the Reserve Forces as indicated hereunder.

OTHER ISSUES

Flag Officers 1 each Ships in Commission 1 each

Flinders Naval Depot Requirements for kitting up, training etc.

R.A.N.R.(3) Officers, Engineering Branch - 1 each on mobilization

R.A.N.V.R. Officers, Engineering Branch - 1 each on mobilization R.A.N.V.R. Chief E.R.A.'s

R.A.N.R. Chief E.R.A.'s

- 1 each on mobilization

R.A.N.V.R. K.R.A. 's

- 1 each on mobilization

R.A.N.R. Officers, Engineering

Branch

1 to each Officer and rating of these categories who complies with Article 34(a) of Regulations and Instructions (Provi-

sional) for the R.A.N.R. 1953, 1.e. those who attend not

less than 80% of drills

prescribed.

PENGUIN RUBHCUTTER MORETON LONSDALE LONSDALE II TORRENS

LEEUWIN

HUON

R.A.N.R. E.R.A.'s

1 each, for B.R. Library for

Reserve Training

Other Naval Establishments 1 each G.M.G.I. G.M. Williamstown 12 copies 2 copies 2 copies P.N.O. Cockatoo Island P.N.O. Newcastle 1 copy P.N.O. Victoria 1 copy L.W.R.E. Woomera 1 copy.

2. In many cases demands for personal copies of the 1950 edition were not lodged separately and consequently the number of copies now held by some Ships and Establishments is in excess of current requirements.

3. Where copies held are in excess of present requirements based on the abovementioned allowances, the excess quantities are to be returned to Superintending Naval and Air Store Officer, Sydney, as early as possible, except where, for some reason, the allowance is considered inadequate. In any such cases approval for an increased allowance should be sought and the copies required held pending decision on the application. Where the allowance is not held demands for extra copies required should be lodged with S.N.S.O., Sydney, quoting this Order as authority and stating whether copies are for personal issue or not.

(4139/13/1087)

SECTION 6 .- SHORE ESTABLISHMENTS

544.

R. A. N. SHORE ESTABLISHMENTS - ELECTRIC LAUNDRY IRONS.

Approval has been given for the undermentioned allowances of electric laundry irons for R.A.N. Shore Establishments -

(A) Non Tropical Areas

Officers

1 No. per mess of up to 20 and 1 No. for each additional 20 personnel;

Chief and Petty Officers and Ratings

1 No. per mess of up to 25 and 1 No. for each additional 25 personnel.

(B) Tropical Areas except H.M.A.S. TARANGAU

Officers

1 No. per mess up to 12
and 1 No. for each
additional 12 personnel;

Chief and Petty Officers
and Ratings

1 No. per mess or
dormitory of up to 20 and
1 No. for each additional
20 personnel.

(C) H.M.A.S. TARANGAU

Medical and Dental

Departments

Spares

Commanding Officer 1 No.;

Officers 1 No. for each 4 officers borne;

Chief and Petty Officers and Ratings 1 No. per mess or dormitory of up to 20 and 1 No. for each additional 20 personnel;

Laundry 1 No. for each 150 personnel;

2 No.

2. Approval is also given to the supply of 1 No. electric laundry iron (110 volt) to each M.S.L. whilst attached to H.M.A.S. TARANGAU, subject to suitable arrangements being made to prevent overloading of the generator when the iron is in use.

3. H.M.A. Naval Establishments should demand on the appropriate storing yard to complete to the above allowances.

4. Navy Order 42 of 1951 is hereby cancelled.

(4518/27/86)

LIST OF ADMIRALTY FLEET ORDERS REFROMULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

A.F.O.'s (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954	FORM C.N.O. OR C.C.N.O. 1954
900	231	C.N.O
931	-	214
932	204	245
933 935	223	248
936	21/4	-
937	-	292
938 940	249	331
942	296	
947	357	436
948 950	357	221
974	206	
978	-	233
984 985	1 2	360 344
994	-	269
999	-	240
1001		371 242
1005	2.	243
1007	-	247
1008	303	441
1010	202	304
1011	-	C.C.N.O. 36
1019	253 295	-
1046	233	C.N.O.311
1055	-	343
1056	-	361
1072	222	375
1076	-	309
1080		353
1083	442	254
1085	72	459
1116	1	342
1128 1132	5	397 275
1134	250	252
1136 1137	278 255	
1139		432
1148	336	
1158	302	339
1181 1182	393	
1184	288	-
1187	-	351
1193		437 260
1241		359
1251	-	419
1255 1256	1	325 290
1259	291	250

A.F.O.'s (April, 1954 and onwards)	ADOPTED IN PULL C.N.O. 1954	ADOPTED IN AMENDE FORM C.N.O. OR C.C.N.O. 1954
1262		377
1267		377 335 379
1269	-	379
1270	-	435
1275	-	435 440
1299	-	321
1310		518
1324	-	363
1340	-	469
1343 1344	305	349
1345		350 326
13/16		327
1349	305	721
1352	303	356
1353	2	334
1355	-	358
1357	-	452
1349 1352 1353 1355 1357 1369	-	480
1400	324	420
1408		
1409	378	372
1441		399
1lilili	401	
1475		471
1477 1482	499	
1482		478
1527	369	
1531	2.	472
1532		373
1533 1539		453
1548	460	495
1595	400	479
1595 1614	-	461
1616	-	500
1617	392	-
1624	-	380
1646	384	
1653 1660	7	466
1660	-	449
1661 1664	-	450 421
1665	1,25	421
1666	· 425 457	
1670	451	497
1672	434	42.
1673	475	-
1675 1676		474
1676	438	-
1677 1680	433	-
1680	438 433 370	464
1700	-50	464
1727	473	454
1729	4/3	426
1730 1744	2	522
1791	2	491
1859	498	
1859 1864	521	2

A.F.O.'s (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954
1892 1912 2010	507 506	516

NOTE: - A.F.O.'s subsequent to 900/1954, which are not listed above, can generally be accepted as not applicable, but some may still be under consideration.

Those within the above numbers, subsequently repromulgated, will be included in later monthly cumulative lists.

(Navy Orders 206-522 of 1954, dated lat June to 31st August, 1954.)

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C.N.Os.545-561/54

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 14th September, 1954.

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

By direction of the Naval Board,

J. K. Buumins

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. No.

SECTION 1 - ADMINISTRATIVE AND GENERAL

- 545 Official Birthday of Her Majesty The Queen.
- 546 Fires Summary of all Fires Reported in H.M. Ships and Craft (Including Submarines) 1953.

SECTION 2 - PERSONNEL

- 547 Advancement Acting and Provisional Discontinuation In the Electrical Branches.
- 548 Funerals of Service Personnel Fares of Relatives Attending and Arrangements of Funerals by Relatives.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

- 549 Method of Repairing Cracks in Synthetic Resin Transparent Panels, E.G. Perspex.
- 550 Radio Power Supplies Carbon Pile Regulators Fitting.
- 551 Boiler Funnel Smoke Screen Procedure and Precautions.
- 552 Ammunition Pyrotechnic Age Limits.
- 553 Anti-Submarine Underwater Detection Equipment Installation Inspection Organization.
- 554 A/S Smoke Markers Responsibility.
- 555 Torpedo Components Stores Nozzles Revised Allowances to Destroyers and Frigates.
- 556 H.M.A. Ships and Small Craft Permanent Draught Marks.
- 557 Naval Stores (General) (Class B, Group 2d) Stud Bolts, High Tensile, for High Temperature and Pressure Steam Services.
- 558 Naval Stores (General) (Class E, Group 6) CO2
 Absorbent for Self-Contained Breathing Apparatus Supplies.
- 559 Naval Stores (General) (Class E, Group 8) "Rozalex" Use as a Barrier Cream and Precaution against Dermatitis.
- 560 Naval Stores (General) (Class F, Group 2A, Part 3) -Torch, Oldham, Safety - Introduction.

SECTION 6 - SHORE ESTABLISHMENTS

561 Fires - Precautions against Fires of Electrical Origin in Naval Establishments.

SECTION 1 .- ADMINISTRATIVE AND GENERAL.

545.

OFFICIAL BIRTHDAY OF HER MAJESTY THE QUEEN.

In 1955, the Birthday of Her Majesty The Queen will be officially observed on Thursday, 9th June.

(C. O.R., Article 84, clause 2.)

(4222/2/64)

546.

FIRES - SUMMARY OF ALL FIRES REPORTED IN H.M. SHIPS AND CRAFT (INCLUDING SUBMARINES) - 1953.

This Order contains a summary compiled from Forms 5.228 received in the Admiralty during the period lst January, 1953 to 31st December, 1953, of all fires reported in H.M. Ships and Graft.

2. Table of Fires.	Category and Cause	No	Total
Type of Fire	cateful and cause	200	20000
Riestrical:-			_
Major	Radar and Wireless	2	2
Medium	Short circuit causing over-		
	Overheating of electrical equipment other than Radar	2	
	and Wireless Incorrect connection on	1	
	mein starter battery	1	5
Minor	Radar and Wireless	2	
	Temporary cables from shore Short circuit causing over-	12	
	heating Breakdown of insulation of	12	
	electric wiring Overheating of electrical	4	
	equipment other than Radar and Wireless Earth faults	6	
	Defective wiring to starter		
	Paulty starting switch Faulty electric light	1	
	fitting	1	30
	Total		37
Galley:-			
Major	Deep fat fryer overheating	2	2
Medium	Deep fat fryer overheating	2	2
Minor	Spilt cooking fat Overheated fat in oven Fuel oil overflow	3	5
	Total		9
	TOTAL		7

Type of Pire	Category and Cause	No.	Total
P.P.O. and Dieso:-			
Major	Leaking fuel oil from sprayer	3	3
Medium	Excessive oil in bilge Practure Kerosine hose of	1	
Minor	blowtorch Excessive oil in bilge	1 2	2
A VIII		-	7
	Total		7
Gasoline:-			
Major	Explosion of vapour from leakages	1	1
Medium	N11.		
Minor	Explosion of vapour from leakages	3	
511 S. C. C. C.	Carburettor jet not scated correctly	1	
	Lighted match dropped into a drum containing a mixture of gasoline and		
-	oil	1	5
	Total		6
			-
felding and Burning:-			
Major	Nil.		
Medium	Heated deak igniting paint	1	1
Minor	Sparks falling on carbon- aceous material Sparks falling into bilge	7	8
	A STATE OF THE PARTY OF THE PAR		9
	Total		-
arbonaceous:-			
Major	Unknown Slow-combustion stove too	1	2
*****	near B/hd.	1	2
Medium	Unknown Hot gases from exhaust on ship side	1	3
Minor	Disposal of smoking		,
	material Articles coming into con- tact with electric	11	
	radiator 60-watt lamp lying on	3	
	Sparks from funnel falling	1	
	on cushion Accumulation of grease in	1	
	Accumulation of soot in	1	
	Clothing too near heater in drying room	1	
	Clothing hung too near		
	funnel	1	

		240	- 241
Type of Fire	Category and Cause	No.	Total
Carbonaceous:- (Con	t'd.)		
Minor	Defective lagging Packing box placed in oven Clothing burnt in bucket when water had boiled	1	
	away Unknown	3	26
	Total		26 31
Ptlme	Nil.		
	Grand Total		99

Note:- During 1953, 10 major fires, 13 medium and 76 minor fires occurred in the Fleet. In two of the major fires 5 men lost their lives and 41 were injured.

3. The number of fires which occurred in 1953 is numerically similar to those in 1952. Attention is drawn particularly to the number of electrical and carbonaceous fires.

4. Comments, - (a) The grand total of 99 fires, of which 10 are classified major, gives cause for concern, even though the great majority are minor fires. Carelessness, disregard of regulations and lack of fire consciousness still seem to be the main causes, and this is borne out by the large number of carbonaceous fires.

(b) Attention is again drawn to paragraph 3 (b) of A.F.O. 2502/53 (Pires - Summary of all Pires reported in H.M. Shipe and Craft, 1952.).

(The foregoing to the unaltered text of A.F.O. 1317/1954.)
(4276/2/21)

SECTION 2 .- PERSONNEL.

547.

ADVANCEMENT - ACTING AND PROVISIONAL - DISCONTINUATION
IN THE ELECTRICAL BRANCHES.

As from 31st December, 1954, advancement of Electrical, Radio Electrical, Electrical (Air) and Radio Electrical (Air) branch ratings (except Artificer ratings) on an acting and provisional basis, consequent upon the passing of a provisional examination, will cease.

2. Ratings who have been advanced on an acting and provisional basis and have not yet passed the professional course in the Electrical School will remain acting and provisional until they qualify professionally. Should a provisional rating fail in his advancement course or decline the course for other than adequate private reasons he will revert to the lower rating, and his subsequent advancement will be subject to the rules in A.B.R.lo, Article 181, paragraphs (4) and (5).

 Paragraph 7 of A.B.R.10, Article 181 is hereby cancelled. (4008/4/57) 548 - 550 548.

FUNERALS OF SERVICE PERSONNEL - FARES OF RELATIVES ATTENDING AND ARRANGEMENTS OF FUNERALS BY RELATIVES.

Navy Order 236 of 1954 is to be smended by deleting the amount of £50 from paragraph 1(c)(11) and inserting the amount of £60 in lieu.

(4014/51/60)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES.

549.

METHOD OF REPAIRING CRACKS IN SYNTHETIC RESIN TRANSPARENT PANELS, E.G., PERSPEX.

A satisfactory method of repairing cracks in synthetic resin transparent panels has been evolved by the R.A.N. Torpedo Establishment using the following ingredients:-

- (1) Gold curing "Simplex".
- (2) Trepol Ester Liquid.
- (3) Pentropryl Acrylic.
- 2. Directions for carrying out the repair -
- (1) Use equal quantities of cold curing "Simplex" and Trepol Ester Liquid; add Pentropryl Acrylic until the mixture becomes a paste.
- (2) Fill up the crack or break and hold firmly together by hand for about three minutes; dry off with cellophane paper.
- The ingredients should be accounted for as Naval Stores and demands for requirements should be forwarded to the appropriate Naval Store Depot.
- 4. Important. This repair is not applicable to synthetic resin transparent panels fitted to Naval aircraft. Repair, where permissible, of aircraft panels is shown in A.P. 1464, Vol. 1, Part 2, Section 4, Chapter 5.

(4476/46/3)

550.

RADIO - POWER SUPPLIES - CARBON PILE REGULATORS - FITTING.
H. M. A. Ships, including Submarines

It has been found that a large proportion of the stock of Carbon-Pile Regulators A.P. W1698, W2194 and W2195 have deteriorated in store to such an extent as to be no longer servicesble. After having been reconditioned, they will carry the suffix "A" after the Pattern number. In addition to the reconditioned regulators, a new regulator A.P. 61027 will shortly be introduced.

 In the above regulators, steps have been taken to improve the performance and to lengthen shelf-life. This has been effected by -

- (a) The incorporation of a stabilising transformer to reduce hunting.
- (b) The removal of the wet electrolytic capacitor.
- (c) The provision of special protective packing, which must on no account be removed until the Regulator is about to be installed.
- 3. The incorporation of the Stabilising Transformer necessitates an additional connection to the Regulator as follows:
 - (a) Regulator A.P. W2194A, W2195A, 61027. Connect the Regulator terminal marked "COM-" to any terminal within the Control Board marked "COM-" or "-".
 - (b) Regulator A.P. W1698A.
 - (1) Where a connection to the Regulator "COM-" terminal exists, connect "AF-" and "COM-" terminals on the Regulator.
 - (ii) Where a connection to the Regulator
 "COM-" terminal does not exist,
 connect "AF-" on the Regulator to
 any terminal within the Supply
 Board marked "COM-" or "-".
- 4. In Regulator A.P. W1698A, the wet electrolytic espacitor has been replaced by a dry electrolytic type, which will have a longer shelf-life. In Regulators A.P. W2194A, W2195A and 61027, the smoothing capacitor has been omitted, and in the few applications where these are in use on a supply frequency below 250 cycles, an 6 mfd. 100 volts working capacitor must be connected externally between the two Regulator terminals marked "C". Local arrangements must be made to support the capacitor. Joint Services Ref. Z112884 or A.P. 62228 capacitors are suitable.
- 5. If a reconditioned Regulator is not available, and the existing type does not appear to be regulating satisfactorily, the following steps are recommended:
 - (a) Where the Regulator is in use on a 500 cycle supply, the smoothing capacitor within the Regulator should be disconnected. This may be effected as follows:
 - (i) Two leads are connected to each terminal of the capacitor. Disconnect the two leads from one terminal, bolt them securely together, and carefully cover all bare surfaces of the joint with insulating tape.
 - (b) Where the Regulator is in use on a 50 cycle supply, the wet electrolytic capacitor within the regulator should be disconnected, and replaced by an A.P. 62228 or 2112884 capacitor connected externally. This may be effected as follows:-

- (1) Disconnect the two leads from one terminal of the internal capacitor. Provide a short length of insulated cable sufficient to reach to the front of the regulator, and bolt it up together with the two leads removed from the terminal of the internal capacitor. Carefully cover the joint with insulating tape.
- (ii) Provide a sufficient length of insulated cable to reach the front of the regulator, and connect one end to the terminal of the internal capacitor which has not yet been disturbed.
- (111) A dry electrolytic capacitor as specified above should be connected between the two ends of cable thus produced at the front of the regulator. The capacitor should then be secured by a suitable clip or bracket.

6. Relevant "E" Lists and Handbooks are being amended, but ships and establishments are not to raise demands until six months from the date of this Order. The technical details contained in this Order will be issued as an amerdment to B.R. 1917.

(The foregoing is the text of A.F.O. 1405/1954 altered to meet R.A.N. conditions.)

(4519/1/200)

551.

550 - 551

BOILER FUNNEL SMOKE SCREEN - PROCEDURE AND PRECAUTIONS.

In ships fitted with economisers or air preheaters the use of the fittings originally provided for making funnel smoke cause rapid accumulations of soot. Such accumulations eventually catch fire and may cause serious damage: there is also the possibility of a major fire.

- 2. For these reasons, instructions were given for funnel smoke making fittings in ships fitted with economisers or air preheaters to be removed: pending removal they are not to be used, and are to be wire lashed shut.
- 3. In ships not fitted with economisers or air preheaters the use of funnel smoke making fittings is not so liable to lead to rapid accumulations of soot, but there is a risk, particularly at low powers that fuel oil will collect on furnace floors. Besides having a deleterious effect on brickwork, ignition of this fuel could lead to uncontrolled burning in furnaces, prolonged lifting of safety valves and possibly damage to boilers.
- 4. Where other means of making smoke screens are provided, they should be used in preference to the making of black smoke from the funnels. Where other means are not available, or it is a tectical requirement that funnel smoke must be made, then the production of funnel smoke is normally to be obtained by -

- (a) Reduction of combustion air supply to the burners, consistent with the absence of pulsation.
- (b) Reduction of oil temperature.

NOTE: - No boiler is to be used for making smoke for more than five minutes consecutively. When it is required to make smoke for longer periods than five minutes it will be necessary therefore to use boilers for this purpose in rotation. During non-smoke-making periods full use is to be made of soot blowers (where fitted).

- 5. In vessels in which funnel smoke making fittings are still authorised to be retained (i.c., in vessels not fitted with economisers or sir preheaters), their use is to be resorted to only if the methods at paragraph 4 above are ineffective.
- 6. In vessels fitted with economiser by-passes these are to be open while making smoke.
- 7. In existing frigates and smaller ships (other than frigates converted from destroyers) pulsation more readily occurs under normal steaming conditions than in larger vessels. There will, therefore, be a tendency when making funnel amoke in these frigates and smaller ships for pulsation to be induced and this will lesd to heavier maintenance with brickwork. Investigations are in hand to reduce the tendency to pulsation in these vessels; pending improvements being made, the making of funnel smoke in these vessels is to be avoided as far as possible, due consideration being given to the conditions under which experience has shown pulsation will occur in individual ships.

(The foregoing is the unaltered text of A.F.O. 2086/1954.) (4276/2/35)

552.

AMMUNITION - PYROTECHNIC - AGE LIMITS.

The following list shows the limits of age from date of manufacture of all pyrotechnics approved for Naval Service :-

Naval Aircraft Pyrotechnics -

Capsules, delay for fuzes, A/C, flare No. 848 Cartridges, electric, actuating, flotation gear Cartridges, Percussion, Engine Starter No. 2 Cartridges, Electric, Engine Starter Nos. 4, 5 and 7 Cartridges, Electric, Engine Starter No. 8

No age limit.

10 years.

3 years.

No age limit. 5 years when stored in an R. A. N. Armement Depot or used ashore. 2 years when issued to H. M. A. Ships.

Cartriages, signal, 11 in., green,	1	
red and yellow		
Cartridges, signal, li in., double,	a11	
Cartridges, signal, 11 in., G.R.	combina-	10 years
types	tions	
Cartridges, signal li in., brown,		The same
Cartridges, illuminating, ly in.,		10 years
"J" Mark 4		7 waana
Flame Floats, A/C, navigation No.2		7 years
Plame Ploats, delay action	1	10 years
Plares, A/C, reconnaissance	13 years	
4.5 in.	Home Air	William or other
Flares, A/C, 4 in., A/S	Stations	10 years
and reconnaissance	A.F.O.	
The second of which the second	3128/51	
Places, ground, indicating, yellow	No a	ge limit.
Generators, smoke, Nos. 6 and 15 Markers, marine A/C, No. 2		ge limit.
Matches, waterproof, safety, No.1,	no at	Se TIMIC.
Mark 1	No se	ge limit.
Portfires, friction		e limit.
Puffs, powder, Nos.9 and 10		e limit.
Rockets, buoyant, line carrying and		A To page
cartridges, electric		ge limit.
Signals, distress, 2 ster, red Smoke floats, A/C, navigation, No.1		ge limit.
Smoke floats, navigation, 13 lb.	10 ye	
Omoro 1200001 maragarating 23 200	10 30	our n
Miscellaneous Magazine Stores -		
Apparatus, signal, Type A:-		
Flares, white)	
Dischargers, white	AT IN NOTE	
Candles, smoke, white	No ag	e limit.
Candles, smoke, yellow		
Chinese crackers		
Cartridges, percussion, Type B Cartridges, rocket, line carrying,		
Schermuly	10 ye	ara
Cartridges, 11 in., pistel, signal,		
grenade	No no	e limit.
Certridges, signal, 1 in., green,	no ag	o TTHIT
red and white	-	2
Cartridges, 1 in., illuminating "J" Mark 3	7 yea	
Places, identification, Types 1,	comp	orarily
2 and 3	10 ye	ars
Plares, signal, green	10 ye	ars then
Plares, signal, red	for	"display
		oses only"
A		1 15 years
Flares, trip wire	old.	a Timbe
Floats, flare, surface, No. 2	10 ye	e limit.
Control of	10 30	
Floats, lachrymatory		
Floats, signal, submerged		
Plosts, submarine, special (8.B.D.'s) Generators, lachrymatory		
Generators, smoke, Nos. 5, 8, 16, 24,		
Marks 3 and 26		limit.
Grenades, No.65, Types 1, 2 and 3	2.0	
Grenades, No. 91		
Grenades, No. 92		

Heads, rocket, flure, 2 in. Heads, rocket, target, 2 in.

for "display Lights, long, blue purposes only" until 15 years old Lights, short, G.S. Markers, smoke, white, A/S Mark 1 Match, slow No age limit. Portfires, common Rockets, line carrying, Schermuly, 1 1b., 2 1b. and 6 1b. 10 years then Rockets, signal, 1 lb., green Rockets, signal, 1 lb., red for "display purposes only" until 15 years Rockets, signal, 1 lb., service old Rockets, target, practice, 1 lb. Rockets, illuminating, 9 lb. Rockets, signal, 1 1b .. No age limit magnesium, star Submarine, bubble decoys Thunderflashes

2. H.M.A. Ships and Establishments are to ensure that overage stores are eliminated from outfits at all times. Replacements are to be demanded in lieu and, on receipt, the overage stores are to be returned to the nearest Armament Depot.

3. Establishments which can accept pyrotechnics sentenced "for display purposes only" should indicate this on their demands for replenishments.

(4433/91/690)

552 - 554

10 years then

553.

ANTI-SUBMARINE - UNDERWATER DETECTION EQUIPMENT - INSTALLATION INSPECTION ORGANIZATION.

Paragraph 6 of Navy Order 276 of 1954 is to be amended by the deletion of the word "Confidential".

(3031/13/191)

554.

A/S SMOKE MARKERS - RESPONSIBILITY.

It has been decided that from the date of the publication of this Order, all A/8 smoke markers will in future be the responsibility of the Explosive Accountant Officer (TAS), as opposed to the Explosive Accountant Officer (3) as at present.

 As from the receipt of this Order, ships are to arrange for Markers, Smoke, White A/S. Mark 1, to be transferred to the TAS Explosives account quoting this Order as the authority.

(The foregoing is the unaltered text of A. P. O. 2094/1954.)

(4433/91/672)

555.

TORPEDO COMPONENTS - STORES - NOZZIES - REVISED ALLOWANCES TO DESTROYERS AND FRIGATES.

To enable more than one torpedo to be charged at a time it has been approved for Destroyers and Frigates to be issued with a Nozzle, charging, A.V. St. No. T.151A.

2. Destroyers and Frigates should complete to the revised allowance by arrangement with the nearest Torpedo Depot.

(The foregoing is the unaltered text of A.F.O. 2031/1954.)

(4431/12/351)

556.

H.M.A. SHIPS AND SMALL CRAFT - PERMANENT DRAUGHT MARKS.

The policy regarding the fitting of permanent draught marks, promulgated in Navy Order 130 of 1951, has been reviewed and it has been decided that in addition the following ships and small craft are to be fitted:

- (a) Ocean Minesweepers Comprehensive and Limited)
- (b) Boom Defence Vessels.
- (c) Fleet Tugs.
- (d) 93' Diesel Tugs.
- (e) Motor Water Lighters.
- (f) Motor Refrigerator Lighters.
- (g) Motor Store Lighters.
- (h) Oil Fuel Lighters.
- (j) Oil Sullage Lighter.
- Permanent draught marks may be fitted to the larger types of steel yard craft in regular service additional to those listed herein where it is considered that the cost of maintaining the existing numerals would, in a resonable period, exceed the cost of making and fitting welded plate numerals.
- The following alteration and addition items are approved in principle, classification "A", <u>Item</u> "To fit permanent draught marks".
 - (a) Ocean Minesweepers (Comprehensive)
 Class Item No. 607.
 - (b) Ocean Minesweepers (Limited)
 Class Item No. 505.
 - (c) Boom Defence Vessels. Class Item No. 105.
 - (d) Fleet Tugs. Class Item No. 155.

4. If practicable craft listed in paragraph 1(d) to (j) are to be fitted on the next occasion of slipping or docking and completion reported to Navy Office.

(4276/4/292)

557-

NAVAL STORES (GENERAL) (CLASS B, GROUP 2d) - STUD BOLTS, HIGH TENSILE, FOR HIGH TEMPERATURE AND PRESSURE STEAM SERVICES.

The high tensile steel stud bolts shown in the Appendix are being added to the Rate Book for Naval Stores under Class B, Group 2d, Schedule 92A, for high temperature and pressure steam services operating at a steam temperature of 750° F. and below.

2. Case hardened, mild steel washers, Patterns 32681-32685 inclusive, stocked under Class B, Group 2d, Schedule 92B, should be used with these stud bolts.

APPENDIX

Pattern No. Description

Stud Bolts, Steel, High Tensile, Round B.S.F. Thread.

	Diameter	Length of thread at each end	Overall length including rounding of point
	in.	in.	in.
32550 32551 32552 32553	1	11	312
32554 32560 32561 32562 32563	1	11/2	5 ½ 4 ½
32564 32565 32569 32570 32571	ŧ	14	556 444 45
32572 32573 32574 32575 32579 32580	1	2	334453445564455678567896
32581 32582 32583 32587 32588	11	21/4	7 8 9 6 7

(Navy Order 428 of 1953 refers.)

(The foregoing is the text of A.F.O. 1674/1954 altered to meet R.A.N. conditions.) (4505/23/58)

558.

NAVAL STORES (GENERAL) (CLASS B, GROUP 6) - CO₂ ABSORBENT FOR SELF-CONVAINED BREATHING APPARATUS - SUPPLIES.

The investigation to provide a satisfactory sealed polythene bag containing 1 lb. of CO₂ Absorbent under Pattern Number 5136 has been discontinued and this item has been deleted from the Rate Book of Navel Stores.

- 2. CO2 Absorbent for self-contained breathing apparatus will continue to be supplied under Class E, Group 6, in the following sizes of sealed tins :-
- 15 oz. (Pattern 1486A), 2 lb. (Pattern 3489A) and 41 lb. (Pattern 5554).
- 3. The relevant publications will be amended.

(The foregoing to the unaltered text of A.F.O. 1734/1954.)

(4512/60/146)

559.

NAVAL STORES (GENERAL) (CLASS E, CROUP 8) - "TOZATEX" - USE AS A BARRIER CREAM AND PRECAUTION AGAINST DERMATITIS.

Constant contact of the skin with materials used in the cleaning and degreasing of engines, machinery, etc., and with oils, gasoline, etc., can have injurious effects and may give rise to dermatitis through destruction of the skin tissues and removal of the natural oils of the skin. For these reasons the use of such materials for personal cleansing purposes is to be strongly discouraged at all times.

- 2. "ROZALEX" Barrier Cream has been supplied as an item of Consumable Naval Stores under Class E, Group 8, for use as a protective barrier against dermatitis, but the heavy expenditure indicates either extravagant use or use for purposes for which it is not intended. It is intended for use only by personnel constantly engaged in duties entailing contact with injurious substances. It should be applied in a thin film to the hands and forearms before commencing work. It is not to be used as a cleansing agent after work.
 - 3. "ROZALEX" is obtainable in two grades -
- Grade 1 .. For protection against oils, greases, tar, paints and dry soid materials.
- Grade 2 .. For protection against acids, alkalis and aquaeous solutions.

In view of the high cost of "ROZALEX" expenditure is to be watched closely and all necessary precautions taken to prevent misuse, e.g., for cleansing purposes after work. In civil establishments all demands are to be signed personally by heads of departments or branches. Signing officers are to satisfy themselves that the quantities demanded are essential to meet the needs of the personnel indicated in paragraph 2 above. In H.M. ships and Fleet catablishments all issues are to be made on Forms S.156 signed by the Head of the Department in accordance with B.R.4., Article 33(3).

4. As stated above this barrier cream is not supplied as, and is not to be used as, a cleansing agent. Its application to the skin prior to commencing work usually renders unnecessary the subsequent use of any cleanser other than warm water and possibly liquid soap. Proprietary brands of hand cleansers are, therefore, not to be supplied in future as a charge to public funds except in very special circumstances which should be reported for prior approval.

- 5. Pending the results of investigations into the posaibility of producing a non-proprietary barrier cream "ROZALEX" will not be added to the Rate Book for Naval Stores.
- The Naval Storekeeping Manual and Alphabetical List of Consumable Naval Stores will be amended.

(The foregoing is the unaltered text of A.F.O. 1549/1954.)

(4512/80/106)

560.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 3) -TORCH, OLDHAM, SAFRTY - INTRODUCTION.

AIRCRAFT CARRIERS.

A flame-proof safety torch has been introduced for use on aircraft maintenance in the hangars of Aircraft Carriers and will replace torch, Pattern 54, for this purpose only.

2. The new torch, which should be accounted for as a Permanent item, has been added to the Rate Book and Authorised List of Naval Stores (B.R. 810) under Class F, Group 2A, Part 3, as follows:

Pattern 16456 - Torch, Oldham's Safety, Type T.D.2A. (Two batteries, Pattern 14074 and 1 bulb, reference No. X.951129, are required to complete the torch.)

3. Allowances will be as follows :-

Light Pleet Carriers: 40.

- 4. Supply will be arranged by the Superintending Naval and Air Store Officer, Sydney, without demand on receipt of supply from the United Kingdom.
- 5. The Air Stores Establishment A.P.(N) 378 will be amended. (The foregoing to the text of A.F.O. 1198/1954 altered to meet R.A.N. conditions.)

(4518/22/205)

SECTION 6 .- SHORE ESTABLISHMENTS.

561.

FIRES - PRECAUTIONS AGAINST FIRES OF ELECTRICAL ORIGIN IN NAVAL ESTABLISHMENTS.

A number of fires occurring in Naval Establishments is due to electrical defects, short circuits or the careless use of electric radiators. The following instructions should be carefully observed.

- 2. Flexible Leads. The use of trailing flexible electrical leade is to be kept to a minimum. Defective flexible leads of all types are a fire danger. Leads should be maintained in good condition and should always be disconnected from the electricity supply (by switch or removal of plug) when not in
- 3. Circuits and Puses. There is little danger of fire from electrical defects and short circuits if fuses fitted in the fuse boxes are of correct carrying capacity for the circuits they are intended to protect; the danger arises when such fuses are replaced by fuses of higher carrying capacity. Replacement of fuses should be carried out by competent personnel only, and care should be taken that fuse wire of the correct current carrying capacity is used in each case.
- 4. Electricity Supplies .-
- (a) When rooms are vacated electric circuits should be switched "OFF".
- (b) The main switches controlling the electricity supplied to buildings should be switched "OFF" at close of business each day, if this is practicable.
- 5. Electric Heating .-
- (a) Electric Radiators should be fitted with guards complying with the Standards Association of Australia Wiring Rules, Standards Association of Australia Approval and Test Specification for Electric Radiators and with the rules of the local Electricity Supply Authority.
- (b) Control Switches should be located where they can be clearly seen and properly manipulated.
- (c) Indication that non-luminous electric radiators are "ON" and "OFF" should comply with the requirements of the Standards Association of Australia Wiring Rules and with the rules of the local Electricity Supply Authority. It may be necessary to make provision for this by -
 - (i) ensuring that when tumbler switches are fitted the tumbler knob is in the raised position when the switch is "OFF", and in the "down" position when the switch is "ON";
 - (ii) fitting a more suitable type of switch:
 - (iii) connecting an approved indicator, such as a red pilot lamp in the circuit.

- 6. Air Circulation in Convector Type Electric Radiators .-Care should be taken that free circulation of air around tubular-type and through convector-type radiators is not impeded. Obstructions will cause overheating and fire may result, particularly if it is caused by combustible material, e.g., clothes.
- 7. Separation from Inflammable Material. Where a wall-type radiator is installed in or adjacent to inflammable material, the radiator shall be installed in accordance with the Standards Association of Australia Wiring Rules and with the rules of the local Electricity Supply Authority.
- 8. Mail Rooms .- Guards (fenders) should be placed around electric radiators at such a distance as to preclude the possibility of mail being scorched.
- 9. Additional Electrical Equipment .-
- (a) Additional electrical equipment, whether permanent or temporary, is to be connected to the electrical circuits only with the sanction of the responsible Authority. The provisions of Navy Orders 370 and 371 of 1949 are relevant.
- (b) If any unauthorised apparatus is found it should be disconnected and, if it is Service property, withdrawn.
- (c) Strict disciplinary action should be taken against persons who are found to have tampered, without authority, with electrical fittings in general and with fuses in particular.
- 10. It is the duty of the Heads and Captains of establishments to ensure that the above instructions, which also apply to official residences and married quarters, are understood and obeyed by all personnel.

(The foregoing is the text of A.F.O. 1759/1954 altered to meet R.A.N. conditions.)

(3513/1/41)

RESTRICTED (POR OPPICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 21st September, 1954.

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

By direction of the Naval Board,

J. R. Bumins

Secretary.

The Flag Officer Commanding H.M.A. Pleet, 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

562 - 564

SECTION 1 .- ADMINISTRATIVE AND GENERAL

562.

AIRCRAFT FIRE HAZARD WITH AVTUR, AVCAT AND AVTAG.

The attention of all aircrew, aircraft maintenance personnel and others concerned is drawn to the fire hazard present with loose AVCAT, AVTUR and AVTAG.

- 2. The introduction of AVCAT into service has reduced but not eliminated fire hazards. When this fuel is mixed with lower flash point fuels such as AVTAG or AVTUR, the fire hazard of the lower flash point fuel must be assumed to be present.
- 3. Several aircraft accidents resulting from fires and explosions are believed to have been attributable to fuel leakages.
- 4. Every precaution is to be taken when refuelling aircraft to ensure that no spillage takes place, as even a small quantity of surplus fuel may well penetrate to a fire danger area. AVCAT is less volatile than the other named fuels and, therefore, when spilled remains a hazard for longer periods. (4404/36/119)

(The foregoing is the unaltered text of A.P.O. 2145/1954.)

SECTION 2 .- PERSONNEL

563.

EMPLOYMENT OF AIRCRAFT HANDLERS.

The requirements of the Fleet Air Arm make the balance of sea/shore service for Aircraft Handlers unsatisfactory, and many junior ratings are not getting opportunities for service at sea or in front line squadrons until some considerable time after entry into the Hoyal Australian Navy.

- 2. It has accordingly been decided that service in sea appropriations, or in front line squadrons which embark, shall generally be restricted to one year for Aircraft Handlers in order that ratings can obtain sea service more rapidly.
 - 3. Navy Order 439 of 1949, paragraph 2, is relevant.

(4002/151/26)

564.

FLYING PAY - REVISED CONDITIONS.

With effect from 1st July, 1954, the conditions shown in the following paragraphs will govern the payment of Plying Pay. Pending amendment, instructions 22 to 22/5 of Interim Pay Instructions should be suitably endorsed.

5. The daily rates of Flying Pay are:-

564

				8.	d.
(a)	whilet	under	training	3.	0.

(b) when appointable for flying duties, such of the following rates as is appropriate to the rank held:-

Acting Sub-Lieutenant	5. 0.
Sub-Lieutenant	6. 0.
Lieutenant and Lieutenant-Commander	7. 0.
Commander and Captain.	4. 0.

4. Credit of Flying Pay, which will commence on:-

- (a) the date of first appointment for flying training in the case of an officer not qualified as a Service pilot or observer;
- (b) the date of entry or promotion to officer rank in the case of an officer already qualified as a Service pilot or observer,

will be made continuously including periods of leave, passage and courses, provided that Flying Pay shall not be payable concurrently with Command Money.

5. Credit of Flying Pay will cease or be suspended as the case may be:-

- (a) For an officer who becomes medically unfit for flying due to an action wound or flying accident as from 12 months from the date of the occurence: and
- (b) For an officer who becomes medically unfit for flying due to reasons within his own control as from the date upon which he was first checked sick. (In cases where the officer is not permanently medically unfit to fly, payment of Plying Pay will recommence on the day he resumes naval duty).
- (c) For an officer who is permanently reverted to general service or permanently grounded as from the date of such reversion or grounding;
- (d) For an officer who is temporarily reverted to general service at his own request or for misconduct or other reasons within his own control - as from date of such reversion.
- (e) For an officer who fails, for reasons within his own control to perform such hours of flying practice as may be ordered from time to time - as from expiration of period set down for performance of such flying practice.

6. The appointment of an officer, who is appointable to an actual flying appointment, will include the letters (P) or (0) as appropriate, immediately after the name of the Ship or Establishment to which appointed, irrespective of the nature of the duties which the officers will be required to

The appointment of an officer undergoing flying training before qualifying as a Service pilot or observer will not include the suffix (P) or (0).

7. Royal Navy Officers on loan or exchange receive Plying Pay at the rates and in accordance with the conditions laid down in Naval Pay Regulations (B.R.1950).

(4822/102/3)

565.

R.A.N. CENTRAL CANTREN AND RELIEF FUND - COMMITTEE MEETING.

With reference to Navy Order 52 of 1954, a meeting of the Central Canteen Fund Committee was held at Naval Headquarters, Sydney, on Monday, 21st June, 1954.

2. The following were present :-

Acting Captain R.I. Peek - Director of Personal Services. Captain (8) P. Perry - Director-General, Supply and Secretariat Branch.

Captain (S) R.F. Hatherell - Representing C.S.T. Lieutenant-Commander H.A.E. Cooper - Representing F. O. I.C. E.A.

Lieutenant-Commander A.P. O'Sullivan - Representing

Chief Petty Officer N. Toose - Shore Establishments, Sydney.

Chief Petty Officer Writer C.A. French - H.M.A.S. SYDNEY. Petty Officer Writer D.T.L. Maude - 10th Destroyer Squadron.

Leading Airman K.J. Walsh - H.M.A.S. VENGEANCE. Leading Aircman R. Proud - R.A.N. Air Station, Nowra. Leading Writer A. Way - 1st Prigate Squadron. Writer C.E. Wardle - Flinders Naval Depot. Commander (S) A.L. Freer - Secretary.

5. The Committee proceeded to consider the following items forwarded by various authorities :-

A. GRANT TO CHAPLAINS FOR FURCHASE OF RELIGIOUS AND ETHICAL LITERATURE.

The Committee considered that provision of such literature was the responsibility of individual Welfare Committees,

Moved by Writer Wardle, seconded by Chief Petty Officer Writer French, that the proposal be referred to Ships' Welfare Committees. Carried.

B. HOSPITAL BENEFITS FUND.

The Secretary supplied details of the Army Hospital Benefits scheme and explained that servicemen contributing to civilian funds paid the usual rates covering the insured and family although the Service provided medical care for the serviceman himself. The Army Scheme was established with a

grant from the Army Canteen Service of approximately £1, per head of numbers borne, and is open to civilians employed by the Department as well as servicemen. Charges are 2/44, per week for a serviceman and 3/-per week for civilians.

The Committee discussed:-

- (a) cotablishing a Naval Hospital Benefits
- (b) asking the Army for permission to join its scheme, but considered that representatives should seek further advice from Welfare Committees before proceeding further.

Moved by Chief Petty Officer Writer French, seconded Leading Airman Walsh, that the matter be deferred until the next meeting of the Committee. Carried.

C. RATE OF CONTRIBUTION TO THE CENTRAL CANTEEN PUND.

Chief Petty Officer Toose said that he had been instructed by the Welfare Committees of Shore Establishments in Sydney to ask for a reduction in the present rate of 34%.

Captain (S) Perry explained the reasons for striking the present rate, and the Secretary gave details of turnover and profits of a number of canteens afloat and ashore.

After lengthy discussion it was moved by Captain (S) Hatherell, seconded by Chief Petty Officer Writer French, that no change be recommended for the present and that the matter be considered again in twelve months' time. Carried.

D. DETAILS OF PURPOSES OF THE FUND TO BE PRINTED FOR POSTING ON NOTICE BOARDS.

The Committeefelt that wider publicity was desirable but decided to leave the method to the Trustees of the Fund.

E. AMENITIES FOR HOSPITALS.

Discussion centred around requests for wireless sets, etc., in Naval Hospitals.

Moved by Captain (3) Hatherell, seconded by Chief Petty Officer Toose, that the Central Canteen Fund provide Naval Shore Hospitals with amenities other than those provided by the Service. Carried.

F. AMENITIES FOR JUNIOR MUSICIANS AT FLINDERS NAVAL DEPOT.

Writer Wardle informed the Committee that junior musicians at Flinders Naval Depot were not permitted to use the Ship's Company or Recruits' recreation rooms and suggested that amenities be provided by the Fund. The Committee decided that expensive items could be referred to the Trustees, but that smaller items such as parlour games, etc., were the responsibility of Flinders Naval Depot Ship's Welfare Fund.

G. SPORTING EQUIPMENT FOR COONAWARRA W/T STATION.

A request for provision of new and additional sporting equipment for Coonswarra W/T Station was received.

The Secretary stated that the latest six monthly trading statement from Coonawarra showed a turnover of £4,135 and a Gross Profit of £241, or 6% on turnover. The Committee considered that the Service System Canteen at Coonawarra was capable of achieving better results and could reasonably be expected to provide the necessary equipment, but decided to leave the decision to the Trustees of the Fund.

H. R.A.N. RELIEF TRUST FUND.

A request from the R.A.N. Relief Trust Fund Committee for an advance payment of two years' subscription to meet extra commitments in the nature of housing and furniture loans was considered.

Moved by Petty Officer Writer Maude, seconded by Chief Petty Officer Toose, that an advance payment of two years' subscription (£10,000) to the R.A.N. Relief Trust Fund until such time as the housing and furniture losss are stabilised, is recommended. Carried.

I. POLICY OF CENTRAL CANTEEN FUND.

The Committee considered the policy of the Central Canteen Fund in relation to a number of proposals forwarded by the Command Supply Officer, Sydney, through the Flag Officer-in-Charge, East Australian Area.

It was recommended that the following items should be the responsibility of the Central Fund :

- (1) Grants to institutions outside the Naval
- (ii) Grants to various commands for representative sporting fixtures, involving teams representing the Naval Service.
- (iii) Freight on cinema films to ships and remote establishments.
- (iv) Cinema equipment for new commissioned ships only.
- (v) Waking good losses of individual Service System Canteens due to malpractice or mismanagement (but each case to be considered on its merits and decision left in the hands of the Trustees).

The following items were regarded as being the responsibility of individual Ship's Welfare Funds :

- (1) Provision of sporting and table tennis equipment and similar amenities.
- (ii) Repair of billiard tables.
- (iii) Long service leave for civilian staff of canteens.

4. Leading Airman Proud informed the Committee that the erection of a shop in the married quarters at R.A.N. Air Station, Nowra, was desirable. The Committee decided that more detail was necessary before a recommendation could be made.

(4814/1/3)

566.

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES

EXPLOSIVES - PERIODICAL EXAMINATION IN NAVAL SHORE ESTABLISHMENTS AND SHIPS IN RESERVE.

A quantity of ammunition, which had not been examined for a number of years, has been found at a Naval Shore Establishment. Because of its suspect condition, this ammunition had to be destroyed.

- 2. In order to ensure the continued safety and safe functioning of explosives, it is essential that regular checks of condition be made.
- 3. Complete outfits of explosives held by Naval Shore Establishments and ships in reserve are to be exchanged at intervals of not less than 2 or more than 2'y years (Article 300 of Naval Magazine and Explosives Regulations B.R. 862). Arrangements should be made as necessary with the nearest Naval Armament Depot (viz., Byford, W.A.; Maribyrnong, Victoria; Spectacle Island, Sydney, NS.W.).
- 4. Similarly, annual percentage examinations and proof will be carried out at the nearest Naval Armament Depot, and samples should be forwarded, as and when due, in accordance with Article 301 of Naval Magazine and Explosives Regulations (B.R. 862).
- 5. A Navy Order will be issued giving the age limits for certain pyrotechnics. Stores reaching these limits must be returned to the nearest Naval Armament Depot on receipt of replacements which should be demanded in lieu.
- 6. Article 358 of Consolidated Orders and Regulations is amended by these instructions.
 - 7. Navy Order 384 of 1951 is hereby cancelled.

(4433/1/639)

567.

MINESWEEPING - STATION KEEPING DIAGRAMS.

Due to the small difference in distance from compass platform to stern, between "Algerine" and "Bathurst" class minesweepers, the Higson-Ellis Station-keeping diagram for "Algerine" class is to be used for the "Bathurst" class minesweepers.

(4139/39/114)

568.

DRAWINGS, DIAGRAMS - SECURITY OF "AS FITTED" DRAWINGS IN SHIPS REFITTING BY CONTRACT AND THOSE PAID OFF INTO DOCK-YARD CONTROL.

It is considered that a danger of theft of "As fitted" drawings exists in ships refitting by contract and in those paid off into Dockyard control.

- 2. In order to avoid any theft of this nature, adequate security precautions are to be taken before workmen come on board. In these circumstances, security of "As fitted" drawings which are normally stowed in a wooden cupboard should be ensured either (a) by placing the cupboard inside a locked compartment in the ship having a steel door or (b) by removing the "As fitted" drawings from the wooden cupboard and placing them in locked steel chests or cupboards which may exist elsewhere in the ship.
- 3. If for any reason such a course is not practicable, then arrangements should be made for the drawings to be held in safe custody ashore.

(The foregoing is the text of A.F.O. 1914/1954 altered to meet R.A.N. conditions.)

(4066/21/16)

568 - 569

NAVAL STORES (GENERAL) (CLASS F, GROUP 3B) - CASES, TRANSPORT, FOR GYRO COMPASS EQUIPMENT -INTRODUCTION OF NEW PATTERNS,

The undermentioned transport cases for the protection of various items of gyro compass equipment have been redesigned and the new patterns will be added to the Rate Book and Authorized List of Naval Stores, under Class F. Group 3B, as follows ;-

New Pattern	Description	Old Pattern
8216	Case, transport, for compensate weight assembly	R.144
8217	Case, transport, for spider essembly	R. 232
8218	Case, transport, for mercury box assembly	R. 6946
8219	Drum, transport, for rotor and casing assembly	R.102
8220	Case, transport, for gimbal and lower half phantom rings, etc.	R.195

- 2. The old patterns shown in column 3 are now obsolescent but should be utilized until the new patterns become available.
- 3. Transport cases should always be returned to the (Superintending) Naval Store Officer when fitting of the contents has been completed.

(The foregoing is the text of A.F.O. 2206/1954 altered to meet R. A. N. conditions.)

(4518/37/121)

570.

REPLENISHMENT AT SEA - MARKING OF HOSES.

In order to ensure proper segregation of fuelling at sea homes in H.M.A. Ships and R.A.F.A.'s., to provide ready means of identification in the receiving ships, and also to identify hoses returned to store for re-issue, it is necessary that they should be clearly marked.

- 2. Each length of hose should accordingly be marked near the male coupling, in white or luminous paint, in block letters not less than three inches high, with the name of the liquid for which used, e.g. F.F.O., DIESO, AVGAS, AVCAT, OF WATER.
- 3. The foregoing instructions also apply to 3 in. gasoline hoses so long as they remain in use for aviation fuels and fresh water.
- 4. It is not acceptable to transfer DIESO by hoses which have been used for P.P.O.
 - 5. Yards only.

All returned hoses Patterns 6000 and 6001 that have been used for passing fuel should be marked F.F.O. New stock should remain unmarked.

(The foregoing is the text of A.P.O. 1860/1954 altered to meet R. A. N. conditions.)

(4523/7/77)

571.

HEPLENISHMENT AT SEA - SIX INCH FUELLING HOSES FOR TRANSFER AT SEA - SURVEY AND DISPOSAL.

The possibility of the repair of perforations and other damage to the rubber fabric carcases of hoses Patterns 6000-1 has been investigated. The eight-ply strength carcage of the hose has an additional rubber fabric reinforcement in way of the built-in end couplings and a final covering of rubber fabric is wound-on overall. The complete hose, as thus built up, is vulcanised to form a one-piece article, and attempts to repair cuts and perforations of the strength carcase are not practicable. Hoses thus damaged are to be withdrawn from use for transferring fuels at sea and returned to nearest (3)N.S.O. for salvage of couplings and serviceable portions of carcases in accordance with current instructions.

2. Further service of a hose with superficial damage by cuts or chafing in the outer cover and outer plies of the carcase depends upon the ability of the hose to withstand satisfactorily an internal water-pressure test of 150 lbs. per square inch for not less than five minutes. The chafed appearance of a hose, returned for survey, is not necessarily an indication of its actual strength or possible future life.

3. It has been found that the reinforcement in way of the hose end couplings has a tendency to tear away when the hose stretches under end-loading, particularly when fuelling by the astern method, and subject to a satisfactory water-pressure test (as laid down in paragraph 2 hereof) it may be possible to cover up such tears by a rubber sleeve, it being observed that this covering up is in no way a repair, and damaged hoses found by pressure test to be serviceable and those fitted with rubber sleeves must be segregated and, if issued for further service, should not be used for fuelling at sea by the astern method.

11

- 4. Particulars of the method used for stretching the rubber alceves over the hose end-couplings, prior to covering hose surface tears, together with a description of the gear required, are being obtained from the Admiralty and will be issued separately to dockyards where such work will be carried out.
- 5. When hoses have been surveyed and found unserviceable, applying as necessary the pressure test prescribed in paragraph 2, then (a), lengths of undamaged hose should be retained for further use as gatters, etc., the remainder being brought to produce, (b) serviceable couplings should be severed from the carcase and returned as convenient to S.N.S.O., Sydney.

(The foregoing is the text of A.F.O. 1925/1954 altered to meet R. A. N. conditions.)

(4523/7/78)

Revised Allowances of

572.

TRIESCOPES PATTERN 3341 - ALLOWANCES.

The revised allowances of Pattern 3341 Telescopes, which were re-introduced into the Rate Book of Naval Stores in 1952, are as follows :-

Class of Ship Telescopes Pattern 3341 Aircraft Carriers (except One for each Gyro Adjust-Ark Royal Class and Majestic), ing Table Mark 7 fitted. Cruisers, Repair, Depot and Maintenance Ships 3 (i.e. one for each Aircraft Carriers (Ark Portable Remote Sight Royal Class and Majestic used with Stabilized only Gyro Adjusting Table, Mark 10 and one spare).

- 2. The Establishment of Sea Stores for T.A.S. purposes (B.R. 324) will be amended accordingly.
- 3. H.M.A. Ships concerned should forward demands (Form A. 8.134D) to the Superintending Naval and Air Store Officer, Sydney, for telescopes required to complete to the revised sllowances as in paragraph 1 hereof.

(The foregoing is the text of A.F.O. 1192/1954 altered to meet R. A. N. conditions.)

(4518/16/100)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY 573.

B.R. 2014B, HANDBOOK FOR Q.F. 4.5 INCH MARK 5 GUN ON R.P.41 TWIN MARK 6 MOUNTING, VOL.2, AMENDMENT TO INSTRUCTIONS FOR STRIPPING THE HERECH MECHANISM.

Chapter 2 of B.R.2014B, Vol.2, is to be amended by deleting the existing paragraphs 65 and 66 and inserting the following new paragraphs:-

4.5 INCH MARK 5 GUN - INSTRUCTIONS FOR STRIPPING BREECH MECHANISM

Breech Block;

Paragraph 65 -

- (a) Lay the gun to 50 elevation and insert locking bolt.
- (b) Remove, from actuating shaft, the washer, screw and short sleeve, and fit tool operating breach mechanism and pul-lift gear.
- (c) Partially open the breech and remove the air blast plate from the top of the breech block. Remove the actuating shaft taper pin and close the breech.
- (d) Remove the preserving screw in the top of the breech block and fit eye-bolt. Rig breech stripping gear as shown in Plate 9C. Take the weight of the block on the pul-lift.
- (e) Remove the actuating shaft lever.
- (f) Unlock the balance spring screws, note the position of the spring caps for re-assembly, and remove the caps and springs.
- (g) Remove the heptagonal washers at the extreme rear end of the operating rack rods, reinserting the split pins.
- (h) Unscrew the operating rack rods and remove complete with the rod-heads and operating springs, (inner and ounter).
- (i) Slack off the pul-lift and rotate the crank over the dead centre until the breech block drops approximately inch. The actuating shaft can then be drawn out.
- (j) Remove the locking plates and acrews from the bearing plates at both ends of the actuating shaft.
- (k) Remove buffer locking plates, retaining nuts, buffer plate, rack pinions and bearings.
- (1) Lower the breech block carefully, withdrawing the loading stop plunger with the tool releasing breech block until the top of the crank slot is clear of the breech ring. The crank can then be removed from the block.
- (m) Remove the extractor.

Pinions and Operating Racks:

Paragraph 66 -

- (a) Unserew the connection from the operating rack, on the inboard side, and pass the rack forward out of the breech end.
- (b) On the outboard rack, knock back the tab of the locking washer, remove the retaining nut and interlock tripper bracket.
- (c) The connection can then be unacrewed and the rack passed forward out of the breech ring.

(4428/26/97)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 22nd September, 1954.

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

By direction of the Naval Board,

J. K. Bummins

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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574 Books - Distribution of Non-Accountable Publications and Amendments During August, 1954.

574.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING AUGUST, 1954.

The undermentioned non-accountable publications and amendments to A.P's, B.R's, etc., have been distributed to Ships and Services during August, 1954. Navy Order 110 of 1954 is relevant -

THE P

MAGAZINES, PAMPHLETS, ETC.

THAMBS

A T OD TRANTON

TITIE	DATE
"Flight"	28th May, 1954. 4th June, 1954.
· ·	11th June, 1954.
	18th June, 1951
"Aeroplene"	28th May, 1954.
	4th June, 1954.
	11th June, 1954.
	18th June, 1954.
"Admonated No. 1 30 No. 0	25th June, 1954. June, 1954.
"Aircraft" Vol. 32, No. 9 " Vol. 32, No. 11	August, 1954.
"Joint Services Recognition Journal",	vagago, 1954.
Vol. IX, No. 5	May, 1954.
"Joint Services Recognition Journal",	
Vol. IX. No. 6	June, 1954.
N.A.M.A.N. N1305-N1316	31st July, 1954.
List of Propellant Lots, Amendment No. 13	
Journal of the R.N. Medical Service,	A COLUMN AND A STORY
Vol. XL, No. 2	Spring, 1954.
Pibres, Vol. 15, No. 6	June, 1954.
Marine Service Bulletins Nos. 507A/1/53,	
507A/2/53, 507A/1/54 to Servicing	
Manual for Sperry Minor Gyro Compass	
Mark E.1	

AMENDMENTS TO AIR PUBLICATIONS.

A.P. NO.	A.L. OR LEAFLET
113	A.L's 90 and 91
830 Vol. 2 (2nd Edition)	A.L. 17
9570 Vol. 1 (2nd Edition)	A.L. 12
1086 Book 2 (2nd Edition)	A.L's 35, 36, 37 and 38
1086 Book 3, Pt. 1 (2nd Edition)	A.L's 20, 21, 22, 23,
	24 and 25
1086 Book 3, Pt. 2 (2nd Edition)	A.L's 23, 24 and 25
1086 Book 4, Pt. 1 (2nd Edition)	A.L's 43, 44, 45, 46
	and 47
1086 Book 4, Pt. 2 (2nd Edition)	A.L. 20
1086 Book 4, Pt. 3 (2nd Edition)	A.L's 40, 41, 42, 43,
	44 and 45
1086 Book 5 (2nd Edition)	A.L's 26, 27, 28 and
	29
1086 Book 6 (2nd Edition)	A.L's 23, 24, 25, 26,
The state of the s	27, 28, 29, 30, 31,
and the second s	32 and 33
1086 Book 7 (2nd Edition)	A.L's 27, 28, 29 and
A STATE OF THE STA	30
1086 Book 8 (2nd Edition)	A.L's 18, 19, 20 and
	21
1095A Vol. 1, Pt. 6	A.L. 15
10950 Vol. 3, Sect. 9/3	A.L. 5

A.P. NO.

1181 Vol. 3, Pt. 1D, Sect. 1 and 2 (2nd Edition) 1182A Vol. 1 1182B Vol. 1 1275A Vol. 1 1275B Vol. 1 1275G Vol. 1 1275T Vol. 1 1355A 1492A Vol. 5 1519 Vol. 2, Pt. 1 1538P Vol. 1 & Vol. 6, Pt. 1 1803 Vol. 2, Pt. 1 2hhOML 2536C Vol. 1, Pt. 3 2876A Vol. 2, Pt. 1 4018B Vol. 2, Pt. 1

4158A Vol. 2, Pt. 1 4252A Vol. 2, Pt. 1 4300A Vol. 2 4343A Vol. 2 4389A Vol. 6, Pt. 1 4470 Vol. 1 N.A.M.O. Engines

N.A.M.O. Firefly N.A. M.O. General

N.A.M.O. Miscellaneous

A.A.P. No. 850 R.A.A.F. M/T Maintenance Instruction Vol. 2 R.A.A.F. Repair & Maintenance General Instruction

R.A.A.F. Twin Wasp Orders

R.A.A.F. Vampire Modifications

A.L. OR LEAFLET

A.L. 4 A.L's 97 and 98 A.L's 27 and 28 A.L. 416 A.L. 222 A.L. 8 A.L's 3 and 4 A.L's 44 and 45 A.L. 1 Mod. Accessory R.A.N.3 A.L's 16 and 17 D.53 A.L. 2 A.L's 5 and 6 C6 (A.L. 2), C7 (A.L. 1) C9 (A.L. 1), C12 (A.L. 2) H13 (A.L. 1), H16 (A.L. 2), M8 (A.L. 1), M10 (A.L. 1), and Mod. SF/RAN/34 141 D.10 H.1 (A.L. 1) 2.3 (A.L. 7) A.L's 4, 5, 7 and 8 A.L's 4 and 5 A.L's 4 and 5
X.36 (15/4/54), 31/NENE/
2B (10/4/54), RANAMO/E
(A)1 - June, 1954 and
M-1 - June, 1954,
F.6 Issue 2, 9/4/54
RANAMO/A5 (April, 1954),
STI/Flying Clothing/7
(9/4/54), STI/Ejection
Seat/8 (15/4/54), STI/
Miscellaneous/210
(20/4/54), STI/Instrument/RAN/1 (June, 1954),
and SI/Instrument/RAN/2
(June, 1954) (June, 1954) STI/BALLIOL/4 (12/4/54), STI/Dakota/RAN/3 (May, 1954) and RAN/4 (June, 1954), STI/Dragon Fly/7A (9/4/54) and Diagram, STI/Sycamore/RAN/6 Issue 2 (May, 1954), SI/BALLIOL/5 (12/4/54), SI/Dakota/RAN/4 (May, 1954) and RAN/Sycamore/ Revision No. 1/54

Instruction No. 92/5

Instruction No. 5/2/3 (Issue 2) Orders Nos. 61, 62, 69, 70 and 77
Mod. Nos. 25, 35, 39, 62, 74, 76, 86, 87, 92, 103 and 104

(4139/3/91)

A.A.P. No. 2 Group Y. Sect. 110KB

Sub. A.L. 9 (A.L.6223)

A.L. OR LEAFLET A.P. NO. A.A.P. No. 2 Group Y, Sect. 110L Sub. A.L's 10(A.L.6100) and 11 (A.L.6306) Sub. A.L's 5 (A.L.6128) A.A.P. No. 2 Group Y. Sect. 110LB and 6 (A.L. 6221) Sub. A.L's 7 (A.L.6146) and 8 (A.L.6216) Sub. A.L's 2 (A.L.6257) and 3 (A.L.6370) Sub. A.L's 5 (A.L.6129) A.A.P. No. 2 Group Y, Sect. 110M A.A.P. No. 2 Group Y, Sect. 1100 A.A.P. No. 2 Group Y, Sect. 110QB and 6 (A.L.6224) Sub. A.L's 11(A.L.6130) A.A.P. No. 2 Group Y, Sect. 1108B and 12 (A.L.6269) Sub. A.L.3 (A.L.6209) A.A.P. No. 2 Group Y, Sect. 110UB AMENDMENTS TO B.R., O.U., A.C.P., ETC., PUBLICATIONS

RESTRICTED

AMENDMENT NO. PUBLICATION 164 B.R.4 Suppts. 22 and 23 B.R. 125 B.R. 227(1) B.R. 819(5) Admiralty Letter AS/ED146, 12/7/54 B.R. 1049(1) Correction 4 B.R. 1287 B.R. 1467(1) and (2) B.R. 1613 12 B.R. 1797 B.R. 1916 B.R. 1935 132 0.0.5225(3)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 28th September, 1954.

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

By direction of the Naval Board,

J. E. Bummins

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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SECTION 2 .- PERSONNEL

575.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA156 - WEATHER FORECASTING IN SMALL CRAFT (PARTS 1-4) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA156, Weather Porecasting in Small Craft (Parts 1-4), has been revised and is now on the following scale :-

H.M.A. Establishments	Copies
R.A.N. Film Library, Sydney Flinders Naval Depot	1(a) 1(a) 1(a)
R.A.W. Air Station, Nowra	1(a)

- (a) Indicates copy of film strip already held.
- All Ships and Establishments, holding copies in excess of the revised allowances, are to return them to the S.N.S.O., Sydney.
 - 3. Navy Order 265 of 1954 is hereby cancelled.

(4518/61/353)

576.

PULMONARY TUBERCULOSIS - X-RAY EXAMINATION OF DEPENDANTS OF NAVAL PERSONNEL.

The Department of Health, Canberra, has called attention to existing legislation requiring all new arrivals who intend to reside permanently in Australia to have a radiograph of their lungs taken within one month of disembarkation, irrespective of whether or not they have had such an examination before embarkation for Australia. 'Permanent' residence is meant to differentiate between those who intend to remain in Australia for a period longer than six months and those who are just visiting Australia for a short period for personal, professional or business reasons.

- 2. The Department of Health has requested that steps be taken to ensure that X-Ray examinations are made in the case of members of the Royal Australian Navy and their dependants and also of members of the Royal Navy and their dependants on loan or exchange to the Royal Australian Navy on arrival in Australia.
- 3. Civil facilities exist in all capital cities for the examination to be made at no cost to the individual. In addition naval facilities for X-Ray of lunge, if more convenient, may be used for naval personnel, Admiralty civil employees and the dependants of both naval and civil personnel from overseas.
- 4. The Flag Officer-in-Charge, East Australian Area,
 Naval Officers-in-Charge, and Resident Naval Officers are
 required to forward monthly to the local State Health
 Authority, a list of all naval personnel and civil
 employees of the Department of the Navy and their dependants
 arriving from overseas and disembarking at ports within their
 administrative areas. This list is to give the results of
 chest X-Ray examinations made subsequent to arrival in
 Australia.

5

578 - 579

5. Naval facilities for the radiography of lungs are available at H.M.A.S. RUSHGUTTER; Royal Australian Naval Air Station, Nowra; H.M.A.S. LOBSDALE and Naval Hospitals at Balmoral and Flinders Naval Depots.

6. Under present Quarantine Regulations any new arrival in Australia who develops pulmonary tuberculosis or whose tuberculous condition becomes infectious within five years of arrival is liable to be returned to his or her country of origin.

(4018/4/58)

577.

REVIAL ALLOWANCE - MEMBERS SKEVING ON LONG THEM DUTY IN THE UNITED KINGDOM.

With effect from 1st July, 1954, a member appointed or drafted for service in the United Kingdom for an anticipated period of not less than two years and who is required to pay rent in excess of his rent norm. (standard weekly rental), as determined from the following scale, will be paid a Rental Allowance equal to the difference between the actual rent paid and his rent norm, subject to a maximum as shown hereunder -

	gent Norm,		Maximum Rental Allowance per			
	E	8.	a,		8.	4.
Commodore and above	E8.			E2.	10.	0
Captain	8.	0.	0	2.	0.	0
Commander		10.		1.	10.	0
Lieutenant-Commander	7.	5.	0		0.	
Other officers and ratings	_	0.	77.0		10.	

 Payment of this allowance will be made only on the recommendation of the Royal Australian Naval Lisison Officer, London, and with the approval of the Official Secretary, Australian High Commissioner's Office, London.

3. Inclusion in Interim Pay Instructions will be effected in due course.

(4822/6/15)

578.

BOYAL NAVY LOAN AND EXCHANGE OFFICERS - MARRIAGE ALLOWANCES - OFFICERS TO BE FULLY ACQUAINTED WITH THE BULES RELATING THERETO.

It is apparent that many officers do not understand their responsibilities in accepting marriage allowance; it is important that all concerned should make themselves fully acquainted with the rules which are contained in the Naval Pagulations (B.R. 1950, Articles 91-137). When an officer is uncertain of the interpretation of the Marriage Allowance regulations he should seek official advice from the Supply Officer. Individual circumstances can vary so much,

however, that the Supply Officer may well find it necessary to obtain an official ruling through normal Service channels from the Naval Board.

- 2. Attention is drawn particularly to the following points :-
 - (a) Marriage allowance is not payable in respect of an unmarried dependent living as a wife (Article 91.6).
 - (b) Marriage allowance is only issuable on the condition that it is used to the full extent towards the maintenance of the officer's family (Articles 100 et seq.).
 - (c) In view of (b) above, no deduction in respect of Income Tax charges is to be made by an officer from the full rate of marriage allowance credited to him, which credit must be used in full towards the maintenance of his family.
 - (d) In applying for marriage allowance, the officer undertakes to report in writing any changes in circumstances affecting the issue or rate of the allowance payable, e.g., death of wife, divorce, separation, etc. (Article 91.5).
 - (e) If an officer is paying the marriage allowance to his wife by means of allotment, and for any reason his allotment is stopped or reduced by the accounting authorities, the officer is still under obligation to ensure that the full rate of marriage allowance which he is receiving is paid to his wife, but he will be informed of the reason for the stoppage or reduction.
- 3. It is clear that some officers have not studied these regulations and they are reminded that any breach of them may well have serious consequences or may lead to trial by court-martial.

(A.F.O. 1652/54 te cancelled.)

(The foregoing is the text of A.P.O. 2075/1954 altered to meet R.A.N. conditions.)

(4822/5/2)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES

579.

ANTI-SUBMARINE - UNDERWATER DETECTION BUILDMENT -INSPECTION AND TRIALS - PROCEDURE FOR NEW CONSTRUCTION, MODERNIZATION, CONVERSION AND LARGE REPAIRS.

Inspection, tests, tuning and "setting to work" of underwater detection equipment being installed in H.M.A. ships and submarines building or refitting by contract, will be carried out by Asdic Installation Inspecting Officers (A.I.I.O.) on the staff of the Director of Ordnance and Underwater Weapons. A combined organization is being worked out to undertake testing and tuning and setting to work on certain systems where underwater detection equipment is

integrated with weapon systems: pending the introduction of this new organization the A.I.I.O. will continue to be responsible for the underwater detection element of such integrated systems in the same way as he is for the earlier underwater detection equipment.

- 2. Dockyard officers are responsible for inspection. testing, tuning and setting to work of installations in ships in H.M.A. dockyards, except when the equipment is a prototype or first production to be fitted in dockyards; in these latter cases, these functions will be carried out by the A.I.I.O. until the new organization, referred to in paragraph 1 hereof, is promulgated.
- 5. Equipment trials and sea trials will be carried out by representatives of RUSHCUTTER, on behalf of the Director of Ordnance and Underwater Weapons. (See paragraph 19.)
- 4. For the purpose of this Order, "Underwater Detection Equipment" embraces all equipments which have Establishment Lists bearing A/S numbers.
- 5. The major inspections, tests and trials are listed in paragraphs 8 to 16 inclusive. Provision is to be made accordingly in Ship's Programme of Trials. Table 1 in paragraph 17 indicates the periods to be allowed in compiling these programmes.
- b. The details of procedure, tests and trials of associated seapons systems are not included in this Order. As an interim measure, authorities concerned have been informed of the requirements by Navy Office letter.

Responsibilities of the Asdic Installation Inspecting Officer .-

- 7. (a) A. I. I. O. will advise the General Overseer and Principal Naval Overseer, or alternatively officers of the dockyard on request, on the details of underwater detection equipment and the interpretations of the appropriate instructions for installing and guidance drawings.
- (b) He will supervise the necessary checks on the underwater fittings and carry out the specified tests and inspections, except for ships in H.M.A. dockyards, in which case see paragraph 2 hereof.
- (c) He will carry out testing, tuning and "setting to work" upon the satisfactory completion of the preliminary underwater detection equipment inspection, except for ships in H.M.A. dockyards, in which case see paragraph 2.
- (d) He will attend subsequent equipment trials and harbour trials carried out by representatives of RUSHCUTTER.
- (c) He will render a report on tests and inspections for which he is responsible to the atuhorities concerned.

Tests, Inspections and Trials .-

- 8. Advance Inspection of Underwater Detection Equipment Spaces. -
- (a) This inspection is required for the following reasons :-
 - (1) To confirm the suitability of the spaces, thus avoiding alterations during or after fitting the equip-
 - (ii) To ensure that specifications and layout drawings can be followed and to position items not included therein.
 - (iii) To decide on any modifications necessary to layouts due to structural variations.
- (b) This inspection is required for "First of Class" only, but will also be carried out on request of the General Manager of the Dockyard or General Overseer if it is considered by them that structural arrangements or space considerations preclude working to "Class Layouts", or, if for any other reason, an inspection is deemed necessary. "First of Class" includes those ships in which the scale of the equipment to be fitted differs materially from the "Class" arrangements, necessitating preparation of revised layouts and drawings. Once drawings or mock-ups have been approved, the only alterations that would be permissible, as a result of the inspection, would be those proved to be essential for the satisfactory operation and maintenance of the equipment.
- (c) It is to be carried out by A.I.I.O. Representatives of RUSHCUTTER, and Director of Naval Electrical Branch (Equipment and Trials Unit) will attend, while the Director of Ordnance and Underwater Weapons will also be represented for selected ships.

Hull Unit Seating Check .-

9. This is to be carried out to the satisfaction of A.I.I.O. prior to the installation of the hull units, to ensure accuracy and alignment, but is not required in the case of H.M.A. dockyards.

Hull Unit Mechanical Tests .-

10. To be carried out by A.I.I.O. immediately after hull unit is finally secured in place and prior to undocking or launching to ensure that the unit is satisfactorily installed; it is not required in the case of H.M.A. dockyards.

Inspection and Tests of Hull Outfits and Directing Gears .-

11. This will be carried out by A.I.I.O. or dockyard officers as appropriate, as early as possible during the final docking to ensure the correct operation of the underwater fittings before undocking, and sufficient time for this work should be allowed in the ship's programme of trials. All raise/lower, training and tilting gear is required to be fitted and power available.

579

Preliminary Underwater Detection Equipment Inspection .-

- 12. (a) This will be carried out by A.I.I.O. in conjunction with representatives of the Director of Naval Electrical Branch (Equipment and Trials Unit), the General Overseer (alternatively, officers of the dockyard), and RUSHCUTTER, to ensure that the installation of all underwater detection equipment is completed in accordance with drawings and instructions for installing.
- (b) All installation work including ventilation, fitting of deck coverings, the final painting and cleaning of offices is required to be completed by this date.
- (c) After this inspection, a meeting is to be held between officers attending and A.I.I.O. will prepare a report which is to be forwarded to the General Overseer and Principal Naval Overseer (alternatively, officers of the dockyard), with copies to Chief of Construction, D.O.U.W., D.W.L. and RUSHGUTTER.
- (d) Two days should be allowed for this inspection in the ship's programme, and in the event of the work of installation being in any respect incomplete, the preliminary inspection is to be deferred and the ship's programme amended accordingly.
- (e) This inspection is not required by dockyards except as required in paragraph 2.
- (f) Where an associated weapon is fitted, this inspection is to be carried out concurrently with the preliminary weapon equipment trial,

Testing and Tuning of Underwater Detection Equipment .-

13. Pending promulgation of separate instructions relating to integrated systems, this will be carried out by A.I.I.O. in conjunction with the General Overseer or officers of the dockyard. Uninterrupted power supplies of the necessary woltages and frequencies are required throughout the period, which should commence after the preliminary underwater detection equipment inspection and complete before the final underwater detection equipment trials.

Final Underwater Detection Equipment Trials .-

- 14. (a) On completion of the testing and tuning and correction of defects, a trial is to be carried out by a representative of RUSHCUTTER, in company with the representative of the Director of Naval Electrical Branch (Equipment and Trials Unit), A.I.I.O. and representatives of the General Overseer (or appropriate officers of the dockyard) to ensure that the installation and working of the equipment are satisfactory for naval service.
- (b) Where an associated weapon is fitted the final weapon equipment trial should be carried out concurrently.
 - (c) Two days are required for this trial.
- (d) After the trial a meeting is to be held and H.M.A.S. RUSHCUTTER will forward a report to the General Overseer and Principal Naval Overseer (or alternatively, officers of the dockyard), with copies to Chief of Construction, D.O.U.W., D.N.L., and the Commanding Officer of the ship.

Harbour Trial of Underwater Detection Equipment .-

15. This is to be carried out by a representative of RUSHCUTTER, attended by representatives of the Director of Naval Electrical Branch in vessels where an associated wespon is fitted, to test the combined detection, control, and weapons equipment as one system, to ensure that it is fit for naval service. Representatives of the General Overseer, Ordnance Engineer Overseer (or alternatively, officer of the dockyard) and the A.I.I.O. are to attend. The Director of Ordnance and Underwater Weapons may also attend for selected ships. A report of the trial is to be forwarded in the same way as in paragraph 14(d).

Sea Trials of Underwater Detection Equipment .-

- 16. (a) These are to be carried out by representatives of RUSHCUTTER, to test that the entire equipment works satisfactorily at sea in all respects. Where an associated weapon is fitted, the trial of the weapon should be combined and the whole operated as a complete system. Representatives of the Director of Ordnance and Underwater Weapons and the Director of Naval Electrical Branch (Equipment and Trials Unit) may attend for selected ships.
- (b) On completion, a report is to be prepared by RUSHCUTTER, and forwarded to the Flag or Naval Officer-in-Charge with copies to the General Overseer and Ordnance Engineer Overseer (or to officers of the dockyard), and to Chief of Construction, D.O.U.W., D.N.L. and other Naval Authorities as appropriate.

Timetable for Inspections, Tests and Trials .-

17. Figures indicate the number of weeks before (-) or after (+) the final inspection (D) of the ship by the Flag or Naval Officer-in-Charge, as appropriate.

TABLE 1

TABLE 1						
w.	Capital Ships and Cruisers and Carriers	Darings and Prigates fitted with 170	(without		Submarines	
Fitting dome and Under- water gear		Duri	ng final	locking		
Preliminary underwater detection equipment inspection	D-3	D-10/12;	D-3	D-2	D-3	
Final under- water detection equipment trial	D-1	D-4/61	D-1	D-1	D-1	
Herbour asdic and weapon combined trial	N.A.	D-1	N.A.	N.A.	N.A.	

	Capital Ships and Cruisers and Carriers	with	Prigates (without A/8 170) Dest- royers	P.T. ,	Submarines
Flag or Haval Offi- cer-in- Charge inspection and com- missions		D	Ď	D	D
Sea triels of under- water detection equipment	D+1 to 2	D+1 to 2	D+1 to 2	D+1 to 2	D+1 to 2

m Dependent upon final electrical trials.

Shore Establishmenta, -

18. For installations in shore establishments the provisions outlined herein also apply generally.

19. B.R.1921, B.R.1856, O.U.5225, Navy Order 36 of 1952 and Navy Order 251 of 1953 are relevant.

(The foregoing to the text of A.F.C. 1189/1954 altered to meet R.A.N. conditions.)

(3031/13/192)

580.

MUSTERING OF LOAN BEDDING.

Proposals to reduce the work involved in the quarterly mustering of loan bedding in H.M.A. Ships and Establishments, required by Navy Order 213 of 1953, have been under consideration, and it has been decided that, where the Administrative Authority considers that the accounting for loan bedding in a particular Ship or Establishment is entirely satisfactory, he may give approval for the intervals between musters of bedding in that Ship or Establishment to be extended from 3 to 6 months.

- Administrative Authorities are to keep under review the
 accounting for bedding in Ships and Establishments under their
 administration, and should take action to ensure that a Ship
 or Establishment reverts to the normal 3 month muster
 interval where, because of changed conditions, this is
 desirable.
- 3. An appropriate reference to this Order is to be made against paragraph 3 of Navy Order 213 of 1953.

(3190/1/69)

581.

RANGRITINDERS 18" BASE PATTERN 3820 - ALLOWANCES.

In order to permit the accurate measurement of short ranges from buoys and other navigational marks, the Admiralty have introduced the following rangefinder for issue to Surveying Ships and Surveying Motor Launches:

Class and Group Patt, Description Ship's Accounting

F5A 3820 Rangefinders 18" base, FF4 Barr and Stroud, with Range Scale 30/1000 yerds Permanent

2. Two rangefinders will be allowed to each Survey Ship on foreign service and one to each Survey Ship in home waters and to each Surveying Motor Launch. On receipt of the new rangefinder H.M.A. Ships are to return the metre-base rangefinders, Patterns 10051 or 10080 already held. The relevant Establishments of Sea Stores and publications will be amended.

3. It is not intended, however, that the new rangefinder be issued to H.M.A. Surveying Ships and Surveying Tenders, as the use of metre base rangefinders in conjunction with vertical sextant angles has proved satisfactory and has fulfilled surveying requirements in the Royal Australian Navy.

(The foregoing is the text of A.F.O. 1622/1954 altered to meet B.A.N. conditions.)

(4518/36/259)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

B.R. 157 - NAVAL ELECTRICAL POCKET BOOK - DISTRIBUTION.

Distribution of the Naval Electrical Pocket Book is being effected on the following basis :-

Gratuitous Issues -

- (a) Each Electrical Artificer;
- (b) Each Electrical Branch Chief Petty Officer, Petty Officer or rating.

Copies to ratings are personal copies and are included in their kits. Issues on a similar basis are to be made to the appropriate ratings of the Reserve Forces.

Other issues

Navy Office	3	copie	8
Flag Officers	1	сору	eac)
Ships in Commission	1	сору	each
Naval Officers-in-Charge	1	сору	each
S.I.R. Geelong		сору	
S.I.R. Sydney		coba	
H.M.A.S. WATSON		copy	
H.M.A.S. RUSHCUTTER		copy	
H.M.A.S. PENGUIN	1	cobl	

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H.M.A.S. HARMAN 1 copy
N.A.S. NOWEA 1 copy
Flinders Naval Depot
(for Electrical School) 50 copies

Reserve Training Establishments

H.M.A.S. PENGUIN
H.M.A.S. RUSHCUTTER
H.M.A.S. MORETON
H.M.A.S. LONSDALE
H.M.A.S. LONSDALE II
H.M.A.S. TORRENS
H.M.A.S. LEEUWIN
H.M.A.S. HUON

10 copies each

5 copies

(4139/13/955)

583.

FORMS A.701B AND A.701C - INSPECTION, TEST AND MODIFICATION CERTIFICATES - INTRODUCTION.

Naval Form A. 701B, Inspection, Test and Modification Certificates, has been introduced to supersede R.A.F. Form 1125, and A. 701C, List of Modifications Embodied or Removed or S.T.I.'s Fulfilled during Repair, has been introduced to supersede R.A.F. Form 1125A, for use with the Log Cards of Naval Aircraft and Components.

2. The new forms will be raised by the Inspector-in-Charge, A.I.D. at Contractors' Works upon receipt in accordance with N.A.M.O. General/G.34.

(The foregoing is the text of A.P.O. 2113/1954 altered to meet R.A.N. conditions.)

(3526/16/113)

SECTION 6 .- SHORE ESTABLISHMENTS

584.

INSPECTIONS - SHORE ESTABLISHMENTS AND BASES.

The attention of Administrative Authorities is drawn to the necessity for strict compliance with Q.R. & A.I., Article 2717, and B.R.16 (50), Article 41.

(4276/5/109)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 5th October, 1954.

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

By direction of the Naval Board,

J. K. Buumins

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 Betablishments, and others concerned.

Bubject

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SECTION 2 - PERSONNEL

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- 595 Naval Stores (Air) Safety Equipment Introduction of B.F.D. Liferaft Scale of Equipment and Arrangement of Contents.
- 596 Naval Stores (General) (Class E, Group 7) Enamels -Introduction.
- 597 Naval Stores (General) (Class F. Group 2A, Part 3) Navigation Lanterns, Patterns 8024, 8024R, 8025,
 8025R Obsolescence H.M.A. Ships.
- 598 Naval Stores (General) (Class F. Group JB) Speed Error Plate - Introduction of New Design.
- 599 Ventilation Axial Flow Fans Sleeve Piece for Maintenance.

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

- 600 Air Publications A.P.(N) 71 Manual of Naval Airmanship - Issue of Copies to Naval Airman Ratings.
- 601 Mail Despatched from H.M.A. Ships and Shore Establish-
- 602 Representation of Complaints (Form S.272) Certificate of Quarterly Reading.

SECTION 1 .- ADMINISTRATIVE AND GENERAL

585.

PIEET AIR ARM - RESPONSIBILITIES OF THE FIAG OFFICER-IN-CHARGE, EAST AUSTRALIAN AREA.

The Flag Officer-in-Charge, East Australian Area, is the Administrative Authority for aviation matters at Royal Australian Naval Air Establishments, and at other Naval Establishments where Pleet Air Arm officers and ratings are employed.

- 2. The duties of the Flag Officer-in-Charge, East Australian Area, for air matters include the following ;-
 - (a) Responsible to the Naval Board for the proper execution of all flying from naval air stations and for the conduct and direct supervision of such ground training as is placed under his control. The above includes -
 - (i) Flying Training, including post graduate flying training and basic training of aircrew carried out at neval air stations;
 - (ii) Recognition training;
 - (iii) All svietion ground training in Australia.
 - (b) Responsible for carrying out the training of disembarked air squadrons as required by the Flag or Senior Officer concerned.
 - (c) Administration of the Australian Joint Anti-Submarine School as regards naval matters.
 - (d) Administration of all disembarked squadron aircraft including reserve aircraft, and for the equipping and modification of these aircraft in naval establishments to the standard ordered by the Naval Board.
 - (e) Administration of all naval facilities for aircraft maintenance and repair (other than the maintenance facilities in ships which are for the express support of aquadrons), transport of aircraft ashore and for the salvage, excluding salvage from the sea, of damaged aircraft. The Civilian Repair Organization remains under the control of the Naval Board.
- (f) Liaison with the School of Land/Air Warfare on naval matters.
- (g) Co-ordination and provision of all aircraft for exercise purposes, including those provided by the R.A.A.F.
- (h) Investigation at Command level of reported breaches of air safety.
- 3. The Senior Officer of a detached unit is to communicate with the F.O.I.C. E.A. or the Commanding Officer of his parent unit according to the subject of his communication, addressing his communication through the Commanding Officer (of whatever Service) of the Establishment to which the unit is attached.

4. The Staff Air Engineer Officer to P.O.I.C. E.A. is available to advise the Flag Officer Commanding Her Majesty's Australian Fleet upon air engineering matters.

5. Navy Order 412 of 1952 is hereby cancelled.

(3031/13/182)

SECTION 2 .- PERSONNEL

586.

COMPASSIONATE LEAVE AND DRAFT.

With reference to Navy Order 408 of 1953, paragraph 3, cases have occurred where applications for compassionate leave have been referred to shore authorities for investigation, and the reply to the Commanding Officer has not given sufficient information to permit him to decide whether compassionate leave is warranted.

- 2. Shore authorities are expected under paragraph 22 of the Navy Order to acquaint themselves personally with the details of welfare cases and give their own considered recommendation. The recommendation should in all cases state whether the member's presence is essential and a matter of urgency and whether paragraph 2 (a) or 2 (b) of the Navy Order applies.
- 3. Paragraph 22 of Navy Order 408 of 1953 is to be endorsed accordingly.
- 4. The following new paragraph is also to be added :-
- "6(a) Where a rating on leave applies for compassionate leave to a Navel Officer-in-Charge or a Resident Navel Officer, and that authority is satisfied that grounds exist for the grant of such leave, he should, if time permits, forward the application to the rating's Commanding Officer with an appropriate recommendation; if time does not permit, however, he may grant leave as in paragraph 4, the rating's Commanding Officer being informed accordingly".

(4002/151/31)

587.

DEFENCE FORCES RETIREMENT BENEFITS FUND CONTRIBUTIONS - ADJUSTMENTS.

An examination of Ships' Quarterly Ledgers discloses that adjustment of Defence Forces Retirement Benefits Fund contributions are being entered in the "Other Charges" or "Other Credits" column under the description of "W.U.P." or "W.O.P".

2. In order to ensure that Benefit Fund Contributions are serrestly brought to account, any adjustments necessary are to be entered in the appropriate "Other Charges" or "Other Credits" column of Ships' Quarterly Ledgers, under the description of "B.F.C." or "B.F.C. Recredit", respectively, according to the nature of the adjustment required.

(4832/2/1)

588.

FEES PAYABLE TO MEDICAL PRACTITIONERS.

The table hereunder sets out the maximum rates of payment of fees to medical practitioners, both general practitioners and specialists, in respect of medical examination and/or treatment of Naval personnel.

 All previous authorities for payment of fees to individual medical practitioners and specialists are hereby withdrawn, and the new scale of fees should be applied as from the date of this Order.

	Duties	Maximum rates of payment		
(a)	Medical Boards - (1) General Practitioners -			
	Attendance as a member of a Medical Board - for each attendance (irrespective of number of persons examined by Board).	£2.2.0. per visit up to 1½ hours additional 10/6d. per half-hour or part thereof beyond 1½ hours.		
	(11) Specialists -	The second second		
	Attendance as a member of a Medical Board = for each attendance (irrespective of number of persons examined by the Board).	1 hour - £3.3.0. 2 hours - £4.4.0. 3 hours - £5.5.0. 4 hours - £6.6.0.		
	Other Specialist Services.			
(b)	Attendance as a Specialist at Service Headquarters, or Headquarters of a Command or Area.	1 hour - £3.3.0. 2 hours - £4.4.0. 3 hours - £5.5.0. 4 hours - £6.6.0.		
(a)	Attendance as a Specialist at a Service Medical Establishment - for each attendance (irrespective of the number of pstients attended.)	1 hour - £3.3.0. 2 hours - £4.4.0. 3 hours - £5.5.0. 4 hours - £6.6.0.		

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	Duties	Maximum rates of payment
(e)	Attendance as a Specialist in his professional rooms including medical examin- ation of member and preparation of a written report of the examination or the issue of a medical certificate. First consultation Each subsequent consultation X-Ray examination of a member (i) where interpretation of film is carried out by the Service Medical Authority; (ii) where examining medical officer is required to interpret the film and submit a written report (each film to be considered as a separate examination).	£2. 10. 0. £1. 1. 0. £1. 1. 0. £2. 10. 0. £3. 1. 0. £3. 1. 0. £4. 1. 0. £5. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
	General Practitioners.	Contract Con
(x)	Attendance conducting medical examination for appointment to, or enlistment in the Forces, or on medical duty at a Drill Hall, Camp, Depot, School or Course of Instruction, Bivouac, etc.	1 member - £1.1.0. 2 members - £1.11.0. 3 members - £2.2.0. Where more than 3 members are examined and the period of attendance is more than 1½ hours but less than 1½ hours - £2.12.6d. An additional 10/6d. for each half-hour or part thereof beyond 1½ hours. Where engaged on a sessional basis at Combined Recruiting Depots, payment according to length of session with a minimum payment of £2.2.0.

	Duties	Maximum rates of payment
(g)	Special medical examination of a member involving a written report of the examination. For each examination.	£1.1.0.
(h)	Domiciliary treatment of a member -	
	(i) per visit to patient's home	12/6d. provided that where the normal fee for attendance at a patient's home is 15/-, payment at that rate may be made.
	(ii) per attendance at practitioner's surgery.	10/6d.
(1)	Medical examination of candidates for enlistment, re-engagement and first appointment in commissioned rank, where the examination cannot be performed at the Service	1 member - £1.1.0. 2 members - £1.11.6. 3 members - £2.2.0. More than 3 members - as for (f) hereof.
	Depot and has to be conducted at the Medical Officer's Surgery.	THE COURSE

NOTE I:- Regarding (d) hereof, any original or subsequent visits are to be authorized only when there is adequate or special reason for attendance at the Specialist's rooms.

NOTE II:- No maximum payment is prescribed for (a)(i) and (f) hereof.

NOTE III: - In regard to (a)(ii), (b) and (c) hereof, payment for duty in excess of 4 hours will be at the rate of £1. 1. 0 per hour. This will also apply where duty continues after a lunch break. Periods in excess of 30 minutes will count as an hour. . Periods of 30 minutes or less will be disregarded.

3. Mileage allowances shall be calculated at the rate of 2/6d. for each half mile (one way only) beyond a radius of 3 miles from the practitioner's surgery and will apply in all cases whether involving city or country journeys, but is not payable to District or Port Division Naval Medical Officers attending Naval Establishments in the normal course of their duties.

(4801/4/20)

9

590 - 592

589.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA562 - G.P.O. TYPE RELAYS (PARTS 1-3) - DISTRIBUTION.

Copies of Parts 1, 2 and 3 of the film strip "G.P.O. Type Relays", (Serial No. SA562), are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale:

H.M.A. Ships and Establishments	No. of Copies
Light Fleet Carriers	1
Captain "D", loth Destroyer Squadron	1
Captain "F", 1st Frigate Squadron	1
Flinders Naval Depot (for "L" School)	2
H.M.A.S. HARMAN	1
R.A.N. Film Library, Sydney	2

2. Details of the strips are as follows :-

Part 1 (63 frames)

After explaining the function and the essentials of an elementary electro-magnetic relay, describes the construction of the standard 3,000 type relay and explains the factors governing "operate" and "release" times. It then shows the principles of "slow operate" and "slow release" relays and of "early operate" and "late operate" contact units.

Part 2 (56 frames)

Describes special duty relays in the 3,000 series (high impedance, impulse - accepting, shunt field, polarized, vibrating, thermal delay, etc.), the Siemens high-speed relay and pin-type armature relays. This part also shows the more common types of contacts (normal, platinum and heavy duty) used in the 3,000 series.

Part 3 (39 frames)

Explains the numbering and designation conventions used in identifying contact units, contacts and connection tags, with a brief note on G.P.O. and G.E.C. code markings. It then shows the symbols and component identities used in circuit diagrams.

(The foregoing is the text of A.F.O. 1323/1954 altered to meet R.A.N. conditions.)

(4518/61/378)

590.

WRITER RATINGS - TRAINING.

On completion of training in the Supply School the majority of Writers, Second class, and Stores Assistants, Second class, are appropriated to whore establishments where some of them are needed to carry out dities peculiar to the establishment and giving limited scope for exercise of the knowledge they have gained as recruits in the Supply School.

2. The Naval Board desire that Commanding Officers and Supply Officers pay particular attention to the employment of junior Writer and Stores ratings in Shore Establishments and arrange their duties so that no rating is employed for more than three months on duties which he would not be called upon to perform in a sea going ship. It is realized that quarterly changes in certain duties may cause some inconvenience but this must be accepted in the interests of efficiency and of the professional welfare of the young ratings concerned.

(4002/151/29)

591.

AIRCRAFT, AMMINITION, BOCKETS, 3 IN.

The undermentioned Motors, Rocket, Aircraft 3 inch, No. 1 Wark 4, of U.K. manufacture, are unsafe for use, due to air inclusions, unless stamped XRAY -

RNP 1860 RNP 1880 RNP 1893 RNP 1905 RNP 1922 RNP 1958 RNP 1868 RNP 1884 RNP 1897 RNP 1909 RNP 1928 RNP 1962 RNP 1874 RNP 1889 RNP 1901 RNP 1915 RNP 1932

2. Rocket motors of Australian manufacture are not affected but motors of U.K. manufacture may be encountered.

(The foregoing is the text of A.F.O. 2147/1954 altered to meet R.A.N. conditions.)

(4432/11/302)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES.
592.

AMMUNITION - PROPELIANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lote is due for withdrawal from service and any cartridges containing these lote or sub-lots are to be returned to the nearest Naval Armament Depot as early as practicable. Commanding Officers of H.M.A. Ships who are unable to comply within three months from the date of this Order are to report the fact specially to the Naval Board for instructions:

Propellant lot or sub-lot No.	Propellant Nature and size	Mature of gun ammunition which may be involved
RNC 216	9C 061	B.L.6 in.; Q.F. 4.7 in.; Q.F.4 in.(F.A.); Q.F. 4.5 in; Q.F. 12 pdr. 12 cwt.
RNO 258XA	BC 061	B.L. 6 in.; Q.P. 4.7 in.; Q.P. 4 in. (P.A.); Q.P. 4.5 in.; Q.P. 12 pdr. 12 cwt.
RNO 259XA	80 103	B.L.6 in.; Q.P. 4 in.; Q.P. 4.5 in.

Propellant lot or sub-lot No.	Propellant Nature and size	Mature of gun ammunition which may be involved
RNC 389XC	80 061	B.L.6 in.; Q.F. 4.7 in.; Q.F. 4 in. (F.A.); Q.F. 4.5 in.; Q.F. 12 pdr. 12 cwt.
RNC 1875XR RNC 1895XR RNC 1904XR	8C 103 9C 103 8C 103	B.L. 6 in.; Q.F. 4 in.; Q.F. 4.5 in.
RNC 2096X8 RNC 2103X8	80 122 80 122	Q.P. 4.7 in. (8.L.); Q.P. 4.5 in.; B.L. 6 in.
RNP 381XL	NP 029	Q.F. 4 in.; Q.F. 12 pdr. 12 cwt.; Q.F. 6 pdr.; Q.F. 3 pdr.
WA 13485 WA 13490 WA 13645XA WA 13865XB	NA 029 NA 029 NA 029 NA 042	q.P. 4 in.

2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 53, B.R. 862A.

 Separate instructions have been issued to R.A.N. Armament Depote.

(The foregoing is the text of A.F.O. 2092/1954 altered to meet R.A.N. conditions.)

(4433/51/190)

593.

MINE COUNTER MEASURES - MINESWEEPS - OPERATION AND MAINTENANCE - REPORTS.

Navy Order 202 of 1954, column 8, is to be amended by deleting "RISING" and inserting "PULSING" in lieu, so that the column heading reads "HOURS PULSING WITH SWEEP".

(4284/1/148)

594.

A.S. FRIGATES (CONVERTED FLEET) - ALTERATION AND ADDITION ITEMS.

The following alteration and addition item is approved in principle for A.S. Frigates (Converted Pleet):"4 inch Mk.19 R.P.52 mounting to be balanced."

Class Item No. 510

Classification "A"

2. H.M.A.S. QUADRANT is to surrender one (1) in No. 32 round ready use locker as compensation.

3. Separate action has been taken for ships undergoing conversion.

(4280/101/142)

595.

NAVAL STORES (AIR) - SAFETY EQUIPMENT - INTRODUCTION OF B.F.D. LIFERAFT SCALE OF EQUIPMENT AND ARRANGEMENT OF CONTENTS.

The R.F.D. Lightweight Single Seat Liferaft Mk. 3A is hereby introduced in the Royal Australian Navy as a replacement for Dinghy Type "K", reference 270/1927.

2. The Liferaft is to be used with Dinghy Pack, type "L" reference 270/2241 and Lifejacket Mk. 3 reference 220/1349.

3. The scale of equipment to be carried in the type "L" pack is shown in the Appendix to this Order. The items have been listed in two sections, viz -

(i) A basic minimum to be carried at all times; and

(ii) articles which may be included at the Commanding Officer's discretion.

4. Allowances of the newly introduced items will be as follows :-

Section and Ref. No.	Description	Denom. of Qty.	Carrier 1-25	Servier 26-50	Station	8.E.
510/HIA	Liferaft, R.F.D. Lightweight, Single Seat, Mk. 3A	No.	A	A	12	18
	Liferaft, R.F.D. Lightweight, Single Seat Mk. 3A (Ref.270/NIV) in pack, Type L (Ref.270/2241)C/W accessories	No.	A	A	A	
27C/NIV	Bellows, stand for R.F.D. Liferaft	No.	4	6	4	10
6D/NIA	Cylinders, CO ₂ Mk.9, unwired, for R.F.D. Liferaft	No.	6	12	24	9
6D/NIV	Head, operating type "Q" modified	No.	6	12	24	9
5A/NIV	Light attach- ment for R.F.D. Liferaft	No.	6	8	20	4

[&]quot;A" - As for A.S.E. Allowance for equivalent items.

^{5.} The allowances of the remaining items listed in the Appendix will remain unchanged.

595 - 596

5. As many items required for the completion of the new liferaft packs will be available from the existing dinghy packs, demands should be lodged only for those items required to complete the outfits and spares allowances. Items surplus to these requirements are to be returned to the appropriate Store Depot. For convenience when demanding or returning this equipment a column is included in the Appendix to show the source of supply of each item.

7. The Appendix to this Order supersedes that issued with Admiralty Fleet Order 3575/1953.

(4476/101/10)

APPENDIX

Naval Pattern or Vocabulary Number	Description	Denom- ination of Quan- tity	equip- ment per pack	Source of Supply
Part 1 - Items	to be included at	all times		
270/2241	Pack type "L" empty		1	N.S. (Air)
270/NIV	R.F.D. Liferaft Mk. 3A	No.	1	N.S. (Air)
6D/NIV	Cylinder CO2, Mk.9 unwired	No.	1	W.S. (Atr)
6D/NIA	Head, operating type "Q"	No.	1	N.S. (Air)
270/1902	modified Baler	No.		w n / + 1 - 1
270/1890	Drogue	No.	1	N.S. (Air)
27C/1890 27C/NIV	Bellows, light- weight	No.	1	N.S. (Air)
270/2044	Sleeve fabric	No.	1	N.S. (Air)
270/2182	Stoppers leak	Set	2	N.S. (Air)
32B/726	Sponge	No.	1	N.S. (Air)
5A/NIV	Light Attachment	No.	1	N.S. (Air)
	STOWED IN EQUIP	ENT TRAY		
270/2161	Kit, de-salting, 2 pint	No.	1	N.S. (Air)
22P/25	Ration, emergency flying Mk. 4	No.	1	Vict.
ALC: Y	Kit, First Aid,	No.	1	Vict.
12D/113 or 12D/758	Signals, dis- tress, 2 star red or	No.	3	Arm.
	Signals, dis- tress, day and night, Mk.13, Mod.0	No.	2	Arm.
The second second	Aircrew Survival Booklet	No.	1	N.S. (Air)
27H/2733	Ground/Air Emergency Code	No.	1	N.S. (Air)

Reference Number, Naval Pattern or Vocabulary Number		Denom- ination of Quan- tity	Scale of Equip- ment per pack	Source of Supply
part 2 - Items	which may be include	led at Com	manding	Officer's
Discretion		les, grant		
22P/11	Knife	No.	1	Vict.
90/19	Kit, First Aid Tropical	No.	1	Vict.
120/461	Matches	Tins of	2	Arm.
6B/374	Compass marching	No.	1	N.S. (A1r)
228/154	Socks Woollen	Pre.	1	Vict.
Vocab. No. 25404	Gloves, blue	Prs.	1	Vict.
270/2230	Cushion, water Type B (2 pt.)	No.	1	N.S. (Air)
9C/NIV/168	Tin Tin	No.	1	Vict.
	STOWED IN	TIN		
22P/8	Fishing Tackle Tropical	No.	1	Vict.
P5/14A/3437	Lens, Burning	No.	1	N.S.
1B/2949	Stone, Sharpening	No.	1 1	N.S. (Air)
278/2107	Heliograph, 2 inch	No.		N.S. (Air)
B11/716	Needles	No.	3	N.S.
32B/498	Thread	Yds.	3 4	N. 8. (A1r)
Vocab. No.11666	Water Sterilizing Outfits	No.	1	Vict.
B10/T-329	Mosquito netting (54 in. wide)	Pt.	7	N. S.

596.

NAVAL STORES (GENERAL) (CLASS B. GROUP 7) - ENAMELS - INTRODUCTION.

It has been decided to introduce two types of enamel and a related undercoat for use in the Royal Australian Navy. These new materials are to replace the exterior finishing paints, the pipe-marking paints and the tinting powders and pastes which are currently in use. The basic uses for the new items and the descriptions and specifications under which they will be purchased are set out in the following table ;-

and and an house and are	The state of the s
Description	Basic Use
Enamel, Marine Exterior Pinishing, to Specification S.A.A. Int. 227	A general finishing enamel for all purposes and particularly for weather- work on ships and boats. This enamel is formulated to withstand marine conditions.
Enamel, Exterior Pinishing, to Specification S.A.A. Int. 53A.	A general finishing enamel for use other than on the weatherwork of ships.

Description

Undercoat for Exterior Ensmel - Specification S.A.A. Int. 226

Basic Use

An undercost for both of the abovementioned enamels.

- 2. Notes on the application of these materials are given in Appendix "A" to this Order. It should be noted that Pattern 78 Mineral Turpentine is the only thinner to be used with these enamels.
- 3. Whenever the preparation for painting includes cleaning to bare metal, the painting scheme employed is to include one cost of undercost. For new construction, modernization, conversion, etc., undercost is to be used under the finishing enamel. For repainting over existing finishing costs, it will not be necessary to use the undercost. It should be borne in mind, however, that the undercost gives an excellent "Key" for the finishing costs of enamel.
- 4. To obtain colours for interior use Exterior Finishing Enamel is to be used as a tinting paint, being added to the basic paint which, at present, is white interior fire-retardant gloss paint to Specification D.O.T.M.5258. The specification for this interior paint is under revision and paint to the revised specification will be introduced as soon as possible. Both enamels are to be used as requisite for painting dadoes. As these undercoats and enamels are not specifically fire retardant they are not to be used as a complete painting scheme for interior work.
- 5. The range of colours in which these new materials will be supplied is detailed in Appendix "B" to this Order. The colours supplied will comply in shade with the colours illustrated under the relevant colour numbers and descriptions in British Standard 3810 "Colours for Ready Mixed Paints". Each colour will be provided under only one, and not both, of the enamel specifications. As the use of Marine Exterior Finishing Enamel is not restricted to weatherwork surfaces the colours provided are sufficient for all purposes.
- 6. Items which have been superseded in the Royal Australian Navy by the introduction of the new materials are also shown in Appendix "B". No further purchases of these items will be made but present stocks are to be used up. Separate instructions will be issued regarding stocks held at Naval Store Depots.
- 7. Procurement of Exterior Finishing Paints or Enamels or Undercoats, other than those listed in Appendix "B" or of the items superseded, is not to be arranged without Naval Board approval. Requests for such approval should include full details of the necessity for supply and an estimate of the future scale and duration of requirements.
- 8. Navy Orders 44 of 1945 and 135 of 1947 are hereby cancelled.

(4512/71/1)

APPENDIX "A"

Exterior Finishing Enamels to Specifications S.A.A.
Int. 227 and S.A.A. Int.53A, are high quality gloss enamels.
They are formulated to be suitable for application over the
primers at present in use, the undercoat to Specification
S.A.A. Int. 226, and for recoating over themselves.

- 2. As normally supplied they will be suitable for application by brushing or spraying either as supplied or when reduced with mineral turpentine. For brushing the thinning ratio is not to exceed 5% volume and for spraying not to exceed 20% by volume.
- 3. To obtain the best results from these enamels, care must be taken in the preparation of surfaces. There are no particular instructions which must be observed when using these enamels other than instructions normally applicable to painting. Information on the correct methods of application and preparation of surfaces is contained in the Draft Manual "Painting Information for H.M.A. Ships", which was circulated to all ships in commission in September, 1952.

APPENDIX "B"

Material Description	Pattern No.	Use	To be used in lieu of
Enamel, Marine Exterior Fin- ishing, to Specification S.A.A. Int.			
White	Like 4940	External paint- ing of Ships.	Pattern 537 paint, white Pattern 4940 paint, white Pattern 10 enamel, white
		Motor Transport Electrical.	Paint, hull, white, full gloss. Enamel, white, "Dulux" and other proprietary brands
Black	Like 5340	External paint- ing of Ships. Motor Transport Marking and Identification Electrical	Pattern 5340 paint,
Oxford Blue (Colour 105 of B.8.381C)	-	Barge of F.O.C.A.F. Electrical	Enamel, royal blue, "Dulux" and other proprietary brands Lacquer, dark blue proprietary brands

Material Description	Pattern No.	Use	To be used in lieu of
Enamel, Marine Exterior Fin- 18hing, to Specification 3,A.A. Int. 227 -			
Middle Bruns- wick Green (Colour 226 of B.S. 3810)	Like 3558	Barge of P.O.I.C. E.A.	Pattern 504 paint, Brunswick green, Pattern 3558 paint, middle Brunswick green, Lacquer, dark green, proprietary brands.
Golden Yellow (Colour 356 of B,8,381C)	Like 3551	External paint- ing of Ships. Motor Transport Marking and Identification Electrical	yellow chrome. Pattern 3551, paint, golden yellow.
Light Buff (Colour 358 of B.S. 3810)	Like 512	External paint- ing of Ships	Pattern 640, dis- temper, light buff, Pattern 512, paint, spar colour, Paint, buff.
Light Grey (Colour 631 of B.S. 3810)	of 49410	or 631 of 49410 ing of Ships	Pattern 507A, paint, grey, dark Pattern 507B, paint, grey, dark Pattern 507C, paint, grey, light Pattern 630, paint,
		grey, dark Pattern 4941C, paint, light grey Pattern 4942, paint, dark grey Pattern 11, enamel, dark grey Pattern 12, enamel, light grey Enamel, grey, "Dulux" and other proprietary brands. Paint, horizon grey Paint, grey, G.10 Paint, grey, B.15 Paint, grey, B.20	

Material Description	Pattern No.	Use	To be used in lieu of
Enamel, Ex- terior Fin- ishing, to 3pecification S.A.A. Int. 53A - Azure blue (Colour 104 of B.S. 381C)	Like 3555	Marking and Identification Electrical Tinting	Pattern 8D, dry colour, blue, ultramarine. Pattern 8P, oil paste, blue, ultramarine. Pattern 502, paint, blue Pattern 3555, paint, azure blue Paint, ultramarine. Paste, blue, shading
Grass Green (Colour 218 of B.S. 381C)		Marking and Identification Electrical Tinting	Pattern 33D, dry colour, green, Brunswick (reduced) Pattern 33P, oil paste, green, Brunswick (reduced) Rnamel, green, "Dulux" and other proprietary brands. Enamel, box elder, "Dulux" and other proprietary brands.
Light Stone (Colour 361 of B.8.381C	Like 3552	Marking and Identification Tinting	Pattern 52D, dry colour, ochre Pattern 52P, oil paste, ochre Pattern 513, paint, stone colour Pattern 3549, paint, stone Pattern 3552, paint, light stone
Light Biscuit (Colour 385 of B.S. 3810)		Marking and Identification Electrical Tinting	Pattern 19P, oil paste, chrome, yellow (middle) Paint, cream Enamel, cream, "Dulux" and other proprietary brands Enamel, new ivory, "Dulux" and other proprietary brands oil paste, chrome, lemon.

Material Description	Patter:	n Use	To be used in lieu of
Enamel, Ex- terior Fin- ishing, to Specification 8.A.A. Int, 52A - Golden Brown (Colour 414 of B. 8. 381C)	Like 35	Marking and Identification Tinting	Pattern 15D, dry colour, brown, vandyke Pattern 75D, dry colour, sienna, natural, burnt Pattern 76D, dry colour, sienna, natural, raw Pattern 81D, dry colour, umber, turkey, burnt Pattern 532, paint, brown Pattern 3545, paint, sienna, burnt Pattern 3556, paint, sienna, burnt Pattern 3556, paint, golden brown Paint, chocolate Enamel, khaki green, "Dulux" and other proprietary brands Oil paste, brown, vandyke
Salmon Pink (Colour 443 of B.S. 381C)	Like 355	Marking and Identification Tinting	Pattern 3542, paint, pink Pattern 3550, paint, salmon pink
Venetian Red (Colour 1445 of B.S. 381C)	Like 355	Marking and Identification Tinting	Pattern 65D, dry colour, red, venetian Pattern 510, paint, red, venetian Pattern 514, paint, terra cotta Pattern 3541, paint, red, venetian Pattern 3554, paint, venetian red Dry colour, ochre, red
Signal red (Colour 537 of B.S. 381C)	Like 355	Motor Transport Electrical	Pattern 533, paint, red, bright pattern 3557, paint, signal red Oil paste, red lake or red permanent paint, red, mixed, spirit

Material Description	Pattern No.	Use	To be used in lieu of
Enamel, Ex- terior Fin- ishing, to Specification S.A.A. Int. 53A - Crimson		Electrical	
(Colour 540 of B.8.381C)		3200 11 2012	
Light Orange (Colour 557 of B.S. 3810)	Like 3559	Marking and Identification	pattern 3559, paint, flame orange paint, orange
Smoke Grey (Colour 692 of B.S.3810)	-	Motor Transport	Enamel, grey-blue, "Dulux" and other proprietary brands
Undercoat for Exterior Enamel - Specification S.A.A. Int. 226 - White	Like 5341	Undercoat for White Marine Exterior Pinishing Enamel	Pattern 519, paint, white undercoating for enamel Pattern 375, paint, white titanium, undercoating for enamel Pattern 5341, paint, white, undercoat Surfacer, white, "Dulux" and other proprietary brands
French Grey (Colour 630 of B.S.381C)	Like 5342	undercoat for all finishing enamels other than white	Pattern 538, paint, grey, undercoating Pattern 538A, paint, grey, undercoating Pattern 5342, paint, light grey undercoat Pattern 5343, paint, dark grey undercoat Surfacer, grey, "Dulux" and other proprietary brands Surfacer, red, "Dulux" and other proprietary brands

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 3) -NAVIGATION LANTEHNS, PATTERNS 8024, 802/R, 8025, 8025R - OBSOLESCENCE - H.M.A. SHIPS.

Electric navigation lanterns, Pattern 16198 and 16199, hitherto fitted in Light Fleet Carriers only, will in future be fitted in all H.M.A. Ships in lieu of Patterns 8024 and 8025 (segmental type) and Patterns 8024R and 8025R (round type). The latter four patterns have accordingly been made obsolescent but stocks will continue to be issued until expended.

2. The following items, all dealt with under Class F, Group 2B, Part 3, are components of the new lanterns, Patterns 16198 and 16199, as well as those now made obsolescent :-

Pattern	Description		
8674	Lampholder, O.B.C. with mounting bracket.		
8640	Lampholder for tapped filament lamps, with mounting bracket and locking ring		
9041	Screens clear		
9042	Screens, red, for pattern 16198		
9043	Screen, green, for Pattern 16199.		

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1800/1954 altered to meet R.A.N. conditions.)

(4518/22/211)

598.

NAVAL STORES (GENERAL) (CLASS F, GROUP JB) - SPEED ERROR PLATE - INTRODUCTION OF NEW DESIGN.

A new Speed Error Plate for Gyro-Compass Correctors, Pattern 6900, has been introduced to provide a table of correction figures for higher speeds and latitudes than those given on the existing Plate, Pattern R.7056, and will be added to the Rate Book and Authorized List of Naval Stores under Class F, Group 3B, as follows:

Pattern

Description

Ships Accounting

7058

Plate, Speed Error, for Corrector, Pattern 6900

Consumable

- Speed Error Plate, Pattern R. 7056, has been made obsolescent but stocks should be utilized pending replacement by the new item.
- 3. The allowance for fitting in H.M.A. Ships is on the basis of one plate on the pelorus stand and one in each gyro-compass compartment. Demands from ships should be forwarded to the S.N.S.O., Sydney.
- 4. The relevant publications will be amended.

 (The foregoing is the text of A.P.O. 1623/1954 altered to meet R.A.N. conditions.)

 (4518/37/113)

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VENTILATION DUCTS:- TELESCOPIC SLEEVE TO

FACILITATE REMOVAL OF AXIAL FLOW FANS.

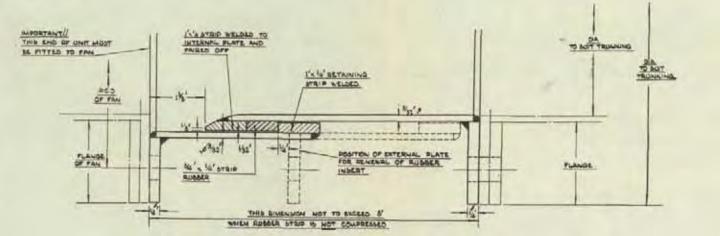
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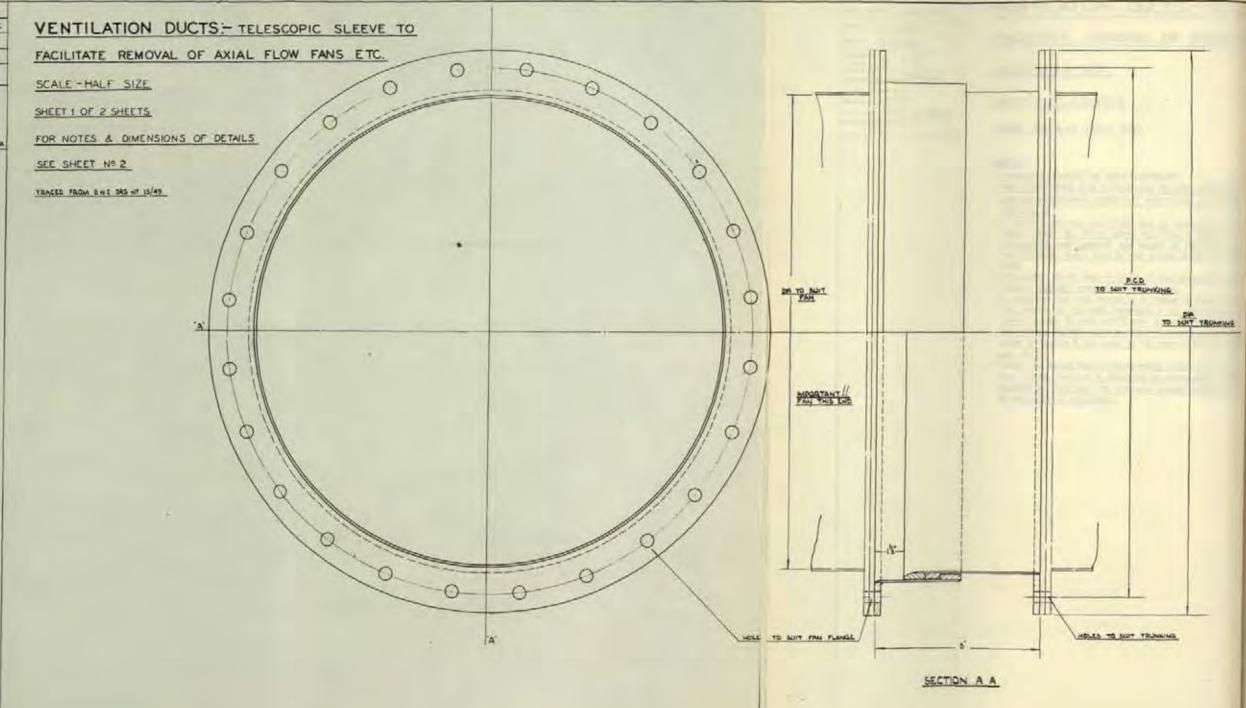
SHEET 2 OF 2 SHEETS

TRACED FROM DING DRG. NI 15/43

NOTES:

- E. DIMENSIONS MARKED TO BOTT FARE TROUBLES
- Z THE SLEEK PIECE IS TO BE INSTALLED BETWEEN ONE END OF THE FAN \$ THE VENTILATION TROUBUNG WHERE THE MAINTENANCE OF WATER TIGHTNESS IS A REQUIREMENT.
- A IN CASES WHERE THE MIAL FLOW FAN IS INSTALLED VERTICALLY, THE SUCEYE PIECE SHOULD SE FITTED REGIVE THE FAN, IT SHOULD SE NOTED THAT THIS MITTING WILL NOT SUPPORT ANY WEIGHT IF FITTED IN COMPRESSION
- 4 THE EXPERNAL PLATE RING OF THE FITTING SHOOLS SE CONNECTED TO THE FAN. RING.
- 5 THE INNER PLATE RING IS SOUTED TO THE TRUNKING & MORMALLY REMAINS FIXED IN POSITION, WHEN REMOVING THE FAM.
- E IN POEPADING FOR THIS PITTING IT IS ESSENTIAL THAT THE DISTANCE BETWEEN THE FLANGES OF THE FINED TRUNKING I THE FAN SHOULD BE S'S' I THAT THE JOHN'S SHOULD BE MADE WITH S'THICK RUBBER TO 8.55 HIS4 195% COMPOUND'S THE CENTRAL RUBBER JOINT ON THE FITTING SHOULD ALSO BE MADE WITH THIS SACOLD FOR REBBER JOINT ON THE FITTING SHOULD BE PROPERLY SCREPED I NOT BUTTED.
- THE LATTER, THERE IS A CLEARANCE OF APPROUNDING THE MOVED AWAY FROM THE LATTER, THERE IS A CLEARANCE OF APPROUNDING THE NE TO FACILITATE REMOVAL OF THE FAN. THE INTERNAL RUBBER STRIP IS THEN EXPOSED [MAY BE REPLACED IF NECESSARY.





VENTILATION - AXIAL FLOW FANS - SIEEVE PIECE FOR MAINTENANCE.

To facilitate the removal for maintenance and the replacement of axial flow fens, a telescopic sleeve piece has been developed for insertion between one end of the fan and the associated trunking.

- 2. This sleeve piece should be used where water-tightness of the trunking is a requirement and supersedes previous approved methods. Where water-tightness is not a requirement, flexible inserts of canvas may be employed.
- 3. This fitting will be adopted where applicable in new Construction and Modernizations. For existing vessels, Commanding Officers should raise alteration and addition items, classification B, only in those cases where removal of particular axial flow fans is extremely difficult.
- 4. Details and fitting instructions for this sleeve piece are shown on Navy Office drawing No. 0/2697 (2 sheets) (see diagrams attached) reproduced as part of this Navy Order.
- 5. It is not considered necessary to introduce this sleeve piece on vessels fitted with Trunnion Type Axial Flow Fans, the design of which enables the motor to be revolved in order to carry out maintenance.

(The foregoing is the text of A.F.O. 1418/1954 altered to meet R.A.N. conditions.)

(3770/11/73)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY

600. AIR PUBLICATIONS - A.P.(N) 71 - MANUAL OF NAVAL AIRMANSHIP - ISSUE OF COPIES TO NAVAL AIRMAN BATINGS.

Pending supply of the revised Manual of Naval Airmanship, it is approved to issue one copy of A.P.(N) 71, Manual of Naval Airmenship, to all Recruits (Naval Airman) of the Permanent Naval Forces.

2. Demands for supplies to meet this distribution should be lodged with the N.S.O. (Air), R.A.N. Air Store Depot, Bundock Street, Randwick, N.S.W.

(4139/41/511)

601.

MAIL DESPATCHED FROM H.M.A. SHIPS AND SHORE ESTABLISHMENTS.

There has recently been a sharp increase in the number of postal articles received at Navy Office from H.M.A. Ships and Shore Establishments bearing insufficient postage. As a result heavy surcharges have had to be met.

- 2. The attention of despatching staffs who affix postage stamps or operate postal franking machines is to be drawn to the appropriate postal rates as contained in the Postal Guide and they are to be instructed to ensure that the correct value of stamps is affixed.
- 3. When stamps are not immediately available in H.M.A. Ships, envelopes should bear the notation "From H.M.A. Ship No Stamps Available," Postal regulations provide that in such circumstances the amount of normal postage only will be charged on delivery to the addressee.

4. Navy Order 114 of 1945 is hereby cancelled.

(4085/1/43)

602.

REPRESENTATION OF COMPLAINTS (FORM S.272) CERTIFICATE OF QUARTERLY READING.

Q.R. and A.I., Article 1851, Clause 3, directs that Form 8.272 shall be read quarterly to the Ship's Company.

2. A certificate in the following form is therefore to be inserted in page 3 of Form A. 8.181 - Quarterly Punishment Return :-

602

- I certify that the contents of Form 8.272 have been read to the Ship's Company in accordance with Q.R. and A.I., Article 1851, Clause 3."
- 3. Form A.S. 181 will be amended on reprint.

(The foregoing is the text of A. P. O. 1772/1954 altered to meet R.A.N. conditions.)

(3325/3/209)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
12th October, 1954.

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

By direction of the Naval Board,

J. K. Bummins

Secretary.

The Plag 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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603.

ADMINISTRATIVE ORGANISATION - AUTHORITIES -ESTABLISHMENTS.

Navy Order 196 of 1952 is to be smended as follows :-

(1) Delete -

- (a) COMMODORE (AIR)
 Naval Air Administrative Authority
 (See C.N.O. 50 of 1949).
- (b) Four broken lines leading from COMMODORE (AIR).
- (c) RANAS & RANAMY, Schofields.
- (d) (NIRIMBA) +
- (e) + Until H.M.A.S. NIRIMBA commissions, the Naval Air Section at R.A.A.F., Schofields, is H.M.A.S. ALBATROSS II, under the Commanding Officer, R.A.N.A.S., Nowra.
- (ii) Insert, instead of RANAS & RANAWY, Schofields, the words "R.A.N. Air Section, Schofields".

(3031/113/19)

604.

AVIATION - PROGRAMME FOR THE FORMATION OF NEW R.A.N. AIR SQUADRONS.

The following programme for the formation of new Naval Air Squedrons has been approved :-

- Z-3 months (a) All Authorities and R.A.N. Air Stations concerned informed by A.C.N.B. that an Air Squadron will form on a certain date.
 - (b) Other information to be supplied -
 - (i) Number and types of sireraft.
 - (ii) Role in which to be trained.
 - (111) Intended employment.
 - (iv) Special modifications to be embodied.
 - (c) Action initiated to supply stores, publications, etc.
 - (d) Selected ratings detailed for maintenance courses (see Note 2).
- Z-35 days Air Engineer Officer and Air Electrical Officer nominated, having completed any courses required.

3. Z-30 days Squadron Commanding Officer nominated.

He should visit Navy Office as soon
as possible in order to -

(a) Obtain a list of officers from the Naval Assistant to the 2nd Naval Member (Air) and discuss any special training they may need.

DEPARTMENT OF DEFENGE

- (b) Discuss with the Director of Air Warfare Organisation and Training the details contained in paragraph 1(b) hereof.
- 4. Z-28 days (a) Arrival at R.A.N. Air Station of -
 - (1) Type stores.
 - (ii) Type ground equipment.
 - (111) Office equipment.
 - (iv) Publications (amended to date).
 - (b) (i) Air Engineer Officer joins.
 - (ii) Air Electrical Officer joins.
 - (iii) Stores Petty Officer
 (S) or Leading
 Stores Assistant (S)
 Joins.
 - (iv) Chief Electrician
 (Air) and Chief
 Radio Electrician
 (Air) or Radio
 Electrician (Air)
 join.
- 5. Z-19 days Advance party arrives at R.A.N. Air Station (see Note 3).
- 6. 2-14 days (a) One sircraft of F.A.E. supplied (see Note 1).
 - (b) Accommodation for squadron to be available and ready for occupation.
- 7. Z-9 days All remaining ratings arrive.
- 8. Z-7 days Aircraft start being ferried in.
 Commence limited flying programme.
- 9. 2-3 days All remaining officers arrive.
- 10. Z Commissioning day. Ferrying completed. Commence full flying programme.
- 11. Z + 7 days Start working up programme.
- 12. Z + 14 days If second line, Squadron available to commence task.
- 13. Z + 3 months Front line squadron available for + 7 days embarkation.

NOTE 1:- This aircraft is not to be flown until commencement of limited flying programme (2-7 days) but is required in order that experience may be gained on the type, and also for planning before the arrival of the remainder of the aircraft, e.g., number of aircraft per hangar, allocation of hangars, hard-standings, etc., checking ground squipment, practice in inspection procedure, etc.

6

NOTE 2:-

- (a) Ratings required to undergo courses at S.A.M.

 All Chief Aircraft Artificers and Aircraft Artificers (A/E) and (0).

 All Mechanicians (A/E) and (0).

 All Chiefs and Petty Officers Airman aircraft.

 Fitter (A), (E) and (0).

 All Pilots Mates.
- (b) Ratings required to undergo short courses at
 Electrical School.
 All Electrical Artificers.
 All Chief Electricians (Air) and
 Electricians (Air).
 All Chief Endic Electricians (Air) experienced in equipment fitted.
- (c) Ratings required to undergo short Flight Servicing
 Courses.
 All Chief Electricians (Air),
 Electricians (Air) and L.E.M. (Air).
 All Chief Radio Electricians (Air),
 Radio Electricians (Air) and
 L.R.E.M's (Air).

 If not already experienced on types of aircraft.

NOTE 3:- Composition of Advance Party -

Squadron Commander Staff Officer Chief or Petty Officer Airman All Naval Airmen, Aircraft Handlers Chief Aircraft Artificer (A/E) Chief Airman Pitter (A) Chief Airman Pitter (E) Chief or Petty Officer Airman Fitter (0) 4 Naval Airmon, 1st or 2nd Class, Mechanic (A) 4 Naval Airmen, 1st or 2nd Class, Mechanic (E) 2 Neval Airmon, 1st or 2nd Class, Mechanic (0) 1 Chief Electricism (Air) 1 Chief Radio Electrician (Air) or Radio Electrician (Air) 1 L.E.M. (Air) 1 Electrician's Mate (Air) 1 Radio Electrician's Mate (Air) 1 Electrical Artificer (Air) Officers' Stewards According to scale Cooks (8) for the squadron

2. The Squadron Commander is to ensure that the following action has been taken before flying starts:-

- (a) Squadron Orders and Squadron Maintenance Orders published and resd by all concerned. Guidance on compiling squadrons' maintenance orders is given in R.A.N.A.M.M., Article 88.
- (b) All technical publications, Special Orders, Royal Australian Navel Air Maintenance Orders, etc., referring to Squadron aircraft and Squadron tasks are to be classified and tabulated.
- (c) All relevant Special Flying Instructions listed and read by Squadron pilots.
- (d) All sircraft checked for correct modification, S.T.I. and S.I. state.
- 3. Just prior to the commencement of flying, an inspection, as detailed in Navy Order 340 of 1954, is to be carried out.

4. If the Commanding Officer of the parent air station is not confident that the Squadron is fully prepared at the date ordered for flying to begin, the circumstances are to be reported to the Administrative Authority.

5. A similar procedure to that detailed in paragraphs 2, 3 and 4 hereof is to be followed when squadrons are re-equipped with a new type of sircraft.

(The foregoing is the text of A.F.O. 1822/1954 altered to meet R.A.N. conditions.)

(3391/25/16)

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605.

SAFE BOTTOMING AREA FOR SUBMARINES.

The following Safe Bottoming Area has been instituted in the East Australian Area :-

- (a) Sydney An area bounded by the following positions:-
 - (1) Lat. 33° 33.4' South. Long. 151° 29.2' East.
 - (11) Lat. 33° 40.5' South. Long. 151° 25.2' Rest.
 - (111) Lat. 33° 40.5' South. Long. 151° 21.2' East.
 - (iv) Lat. 33° 39.0' South. Long. 151° 21.2' East.
 - (v) Lat. 33° 34.4' South. Long. 151° 25.2' East.
- 2. Navy Order 207 of 1954 is hereby cancelled.

(4185/55/2)

607

SECTION 2 .- PERSONNEL

606.

A.B.C.D. REQUIREMENT FOR ADVANCEMENT IN SICK BERTH, DENTAL, SUPPLY AND SECRETARIAT BRANCHES.

Approval has been given for A.B.C.D. subjects to be excluded from all future examinations for higher rating in the Sick Berth, Dental, Supply and Secretariat Branches. The examination for advancement to the Able rate in these Branches is to continue to include a section on A.B.C.D. in accordance with the syllabus at paragraph 2 of Navy Order 155 of 1954.

- 2. This approval is retrospective to the March-May, 1954, examinations.
- 3. A.B.C.D. will not be a qualification required for advancement to the acting Leading rate in the above Branches. Ratings who are advanced to the Acting Leading rate with effect from or subsequent to 1st April, 1954, will, however, be required to pass the Standard A.B.C.D. course, which includes a written and practical examination before being eligible for confirmation under the normal rules. A further A.B.C.D. qualification will not be required for higher advancement. Ratings advanced to the Acting Leading rate prior to 1st April, 1954, and Leading rates who have already been confirmed without having been required to obtain the Standard A.B.C.D. Qualification and who become otherwise eligible for advancement to Fetty Officer subsequent to the date of this Navy Order, will be required to pass the Standard A.B.C.D. course before advancement is suthorised.
- 4. An Acting Leading rate who fails the A.B.C.D. exemination will be re-examined after a period of 2 months has clapsed. In the event of failure at the second attempt the rating is to be reported to the Navel Board with a view to reversion to a lower rate.
- 5. Estings who gained pass marks in the A.B.C.D. section of the March-May, 1954, Leading rates' professional examinations will be regarded as qualified in A.B.C.D. for eventual confirmation in the Leading rate. They will, however, be required to pass the Standard A.B.C.D. course before being eligible for savancement to the Petty Officer rate.
- 6. Ratings who gained pass marks in the A.B.C.D. section of the March-May, 1954, Petty Officers' professional examination will not require further A.B.C.D. qualifications for advancement.
- 7. Ratings who failed in one or both sections of the March-May, 1954, A.B.C.D. papers for Leading rate or Petty Officer, or who did not attempt the papers but who otherwise gained a pass at the professional examination, will be required to comply in due course with paragraphs 3 or 5 hereof as appropriate.
- 8. Syllabuses contained in Navy Order 155 of 1954 will be amended where appropriate in due course.
- 9. Navy Order 445 of 1953 and Navyoires 933 Item of 15th March, 1954, and 056 Item of 24th August, 1954, are hereby cancelled.

(This Order will be reprinted for posting on Notice Boards.)
(4006/20/14)

607.

A. B. C. D. TRAINING - ADVANCEMENT.

Navy Order 155 of 1954 is to be smended as follows :-

Paragraph 3

Section 1.

Delete the words, "Knowledge required for advancement to Leading Rate in all Branches, additional to that required for the Able Rate" and insert the following words in lieu - "Knowledge required for advancement to the Leading Rate in all Branches, with the exception of Sick Berth, Dental and Supply and Secretariat Branches, (additional to that required for the Able Rate)".

Section 2.

Delete existing clauses (e) and (f).

Paragraph 4

Section 1.

Delete the words "Knowledge required for advancement to Petty Officer Rate in all Branches, (additional to that required for the Able and Leading Rates)" and insert the following words in lieu - "Knowledge required for advancement to Petty Officer Rate in all Branches with the exception of Sick Berth, Dental, Supply and Secretarist Branches (additional to that required for the Able and Leading Rates)".

Section 2.

Delete existing clauses (e) and (f).
Renumber existing paragraphs 5 and 6 to read
6 and 7 respectively and insert the following
new paragraph 5:-

"5. Sick Berth, Dental, Supply and Secretariat Branches.

An A.B.C.D. qualification is not a requirement for advancement to the Acting Leading Rate in the above Branches. Ratings advanced to the Acting Leading Rate are, however, required to pass the Standard A.B.C.D. course, which includes a written and practical examination, at the Defence School, H.M.A.S. PENGUIN, before being eligible for confirmation in rating under the normal rules. Appropriations for the course will be the responsibility of Commanding Officers who are accordingly to make arrangements direct with the Officer-in-Charge of the Defence School, H.M.A.S. PENGUIN. It is essential that every endeavour be made to ensure that ratings undergo the course within twelve months of their advancement to the acting Rate.

609 - 610

A further A.B.C.D. qualification will not be required for subsequent advancement. Navy Order 606 of 1954, which provides for exceptional cases, is also relevant in this regard.

Should a candidate fail the A.B.C.D. examination he is to be reexamined at the Defence School, H.M.A.S. PENGUIN, after a period of not less than two months has elapsed. A rating who fails on re-examination is to be reported to the Naval Board with a view to his being reverted."

(4006/20/14)

608.

ELIGIBILITY OF SUPPLY AND SECRETARIAT OFFICERS TO SPECIALIZE IN AVIATION.

Lieutenants (8) of seniority of less than two years and Sub-Lieutenants (8) may volunteer to specialize in aviation.

2. If an officer is selected and quelifies, he will be released to the Fleet Air Arm for two years' front line flying on completion of training, then revert to the Supply and Secretariat Branch for two years followed by a further period of two years' release to the Fleet Air Arm.

(4002/29/2)

609.

ENGINE ROOM ARTIFICERS 4TH CLASS (ACTING AND CONFIRMED) PROGRESS OF TRAINING - REPORTS.

In order to obtain comprehensive information on progress of training, a report is to be rendered in respect of each Engine Room Artificer 4th Class, whether acting or confirmed, to reach Navy Office by 1st December, 1954.

2. The report is to be rendered in typescript in the following form :-

REPORT ON ENGINE ROOM ARTIFICER

SECTION I

TRADE OFFICIAL NO.

C1 12			

DATE OF ENTRY DATE RATED ACTING E.R.A. IV

DATE OBTAINED BOILER ROOM W/K CERTIFICATE

DATE PASSED FOR CONFIRMATION (IF NOT PASSED
DATES OF FAILURES TO BE SHOWN)

DATE OF CONFIRMATION AS E.R.A. IV

DATE OBTAINED UNIT W/K CERTIFICATE

SECTION III

DIVISIONAL OFFICER'S REMARKS:(To include expression of opinion as to reasons for undue delay in obtaining above qualifications, educational standard and proposals for future examinations).

ENGINEER OFFICER'S REMARKS:(To include remarks where applicable, regarding the application of A.B.R. 10, Appendix 16 (F)(ii).
Where an Engineer Officer is not borne, this Section should be completed by the Captain).

CAPTAIN

To: Director of Manning, Navy Office, Melbourne. (Copy to: Administrative Authority)

(4003/4/117)

610.

INSTRUCTIONAL FILMS AND FILM STRIPS - A. 592, EFFECTS OF INTERFERENCE ON RADAR - DISTRIBUTION.

Copies of the new film A.592, Effects of Interference on Radar, are being obtained and distribution will be made without demand by the Superintending Naval Store Officer, Sydney, on the following scale:-

H.M.A. Establishments.

H.M.A.S. WATSON

Flinders Naval Depot (for "L" School)

R.A.N. Film Library, Sydney.

1
2

2. The film shows the effects on radar of various forms of interference (electrical, weather, radio, side contacts, etc.) and also to what extent the effects may be eliminated. Running time 12 minutes. 1 spool.

(4518/61/402)

INSTRUCTIONAL FILMS AND FILM STRIPS - SA. 170,
"SHIP SAFETY - PERSONAL PROTECTION" REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA.170, Ship Safety - Personal Protection, has been revised and is now on the following scale :-

H.M.A. Ships and Establishments.	No. of copies.
Flinders Naval Depot	1 (a)
R.A.N. Film Library, Sydney	3 (a, 1 No.)
H. M. A. Training Ships	1 (a)
H.M.A.S. HUON	1 (a)
H.M.A.S. LERUWIN	1 (a)
H.M.A.S. LONSDALE	1 (a)
H.M.A.S. LONSDALE II	1 (a)
H.M.A.S. MORETON	1 (8)
H.M.A.S. PENGUIN	1 (8)
H. M. A. S. RUSHCUTTER	1 (0)
H. M. A. S. TARANGAU	1 (8)
H.M.A.S. TORRENS	1 (a)

(a) Indicates copy of film strip already held.

2. Issue of the additional 2 copies to the R.A.N. Film Library, Sydney, will be effected without demand by the Superintending Naval Store Officer, Sydney.

3. All Ships and Establishments holding copies in excess of the revised allowance are to return them to the Superintending Naval Store Officer, Sydney.

(4518/61/404)

612.

LANGUAGE TRAINING IN THE ROYAL AUSTRALIAN NAVY.

There is a requirement in the Royal Australian Navy for trained interpreters in the Russian and Chinese languages. Facilities for the training of interpreters exist at the R.A.A.F. School of Languages at Point Cook. Two places on each course, in each language, are reserved for members of the Royal Australian Navy.

- 2. The object of the course is to train personnel with little or no language experience to a standard where they are capable of meeting Service requirements for qualified interpreters.
- 3. These courses will normally commence in early January and end about mid-December of each year. Recreational leave will not be granted during the course, but short leave will be granted on public holidays and week-ends. Students will be required to "live in" during the course.

4. The course will consist of 50 working weeks, each of 5 days. The working week will comprise 45 hours of instruction, commencing at 0800 and continuing until 2130 on each day except Friday, when instruction will conclude at 1600. The emphasis will be on the direct method of approach to the language, and instruction will be broken down into lectures, reading, visual training, calligraphy, area and background study, conversation, translation and private studies. Some periods will be set aside for sport.

- 5. Officers of the rank of Lieutenant and Sub-Lieutenant and ratings of Able Rate and above, of all branches of the Permanent Naval Forces, are eligible for selection. Officers and ratings volunteering for these courses should possess the following qualifications and personal characteristics:
 - (i) To be under the age of 27 years.
 - (ii) To have obtained the Victorian Leaving Certificate or its equivalent.
 - (iii) To have language aptitude (this will be determined largely by R.A.A.F. selection tests at Point Cook).
 - (iv) To possess considerable powers of application in order to undergo the concentrated study required.

These qualifications may be waived in exceptional cases, e.g., where a candidate already possesses a knowledge of the language or where he has shown remarkable aptitude in a correspondence course.

- 6. A rating selected for a course whose current engagement is due to expire within four years of completion of the course will be required to re-engage before commencing the course for a period equal to the sum of -
 - (i) the unexpired portion of his current engagement; and
 - (ii) the period of his next normal reengagement, i.e., six or five years.

(The provisions of Navy Order 217 of 1954 do not apply.)

- 7. Recommendations will be called for each year in about June or July. Before final selection, candidates will be subjected to a pre-selection test conducted by the Tutorial Staff of the R.A.A.F. School of Languages at Point Cook.
- 8. On completion of the course, students will revert to their normal branch. Ratings' future advancement will not be jeopardised because of time spent on the course. Their future career will follow Service channels, but every opportunity will be given to them to practice the language in which they qualify. Wherever possible, they will be employed in a capacity for which their training has fitted them. It is conceivable in the future that this employment may include specialized intelligence duties.

- 9. While undergoing training at the R.A.A.F. School of Languages, students will come under the command of the Senior Naval Officer, Point Cook, for administration and discipline.
- 10. Navy Order 210 of 1950 is hereby cancelled.

(4006/102/2)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES.

613.

AIRCRAFT - BOMBS, 25-IB. PRACTICE, SMOKE AND FLASH NO. 1, MARK 1 (NAVAL REF: KA 391) - PRECAUTIONS TO BE OBSERVED IN HANDLING - EXAMINATION FOR DEFECTS.

An accident has been reported in the Royal Navy in which the tail come of a Bomb Practice, A/C Smoke and Flash, 25-1b. No. 1, Mark 1, became detached from the bomb when being carried on an aircraft.

- 2. The tail come is screwed on to the bomb body and locked with an Allen type grub crew. Attention is drawn to the instructions laid down in A.P. 1661B, Vol. 1, 2nd Edition, Section 9, for ensuring the security of the tail comes.
- 3. Attention is also drawn to the danger of lifting or carrying these bombs by their tails. Instances of cylindrical vanes becoming detached when bombs are handled in this way have been reported.
- 4. The Tool, Carrying Aircraft Practice Bombs No. 1, Mark 1, is being introduced into Naval Service and when available should be used at all times when transporting assembled 25-1b. practice bombs.
- 5. These bombs are not available in the Royal Australian Navy at present but they will eventually supersede the lli and 10 lb. practice bombs.
- Naval Armament Depots only T.A.C.Ls. Nos. 400,
 431 and 454 are relevant.

(The foregoing is the text of A.F.O. 2196/1954 altered to meet R.A.N. conditions.)

(4432/31/104)

614.

AIRCRAFT - EV 047 PISTOIS, SIGNAL, 12-IN., NO. 4, MARK 1*, 78/982 - FITTING OF STRONGER MAINSPRING.

Attention is drawn to A.P. 1641H, Volume 2, Part 1. Leaflet No. C.I.

2. The Mark 2 mainsprings are available and should be demanded from Superintending Armament Supply Officer, Sydney, for modification of any No. 4 Signal pistols not yet modified. 3. The Naval Armament Store reference allocated to this item is - EV 414 SPRING, Mein, Merk 2, R.A.F. reference No. 78/1483.

(The foregoing is the text of A.F.O. 2148/1954 altered to meet R.A.N. conditions.)

(4428/60/34)

615.

DEMOLITION AND EXPLOSIVES - OHMMETERS, SAFETY - SUBSTITUTION OF RESISTORS.

Original supplies of Chmmeters, Bafety, D8302, and D8303, include a combined double resistor having resistances of 2.5 and 5.0 ohms.

2. Supplies of 50 ohm and 100,000 ohm resistors are now available on demand from the nearest Naval armament depot for testing Ohmmeters DS302, DS303, respectively, and these should be substituted at first opportunity for the 2.5 and 5.0 ohm resistors which should be returned.

(The foregoing is the text of A.F.O. 2095/1954 altered to meet R.A.N. conditions.)

(4433/81/130)

616.

ALTERATION AND ADDITION ITEMS - A.S. FRIGATES (CONVERTED FLEET).

With reference to paragraph 3 of Part III of Navy Order 424 of 1953, the following alteration and addition items are hereby re-promulgated.

- 2. On receipt of this Order, previous records of alteration and addition items are obsolete and are to be retained for record purposes only. Any future reference to alteration and addition items promulgated herein is to be by the new numbers only. However, to facilitate reference to old numbers and in this instance only, the old numbers are shown in brackets after the new numbers. The old numbers should not be entered in Form A.S.345 (Fair Copy).
 - 3. Class Item No. 507 (2) Classification "A"
- Item: Sounding tubes to oil fuel tanks numbers 1, 2, 9 and 10 are to be extended to a height of three feet above the crown of the tank and calibration tables amended accordingly. Screwed caps with locking arrangements are to be fitted to the tope of the extended tubes.

Compensating Weight Required: Nil

- References: (a) Navy Office letter 010673 of 16.10.53.
 - (b) QUADRANT's letter Q 136/9/637 of 9.12.53.
 - (c) A.P. 61/1925/6 of 11.1.54.

Class Item No. 508 (4) Classification "A"

Item: To modify wireless remote control outfit KHF to provide additional loudspeaker facilities.

Compensating Weight Required: Nil

References: (a) Navy Office letter 011825 of 17.11.53.

- (b) QUADRANT's letter Q 136/9/637 of 9.12.53.
- (c) A.F. 61/1925/6 of 11.1.54.

Class Item No. 509 (1) Classification "A"

- Item: (a) To fit R.W. Control facilities in accordance with Navy Office letter 08686 dated 24th August, 1953.
 - (b) Fit internal communications for R.W. in accordance with D.N.E. Schedules of Communications.

Compensating Weight Required: 0.52 ton at upper deck level or 0.28 ton at forecastle deck level.

References:

- (1) Navy Office letter No. 08686 of 24.8.1953.
- (11) A.F. 61/19295/6 of 11.1.54.
- (111) QUADRANT's letter Q 136/9/639 of 9.12.53.
- 4. H.M.A.S. QUADRANT's item No.3 is cancelled.
- Proposals to meet compensating weight requirements set out in paragraph 3 are to be forwarded by H.M.A.S. QUADRANT.
- 6. Separate action has been taken for ships undergoing conversion.

(4283/25/23)

617.

DESIUDGING OF OIL FUEL TANKS.

Navy Order 99 of 1953 sets out a method of cleaning oil fuel tanks using a detergent, when at sea with weather conditions such that agitation of the mixture in the tanks is thorough.

2. Another method for cleaning tanks, to be used in harbour or at sea in calm weather, has now been developed. With this method, which effects a considerable saving in manpower over hand cleaning, a mixture of Teepol and water is sprayed through a small nozzle onto the surfaces of the tank to be cleaned. Three of these nozzles are now being manufactured at H.M.A. Naval Dockyard, Garden Island, and on completion these will be available for use by ships in Sydney; it is intended that they be used as much as possible for thorough evaluation.

- 3. The methods used to date with this equipment have been as follows :-
- (a) The nozzle is connected to the water main by a rubber hose, a shut off cock being provided to give the operator adequate control.

 A second hose is led from a small cock mounted on the shank of the nozzle to a Teepol container to permit the injection of the detergent into the water stream.

 (A normal knapsack foam container has been found convenient and simple to use as the Teepol container.)
- (b) It has been found satisfactory to use hot fresh water at a temperature of 120°F, and a pressure of 30 lbs. per sq. inch. Under these conditions and with constant spraying, six gallons of teepol are required for sixty minutes. Cold salt water has also been used but, although satisfactory, is less effective. Hot salt water, however, has been found to be as effective as hot fresh water.

4. After the treatment with Teepol, the tank surfaces should be wiped down, or cleaned, using squeegees.

- 5. Ships which make use of this equipment are to render reports on its efficiency; the following information is to be included:
- (a) The size of tank being cleaned.
- (b) The state of oil fuel sludge contamination of tank before cleaning.
- (c) The combination of water pressure, temperature, and rate of use of Teepol considered to give the best results.
- (d) Whether fresh or salt water was used.
- (e) The time taken and personnel required to -
 - (1) remove the sludge from the tank surfaces using the nozzle.
 - (ii) clean down the tank surfaces after the removal of sludge.
- (f) General remerks on the efficiency of the nozzle in use.

6. With regard to 5 (e) the settings given in paragraph 3 (b) should be varied by individual ships to determine the optimum settings.

7. Use of this equipment for the cleaning of oily bilges could be adopted with advantage. Reports on the effectiveness of this method are to be made as detailed in paragraph 5 of this Order.

(4726/4/273)

FIRES - FOAM INLET TUBES IN ENGINE AND BOILER ROOMS - DESTROYERS AND FRIGATES.

18

Existing instructions require foam inlet tubes to be fitted in each main machinery space in all H.M.A. Ships which have foam equipment operating off the fire-main.

- 2. For destroyers and below, two such tubes are required in each boiler room and engine room. It has been brought to notice, however, that in some of these vessels both tubes are fitted at one end of the compartment. Where this is the case, it has been decided that an additional tube should be fitted at the other end. The tube is to be sited and arranged in accordance with B.R.1257 (Ship Fire Fighting Manual) Chapter 8.8.
- 3. Commanding Officers of ships requiring an additional tube to be fitted are to forward a report to the Naval Board to that effect.

4. Separate action will be taken for New Construction ships.

(The foregoing is the text of A.P.O. 1849/1954 altered to meet B.A.H. conditions.)

(4276/2/28)

619.

NAVAL STOREKEEPING - STOCKHOLDING - POLICY.

With reference to Navy Order 476 of 1954, it has been decided that with the following exceptions, all consumable Naval Stores, of descriptions of which there has been no expenditure during the previous 12 months, should be returned from H.M.A. Ships to the nearest (Superintending) Naval Store Officer at the earliest opportunity:

- (a) Emergency stock of essential stores.
- (b) The quantity of spares for technical equipment, such as Radio, etc., sets, shown in "E" lists or other allowance lists for equipment at present fitted in the ship concerned.
- (c) Authorized allowance of Special stores.
- 2. In order to prevent the recurrence of congestion in Naval Storerooms it is essential, in future, that -
 - (a) replenishment demands are based strictly on past expenditure;
 - (b) when a reduction is authorized in the emergency stock quantities, steps are taken to return the surplus, provided that this does not reduce stock below requirements based on past expenditure;
 - (c) instructions in regard to landing obsolete stores are complied with.

3. If, in the light of experience, it is considered that reductions in or additions to the list of emergency stocks of essential stores are necessary, proposals should be forwarded to the Naval Board, through the appropriate Authorities, for consideration on a class basis.

4. The foregoing does not apply in the case of Navel Air Stores.

(The foregoing is the text of A.F.O. 1952/1954 altered to meet R.A.N. conditions.)

(4275/2/4)

620.

NAVAL STORES (GENERAL) - CALCIUM LIGHTS, PATTERN 442
(CLASS E, GROUP 7) - BOX FOR CALCIUM LIGHTS,
PATTERN 598 (CLASS E, GROUP 4) AND BOLTS,
SCHEW BYE, PATTERN 1319 (CLASS E, GROUP 9B) TRANSFER TO NAVAL ARMAMENT STORES.

It has been decided that in future Calcium Lights, Pattern 142, Boxes for, Pattern 598 and Bolts, screw eye for, Pattern 1319, shall be dealt with as Naval Armement Stores.

- 2. (Superintending) Naval Store Officers are to arrange for all stocks of the items in question to be transferred to the (Superintending) Armament Supply Officer at the nearest Naval Armament Supply Depot.
- 3. H.M.A. Ships and Naval Establishments. The article should be transferred to the Gunnery Officer by Forms 8.549 (B.R.4, Article 55); this Order being quoted as the mithority.

4. The Rate Book and Authorized List of Naval Stores, the Alphabetical List of Consumable Naval Stores and the Establishments of Sea Stores concerned will be smended.

(The foregoing is the text of A.F.O. 1917/1954 altered to meet R.A.N. conditions.)

(4501/30/29)

621.

NAVAL STORES (GENERAL) TOOLS FOR ADJUSTMENT OF SOUND POWERED TRIEPHONES - ALLOWANCES.

Approval has been given to the supply to O.M.S. Vessels and above, of a set of non magnetic tools for the adjustment of sound powered telephones.

2. Demands for the individual items, listed in Appendix "A" to this Order, should be lodged on the appropriate (Superintending) Naval Store Officer, Ships already holding a box of tools Pattern 13748 supplied in the past under Class F, Group 1C, for the adjustment of sound powered telephones should take the permanent stores (i.e. Feeler Gauges) on charge separately on new ledger pages A.S. 153, Forms A. 8. 127 being used for this purpose. Permanent Loan Lists should be adjusted as necessary. The present ledger page for the box of tools, Pattern 13748, should then be closed and removed to the "dead" ledger. No accounting action need be taken regarding the consumable items already in the custody of departmental officers. To ensure replacements are demanded correctly, the ledger pages for the gauges now raised under FlC should be endorsed "when defective to be replaced by gauge Pattern under Bli It is not intended that existing tools shall be replaced until they become defective; those in use are not to be disposed of until required to be replaced.

5. A guidance drawing and instructional leaflet will, in due course, be included in its amended form in a revision of B.R.268 (11), but as an interim measure the relevant information is given in Appendix B to Admiralty Fleet Order 2412/53, supplemented by Admiralty Fleet Order diagram 37/53.

4. Dormant demands for H.M.A. Ships concerned in Reserve or undergoing conversion, modernization or construction will be prepared by the appropriate Storing Yard.

(The foregoing is the text of A.F.O. 1480/1954 altered to meet B.A.N. conditions.)

(4506/12/206)

APPENDIX "A"

Permanent or Consumable	Class and Group	Patt.	Description	Allowed by Establishment
P	B11	10305	Gauge, Feeler,	
P		10306	magnetic Gauge, Feeler,	6 No.
P		10307	magnetic Gauge, Feeler, .006 hook	6 No.
P		10308	blade Gauge, Feeler, .004 hook blade	2 No.
			02000	First Outfit
0		53388	Screwdriver, 3" blade non	
0	8	10309	magnetic Tweezer, 5" non	
Ø.		10303	magnetic Box spanner, non magnetic	1 No.
c	.0	10304	.093" A.F. Spanner, S.E.	1 No.
			non magnetic	1 No.

622.

POCKET WATCHES - PREVENTION OF LOSS.

In order to reduce the risk of loss of pocket and stop watches whilst in use, such items are to be fitted with a lanyard to permit of attachment to the person to whom issued.

- 2. All watches should be returned to store as soon as possible after completion of the work for which required, or at the end of the working day if required for long periods e.g. surveying duties.
 - 3. Nevy Order 169 of 1947 is hereby cancelled.

(4518/36/272)

623.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 2A, PART 3) 20 IN. POWER CONTROLLED SIGNALLING SEARCHLIGHT PROJECTOR, PATTERN 12257 - DEFECTS.

H.M. Ships excluding Submarines

In a number of ships fitted with 20 in. Power Controlled Signalling Searchlight Projectors, Pattern 12257, trouble has been experienced due to excessive friction developing between the training shaft and the bronze bearing bush in the base of the trunnion arms. Where possible, this defect was corrected before the projectors were installed, by providing means of lubricating the bearing, and the necessary modifications have also been successfully carried out in some cases by Ships' Staffs.

- 2. Where this trouble is encountered in future, the following course is recommended :-
- (a) Remove the trunnion arms at the first opportunity (to avoid seizure of the bearing) and extract the bearing bush. Reduce any high spots on the training shaft and bearing and cut a number of grooves, preferably six in number, 1/32 in. deep and 3/32 in. wide in the face of the bearing over the entire length.
- (b) Fit a stendard Tecalemit grease nipple in the arms in a position opposite the training shaft locking pin. Then replace the bearing bush and drill a hole 1/8 in, diameter from base of nipple hole to training shaft. Remove bush to clean thoroughly, pack with grease and reassemble.
- 3. If it is found on removing the trunnion arms that water has accumulated inside, a drain hole 1/4 in. diameter should be drilled in a suitable position on the underside of each arm.
- 4. Where the work involved is considered to be beyond the capacity of Ships' Staff, the projectors should be surveyed under 3,331 procedure.

(The foregoing to the unaltered text of A.F.O. 1973/1954.)

(4518/22/214)

624

NAVAL STOKES (TECHNICAL) (CLASS F, CROUP 3A) -A.R.L. PLOTTING TABLES - AMPLIFICATION OF RATE BOOK DESCRIPTIONS.

It has been decided to amplify the Rate Book descriptions of the various A.R.L. Plotting Tables to include particulars of the main components which are supplied with the table but not taken on charge separately. Graticules, formerly supplied as accessories, will in future be dealt with as components. Details of the various plotting tables and components are given in the Appendix.

- 2. Ships and services holding any of these tables are to amend the descriptions in their Naval Store ledger, pages S.153, and to ensure that the various components are available when the tables are periodically mustered. Graticules and stowage boxes are to be removed from the Naval Store Account by Form S.156 and Permanent Loan Lists cleared accordingly, this Order being quoted as the authority.
- 3. Full details of all the components of these tables will be shown in the Component Parts Section of B.H. 810, Rate Book and Authorized List of Rayal Stores.
- 4. Because of the ease with which clocks, Pattern 810, and lenses, Patterns 797 and 798, can be detached from Mark 9 and earlier Marks of tables, care is to be taken that these items are removed and kept in a secure place whenever the tables are to be left unattended for any appreciable period, for instance when a ship is placed in Reserve or in hand for refit.
- 5. Relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 2205/1954.)

(4518/36/269)

APPENDIX

Pattern No.

Description

- 801P Tables, Plotting, A.R.L. Type, Mark 5(P), combined navigational and asdic with "P" type projector unit incorporated. Complete with clock, drafting machine, projector lens, condenser lens, and set of 11 graticules in separate stowage box.
- BO3P Tables, Plotting, A.R.L. Type, Merk 5B(P), combined navigational and asdic with "P" type projector unit incorporated. Complete with clock, drafting mechine, projector lens, condenser lens, and set of 11 graticules in separate stowage box.
- 804P Tables, Plotting, A.R.L. Type, Merk 6(P), combined navigational and asdic with "P" type projector unit incorporated. Complete with clock, drafting machine, projector lens, condenser lens, and set of 11 graticules in separate stowage box.

Pattern No.

Description

- 805 Tables, Plotting, A.R.L. Type, Mark 7, combined navigational and asdic with projector unit incorporated. Complete with clock, drafting machine, projector lens, condenser lens, and set of 11 graticules.
- 600 Tables, Plotting, A.R.L. Type, Mark 8, combined navigational and asdic with projector unit incorporated. Small type. Complete with clock, projector lens, condenser lens, and set of 6 graticules.
- 806 Tables, Plotting, A.R.L. Type, Mark 9, combined navigational and asdic with "p" type projector unit incorporated. Large type. Complete with clock, drafting machine, projector lens, condenser lens, and set of 11 graticules in separate atowage box.
- Tables, Plotting, A.R.L. Type, Mark 9°, combined navigational and asdic with projector unit incorporated. Large type. Complete with clock, drafting machine, projector lens, condenser lens, and set of il graticules.
- 877 Tables, Plotting, A.R.L. Type, Mark 10, combined navigational and asdic with improved projector unit and provision for pavement plotting. Complete with clock, drafting machine, projector lens, three element condenser lens, and set of 12 graticules.
- 878 Tables, Plotting, A.R.L. Type, Mark 11, combined navigational and asdic with improved projector unit and provision for pavement plotting. Large type.

 Complete with clock, drafting machine, projector lens, three element condenser lens, and set of 12 graticules.
- 887 fables, Plotting, A.R.L. Type, Mark 12, asdic with improved projector unit and automatic presentation of target range and bearing. Complete with clock, drafting machine, projector lens, three element condenser lens, and set of 2 graticules.
- 888 Tables, Plotting, A.R.L. Type, Mark 13;
 new design. Fitted with improved
 projection, adjustable grid and provision
 for illumination of plotting surface.
 Complete with clock, drafting machine,
 projector lens, three element condenser
 lens, and set of 12 graticules.

-

SIGNAL FLAGS AND WALLETS PATTERN 14 - ALLOWANCES.

Admiralty have decided that, as adequate alternative means of communication are available, signal flags size 6, and wallets Pattern 14, at present allowed to large ships for use in power boats, are no longer required, although such items will be needed for post action signalling positions.

2. Existing and revised allowances for classes of H.M.A. Ships concerned are as follows :-

Class of Ship	Allowances of Sets of Signal Flags Size 6		Allowances of Wallets Pattern 14	
	Existing	Revised	Existing	Revised
Carriers and	2	1	24	1

NOTE: - A = One additional to Flagships.

3. The Establishment of Sea Stores for Executive Purposes (B.R. 358) will be amended.

4. H.M.A. Ships SYDNEY and VENGRANCE may, whilst employed as training ships, retain the extra flags and wallets at present held in excess of the revised allowances shown in paragraph 2 hereof. Such additional items, on becoming unserviceable, will, however, not be replaced.

(4501/14/79)

SECTION 4.- DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

626.

MEASUREMENTS OF ARTICLES OF UNIFORM AND CLOTHING STOCKED FOR ISSUE IN THE ROYAL AUSTRALIAN NAVY.

The Appendix to Navy Order 452 of 1953 is to be amended as follows :-

Jumpers, seemen's serge - Width across top of sizes 20 and 25 to read 20%". Shorts, blue, working Shorts, drill, tropical, white - Length of side seam of Size 1 to read 201"; waist measurement of size 4 to read 33". Suits, pyjama, trousers - Length of side seam of size 5 to read 48". - Messurement of knee Trousers, drill, fly of trousers, size 6 to read 231". Trousers, drill, fall - Measurement of thigh, 2" below fork, to read 244".

627.

VICTUALLING STORES - DEMANDS FOR MRSS GRAR.

With reference to Navy Order 454 of 1953, the following procedure is to be adopted in future when demands are being lodged with H.M.A. Victualling Yards for Mess Gear items :-

- (a) All demands are to be lodged in duplicate.
- (b) Separate demands are to be lodged for consumable and permanent items.
- (c) Demands are to be prepared in the vocabulary sequence set out in the official memorandum Fixed Issuing Price List for Mess Gear.

(4530/1/115)

SECTION 5. - BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

628.

DIRECTOR OF NAVAL EDUCATION SERVICE - CORRESPONDENCE.

The Director of Naval Education Service is authorized to correspond direct with the Commanding Officers of H.M.A. Ships and Establishments on routine matters connected with the Naval Education Service, including the Reconstruction Training Scheme, Vocational Training Courses and Ships' Libraries. He is also authorized to correspond direct with the Superintending Victualling Store Officer, Royal Edward Victualling Yard, on routine matters connected with Ships' Libraries.

2. Commanding Officers and S.V.S.O. may also communicate direct with the Director of Naval Education Service on routine matters which do not require the decision of the Naval Board. Correspondence should be addressed to -

Director of Naval Education Service, Navy Office, Melbourne, S.C.1.

3. Navy Order 4 of 1949 is hereby cancelled.

(3325/3/223)

629.

FORM A.S. 1100 - EXPENDITURE OF PAINTS, ETC.

Form A.S.1100 has been revised and supplies will be issued on demand when stocks of the existing form are exhausted.

2. The revised form is not intended for use by the Electrical Officer for reporting expenditure of sulphuric acid and nitric acid. Form 8.156 is to be used for this purpose.

(3526/12/1104)

(4532/1/148)

FORMS - S.425 (REPORT OF INSPECTION OF H.M. SHIPS) AND S.427 (REPORT OF INSPECTION OF LEADERS, DESTROYERS AND SMALL CRAFT GENERALLY) - REVISION.

With reference to Navy Order 476 of 1954, Senior Officers' inspections should afford a suitable opportunity for assessing and remarking on the progress made by H.M.A. Ships to confine stocks of Naval Stores to essential requirements and the adequacy or otherwise of stocks held. It has therefore been decided to amend Forms S.425 and S.427 as follows on the occasion of the next reprint:

3.425 (1) and 8.427 (1) Inspection Report - General -

Under "Condition of Materiel" insert -

"(d) The messures taken to confine stocks of Naval Stores to essential requirements."

8.425 (9) Inspection Report - Supply -

Under "Organization" insert "Control of Neval Store Stocks". Under "Materiel" after "Naval and Air Stores and Storerooms" insert "With particular reference to restriction of stocks carried to essential requirements".

8.427 (9) Inspection Report - Supply Department -

Above "Naval Stores and Storerooms" insert "Control of Naval Store Stocks".

After "Naval Stores and Storerooms" insert "With particular reference to restriction of stocks carried to essential requirements".

 The amendments indicated above should be made to existing forms on each occasion of inspection until the new print becomes available.

(The foregoing is the text of A.P.O. 1370/1954 altered to meet R.A.N. conditions.)

(3526/12/1162)

LIST OF ADMIRALTY PLEET ORDERS REPROMULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

A.F.O.'s (April, 1954 and onwards)	ADOPTED IN FULL 0.N.O. 1954	ADOPTED IN AMENDE FORM C.N.O. OR C.C.N.O. 1954
900	231	
931 932 933		214
933	223	245
935	-	248
936	244	-
937 938	249	292
940	249	331
942	296	
947	-	436
948	357	2.40
950 974	206	221
978	200	233
984	-	360
985	-	344
994 999	2	269
1001		240 371
1004	-	242
1005	49	243
1007	.7.	247
1008	441 303	-
1010	303	304
1011		0.0.N.O. 36
1019	253	-
1042	295	47.
1046		311 343
1056	2	361
1072	-	375
1074	222	
1076 1080	3	309
1083	2	353 254
1084	442	-54
1085	5	459
1116	-0	342
1128 1132		397
1134	20	275 252
1136	278	-5-
1137	255	-
1139 1148	***	432
1158	336	339
1181	302	223
1182	393 288	-
1184		1.00
1187 1189	*	351
1193		579 437
1198		560
1216	-	260
1241	*	359
1251 1255		419

RESTRICTED

A.F.O.'s (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954
1729	473	in.
1730	550	426
1734	558	522
1759	2	561
1791	-	491
1793	533	-
1835	525	-
1853	536	3
1859 1860	498	570
1864	521	510
1892	507	-
1900	526	-
1912	-	516
1914	7	568
1918	-	538 571
1970	539	3.2
2010	506	-
2029	-	534
2031	555	678
2075	553	578
2086 2094	551 554	3
2113	254	583
2145	562	1
2206	-	569

NOTE: - A.F.O.'s subsequent to 900/1954, which are not listed above, can generally be accepted as not applicable, but some may still be under consideration.

Those within the above numbers, subsequently repromulgated, will be included in later monthly cumulative lists.

(Navy Orders 206-584 of 1954, dated 1st June to 28th September, 1954.)

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W. M. Houston, Government Printer, Melbourne.

RESTRICTED (FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 19th October, 1954.

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

By direction of the Naval Board,

J. K. Buumins 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 Setablishments, and others concerned.

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631.

PLANT QUARANTINE PUBLICITY CAMPAIGN.

The Department of Health, on behalf of the Australian Agricultural Council and in collaboration with the Department of Agriculture in each of the States, is conducting a nation-wide Plant Quarantine Publicity Campaign.

- 2. The aim is to impress people with the necessity to svoid introducing further pests, diseases and weeds and to prevent the spread, within Australia, of those which already exist here. Of particular concern to State Governments is the object of ensuring that "clean" or unaffected areas within their borders should be kept that
- 5. In initiating the campaign, the Australian Agricultural Council declared by unanimous resolution that it was "urgenty necessary" that the widest publicity should be given to both Federal and State Plant Quarantine requirements.
- 4. Captains of H.M.A. Ships and Establishments are to ensure that full co-operation is given to the Department of Health in conducting the campaign. Copies of publicity material, viz. "Don't be a Carrier" folder and a "Plant Quarantine" pamphlet are being distributed throughout the Royal Australian Navy for posting on Notice Boards and for other uses as considered desirable. The text of the pamphlet "Plant Quarantine" is given in Appendix "A" to this Order.

(3037/1/6

APPENDIX "A"

PLANT QUARANTINE

Australia is most fortunate in still being free from many diseases and pests of important crop plants which do serious damage in other countries unless controlled by expensive control programmes.

It is in the best interests of Australia that we should maintain this position as long as possible, but rapid transport of plant material from overseas, which is part of air travel development, makes this increasingly difficult.

For these reasons, conditions governing the importation of all plant material are laid down under regulations, gazetted by proclamations and Statutory Rules, under the Quarantine Act. 1908-1950.

Plant material can only be landed at special ports of entry and cleared from Customs after examination and such treatment as is considered necessary by Plant Quarantine inspectors. The State Department of Agriculture operates this inspection service under the control of a Chief Quarantine Officer (Plants), in each State, for and on behalf of the Commonwealth Department of Health.

From the State Department of Agriculture details of plant quarantine regulations in respect of any plant which it is desired to import may be obtained, but the following outline will indicate some general principles:

- Some plants are totally prohibited, e.g., Chestnuts, Elms, Broom millet, Peanut plants, Avocado plants, Weed seeds, Trees of stonefruits, Apples, Pears and Citrus from certain countries.
- Others are imported only under special safeguards, e.g., Sugar Cane, Banana offsets, budwood of stone fruits from North America, Citrus from any area where Citrus Canker is present, apples and pears from areas where Fire Blight occurs, potato tubers, grapevines, seeds of maize and sweet corn.
- Others require a special permit, e.g., Nursery stock, peanuts, seeds of soya beans, flax, tobacco, sorghum, beans, tomato.
- 4. Others may be imported only under certain conditions, e.g., bulbs, hops, raw cotton, logs and timber from areas to North of Australia.
- 5. Other plant materials are allowed entry subject to examination at port of entry (and treatment if necessary), e.g., nuts, dried fruits, seeds of most vegetables, grasses and clovers, timber cases, raffis and cane.
- N.B.- It must be emphasized that the above list is incomplete. Consult your local Department of Agriculture for further details.

REMEMBER!

- * Every plant importation involves a risk of introducing some pest or disease or weed which may harm Australia's primary industries. There are safe ways of importing the best new varieties of plant novelties through Plant Quarantine.
- *There are State Quarantine Regulations affecting the movements of fruit, plants and vegetables which may spread pests and diseases. Entry of certain plant material to a State or a specified area within a State is in some instances prohibited under State control. Where it is possible to move plants safely, ensure that they are properly certificated.

KEEP AUSTRALIA CLEAN BY PLANT QUARANTINE

SECTION 2 .- PERSONNEL

632.

A.B.R. 10, R.A.N. ADVANCEMENT INSTRUCTIONS - AMENDMENT.

As papers for the examination for E.R.A. III are set and marked by Engineer Officers in accordance with A.B.R. 10, Appendix 15(D), existing clause (F) (1) thereof is to be cancelled and the following substituted:-

"(1) The minimum acting and confirmed time required before being eligible to sit for examination for advancement to E.R.A. III, including the Unit Watch-keeping Certificate, is eighteen months' service as an E.R.A. IV."

(4139/13/1132)

633.

MADE-TO-MEASURE UNIFORMS FOR RATINGS - COMMONWEALTH CLOTHING FACTORY PRICES - 1954/55.

The prices shown in Navy Order 365 of 1954 for madeto-measure tunics, white drill, supplied by the Commonwealth Government Clothing Factory, are to be amended to read as follows:

Tunics, white, drill, without buttons £2/9/6. Tunics, white, drill, without buttons G.P.O. £2/9/6.

(4716/2/10)

634.

SHIPWRIGHTS - BASIC WELDING COURSE - INTERDUCTION.

Owing to the current shortage of Shipwrights and Plumbers in the Royal Australian Navy, difficulty has been experienced in sparing these ratings to undergo the sixteen weeks' Welding Course laid down in Appendix K of Navy Order 415 of 1951.

- An urgent requirement exists in H.M.A. Fleet for such ratings qualified in welding in order that nonstrength and unimportant work, such as repair of tubular furniture, welding of brackets, stanchions, etc., may be undertaken.
- 3. Approval has therefore been given, as an interim measure, to the introduction of a Basic Welding Course.
- 4. The first Basic Welding Course of six weeks' duration, will commence at Flinders Naval Depot on 10th January, 1955. There are vacancies for six candidates, who will be drafted for the course. On completion of the Basic Welding Course, the notation "Qualified in Basic Welding" is to be entered in the Service Certificates of successful candidates; when the manning situation permits, these candidates will be permitted to complete the full Welding Course.

5. In view of the limited welding qualifications which will be held by these ratings, great care must be exercised that they are not directed to undertake work beyond their capacity. In no instance is welding of, or on, any portion of the ship's structure to be carried out without the prior approval of the Shipwright Officer, or where a Shipwright Officer is not borne, the Engineer Officer.

(4007/36/25)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 635.

ADMIRALTY TYPE SUPERHEATERS - METHOD OF RETUBING.

Navy Order 287 of 1954 is to be amended by deletion of existing paragraph 3, and substitution of new paragraph 3 hereunder -

" 3. Concurrently with the superheaters being retubed as in paragraph 1(i), the guide rails along the water drums are to be modified by removing the flange adjacent to the water drum, except for the portions containing the holes for the securing bolts, and the corresponding portion of the vertical flange, so that a gap of 14" is formed."

(3757/21/20)

636.

DIVING - COX GUN EQUIPMENT - PRECAUTIONS IN USE.

Loading and Unloading.

An accident has occurred whilst tapping home a round of ammunition into the breech of the barrel of a Cox Gun by means of the loading drift and hammer provided for the purpose.

- 2. In future, loading is to be by pressure of the thumb or finger only and rounds which can not be loaded by such means are to be set aside and returned to store and others drawn in lieu.
- 3. The use of loading drifts is to be discontinued and they are to be returned to store for disposal. All references in the Maker's Handbook to the use of drifts for loading should be deleted.
- 4. The continued use of the hammer and unloading drifts is acceptable for servicing purposes but only after a round has been fired.

Protective Guard.

- 5. A protective guard has been devised for fitment to the gun which will give limited protection to the firer in the event of flying fragments occurring on firing the gun.
- 6. The device is not considered necessary when the gun is used under water.

- 7. Particulars of the device are given in Navy Order 536 of 1954 Diagram.
- 8. H.M.A. ships and shore establishments using the gun for instruction or demonstration purposes may make and fit the shield if so desired.

Air Bolt Ammunition.

- 9. The projectile portion of Air Bolt Ammunition consists of a hollow bolt with a detachable solid nose.
- 10. Users of the equipment are warned that it is essential to observe the following precautions before loading Air Bolt Ammunition:
 - (a) Ensure that the detachable nose-piece is screwed firmly home against the shoulder on the bolt.
 - (b) Ensure that there is no dirt or grit between the shoulders of the nose-piece and the bolt, thus preventing the shoulders from being in contact.
- (c) Ensure that the shoulders are in full contact for the whole of the circumference and that no gap is present on the exterior contour between the nose and the bolt.
- (d) Ensure that Air Bolt Ammunition is only loaded into 12-inch Air Bolting Barrels.

Note: - Any Air Bolt Ammunition in which the detachable nose appears to fit badly or loosely must be discarded.

(The foregoing to the text of A.F.O. 2345/1954 altered to meet B.A.N. conditions.)

(4428/171/1)

Navy Order 636 of 1954 Diagram SECURING FLANGE TO GUN. METHOD OF PROTECTIVE OF PLANGE 13 FLANGE PROTECTIVE ((%) 181 DETAIL OF

8

637.

TORPEDO COMPONENTS - BLOWING HEADS - FITTED FOR AIR VESSEL BLOWING - FAILURES.

A case has recently occurred of a blowing head, fitted for air vessel blowing, failing to blow at the end of a run owing to a washer from a blank nut being left over the end of the Air Vessel End Connection when it was coupled to the blowing pipe in the head.

2. There is no objection to the use of a blank nut for protecting the threads of the Air Vessel End Connection and excluding dirt when no head is fitted, but it should not be used for sealing off air leaks. These should be rectified by regrinding the valve in the normal way. Washers in the blank nut are therefore unnecessary and should not be used as they introduce another possible cause of failure.

3. The blank nut itself should be of such a size that it cannot pass through the central flanged hole in the rear door of the blowing head, thus rendering it impossible to join a head to a torpedo with the blank nut still in place.

(The foregoing to the unaltered text of A.F.O. 2346/1954.)

(4431/12/360)

637 - 638

638.

ALTERATION AND ADDITION ITEMS - O.M.S. VESSELS (COMPREHENSIVE).

Navy Orders 50, 57, 133 and 164 of 1954 are to be smended as follows :-

Nevy Order 50 of 1954 (Page 3(d))

Delete Item No. 502

Insert Item No. 602

Navy Order 57 of 1954 (Page 4 second line)

Delete Item 501

Insert Item 601

Navy Order 133 of 1954 (Paragraph 2)

Delete Item No. 506

Insert Item No. 606

Nevy Order 164 of 1954 (Paragraph 2(a))

Delete Item No. 505

Insert Item No. 605

2. Alterations are to be made accordingly in Forms A.S. 345 (Fair Copy).

Reference Navy Office letter 29783 of 7th September,

(4284/1/171)

NAVAL HARBOUR MOORINGS.

Permanent 1st, 2nd, 3rd, and 4th class moorings are to contain only standard components. The use of nonstandard equipment in other moorings is to be restricted to a minimum.

2. For guidance when laying a mooring, reference should be made to the following :-

B.R.10(1) 1937 - Admiralty Standard Moorings.

B.R.10/46 - Admiralty Standard Moorings - Designs

B.R.72 - Buoy #

- Buoy specification Book.

B.R.1637/47 - Anchors for H.M. Service. Specification D.N.C./M/S.W.11 - Iron chain cables, Mooring chains and Articles.

3. Careful records must be kept, and Forms D.233 (History Sheet of Moorings) and D.233a (Annual report of moorings) compiled and forwarded to Navy Office. On D.233, the detailed list of materials must be made to agree with the sketch plan. Use should be made of the Remarks column to classify moorings as "Improvised", "Temporary" or "Special" for a stated purpose, as necessary and appropriate.

4. The descriptions of components on Forms D.233 and D.233a are to be in accordance with those shown in the Rate Book for Naval Stores (B.R.810 - Section 111) and pattern numbers are to be stated where applicable.

(3161/91/1)

640.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9B) - ALUMINIUM ALLOY RIVETS - INTRODUCTION OF NEW SIZES.

As a result of the issue of Material Specification No. D.N.C./A.7 for aluminium alloy rivets, superseding No. D.N.C./M/53 dated August, 1948, it has been approved to add to the Rate Book for Naval Stores under Class B, Group 9D and Contract Schedule 39, the 53 sizes of aluminium alloy rivets detailed in the Appendix.

- 2. The rivet stock will conform to B.S.1475-NR6 or B.S.1476-NE6, whichever is applicable, the heads will be to the forms and dimensions given in the Appendix to D.N.C./A.7 and the rivets will be annealed after heading.
- 3. As a result of the introduction of these new sizes, all aluminium alloy rivets at present shown in the Rate Book (viz. Patterns 10321-10348 inclusive) will be marked "O". Existing stocks should, however, be used in preference to the new sizes wherever practicable.

4. The Rate Book for Naval Stores (B.R.810) and Contract Schedule 39 will be amended.

(The foregoing is the text of A.F.O. 2153/1954 altered to meet R.A.N. conditions.)

(4505/93/48)

APPENDIX.

	Description Countersunk Heads	
Pattern	Diam.	Length (in.)
13140 13141 13142 13143 13144 13145 13146 13147 13148 13149 13150 13151 13152 13152 13153 13154 13155	3/16 1/4 1/4 5/16 5/16 5/8 3/8 1/2 1/2 1/2 1/2 5/8 5/8 5/8 5/8	9/16 9/16 3/4 1 1/8 1 1/2 1 1/8 1 1/2 1 1/8 1 1/2 1 3/8 1 3/8 1 3/8 2 3/8 2 3/8 2 7/8
13157 13158 13159 13160 13161 13162 13163 13164	Diam. (in.) 1/8 3/16 1/4 1/4 5/16 5/16 5/16 3/8 3/8	Length under head (ln.) 3/8 9/16 9/16 3/4 3/4 1 1/8 1 1/4 1 1/2

1 1/2 1 3/4 1 3/8 1 7/8

13166

13167

13168

13170

13171

13172

13174

Description Snap Heads

		- House
Pattern	Diem.	Length under head (in.)
13175	1/8	3/8
13176 13177	3/16	9/16
13178	1/4	9/16 3/4 3/4 1 1/8
13179	5/16	3/4
13180 13181	5/16	1 1/8
13182	3/8	1 1/4
13183	3/8	1 1/2
13184 13185	1/2	1 1/8
13186	1/2	1 3/4
13187	5/8	1 3/8
15188 15189	5/8	1 7/8 2 3/8
13190	3/4	1 3/4
13190 13191	3/16 1/4 1/4 5/16 5/16 3/8 3/8 1/2 1/2 1/2 5/8 5/8 5/8 3/4	1 1/4 1 1/2 1 1/8 1 1/2 1 3/4 1 3/8 1 7/8 2 3/8 2 3/8 2 7/8
13192	3/4	2 7/8

641.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9D) - LUMRICATORS, PATTERNS 4478 AND 4779 - DELETION FROM THE RATE BOOK.

"A.F.O. 1276/1954", appearing in Navy Order 335 of 1954, is to be amended to read "A.F.O. 1267/1954".

(4505/93/45)

642.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10D) BINS - REQUIREMENTS FOR WASHING OUT FIRED Q.F. CARTRIDGE CASES.

Commercial type Rubbish Bins 19" (top) x 15" (bottom) diam. x 22" deep (Consumable Store item), which are purchased locally in lieu of Admiralty Pattern 5695 Bins, are to be used in future for washing out fired Q.F. cartridge cases in licu of gunner's tubs, Pattern 5229 (Permanent Store item).

 The scale of supply to ships for the abovementioned purpose will be one bin for every four or less Q.F. guns, 4-in, and above, fitted. 3. Ships concerned in commission should forward demands (Form A.S. 134D) to the appropriate (Superintending) Neval Store Officer for any bins required to complete to the scales referred to herein, after taking into account existing holdings of rubbish bins which could be utilised to meet this requirement. Dormant demands for ships concerned in reserve, undergoing construction or modernisation will be prepared by the Storing Yard concerned.

4. Gunner's tubs, Pattern 5229, have been declared obsolete. Any stocks remaining on board should be returned to the nearest (Superintending) Naval Store Officer for disposal.

5. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2100/1954 altered to meet R.A.N. conditions.)

(4506/4/61)

643.

TOOL KITS - SUPPLY TO RATINGS.

Navy Order 493 of 1953 is to be amended as follows :-Cancel paragraphs 3 and 4 and substitute the following in lieu:-

- " 3. (a) In future, each R.A.N. tradesman rating will on entry, or qualifying for a higher rating within his Branch, receive on personal loan an initial supply of the appropriate tool kit. These kits 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.
- (b) Personnel other than Air ratings (see paragraph 16) already serving and who are selected to undergo a course of training which will result in successful candidates being entitled, in accordance with paragraph 2 hereof, to a kit of tools, should on commencement of the course be issued on personal loan with the appropriate tool kit, the conditions set out at (a) being applicable. In the case of candidates who fail to qualify, however, the tool kit is to be withdrawn and returned to the Supply Officer.
- 4. First supply of the revised tool kits, on the occasions indicated in paragraph 3 hereof, should be effected on Forms A.S.549 by Training Establishment concerned. 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."

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SECTION 4. - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

VICTUALLING STURES - AIR STURES - SAFETY EQUIPMENT LIFEJACKETS, AIRCREW MARK), CHARGING RIG OUTFIT AND SPARES FOR CO2 CYLINDERS.

Supplies of Lifejackets, Aircrew Mk. 3, which are to replace Lifesaving Waistcoats (Ref. No. 220/445 and 446), are now available for general issue to aircrew.

2. Supply .-

Details of the stores, ref. numbers of the lifejackets components and spares are shown in Appendix "A" which also indicates the source of supply in the Royal Australian Navy. The components should be demanded from these authorities to the allowances shown in A.P. (N) 377 and 378 and the life jackets are to be assembled on the Ships and Establishments concerned. Separate demands should be raised for the provision of spares.

3. Recharging of CO2 Cylinders .-

Allowances of the equipment for recharging of carbon dioxide cylinders, 34 gram, Ref. 6D/1623, and the spares for Ref. 6D/1623 cylinder are also given in A.P. (N) 377 and 378. Initial supply of these items will be effected by the N.S.O. (Air), Randwick, without demand.

4. Withdrawal of Lifesaving waistcoats .-

When Lifejackets, Aircrew, Mark 3 are received, life-saving waistcoats (Ref. 22C/445 and 446) are to be withdrawn and the components returned to the R.E.V.Y. Pyrmont and R.A.N. A.S.D., Randwick, as appropriate.

(4533/9/13)

APPENDIX "A"

LIFEJACKET AIRCREW MARK 3

Ref. No.	Description	Source of Supply
220/1349	Lifejacket, Aircrew, Mk. 3, complete comprising -	
220/1350	Waistcoat portion (Complete with lifeline and toggle, whistle and lifejacket lamp lanyard)	S.V.S.O., Royal Edward Victuall- ing Yard, Pyrmont
220/1182	Stole (complete with oral inflation valve and rubber sleeve for mouthpiece)	S.V.S.O., Royal Edward Victuall- ing Yard, Pyrmont
220/1185	Lifejacket fluorescine ses marker	S.V.S.O., Royal Edward Victuall- ing Yard, Pyrmont
5A/3739	Lifejacket lamp (complete with skull cap)	N.S.O. (Air), Naval Store Depot, Randwick

		944
Ref. No.	Description	Source of Supply
6D/1623	Oylinder CO2, 34 grammes	N.S.O. (Air), Naval Store Depot, Randwick
6D/1624	Head Operating, type M	N.S.O. (Air), Naval Store Depot, Randwick
27H/2733	Ground/Air emergency code	N.S.O. (Air), Naval Store Depot, Randwick
Spare fitti	ngs	
220/1187	Lifeline and toggle	R.E.V.Y., Pyrmont
220/1320	Sleeve, rubber (for oral inflation valve)	R.E.V.Y., Pyrmont
220/1356	Oral inflation valve	R.E.V.Y., Pyrmont
B9/9469	Whistle	S.N.A.S.O., Garden Island, Sydney
5L/X951267	Lamp filament (for use with 5A/3739)	N.S.O. (Air), Naval Store Depot, Randwick
6D/1771	Seal, lead (for use with 6D/1624)	N.S.O. (Air), Naval Store Depot, Randwick

Items required for recharging COo Cylinders .-

	TO THE OWNER OF THE OWNER OW
6D/1638	Rig, Charging
1639	Gripa, fibre (Paira)
1640	Tubes, glass test
1668	Caps, cylinder
1669	Washers, sealing
1670	Caps, lock screw
1671	Disc, sealing

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 26th October, 1954.

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

By direction of the Naval Board,

J. R. Bumins

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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45-647

SECTION 1 .- ADMINISTRATIVE AND GENERAL

645.

HIS BOYAL HIGHNESS THE DUKE OF GLOUCESTER'S CUP.

His Royal Highness the Duke of Cloucester presented a cup to the Royal Australian Navy in 1946 as a prize for the ship which shot down the greatest number of sleave targets during the calendar year in proportion to the number of rounds fired.

2. Such a competition proved to be impracticable, with the result that His Royal Highness the Duke of Gloucester's Cup has always been awarded as a prize for general efficiency, cleanliness, seamanship and technical training.

3. In order to regularise the position, the following amended terms of the award are promulgated.

4. The Cup is to be presented to the ship in Her Majesty's Australian Ship which the Flag Officer Commanding considers to have been foremost in general efficiency, cleanliness, seamenship and technical training, during the twelve months in respect of which the Cup is awarded.

5. Navy Order 399 of 1946 is hereby cancelled.

(3473/2/54)

646.

NAVAL SHORE ORGANISATION ON THE AUSTRALIA STATION.

The Appendix to Navy Order 196 of 1952 is to be amended as follows :-

Under Captain of the Port, Sydney -

Delets - "Gunnery Equipment Storehouses, Randwick", and "Machinery Spares Depot, Randwick".

Under General Manager, Gerden Island -

Insert - "Gunnery Equipment Storehouses, Randwick", and "Machinery Spares Depot, Randwick".

(3031/113/19)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 647.

AMMUNITION - SEPARATE LOADING - 5.25 IN. AND 4.5 IN. - MISSPIRES - PRIMER PAILURES.

A.F.O. 2539/53 (Guns - 4.5 in., Separate Loading, and 5-25 in. Guns - Missfire in Electric Firing - Procedure) promulgated a modified missfire procedure siming at the retention of missfired cartridges so that the causes of these tailures could be investigated.

- 2. This procedure has provided valuable evidence and it has been found that the majority of the missfires in these calibres have been caused by two defects :-
 - (a) primers not fully acrewed home: and
 - (b) broken bridges.

The latter defect is especially found in 4.5 in. Mark 4 and 5 mountings.

3. It is hoped to eliminate cause (a) by special inspection and "stabbing", but the elimination of cause (b), which is undoubtedly due to ramming shooks, will necessitate a new primer design.

4. Primers of an entirely new design are being developed and it is expected that these will be adequately resistant to shocks of ramming.

5. Purther evidence is still required, especially to find out whether efforts in connection with cause (a) above are being successful. A.F.O. 2539/53 is to remain in force for the time being.

(The foregoing is the unaltered text of A.F.O. 2340/1954.)

(4433/13/522)

648.

GUNS - Q.F. 4 IN. MARKS 16" AND 21 - NEEDIE BLOCKS PT. II. MARKS 1 AND 1º - EXAMINATION - REPORTS.

Experience in service has shown that the Marks 1 and 1* Meedle Blocks, Pt. II, fitted in the firing cases of Q.F. 4, Marks 16° and 21 guns, are liable to fracture, especially when a considerable amount of firing by percussion is carried out. The fracture occurs at the root of the stem formed on the needle block, Pt. II, which serves as a guide for the needle block spring.

- 2. At the first opportunity a careful examination is to be made by ships' staffs of the Marks 1 and 1* needle block, Pt. II, in the firing cases, component and spare, of Q.F. 4 in., Mark 16* and 21 guns in service, and those showing signs of fracture at the root of the stem are to be replaced by Mark 2.
- 3. A report of the number and mark of needle blocks found to require exchange is to be forwarded to D.O.U.W., Navy Office. Nil reports are not required.

R. A. N. Armament depots only.

4. Similar action is to be taken in R.A.N. Armsment depots on firing cases passing through workshops and on all firing cases before issue to service.

(The foregoing is the text of A.F.O. 2341/1954 altered to meet R. A. N. conditions).

(4428/35/68)

649.

ALLOCATION OF DIVERS AND ROUTPMENT.

The table in paragraph 1 of Mavy Order 276 of 1953 is to be amended as follows :-

Insert a new line under S. I.R. Melbourne -

"PENGUIN-1 Diver 2. Equipment as allocated for D.C. training".

(4512/50/163)

649-650

650.

NAVAL ARMAMENT STORE ACCOUNTS, FORM S.1422 - CONTINUOUS ACCOUNTS.

In future Armament Store Accounts maintained in Shore Establishments on Form S.1422, with the exception of TARANGAU and COMMONWEALTH, will be on a continuous basis and the ledger will not be closed on the change of Accounting Officers.

- 2. The appropriate Expense Books and Forms A. S. 301. Expenditure of Small Arms Ammunition, are to be used to support all expenditures of stores other than those classified (E).
- 3. Annually on the 30th June, a return is to be rendered to the Director of Ordnance and Underwater Weapons, Navy Office, Melbourne, certifying that, during the year, stock has been taken of all items in the account.
- 4. On every change of Accounting Officers, a certificate is to be furnished by the Commanding Officer stating that stocktaking in accordance with Admiralty Fleet Order 3153/1953, paragraphs 73 to 78, has been carried out.
- 5. Where discrepancies have been disclosed in the stocktakings covered in paragraphs 3 or 4, they are to be listed on Form A. O. 47, together with the Accounting Officer's explanation. The Commanding Officer is to state on the form whether he considers the explanations are satisfactory. The form is to accompany the certificate referred to in paragraph 4 above.
- 6. Supply and Return Vouchers, Expense Books and Forms AS. 301 are to be retained by the Accounting Officer for a period of three years, when they are to be destroyed, provided the local Chief Auditor's concurrence has been obtained vide Tressury Instruction 484.
 - 7. Navy Order 336 of 1947 is hereby cancelled.

(4426/6/29)

NAVAL STORES (GENERAL) (CLASS B, GROUP 8) - "KILFROST" PASTES - PATTERNISATION AND USE.

Paste, "Kilfrost", Pattern number N. 12900, will be deleted from the Rate Book and Authorised List of Naval Stores, and the following items will be added in lieu :-

Description Denomination Pattern No.

7037 Kilfrost "Lofreeze" Paste Lbs. 10047 Kilfrost "Marine" Paste Lbs.

- 2. Kilfrost "Lofreeze" Paste, Pattern 7037, is for use in retarding the formation of ice from snow in refrigerated chambers, and in facilitating periodical defrosting operations.
- 3. Kilfrost "Marine" Paste, Pattern 10047, is a de-icent for application in cold weather to deck machinery, gun and boat covers, hawse pipes and cables, torpedo tubes, depth charge equipment, etc. This paste contains spirit solvents and on no account should it be used instead of Kilfrost "Lofreege" Paste, Pattern 7037, in spaces where food is stored.
- 4. Stocks of Kilfrost pastes held under Pattern number N.12900 should be examined and brought on charge under the new Pattern numbers. Serviceable stock identified as Kilfrost Cold Store Paste should be used in lieu of Pattern 7037 until exhausted. If any doubt exists regarding stock held it should be regarded as unsuitable for use in refrigerated chambers.
- 5. Demands for Kilfrost "Lofreege" Paste, Pattern 7037, should be lodged with Storing Yards as necessary.

(The foregoing is the unaltered text of A.P.O. 1920/1954.)

(4512/80/110)

652.

PADLOCKS - ECONOMY IN USE.

A review of demands received from H.M.A. Ships and Establishments has revealed that excessive quantities of padlocks are being demanded. In view of the need for economy, action should be taken to ensure that future demands are reduced to a minimum.

- 2. Padlocks are quasi-permanent stores and the instructions in Article 33 (2) of B, R, 4, The Naval Storekeeping Manual, are to be observed.
- 3. Attention is drawn to Article 406 of Consolidated Orders and Regulations, which states that padlocks and keys required for kit lockers are to be provided by ratings at their own expense.

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4. Padlocks, being manufactured maintly of non-ferrous metals, have an appreciable scrap value, and all unserviceable locks are to be returned periodically to the (8) N.S.O., in the form of arisings. Paragraphs 7 and 8 of Article 41A of B.R. 4 are relevant.

(4506/5/59)

BECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY 653.

B.R. 2018 - HANDBOOK FOR TESTING AND TUNING R.P. 10. R.P.40 AND R.P.50 AUTO SYSTEMS - PERSONAL ISSUE.

A copy of B.R. 2018, Handbook for Testing and Tuning R.P. 10, R.P. 40 and R.P. 50 Auto Systems, is to be issued gratuitously to each Ordnance Engineer Officer and each Ordnance Artificer.

2. Interim Pay Instructions 165/2 and 165/4 will be amended in due course.

(4139/13/116)

654.

SHIPS' LOGS (FORM A.S. J22) - DISPOSAL.

Paragraph 1 of Navy Order 74 of 1953 is to be cancelled, and the following substituted in lieu :-

Completed Ships' Logs are to be forwarded monthly by H.M.A. Ships and Establishments, through their Senior Officer, to their Administrative Authority for inspection, except in the case of the 10th Destroyer Squadron and 1st Frigate Squadron where the completed Ships' Logs will be inspected by the Senior Officer of the Squadron and will not be forwarded to the Flag Officer Commanding Her Majesty's Australian Pleet unless ordered. 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."

(4336/41/16)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 27th October, 1954.

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

By direction of the Naval Board,

J. R. Bumins

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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655.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING SEPTEMBER, 1954.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s etc., have been distributed to ships and services during September, 1954. Navy Order 110 of 1954 is relevant.

MAGAZINES, PAMPHLETS, ETC.

Title	Date
"Flight" "Flight" "Flight" "Aeroplane" "Aircraft" Vol. 32, No. 12 "United Nations Review", Vol.1, 1 "Journal of Naval Engineering"	No.2 August, 1954 31st August, 1954 July, 1954
Vol. 7, No. 3	July, 1954

AMENDMENTS TO AIR PUBLICATIONS

A.P. No.	A.L. or Leaflet
1086, Book 9 1086, Book 10	A.L.'s 47, 48, 49 and 50 A.L.'s 27, 28, 29, 30, 31 and 32
1086, Book 13	A. L. 'a 34, 35, 36, 37, 38, 39, 40, 41, 42, 43 and 44
1086, Book 14 1086, Book 15	A.L.'s 11 and 12 A.L.'s 42, 43, 44, 45, 46,
10950, Vol.1 10950, Vol.2, Pt.1	47, 48, 49, 50, 51 and 52 A.L.192 R.A.N./3 Modification/Slect./ B.144
1182A, Vol.2, Pt.1	A. L. 2-B2
11820, Vol.2, Pt.1	A.L.22-F7, A.L.23-F6 and A.L.24-F7 (Alt.1)
1182E, Vol.2, Pt.1	A.L.18-D10, A.L.19-D11 A.L.193-B1 (Alt.1) A.L.194-
1275A, Vol.2, Pt.1	A.L.193-B1 (Alt.1) A.L.194- H17 canc. A.L.195-H32 canc. A.L.196-H24 canc.
1275B, Vol.2, Pt.1	A.L.120-A.23 A.L.121-C.39 A.L.122-Z7 A.L.123-C.33 cenc. A.L.124-A.24 A.L.125-C.40 A.L.126-C.41
1275E, Vol.2, Pt.1	A. L. 98-D. 20 A. L. 97-D. 21
1275G, Vol.2, Pt.1	A. L. 30-9.1
1374, Vol.2, Pt.3	A. L. 62
13740, Vol.2, Pt.1	A.L.38-Z.10 (Alt.1)
1455	A. L. 39-E5 A. L. 's 212 and 213
14648	A. L. 125
1464C, Vol.2, Pt.1	2(A.L.12)
1464D, Vol.2, Pt.1 1464G, Vol.2, Pt.1	HAN/FF Ancill./2 and 78
1492A. Vol.1	A. L. 66
1538D, Vol.1 and Vol.6	A. L. 49
1538D, Vol.6, Pts. 2 and 4	A.L.'s 32, 33 and 34

A.P. No.	A.L. or Leaflet
1538B, D, G, H, Vol.3, Pt.1 1538E, Vol.2, Pt.1	A.L.17
1330E; VOI-E; FU-1	118 (A.L.1) Incorp. 106 (canc.) 122 and 123
1538E, Vol.2, Pt.3	A T T 1/60 A T 10 67 60
19308; 101.2, 10.3	A.I.L.1/54 A.L.'8 63, 64
1538E, Vol.4, Pt.6	and 65 A.L.2
15387. Vol. 1	A.T. 3J
1538J, Vol.1 1538J, Vol.2, Pt.3	A.L.'s 28 and 29
1538P, Vol.1 and Vol.6	A.L.18 Figs. 1 to 5 to
19901 10212 888 10210	A. L. 18
1641F, Vol.1, Pt.2 and Vol.5	A.L. 8 19
16h1P. Vol. 2. Pt. 1	B9, M18 and B6 (A.L.2)
1661C. Vol.1	A. T. 167
1641P, Vol.2, Pt.1 1661C, Vol.1 1661D, Vol.1	A.L.'s 76, 77 and 78 A.L.'s 33, 34, 35, 36, 37, 38, 39, 40 and 41 A.L.'s 87 and 88
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1664D, Vol.1 and Vol.5	A.L. 8 15, 16, 17 and 18
1668B, Vol.1, Pt.1	A.L. 6
1668B, Vol.1, Pt.1 1697D, Vol.1	A. L. 42
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1803E, Vol.2, Pt.3 1803F, Vol.1 1803P, Vol.1	A.L.'s 51 and 52 A.L.'s 109 and 110 A.L.'s 35, 36, 37, 38, 39
1803F, Vol.1	A.L.'8 109 and 110
1803P, Vol.1	A.L. '8 35, 36, 37, 38, 39
	and 40
1803P, Vol.2, Pt.2	A. L. 8
1803R, Vol.1	A.L. s 57 and 58
1803R, Vol.1 18038, Vol.1	A. L. 40 and 41
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Manual of Instructions for the Auster J5G Autocar

R.A.N. Aeronautical Inspection Leaflets

De Havilland Goblin Operation Maintenance and Overhaul Handbook

R.A.A.F. Aircraft Safety Equipment Orders

R.A.A.F. Aircraft Safety Equipment Instructions Pt. 6 Sect. A

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R.A.A.F. Carburettor Orders

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R.A.A.F. Dakots D.T.S. Special Instructions

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R.A.A.F. General D.T.S. Special Instructions

R.A.A.F. Helicopter D.T.S. Special Instructions

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C.N.Os.656-692/54

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(POR OPPICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 2nd November, 1954.

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

By direction of the Naval Board,

J. K. Bumins

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. Bubject

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SECTION 1 .- ADMINISTRATIVE AND GENERAL

656.

CLASSIFICATION OF H.M.A. SHIPS.

Ocean Minesweepers (Bathurst Class) are in future to be known as Ocean Minesweepers (Comprehensive) or Ocean Minesweepers (Limited).

2. With reference to Admiralty Fleet Order 2105/1947, the following classification of H.M.A. Ships is to be used :-

Destroyers -

Destroyer (Battle Class)
Destroyer (Modernised Tribal Class)
Destroyer (Tribal Class)
Destroyer (Daring Class)
Destroyer ('Q' Class).

Frigates -

A. S. Frigate (Modified River) A. S. Frigate (Converted Fleet) A. A. Frigate (Modified River) A. A. Frigate (Sloop).

Minesweepers -

Ocean Minesweeper (Comprehensive)
Ocean Minesweeper (Limited).

3. Navy Order 104 of 1952 is hereby cancelled.

(4276/4/298)

SECTION 2 .- PERSONNEL

657.

COURSES - AUSTRALIAN JOINT ANTI-SUBMARINE SCHOOL - JANUARY TO JUNE, 1955.

The following is a forecast of the courses to be carried out at the Australian Joint Anti-Submarine School during the period January to June, 1955 :-

Course

Senior Officers Study Period No. 12 J.U.C. (Air) No. 13 J.U.C. (Ships) No. 14 J.U.C. (Air) No. 9 J.T.C.

Date

24th January - 28th January. 1st February - 4th March. 14th March - 1st April. 27th April - 27th May. 6th June - 17th June.

(4007/12/46)

658 = 659 658.

DRAFTING - PREFERENCE LOCALITIES.

The Naval Board have recently had under consideration the question of drafts to Home Port, and are of the opinion that in some cases ratings have been drafted to Home Ports for their term of shore service, when their personal choice would have been to some other locality.

- 2. In order that individual preferences may be taken into account by the Drafting Authority, a scheme to be known as "Preference Localities" has been established, as a trial measure.
- 3. As from the date of this Order, a member who is serving at sea or in a remote locality (which for drafting purposes is reckoned as sea-service) may elect a first and second "Preference Locality", these being the area to which he would prefer to be drafted on completion of his current term of seaservice if other than to his Home Port. Elections of "Preference Localities" are to be reported by Commanding Officers direct to Director of Manning.
- 4. It should be understood that while the manning situation does not always permit of a man being drafted to his Home Port, appropriation to first or second "Preference Locality" will depend similarly on the manning situation at the time.
- 5. For the purpose of this Order the following areas may be nominated as first and second "Preference Localities":-

SYDNEY. ADELAIDE. FREMANTLE. MELBOURNE. BRISBANE. HCBART.

6. This Order is in no way intended to re-place the existing instructions regarding Changes of Home Port, and it is stressed that in cases where permanent residence of Next-of-Kin is taken up in another State it is in the interests of the individual concerned to request to Change Home Port thereto.

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

659.

EDUCATIONAL TESTS - INSTRUCTIONS AND SYLLABUS FOR ROUGHTIONAL TEST 1,

General Instructions -

Educational Test 1 (ahort title E.T.1) is the qualifying educational examination for advancement to certain leading rates, vide A.B.R. 10/1953, "R.A.N. Advancement Instructions".

2. The examination will consist of two papers -

Paper I. Arithmetic - Time allowed, 2½ hours. Paper II. English - Time allowed, 2 hours.

The maximum marks for each paper will be 100.

- 3. A candidate will be required to take both papers at the same examination. He will be awarded a certificate for E.T.1 by the Navel Board if he obtains at one examination a minimum of 65 marks in each of the two papers, or a total of not less than 150 marks in both papers. A candidate who fails to pass E.T.1 may repeat the examination on the next occasion on which it is held.
- 4. When a rating passes the E.T.1 examination, the notation "Passed E.T.1" is to be entered in his Service Certificate and against his name in the "Remarks" column of the ledger. The E.T.1 Certificate, which will be issued from Navy Office, is to be kept with the man's Service Certificate and is to be handed to him when he leaves the Royal Australian Navy.
- 5. Exemption from the E.T.1 examination is granted in respect of certain educational qualifications, both Service and civil. Waiver of E.T.1 may be granted to a rating exceptionally by the Naval Board on the recommendation of his Captain. Detailed instructions on exemption from, or waiver of, E.T.1 are given in A.B.R. 10/1953, "R.A.N. Advancement Instructions", Article 26.

Conduct of the Examination -

- 6. The E.T.1 examination will be held three times per year, normally in March, July and November, on dates and at times which will be determined by the Naval Board and promulgated in Navy Orders. Special supplementary E.T.1 examinations for recruits only, however, will be conducted from time to time at H.M.A.S. CERBERUS and H.M.A.S. ALBATROSS according to Service requirements.
- 7. No part of the examination is to be held before the appointed time and date but in exceptional circumstances, for example, if conditions at sea at the appointed time are such as to subject candidates afloat to disability, the Captain may order the examination to be postponed. In such case the examination is to be held at the earliest possible opportunity and the Captain is to inform the Secretary, Naval Board, of his reasons for postponing the examination. The Captain is also to certify that there was no possibility of candidates having become acquainted, before the examination, with the contents of the papers. Otherwise, the examination will be invalid.
- 8. Any rating who is regarded as likely to qualify for the award of a Certificate may be admitted to the E.T.l examination. For this purpose Captains of ships are to arrange for such preliminary tests as they may consider desirable.

 R.N. ratings serving in the R.A.N. are not to be admitted to the R.A.N. examination for E.T.l but facilities will be provided, on request, for them to take the corresponding R.N. examination.

9. Question papers will be forwarded to all ships and establishments in accordance with the scale set out hereunder. It will be necessary for ships to demand papers only when their requirements exceed the scale :-

SCALE OF SUPPLY.

Ship or Establishment.	Arithmetic.	English.	Dictation.
CERBERUS	200	200	4
PENGUIN ALBATROSS SYDNEY VENGEANCE	100	100	2
LONSDALE TARANGAU LEEUWIN NIRIMBA HARMAN PLATYFUS RUSHCUTTER DESTROYERS FRIGATES	50	50	2
MELVILLE R.A.N.L.O., London LONSDALE II WATSON S.I.R. GEELONG KUTTABUL WARREGO O.M.S.	20	20	2
All other ships and establishments.	10	10	2

10. Each ship and establishment will be allocated a group of examination numbers which are to be allotted to the candidates.

11. The examination is to be conducted in accordance with the rules laid down in Form A.S. 4002, "Directions for the Conduct of Written Examinations in the R.A.N.", a copy of which will be forwarded from Navy Office with each batch of question papers.

12. Worked papers, schedules, etc., are to be disposed of on completion of the examination in accordance with the instructions in Form A.S. 400Z. For this examination the marking authority is the Director of Naval Education Service, Navy Office, Melbourne. Packages in which worked papers are forwarded to D.N.E.S. are to be marked on the outer cover "E.T.1 - Worked Papers".

13. As soon as possible after each examination, ships will be informed of the marks awarded to their candidates. Each rating concerned is to be informed of his marks and whether or not he has passed the examination.

Syllabus of the Examination -

14. Paper I - Arithmetic -

A simple paper on the first four rules, vulgar and decimal fractions, averages, percentages, proportion, simple problems on money, weights and measures, metric measure, foreign exchange, simple accounts, simple mensuration problems on areas of triangles, rectangles and volume of rectangular solids.

15. Paper II - English -

Candidates will be required to write a short passage in ordinary English from dictation, and to write a short essay. Simple exercises on the meaning of words, on the construction and correction of sentences and on punctuation, will also be given.

- 16. The following textbooks are recommended :-
- (a) "Arithmetical Notes and Examples", B.R. 455.
- (b) "English for Technical Students", B.R. 458.
- 17. Navy Order 311 of 1949 is hereby cancelled.
- 18. Consolidated orders and Regulations, Article 210 and Appendix I, will be amended in due course.

(4017/7/115)

660.

EDUCATIONAL TESTS - INSTRUCTIONS AND SYLLABUS FOR THE HIGHER EDUCATIONAL TEST.

General Instructions.

- 1. The Higher Educational Test (short title H.E.T.) is the qualifying examistion for the sward of the Higher Educational Certificate.
- 2. The Higher Educational Certificate is the educational qualification for -
- a (a) promotion from the Lower Deck to Permanent Commissioned rank in the Executive and the Supply and Secretariat branches (Upper Yardman Scheme), and
- (b) promotion to Commissioned Rank on the Branch List, subject to passing in certain specified subjects.

The Certificate is also recognised as equivalent to certain civil examinations as detailed in paragraphs 8 and 9 of this Order.

3. A Higher Educational Certificate is awarded by the Navel Board to every candidate who obtains pass marks in any four of the following papers (not necessarily at the same examination) except that papers V and Va are alternative papers in the same subject and a pass in only one of these papers may be counted:-

Paper I - General Knowledge

Paper II - History
Paper III - Geography
Paper IV - Navigation

Paper V - Practical Mathematics

Paper Va - Special Mathematics (Supply and Secretariat Branch)

Paper VI - Mechanica

Paper VII - Magnetism and Electricity

Paper VIII - English Expression

4. Candidates may sit for any number of papers. In any paper a minimum of 55% of the merks constitutes a Second Class Pass and a minimum of 75% a First Class Pass. Four first class passes are required for the award of a First Class Certificate. Four passes which are not all first class will qualify for a Second Class Certificate. A candidate may repeat any paper with a view to improving his marks in that subject.

- 5. In the event of a candidate who already holds a Higher Educational Certificate repeating an examination and obtaining better marks than at his first attempt, or in the event of his passing in one or more additional subjects, the original Certificate is to be forwarded by the Captain to the Secretary, Naval Board, for the amendments or additions to be inserted.
- 6. When a man is awarded a High Educational Certificate the notation "Passed H.E.T." is to be entered on page 3 of his Service Certificate and against his name in the "Remarks" column of the ledger. The Certificate is to be kept with the man's Service Certificate and is to be handed to him when he leaves the Royal Australian Navy.
- 7. Men who have passed in less than four subjects may, when about to leave the Service, apply through the Captain to the Secretary, Naval Board, for a written statement of the marks they have obtained in any subjects in which they have passed.
- 8. The Schools Board of Melbourne University and the Education Department of New South Wales have granted recognition to H.E.T. subjects as follows:

Ha Ea Ta	Civil equivalent.
II History	Intermediate Standard, Victoria and New South Wales.
III Geography	Intermediate Standard, Victoria and New South Wales.
V Practical Mathematics	Intermediate Mathematics, Victoria, or Mathematics I, New South Wales.
VI Mechanics	The corresponding sections of the Intermediate examination in
VII Magnetism and Electricity	Physics for Victoria and New South Wales.
VIII English Expression	Intermediate Standard, Victoria.

9. The Commonwealth Public Service Board has approved of the R.A.N. Higher Educational Test being included as a prescribed examination for permanent appointment to the Commonwealth Public Service in accordance with Commonwealth Public Service Regulation No. 159. The Higher Educational Certificate will therefore qualify its holder aducationally for permanent appointment to the Third Division or Fourth Division of the Commonwealth Public Service, provided that he is a "returned soldier" within the meaning of the Commonwealth Public Service Act and that he is under 51 years of age.

Conduct of the Examination.

10. The Higher Educational Test will be held twice per year, normally in April and October, on dates and at times which will be determined by the Naval Board and promulgated in Navy Orders.

11. The time allowed for each paper will be 3 hours.

12. No part of the examination is to be held before the appointed time and date but in exceptional circumstances, for example, if conditions at sea at the appointed time are such as to subject candidates aflost to disability, the Captain may order the examination to be postponed. In such case the examination is to be held at the earliest possible opportunity and the Captain is to inform the Secretary, Naval Board, of his reasons for postponing the examination. The Captain is also to certify that there was no possibility of candidates having become acquainted, before the examination, with the contents of the papers. Otherwise, the examination will be invalid.

13. Any rating who has passed E.T.1, or who can produce evidence of educational qualifications of equivalent standard, may present himself as a candidate for H.E.T. Ratings of the Royal New Zealand Navy serving in Australia may take papers of the Royal Australian Navy H.E.T., passes in which will be recognized by the Royal New Zealand Navel Board. W.R.A.N.S. ratings may also take H.E.T.

14. Question papers will be forwarded to all ships and establishments in accordance with the scale set out here-under. It will be necessary for ships to demand papers only when their requirements exceed the scale.

SCALE OF SUPPLY

Ships and Establish- ments	Gen. Know.	Hist.	Geog- raphy	Navi- gation	Pract. Maths.		Morti-		Eng.
CERBERUS	60	30	30	10	60	10	15	15	60
Carrier Cruisers PENGUIN, ALBATROSS	25	15	15	10	25	6	10	10	25

Ships and Establish- ments.	Gen. Know,	Hist.	Geog- raphy.	Navi- gation.	Pract.		Wecci-	Mag.	Eng.
Destroyers. Frigates HARMAN RUSHCUTTER LEEUWIN LONSDALE TARANGAU MELVILLE	12	8	8	3	12	3	6	6	12
All other ships and establish- ments.	6	4	4	2	6	2	4	4	6

15. Each ship and establishment will be allocated a group of examination numbers which are to be allotted to the individual candidates.

16. The examination is to be conducted in accordance with the rules laid down in Form A.S.4002. "Directions for the Conduct of Written Examinations in the R.A.N.", a copy of which will be forwarded from Navy Office with each batch of question papers.

17. Worked papers, schedules, etc., are to be disposed of on completion of the examination in accordance with the instructions in Form A.S.400Z. For this examination the marking authority is the Director of Naval Education Service, Navy Office, Melbourne. Packages in which worked papers are forwarded to D.N.E.S. are to be marked on the outer cover "H.E.T. - Worked Papers".

18. As soon as possible after each examination, ships will be informed of the marks awarded to their candidates. This information is to be communicated to the ratings concerned, so that each may know his position with regard to qualifying for the award of a Higher Educational Certificate,

Syllabus for the Examination -

660

19. Paper I - General Knowledge -

Questions will be set on a wide range of topics to test a candidate's general knowledge, including his knowledge of Australian, British and World events and personalities currently in the public eye, but excluding matters involving controversial political issues. An intelligent interest in Service affairs, coupled with regular reading of the daily and weekly press and of Current Affairs Bulletins should be adequate preparation for this examination.

20. Paper II - History -

British History with particular emphasis on (a) the Navy, and (b) the history of Australia. A study of the recommended textbooks will be adequate preparation for this examination.

Recommended textbooks -

Ernest Scott, "A Short History of Australia", "Outcome of Australian Naval History". Warner & Marten "Groundwork of British History" Section III (or new edition, Section IV). (B.R. 561) Callender, "Naval Side of British History". (B.R. 563).

21. Paper III - Geography -

General, physical and commercial geography with particular emphasis on the British Commonwealth.

Recommended textbooks -

Stembridge, "The World". (B.R.564)
Brooker, "The World's Wealth". (B.R.572)
Any good Atlas of Comparative Geography (e.g., B.R.457).

22. Paper IV - Navigation -

To write a short definition or explanation, accompanied by a sketch or diagram when possible, of the following :-

Great Circles. Small Circles. The Equator. The Poles. Meridians. Prime Meridian. Parallels of Latitude. Difference of Latitude. Longitude. Difference of Longitude, Departure, Nautical Mile. Rhumb Line. Magnetic Meridian. True Course of a Ship. Magnetic Course. Compass Course. Variation. Deviation. Gyro Error.

Terrestrial magnetism and the laws of induction. The magnetism of ships and its liability to change.

To apply variation and deviation in the correction of courses and bearings.

The Traverse Table. Middle-latitude sailing, The use of the formula: dep. = A.long x cos. mid-lat.

Mercator's Chart, brief description and advantages. The relation between the scales of latitude and longitude a knowledge of meridional parts is not required. How to read an Admiralty Chart. Chart abbreviations.

Practical chart work and coastal navigation, including allowance for the effect of currents and tidal streams.

System of lights, buoyage and fog signals. Use of leading marks, clearing marks, and of lines of bearing to avoid dangers. Precautions when navigating in a fog.

Recommended textbooks -

"Notes on Navigation". (B.R.454)
"Right Angle Triangle Tables". (B.R.560) "Admiralty Manual of Navigation", Volume I (B.R.45).

23. Paper V - Practical Mathematics.

Section I. Practicel applications of srithmetic - percentages, averages, ratio, proportion.

Algebraical signs and symbols and their uses; the rules of indices; simple equations; simultaneous simple equations; quadratic equations; application to the solution of problems.

Logarithms and their use in solution of problems involving formulae connected with Service matters,

Mensuration - Areas of rectangle, parallelogram, triangle, rhombus, quadrilateral, trapezium; circumference and area of circle; sector of circle; area of annulus; ellipse; Simpson's rule. Angular measurement; degrees; radians.

Mensuration - Areas, volumes and weights of prisms, cylinder, hollow cylinder, pyramid, cone, frustums, sphere, ring.

Graphs - to fix the position of a point by coordinates, the use of squared paper; plotting series of numbers, plotting related quantities and drawing deductions as to the formula connecting them when the plot is a straight line; graphical solution of simultaneous equations; the idea of "maximum", "minimum", and of "rate of change".

Measurements and functions of angles. Sine, cosine and tangent. Use of Tables, Solution of triangles. Application to problems on heights and distances.

Section II. Simple practical geometry - construction of an angle, construction of rectilineal figures from given parts, practical geometrical constructions involving circles, triangles, tangents. Theoretical geometry - the simpler geometrical properties of lines, angles, triangles, quadrilaterals and circles; congruent and similar triangles. (Proofs of theorems will not be required).

The Traverse tables and its application; courses and bearings; vectors; vector addition; course and speed "made good". Relative Velocity; solution of problems involving movements of ships.

Textbooks -

"National Certificate Mathematics, Volume I", Abbott and Kerridge. (B.R.552) "Four Figure Tables", Kaye and Laby. (B.R.557) "Right Angled Triangle Tables". (B.R.560)

24. Paper Va - Special Mathematics for ratings of the Supply and Secretariat Branch only.-

Section I. As section I of paper V. Practical Mathematics.

Section II. Simple arithmetical problems involving money; percentages; profit & loss; proportion, shares, exchange, rates and taxes, simple and compound interest. Book-keeping - Journal. ledger, cash book, treatment of bank charges, bank reconciliation statements, balance sheets, audits.

NOTE: - Paper Vs may be taken by Stores and Writer ratings at their option as an alternative to paper V. The two examinations are held simultaneously.

25. Paper VI - Mechanics -

Simple problems in statics involving composition and resolution of forces; equilibrium of three concurrent coplanar forces, graphical application to forces in members of simple frameworks; moments, levers; equilibrium of parallel forces; centres of gravity; location of c.g. of homogeneous solids in the common geometrical forms; shift of c.g. of a ship when a weight is added, moved, or removed. Friction, coefficient of friction; equilibrium of a body on a rough inclined plane. Simple machines and common tackles; velocity ratio, mechanical advantage and efficiency.

Mechanical properties of engineering materials. Simple problems on stress, strain and elasticity under direct loads (not shear).

Simple problems in dynamics involving composition and resolution of velocities; relative velocity; uniformly accelerated rectilinear motion; motion in a circle at a uniform rate; centripetal acceleration; falling bodies; projectiles "in vacuo".

Force in relation to accelerated motion, both rectilinear and in a circular path. Newton's Laws. Momentum; impact; recoil of a gun.

Work and energy, potential and kinetic; conservation of energy. Power, horse-power, the indicator diagram.

The elements of hydrostatics with particular reference to the atability of ships; buoyancy, displacement, T.P.I., metacentric height and its relation to stability; the inclining experiment; angle of heel and change of trim.

Recommended textbook -

Morley and Inchiey, "Elementary Applied Mechanica" (B.R. 553).

26. Paper VII - Magnetism and Electricity -

Constitution of matter; conductors and non-conductors; electron flow; units of electromotive force, current and resistance; factors determining resistance of a conductor; resistors in series and parallel; potential and potential difference; Ohm's Law; "I.R." drop; potentiometer; rheostats; heating effect of a current - fuses. Power and energy.

Simple voltage cell; local action and polarisation; dry cell; secondary cell - lead-acid accumulator; care and maintenance of batteries.

Magnetism, magnetic substances; elementary properties of magnets; polarity; magnetic induction; magnetic properties of iron and steel; residual magnetism; the magnetic field; lines of force; magnetic field due to a current; electro magnets; laws of electro-magnetic induction; fundamental principles of operation of D.C. dynamo and motor; commutation.

Instruments - moving coil and moving iron; adaptation as voltmeters and ammeters. Wheatston's Bridge.

16

Generation of alternating E.M.F. by rotating coil; slip rings; meaning of cycle, frequency, amplitude; relation between speed, frequency and number of poles; root mean square and average values graphically.

Self induction; inductors; inductive reactance; effect on phasing; vector representation.

Capacity; capacitors; capacitive reactance; effect on phasing; vector representation.

Relations between voltage and current in A.C. circuits containing resistance, inductance and/or capacitance in series; impedance; phase relationships and vector representation; series resonance and response curves; simple calculations based on the series circuit.

Transformers - basic principles and application.

Theory of thermionic valve; action of diode and triode valves and their application.

Recommended textbooks -

Reynolds, "Electricity and Magnetism", part I (B.R.554)
"Examples in Electrical Calculations" (B.R.158)
"Admiralty Manual of Wireless Telegraphy", vol. I
(B.R.229).

27. Paper VIII - English Expression.

The purpose of this paper is to test a candidate's ability to use the English language in a straightforward and businesslike fashion. The workmanlike use of words and phrases is required rather than a technical knowledge of grammatical terminology and rules. Candidates will be required to write English in a simple and coherent manner; to summarise a given passage; to show appreciation of the meanings of words and phrases; to undertake simple manipulation such as paraphrasing, punctuating, and turning direct speech to indirect speech or vice versa; and to show critical appreciation of books they have read.

Recommended textbooks -

Potter, "English for Technical Students" (B.R. 458)
Moon and McKay, "New English Course", stage III (B.R. 573).

Correspondence Courses .-

28. Correspondence courses prepared by the Director of Naval Education Service are available in all subjects of the R.A.N. Higher Educational Test.

29. The correspondence courses are primarily intended for the instruction of ratings in ships and establishments in which no Instructor Officer is borne, but they may also be used by Instructor Officers as a guide in the preparation of candidates for H.E.T.

30. Instructor Officers may apply direct to D.N.E.S. for the issue of correspondence course notes for their personal use.

31. Ratings who wish to be enrolled for these courses should apply through the Captain to the Director of Naval Education Service, Navy Office, Melbourne, stating the full name, rating, official number and ship and the subject(s) in which a course is required.

32. Courses will be issued only to ratings who are qualified to enter for H.E.T., as stated in paragraph 13 of this Order, and who are unable to obtain personal instruction from an Instructor Officer. No rating will be coached by correspondence in more than two subjects simultaneously.

33. When a rating is enrolled for one of these courses the necessary textbooks will be issued direct to the rating by D.N.E.B. to whom the receipt note which accompanies the books must be returned duly signed. Textbooks must be returned immediately on completion of a course or in the event of studies being suspended for a period expected to exceed three months. Returned textbooks should be accompanied by a note indicating by whom they are returned.

34. Captains of ships are requested, in co-operation with Fleet and Command Instructor Officers, to encourage the use of these courses by suitable ratings. Where no Instructor Officer is borne the officer detailed by the Captain to be Education Officer should interest himself in these courses and record enrolments in the Education Officer's Journal.

35. Navy Orders 297 of 1947; 243, 244 of 1948; 446 of 1949; 196 of 1951; and 137 of 1953 are hereby cancelled.

36. Consolidated Orders and Regulations, Article 211 and Appendix I, will be amended in due course.

(4017/7/115)

661.

EFFECTS OF NAVAL PERSONNEL ARRIVING AT SYDNEY FROM ARROAD.

A Customs Bond Store is in course of establishment in H.M.A.S. PENGUIN for handling unaccompanied baggage belonging to Naval personnel on its arrival from overseas.

- 2. Although it is preferable that personnel should clear their own gear through the Customs, arrangements can be made, where necessary, for the gear to be cleared by H.M.A.S. PENGUIN, provided that Establishment holds the following forms:
 - (1) Customs Form 11. Australian Customs Import Entry (four copies).
 - (ii) A Statutory Declaration witnessed by a Justice of the Peace in Australia, that -
 - (a) goods for resale are not included in the baggage;
 - (b) dutiable items are declared; and
 - (c) firearms are declared.

- 3. A ship despatching unaccompanied baggage to the port of Sydney is to ensure that the procedure set out below is followed if clearance by H.M.A.S. PRNGUIN is desired :-
 - (a) All unaccompanied effects are to be inspected and scaled, and precautionary measures taken to ensure that hazardous or prohibited goods are not included. (Weapons other than sporting guns or items which the Customs can regard as "intended for trade" will be confiscated.)
- (b) An Inventory covering the contents of each case, and indicating the official number, name and home address of owner, is to be prepared in duplicate. One copy is to be placed in a sealed envelope on top of each package immediately beneath the lid. The other copy which must be produced when effects are being cleared through the Customs is to be forwarded to the Baggage Officer, H.M.A.S. PRNGUIN.
- (c) All consignments should be addressed as shown in the following example :-

"52831. Leading Supply Assistant G. Brown, C/- Kit Repository, H.M.A.S. PRNGUIN, SYDNEY. AUSTRALIA."

- (d) Originate a signal to Plag Officer-in-Charge, East Australian Area, info PENGUIN, giving the following information:
 - (i) Particulars of despatch of kit (ship, sailing date, numbers of cases, and whether or not kit has been forwarded through Army Movement Control).
 - (11) The appointment or appropriation of the member.
 - (111) E.T.A. of the member in Sydney.
- (e) The member is to be directed to report to H.M.A.S. PENGUIN on arrival in Sydney, and warned that he should complete the necessary Customs forms and ensure that PENGUIN is in possession of the keys of any locked item of baggage. This applies to all personnel even though not appointed or drafted to PENGUIN.

4. The unaccompanied effects of personnel whose home address is in New South Wales will be transported by H.M.A.S. PENGUIN from the wharf to the Kit Repository. These effects will remain under the control of the Department of Trade and Customs until cleared by the Customs.

5. The unaccompanied effects of personnel whose home address is elsewhere than New South Wales or whose appointment is to an Establishment outside New South Wales will be despatched by goods-train or ship, unopened, to a bond store in the nearest capital city. The local Neval Officer-in-Charge or Resident Naval Officer will be informed in order that clearance through Customs can be arranged.

- 6. If the member is not present to meet any duty payable in Sydney on his effects, this duty will be paid by H.M.A.S. PENGUIN and the member's ledger account will be adjusted accordingly.
- 7. H.M.A.S. FENGUIN will also assist as necessary with the handling and storage of accompanied baggage and effects arriving at Sydney after they have been cleared through Customs by their owner.
- 8. Navy Orders 371 of 1952 and 65 of 1953 are hereby cancelled.

(4666/21/43)

662.

INSTRUCTIONAL FILMS AND FILM STRIPS - MN-6990 - "DISCIPLINE PAYS OFF" - DISTRIBUTION.

Copies of the U.S. Navy Training Film "Discipline Pays Off", Serial No. MN-6990, are being obtained and initial distribution will be made without demand by the Superintending Naval Store Officer, Sydney, on the following scale:

H.M.A. Naval Establishments.	No. of Copies
R.A.N. Film Library, Sydney.	1
Plinders Naval Depot.	1

2. The film, which is a colour cartoon, demonstrates, in a convincing manner, why discipline is so essential in Service life. Humour is used freely. Running time 11 minutes. 1 reel.

(4518/61/318)

663.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA.418 - "TURBINES" (PARTS 1-12) - REVISED DISTRIBUTION.

The distribution of the Instructional Film Strip SA.418, "Turbines" (Parts 1-12) has been revised and is now on the following scale :-

H.M.A. Establishments.	No. of Copies.
Flinders Naval Depot.	1 (a)
R.A.N. Film Library, Sydney.	1 (a) (Parts 5-12)
H.M.A.S. LEEUWIN.	1 (a)
H.M.A.S. PENGUIN.	1 (a)

(a) Indicates copy of film strip already held.

2. Issue of Parts 1-4 to the R.A.N. Film Library, Sydney, will be effected without demand by the Superintending Naval Store Officer, Sydney.

3. All ships and establishments holding copies in excess of the revised allowances are to return them to the Superintending Naval Store Officer, Sydney.

(4518/61/407)

664.

OFFICERS' SHORT COURSES - JANUARY TO JUNE, 1955.

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 to June, 1955:-

(a) Divisional Course.	24th January. 18th April.
(b) Gunnery.	
Basic	10th January. 14th March.
Destroyer Gunnery Officers (4 weeks).	24th January.
Lieutenant R.A.N.R.	17th January. 21st March.
Reserve (g) Officers, Part 1 Part 2	12th April. 26th April.
(a) Communications.	
Basio	17th January.
Lieutenant R.A.N.R.	24th January. 28th March.
(d) T.A.S.	
Basio	7th February. 16th May.
Lieutenant R.A.N.R.	lith February. 23rd May.
Reserve (a/s) Officers, Part 1 Part 2	6th June. 13th June.
e) N.D.	
Basic	28th February. 2nd May.
Lieutenant R.A.N.R.	7th March. 9th May.

Reserve (n) Officers, Part 1

Part 2

18th April.

30th May.

2. Dates of commencement of A.B.C.D., A.J.A.S.S. and School of Land/Air Warfare courses will be promulgated separately.

(4007/12/43)

665.

R.A.N. RECRUITING ORGANISATION.

Navy Order 240 of 1952, as amended by Navy Order 175 of 1954, is to be further amended as follows :-

Paragraph 1.

Delete "Naval Officer-in-Charge, South East Australian Area" and insert in lieu -

"Commanding Officer, H.M.A.S. LONSDALE".

(4003/3/115)

666.

RATINGS - TELEGRAPHIST(S) - REQUIREMENT FOR VOLUNTEERS.

There is a continuing requirement for volunteers from junior Telegraphist ratings to transfer to the Telegraphist(S) Branch.

- 2. Volunteers must hold the rating of Telegraphist or Ordinary Telegraphist (passed for Telegraphist) and should be of Very Good character, not less than Satisfactory efficiency and have at least three years of their current engagement to serve.
- 3. Names and Service Certificates of recommended applicants are to be forwarded to Navy Office.
- 4. The detailed conditions of service for the Telegraphist (S) Branch are contained in Navy Office letter 5062/3/19 (08505) dated 18th August, 1953. These conditions will shortly be incorporated in A.B.R.10. In general, selected volunteers will undergo a thirteen week conversion course. Details of the course are held at Navy Office and by the Flag Officer Commanding Her Majesty's Australian Fleet, and Training Establishments only. On successful completion of this course, candidates will be transferred to the Telegraphist (S) Branch retaining their existing rating and seniority. They will thereafter be borne at H.M.A.S. HARMAN, but will serve in other Establishments or in the Fleet as required.

- 5. Subsequent advancement will be as for the General Service Telegraphist Branch except that :-
 - (a) the requirement of six months' sea service for higher rating is not applicable;
 - (b) course and advancement rosters separate from those for the General Service Telegraphist Branch are maintained:
 - (c) the successful completion of the conversion course qualifies a rating professionally for the Leading rate;
 - (d) the Petty Officer Telegraphist (S) qualifying course is of 20 weeks' duration.
- 6. Two conversion courses and one Petty Officer Telegraphist(S) Qualifying course are planned to take place each year.
- 7. Navy Office letter 5062/3/19 (08505) of 18th August, 1953, is to be cancelled on receipt of amendments to A.B.R.10.

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

(5062/11/15)

667.

RECOMMENDATIONS FOR SPECIALIST QUALIFICATIONS.

Navy Order 292 of 1953 is to be amended as follows :-Insert the following new paragraph 6 :-

" b. Captains of sea-going ships and Technical Schools may howeven recommend for the next higher S.Q., ratings who show exceptional ability in their Specialist qualification at any time. These recommendations are to be used with the greatest discretion. Practical Tests by the appropriate qualified Specialist officer, which are to be noted in the Remarks column of Form A.S.1505, are to be given before recommend in all cases."

The Appendix to the Navy Order is also to be amended as follows :-

Page 8 -

Qualifications For Recommendation For Specialist Qualification - 2nd Class. Delete existing time qualification of 2 years for recommendation for S.R. 2nd Class and Diver 2nd Class and insert time qualification of 1 year in lieu.

Qualifications For Recommendation For Specialist Qualifications - 1st Class. Delets sxisting time qualification of 2 years for recommendation for all let Class Specialist Qualifications and insert time qualification of 1 year in lieu. 2. A.B.R.10, Article 88, will be amended by R.I. series in due course.

(4006/43/14)

668.

UNIFORM - FLYING BADGES - AWARD WEARING AND PORFEITHER.

The initial eligibility for a Pilot's or Observer's Badge will be on a provisional basis and the badge will not be considered to have been fully earned until the holder has been appointed to, and has actually undertaken, productive duties in a qualified capacity in front line, training or miscellaneous unit.

- Naval Pilots under training will be awarded the Flying Badge on successful completion of the applied section of the Royal Australian Air Force Standard Syllabus for Pilot Training.
- 3. Naval Observers will be awarded the Observer's Flying Badge on successful completion of training at the Royal Australian Naval Observers' School.
- 4. Award of Pilots' and Observers' Flying Badges will be subject to the reservation in paragraph 1 hereof.
- 5. In addition to Pilots and Observers, the Pilot's and Observer's Badge is to be worn, on production of evidence of the award, by all officers on the active or retired lists who have at any time qualified as Pilots or Observers in the Royal Australian Navy, or who have qualified as Pilots or Observers in another Service, provided that the award of the badge has not been withdrawn at any time.
- 6. Normally the holder of an Aircrew Badge will continue to wear the badge after he has ceased to carry out flying duties.
- 7. The Aircrew Badge may, however, be withdrawn if the holder has -
- (a) been removed permanently from flying duties for disciplinary or other reasons within his own control;
- (b) failed to complete his full qualifying aircrew training;
- (c) failed to undertake successfully productive flying duties as defined in paragraph 1.
- 8. The withdrawal of the badge will be subject to Naval Board approval in each case.
- 9. Regulations for the award and withdrawal of the Aircrewman's Flying Badge are contained in Navy Order 385 of 1954, paragraph 10.
- 10. Regulations for the method of wearing the badges are shown in the Appendix to the Navy List (R.N.) Uniform Regulations, Navel Uniforms (Officers) Section 43 and (Ratings) Section V.

11. Navy Order 110 of 1948 is hereby cancelled.

(4716/1/191)

SECTION 3. - HULL, MACHINERY, EQUIPMENT AND STORES

669.

WIRELESS - DF OUTFIT AH7 - FITTING-OUT INFORMATION.

A.S.R.E. Installation Specification No. B743 (Part II) has been prepared to show the layout, fitting and wiring of DF Outfit AH7.

- 2. Distribution will be made without demand to the authorities concerned.
- 3. Any advance fitting-out drawings, etc., which may have been distributed, are superseded by this specification and should be disposed of as Confidential waste.
- 4. Additional copies, if required, should be demanded from Secretary, Naval Board.
- Authorities holding B999, "Index of Installation Specifications for Radio Equipment applicable to R.N.S.W.S., Air Stations and Naval Radio Vans", should amend same to include this specification.

(The foregoing to the text of A.F.O. 2338/1954 altered to meet R.A.N. conditions.)

(4519/11/842)

670.

MACHINERY - DIESEL ENGINES - PAXMAN R.P.H. SERIES -GILBERT, GILKES AND GORDON SEA WATER CIRCULATING PUMPS.

H. M. Ships, excluding Submarines,

Investigation of excessive wear in G.G. and G. sea water circulating pumps fitted in Paxman R.P.H. Series engines indicates that this may be due to the practice of backing up the pump discharge with the firemain. This imposes a back pressure on the pump and causes turbulence and erosion due to the reduced flow.

- It is evident that systems have been operated with the discharge overboard and supply to the generator cooler fully open; the resultant low circulating water pressure gauge reading being the reason for backing up with firemain pressure.
- 3. The criterion for operation is the temperature of the various components of the system, and if the discharge valves are adjusted accordingly the use of supplementary firemain pressure should not be necessary.

4. Ships concerned are to make every effort to eliminate the use of the firemain on dissel generator cooling circuits unless the pump is out of action.

5. Reports have also been received of bearing failures due to lack of lubrication. In cases where the grease caps are inaccessible, an extension pipe should be fitted to facilitate regular lubrication.

(The foregoing is the unaltered text of A. F. O. 2412/1954.)

(3765/13/44)

671.

MACHINERY - DIESEL ENGINES - PAXMAN R.P.H. SERIES -PISTON RING GAP CIEARANCES.

H. M. A. Ships excluding Submarines

Authorities are informed that the gap clearances on apare rings now supplied by the makers for Paxman R.P.H. Series engines have been modified.

2. The new gap clearances are as follows :-

Part No.	Ring	Min.	Max.
V.R.1004 T.P.2421	Top Compression	.032 in.	.038 in
R.P.H. 1266 T.P. 515/3	2nd and 3rd Pressure Scraper (slotted)	.023 in.	.029 in.

The maximum allowable clearances remain unchanged.

3. The Schedule of Wear Tolerances should be amended accordingly.

4. Any rings with original clearances held at Central Machinery and Spares Depot will be issued as replacements until stocks are expended.

If a new liner is fitted, however, any old type rings must be filed as necessary to open them out to the new clearances.

(The foregoing is the text of A.F.O. 2470/1954 altered to meet R.A.N. conditions.)

(3760/26/21)

672.

AIRCRAFT - AMMUNITION - R.P. MOTORS, HEADS, ETC., INTRODUCTION OF NEW SADDLE, NO.8 MK.4.

The following stores have been introduced to Naval Bervice :-

Motors Rocket A/C 3"

K.M. 071, Saddles No.8 Mk.4

K.S. 017, Spanners, box 5/16 in.. 8.S.F. Mk. N.1.

2. The Mark 4 Saddle, which is fully described in A.P. 2802B, Vol. 1, Section 3, Chapter 8, has been introduced to overcome the jostling of aircraft rockets when fired from tier carriage.

3. The Spanner, box 5/16 in., B.S.F., Mark N.1, has been introduced for tightening the bolts of the new saddle.

4. Saddles No. 8, Mark 4, will not be available for some time but will eventually replace all other marks of Saddle No.8. Until stocks are exhausted, Firefly Aircraft are to use Saddles No. 8 Mark 2 or Mark 3 for tier firing. As Seafury aircraft must use Saddles No. 8 Mark 4, tier firing from these aircraft will not be possible at present.

5. Spanners, box, 5/16 in., B.S.F. Mark N.1, will be issued on the basis of seven per aircraft carrier or air station.

6. Saddles, No. 8, Mark 4, will be issued to service packed eight sets per box B.231, Mark 1/1.

(The foregoing to the text of A.F.O. 1966/1954 altered to meet R. A. N. conditions.)

(4432/11/299)

673.

AIRCRAFT - GUNS, HISPANO, 20 mm. - MODIFICATION TO PREVENT ACCIDENTAL FIRING.

The following modification has been approved :-

Part affected

Guns, Hispano, 20 mm., No.2, Marks 5 and 5*.

Guns, Hispano, 20 mm., No.3,

Mark 5*.

Purpose

To permit fitting of Solenoids gun safety, Mark 2, to prevent accidental firing of the guns.

See Navy Order 674 of 1954.

Nature of modification

Using ES 694 JIG, body, drilling, drill and tap holes in both left and right-hand sides of the gun bodies in accordance with Diagram.

Special tools required ES 694 JIG, body, drilling. Reamer, spiral flute, machine 0.375 in. +.0004 in. (with No. 1 Morse -. 0000 in. [taper shank.

> NOTE: - Portable drilling machines (whether hand or power operated) must NOT be used to carry out this modification.

Drawing number

I.P.N.O.D. 3125/47.

Diagram

By whom to be done

H.M.A. ships, R.A.N. air stations, and R.A.N. armament depots.

When to be done

In service : No.3 Guns -

As soon as possible, after jig has been supplied. No. 2 Guns - Only if required for use as No. 3 Gune.

R. A. N. Armament Depots -

All guns - Before 1saue.

2. Sufficient jigs will be supplied, without demand, when available by S.A.S.O., Sydney, to cover initial requirements. No jig should be used to drill more than 150 guns. The reamers should be obtained locally as required.

(The foregoing is the text of A.F.O. 2090/1954 altered to meet R. A. N. conditions.)

(4428/153/27)

674.

AIRCRAFT - GUNS, HISPANO, 20 mm. - INTRODUCTION OF SOLENOIDS, GUN SAFETY, MARK 2 AND ALLOWANCES TO SERVICE.

Several cases have been reported of Hispano 20 mm. guns accidentally firing when aircraft have landed on carriers.

The shock of the arrested landing has either disengaged an insecurely held sear, or chambered a round temporarily jammed in the mouth of the belt feed mechanism, and permitted the gun to fire.

2. A safety device to prevent further accidents of this nature has accordingly been designed. The device is to be known as the "Solenoid, gun safety" and the following stores are hereby introduced into Service :-

R.N. Store Reference and Description

R.A.F. Ref.

EP 128 SOLENOID, Gun Safety, Mark 2 - Assembly

8A/2355

EP 716 BOLT, No.2, B.A. x 0.55 in. long

28D/12512

3. It has been decided that only Sea Fury aircraft shall be equipped with the new safety device.

4. The Solenoids can only be used in aircraft which have had the necessary sirframe modification incorporated, and on guns which have been modified in accordance with Navy Order 673 of 1954.

- 5. The solenoids will be secured to the guns by three EP.716 bolts, 28D/12512, shortened to suit. The bolts should have a 1/16 in, hole drilled through their heads and should be secured by 18 SWG locking wire.
- b. Allowances to Service of spere solenoids will be made on the following basis, and will be issued without demand when stocks become available ;-

H.M.A.S. SYDNEY per 8 Aircraft Squadron R.A.N. Air Station, Nowra School of Aircraft Maintenance (Engineering)

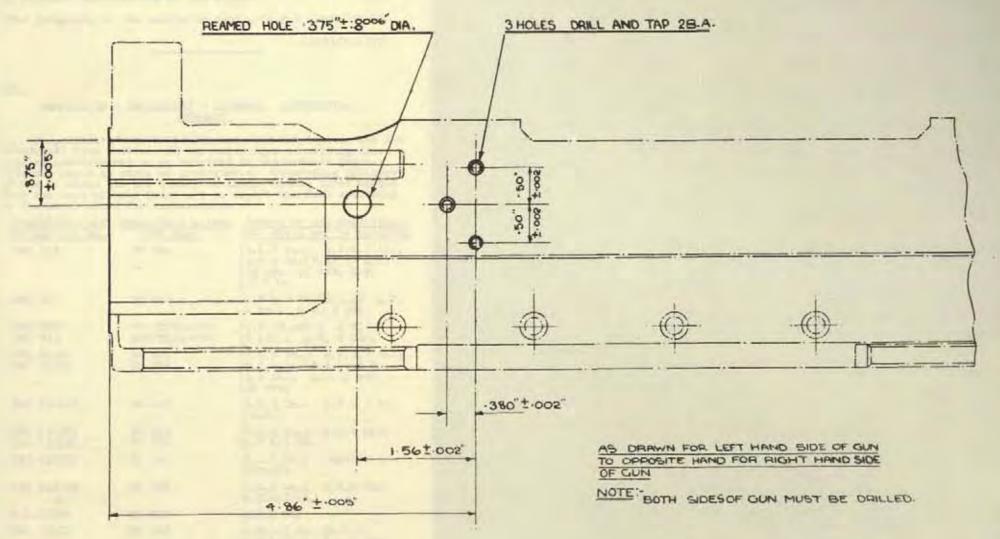
- 7. An initial allowance of 144 EP. 716 BOLTS, 28D/12512 will also be made, replenishments being demanded from the R.A.N. Air Store Depot. Randwick, in the usual manner for this class of store.
- 8. When supplies of solenoids become available, a Navy Message to this effect will be promulgated. H.M.A.S. SYDNEY and R.A.N. Air Station, Nowra, should then forward demands to the R.A.N. Armament Depot, Spectacle Island, for solenoids to complete all Sea Fury aircraft held.
- 9. Publications affected will be amended in due course.

(The foregoing is the text of A.P.O. 2089/1954 altered to meet R.A.N. conditions.)

(4428/53/150)

THIRD ANGLE PROJECTION

MODIFICATION TO GUN BODY BY PROVISION OF HOLES FOR SAFETY SOLENOID.



FWD.

DRAWING NUMBER:

N.O.D. 3125/47 BASED ON ARM. 66035.

675.

AIRCRAFT - PYROTECHNICS - SIGNAL, DISTRESS, DAY AND NIGHT, MARK 13, MOD. 0 - CAME IN HANDLING.

Care is required in the handling of the Signal, Distress, Day and Night, Mark 13, Mod. C.as it is known that the burning smoke unit has a tendency to spill small quantities of hot liquid composition. Experience, however, has shown that this is not harmful and it is possible to prevent the hot liquid composition from touching the hand by suitable manipulation of the signal.

(The foregoing is the unaltered text of A.P.O. 2471/1954.)

(4433/91/703)

676.

AMMUNITION - PROPRILANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing these lots or sub-lots are to be returned to the nearest Naval Armament Depot as early as practicable. Commanding Officers of H.M.A. Ships who are unable to comply within three months from the date of this Order are to report the fact specially to the Naval Board for instructions:

Propellant Lot or sub-lot No.	Propellant nature	Nature of gun ammunition, etc., which may be involved
RNC 223	8C 061	B.L.6 in.; Q.P.4.7 in.; Q.P.4 in.(P.A.); Q.P. 12 pdr. 12 owt. Q.P. 4.5 in.
RNC 227	BC 048	Q.F.4.7 in.(S.L.); Q.F. 4 in.; Q.F. 3 pdr.
RNC 808 RNC 811	HSC/T124-058 HSC/T124-058	Q.F.12 pdr.; Q.F. 6 pdr.; Q.P. 2 pdr.
RNC 265XA RNC 324XB	8C 061 8C 061	B.L.6 in.; Q.F.4.7 in.; Q.F.4 in.(F.A.); Q.F. 4.5 in.; Q.F.12 pdr. 12 cwt.
RNC 1911XR	80 109	B.L.6 in.; Q.F.4.7 in. (8.L.)
RNC 1918XR RNC 1926XR	80 103 80 103	B.L.6 in.; Q.F.4 in.; Q.F.4.5 in.
RMC 1937XR	BC 140	B.L.6 in.; Impulse Torpedo
RNC 2121X8	8C 103	B.L.6 in.; Q.P.4 in.; Q.P.4.5 in.
W.A.13530	NA 029	Q.F.4 in.
MBC 26XR	SC 048	Q.P.4.7 in. (S.L.); Q.P.4 in.; Q.P.3 pdr.

2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 53, B.R.862A.

3. Separate instructions have been issued to R.A.N. Armament Depots.

(The foregoing is the text of A.F.O. 2339/1954 altered to meet R.A.N. conditions.)

(4433/51/193)

677.

GUNS - Q.F. 4.7 IN., MARKS 12, 12° AND 12B, Q.F. 4.5 IN., MARKS 4 AND 5 AND Q.F. 4 IN., MARKS 16° AND 21 - MODIFICATION TO AT 006 CLEARER, FIRING HOLE BUSH NO.1 ASSEMBLY AND AT 058 CLEARER, FIRING HOLE BUSH, NO.5 ASSEMBLY.

The following modification is approved :-

Guna

Q.F. 4.7 in., Marks 12, 12* and 12B, Q.F. 4.5 in., Marks 4 and 5 and Q.F. 4 in., Marks 16* and 21.

Parts affected

AT 006 CLEARER firing hole bush No.1 - Assembly (Q.F. 4.7 in., Marks 12, 12* and 12B, 4.5 in., Mark 4, and 4 in., Marks 16* and 21 Gums). AT 058 CLEARER firing hole bush No.5 - Assembly (Q.F. 4.5 in., Mark 5 Gun).

Purpose

To avoid fouling of the inner plunger of the breech block contact by the clearer.

Nature of Modification

Provide a 30° chamfer on the holder of the firing hole bush clearer. Cut indicating line and stamp instructional legend on body of holder. After modification clearer is to be stamped with new Store Reference AT 162 (for Clearer No.1) and AT 149 (for Clearer No.5) and mark advanced to 1/1.

Drawing

N.O.D. 2175/209.

By whom to be done

R.A.N. Armament Depots.

When to be done

As soon as possible.

- 2. Schedule of Modifications, Part 1 -
- O.Q.F. 4.7 in., Marks 12, 12* and 12B, and accessories. Add Serial No.42.
- O.Q.F. 4.5 in., Mark 4, and accessories. Add Serial No.15.
- O.Q.F. 4.5 in., Mark 5, and accessories. Add Serial
- O.Q.F. 4 in., Mark 16°, and accessories. Add Serial
- 0.Q.F. 4 in., Mark 21, and accessories. Add Serial

(The foregoing is the text of A.F.O. 2262/1954 altered to meet R.A.N. conditions.) (4428/4/60)

40 mm. BOFORS SINGLE MOUNTINGS - MK. J SERIES.

With reference to paragraph 2 of Navy Order 200 of 1954, a large number of reports is outstanding and these are to be forwarded as early as practicable.

- 2. Reports, including those previously forwarded, should also cover U.S. Mk. 3M Mountings and Canadian Mk. 3 C.N.
- 3. Gunnery Equipment Depots are to list sights held on separate charge.

(4429/141/34)

679.

678.

ALTERATION AND ADDITION ITEMS - A.S. FRIGATES (CONVERTED FIRET).

The following alteration and addition item is approved in principle for A.S. Prigates (Converted Fleet) :-

ITEM: "Remove master compass pattern 1005 and fit master compass pattern 2005 in lieu."

Class Item No. 511

Classification 'A'

Compensating Weight Required: NIL.

2. Separate action is being taken for H.M.A. Ships QUIBERON and QUICKMATCH during conversion.

(4518/37/99)

680.

ALTERATION AND ADDITION ITEMS - BATTLE CLASS DESTROYERS.

With reference to paragraph 3 of Part III of Navy Order 424 of 1953, the following alteration and addition items are hereby re-promulgated.

- 2. On receipt of this Order, previous records of alteration and addition items are obsolete and are to be retained for record purposes only. Any future reference to alteration and addition items promulgated herein are to be by the new numbers only. However, to facilitate reference to old numbers and in this instance only, the old numbers are shown in brackets after the new numbers. The old numbers should not be entered in Form A.S.345 (Pair Copy).
- 3. Class Item No. 55 (ANZAC

Classification 'A'

ITEM: Convert Radar type 293P to 293Q by installation of Aerial outfit A.N.S. in lieu of Aerial outfit A.Q.R.

Compensating weight required:
1.38 tons at Upper Deck level or 0.68 tons at Forecastle Deck level.

References: (a) Navy Office Letter 31765 of 4/9/53.

(b) Confidential Admiralty Pleet Order 329/1951.

(c) ANZAC's letter 26/1/1 of 19/2/54.

(d) A.F. 417/1912/12 of 10/3/54.

Class Item No. 56 (ANZAC Classification 'B'

Item: Fit master valves on the saturated steam supply to forward and after evaporators.

Compensating Weight Required: Nil.

References: (a) Navy Office Letter 31765 of 4/9/53.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

(d) TOBRUK's E/D3/16 of 21/12/53.

(e) A.F. 389/1913/16 of 24/2/54.

Class Item No. 57 (ANZAC 16) Classification 'B' (TOBRUK 14)

Item: Improve security arrangements of cryptographic offices to conform to Confidential Admiralty Fleet Order 249/1951 and fit 3 combination locks.

Compensating Weight Required: Nil.

References: (a) Navy Office Letter 31765 of 4/9/53.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

(d) TOBRUK's E/D3/16 of 21/12/53.

(e) A.F. 389/1913/16 of 24/2/54.

Class Item No. 58 (ANZAC 17 Classification 'B'

Item: Re-mark ships ventilation fans in accordance with Navy Order 14 of 1953 as amended by Navy Order 82 of 1953.

Compensating Weight Required: Nil.

References: (a) Navy Orders 14 and 82 of 1953.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

Class Itam No. 59 (ANZAC 18 Classification 'A'

Item: Instal Bathythermograph Outfits in accordance with Confidential Admiralty Fleet Order 51/1950 (sounding boom to be supplied and fitted).

Compensating Weight Required: 0.40 ton at upper deck level or 0.18 ton at Forecastle deck level.

References: (a) Navy Office Letter 05190 of 21/5/53.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

(d) Confidential Admiralty Fleet Order 31/1950.

(e) TOBRUK's E/D3/16 of 21/12/53.

(f) A.P. 389/1913/16 of 24/2/54.

Class Item No. 60 (ANZAC 19 Classification 'A' completed) (TORRUK 22)

Item: Port and Starboard motor cutter davits to have rider plates fitted and davits tested in accordance with Navy Order 150 of 1953.

Compensating Weight Required: 0.11 ton at upper deck level or 0.05 ton at Forecastle deck level.

References: (a) Navy Order 150 of 1953.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

(d) TOBRUK's E/D3/16 of 21/12/53.

(e) A.F. 389/1913/16 of 24/2/54.

Class Item No. 61 (ANZAC 20) Classification 'B' (TOBRUK 23)

Item: Modify ammunition hoist trunks to Bl and B2 magazines to improve access to fixed hoists (in accordance with Navy Office drawing 198/110).

Compensating Weight Required: 0.05 ton at upper deck level or 0.02 ton at Forecastle deck level.

References: (a) Navy Office Letter 24553 of 14/7/53.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

(d) TOBRUK's E/D3/16 of 21/12/53.

(e) A.F. 389/1913/16 of 24/2/54.

Class Item No. 62 (ANZAC 21) Classification 'A'
(TOBRUK 18)

Item: Fit internal communications for damage control in accordance with Admiralty Fleet Order 3623/1952.

Class Item No. 66 (TOBRUK 7) Classification 'B'
(ANZAC 6 completed)

Compensating Weight Required: 0.11 ton at upper deck level or 0.05 ton at Forecastle deck level.

References: (a) Admiralty Fleet Order 3623/1952.

(b) ANZAD's 26/1/1 of 19/2/54.

(c) A.P. 417/1912/12 of 10/3/54.

(d) TOBRUK's E/D/16 of 21/12/53.

(e) A.F. 389/1913/16 of 24/2/54.

Class Item No. 63 (ANZAC 26) Classification 'A'
(TOBRUK 24)

Item: (a) Fit R.W. control facilities.

(b) Fit internal communications for R.W. in accordance with D.N.E. schedules of communications.

Compensating Weight Required: 0.59 ton at upper deck level or 0.29 at Porecastle deck level.

References: (a) Navy Office Letter 08686 of 24/8/53.

(b) ANZAC's 26/1/1 of 19/2/54.

(o) A.P. 417/1912/12 of 10/3/54.

(d) TOBRUK's E/D3/17 of 22/4/54.

(e) A.F. 864/1913/16 of 5/5/54.

Class Item No. 64 (ANZAC 28) Classification 'A' (TOBRUK 25)

Item: Fit emergency remote control lead arrangements in accordance with Navy Office Drawing No. 1001/835.

Compensating Weight Required: 0.06 ton at upper deck level or 0.03 at Forecastle deck level.

References: (a) ANZAC's 26/1/1 of 19/2/54.

(b) A.F. 417/1912/12 of 10/5/54.

(c) TOBRUK's E/D3/17 of 22/4/54.

(d) A.F. 804/1913/16 of 5/5/54.

Class Item No. 65 (ANZAC 27 Classification 'B'

Item: Fit relief valve to ship's hot water tanks in accordance with Navy Order 331 of 1953.

Compensating Weight Required: Nil.

References: (a) Navy Order 331 of 1953.

(b) ANZAC's 26/1/1 of 19/2/54.

(c) A.F. 417/1912/12 of 10/3/54.

Item: (a) Existing torpedo pistol room to be fitted as an electrical workshop and battery charging room and arrangements now fitted in gunners store to be transferred to existing torpedo pistol room.

(b) Existing electrical workshop to become torpedo pistol room.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.
(b) A.F. 389/1913/16 of 24/2/54.

Class Item No. 67 (TOBRUK 8) Classification 'A'
(ANZAC 5 completed)

Item: (a) Improve after P.O.'s mess by fitting scullery arrangements.

(b) one double tiered locker, food heater, hammock stowage and 2 No. mess tables to be repositioned.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.

(b) A.F. 389/1913/16 of 24/2/54.

Class Item No. 68 (TOBRUK 9) Classification 'B'
(ANZAC 7 completed)

Item: S.R.E. System - fit 2 No. additional loudspeakers sited as follows :-

> (a) in the cross-passage upper deck between the main wireless office and the crew's galley.

(b) on the forecastle deck (with suitable protection) just abaft the break in the forecastle.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.

(b) A. F. 389/1913/16 of 24/2/54.

Class Item No. 69 (TOBRUK 13) Classification 'B' (ANZAC completed during construction)

Item: Fit permanent markings in accordance with Navy Office Drawing No. 198/1072 to implement phase 2 of 1950 System of Identification Markings.

Compensating Weight Required: Nil.

References: (a) TOBRUK's B/D3/16 of 21/12/53.

(b) A.F. 389/1913/16 of 24/2/54.

(c) Navy Order 224 of 1950.

Class Item No. 70 (ANZAC 22 Completed) (TOBRUK 19)

680

Classification 'A'

Item: Ventilation to P.E.P. and G.R.U. compartments to be modified in accordance with Nevy Office Drawing 198/1097, revision 1.

Compensating Weight Required: Nil.

References: (a) ANZAC's 26/1/1 of 19/2/54.

(b) A.F. 417/1912/12 of 10/3/54.

(c) TOBRUK's E/D3/16 of 21/12/53.

(d) A.P. 389/1913/16 of 24/2/54.

Class Item No. 71 (ANZAC 23 completed) (TOBRUK 20)

Classification 'B'

Item: Fit drip tray beneath lagged pipes from air cooling compartment to T.S. cooling unit.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.

(b) A.F. 389/1913/16 of 24/2/54.

Class Item No. 72 (ANZAC 24 completed) (TOBRUK 21)

Classification 'B'

Item: Fit additional fluorescent lighting unit over 275 modulator and 242 panels.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.

(b) A.F. 389/1913/16 of 24/2/54.

Class Item No. 73 (TOBRUK 12) Classification 'B' (ANZAC 4 completed)

Item: Pit permanent heaters to ships main generators in accordance with Admiralty Fleet Order 2871/53.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.

(b) A.F. 389/1913/16 of 24/2/54.

(c) Admiralty Fleet Order 2871/1953.

Class Item No. 74 (TOBRUK 2) (ANZAC completed) Classification 'A'

Item: Modify evaporator brine suction systems in accordance with Admiralty Fleet Order 1878/1950.

Compensating Weight Required: Nil.

References: (a) Admiralty Fleet Order 1878/1950.

(b) TOBRUK's B/D3/16 of 21/12/53.

(c) A.F. 389/1913/16 of 24/2/54.

Class Item No. 75 (TOBRUK 3) Classification 'A' (ANZAC completed)

Item: Modify starboard cruising manoeuvring valve to close in a clockwise direction.

Compensating Weight Required: Nil.

References: (a) TOBRUK's E/D3/16 of 21/12/53.

(b) A.F. 389/1913/16 of 24/2/54.

Class Item No. 76 (ANZAC 13) Classification 'B'

Item: Fit permanently wired loudhailing equipment in accordance with Admiralty Fleet Order 3897/1951.

Compensating Weight Required: Nil.

Reference: Admiralty Pleet Order 3897/1951.

4. H.M.A.S. ANZAC's 1tem 3 and H.M.A.S. TOBRUK's 1tem 6 are cancelled.

5. Proposals to meet compensating weight requirements set out in paragraph 3 are to be forwarded.

6. Compensation for Class Item 55 is to be provided by landing one torpedo in peacetime and 14 foot skiff and accommodation ladder in wartime. Confidential Admiralty Pleat Order 329/1951 is relevant. Compensation has been effected by ANZAC.

7. Compensation for Class Item 59 is to be provided by removing the squid embarkation gantry (Navy Office Letter 07294 of 3rd August, 1954, is relevant). Compensation has been effected by ANZAC.

(4280/1/224)

681.

COMBINED RELATIVE WIND SPEED AND DIRECTION RECEIVERS PATT. 3202 AND PATT. 3291 - UNDBLIABLE WIND SPEED ELEMENTS - BALANCING AND RE-CALIBRATION.

Reports from sea and subsequent checks by Garden Island Dockyard have shown that a large number of wind speed Voltmeter movements from wind speed and direction receivers is inaccurate and badly balanced and will not meet the requirements of the tests detailed in B.R. 268(16) for Electrical Wind Instruments.

2. Ships concerned are to include the following item in the next defect list :-

'Wind Speed Voltmeter Movements of Wind Speed and Direction Receivers (Patt. 3202 and Patt. 3291) to be balanced, re-calibrated and fitted with new scales.'

3. Stocke of Patt. 3202 and Patt. 3291 Wind Speed and Direction Receivers held in store are to be balanced and re-calibrated by the local dockyard as time and demand permits.

4. After balancing and re-calibration, each scale is to be inscribed, in small type, clearly visible when mounted in the receiver, "Mod. to Navy Order 682 of 1954".

(4518/36/276)

682.

MOTOR BOATS - ALLOWANCE OF SPARE RIECTRIC STARTING MOTORS.

The following classes of ships are authorized to carry spare electric starting motors for the internal combustion engines of motor boats borne:-

Ocean Minesweeping vessels and above.

2. The approved allowance is as follows ;-

One spare starting motor for every four or part of four motors of each type carried. This allowance is authorized only for ships in commission.

- 3. Demands for the electric starting motors required to complete the complement in accordance with the approved allowance should be forwarded to the R.A.N. Central Machinery and Spares Depot, Sydney, quoting this Navy Order as authority.
- 4. When a change is made in the number or type of motor bosts borne, the number and type of spare motors carried should be amended as necessary to conform with the approved allowance.
- 5. In the event of a ship being reduced to reserve, the spare starting motors authorized herein should be returned to the R.A.N. Central Machinery and Spares Depot, Sydney.
- 6. This allowance of spare electric starting motors will facilitate the rapid servicing of motor boats' engines, but to keep replacement demands on the R.A.N. Central Machinery and Spares Depot to a minimum, ships' staffs should carry out minor repairs to defective starter motors wherever possible.
- 7. These items are to be accounted for in the Electrical Officer's (Ship's) List of Portable Pittings, Spare Gear and Drawings, etc., under a heading "Spare Gear for attached craft". Porms AS. 197/D. 526 are to be raised to amend the List of Portable Pittings, Spare Gear and Drawings, etc.

(The foregoing is the text of A.P.O. 2085/1954 altered to meet R.A.N. conditions.)

(3762/17/3)

683.

NAVAL STORES (AIR) - ALTERATION IN VOCABULARY SECTIONS AND REFERENCE NUMBERS.

Prom the date of this Order the items detailed below should be re-classified as shown. The descriptions and part numbers remain unchanged -

Ref. No.	Description	New Stores Ref. No.	
6BB/1364	Annunciator essembly	6B/2618	
1370	Cover annunciator assembly	2619	
1421	Gasket bezel plate	2620	
1392	Rectifier unit, Type K2/2T	2636	
1432	Gasket, top panel	2625	
1444	Glass, bezel	2627	
1445	Gasket, front bezel	2628	
1454	Gasket, outer cover	2631	
1440	Relay assembly	2633	
1386	Gasket, bezel plate	2634	
1375	Switch and operating link	1000	
	assembly	2635	

(The foregoing to the unaltered text of A.P.O. 2265/1954.)
(4403/15/310)

684.

NAVAL STORES - ACCOUNTING - TRANSFER OF KITE ASSEMBLY, R.A.F. REFERENCE NO.51/161 FROM CIASS FF, GROUP 3 TO CLASS F, GROUP IA, PART 1 (W/T).

Kite Assembly, reference 51/161, used in Type 611 W/T Set and at present accounted for under Class FF Group 3, is to be transferred to Class F, Group 1A, Part 1 (W/T), and accounted for as Admiralty Pattern 161, Kite Assembly (R.A.F. Sec.51).

The relevant publications will be amended.
 (The foregoing to the unaltered text of A.F.O. 1190/1954.)
 (4501/6/54)

685.

NAVAL STORES (GENERAL) (CLASS B, CROUP 8, PART F) -BLOCKS, CHAIN FOR ENGINEERING FURPOSES -ACCOUNTING AND ALLOWANCES.

Squadron Leaders, Destroyers, A/S Prigates, Types 15 and 16

It has been decided that chain blocks required for engineering purposes by the abovementioned ships are in future to be dealt with as sea atores and the approved allowances are to be as follows:

Group	Pattern	Description	n	Qui	antity	Classification
		Blocks, complupper block, hook and chai	low	rer	1	
B8P B8P	4028 4029	working load			2 2	Permanent Permanent

2. The blocks were originally supplied by the shipbuilders in accordance with the machinery specifications and accounted for in the Lists of Portable Pittings. Commanding Officers of the ships concerned are to raise Forms A.S.197/A.D.526 in accordance with Consolidated Orders and Regulations, Article 298, quoting this Order as authority to delete the items from the Lists of Portable Fittings.

The items are to be transferred to the Naval Store Account in accordance with the Naval Storekeeping Manual B.R. 4, Chapter XV, Article 109(F).

- 3. Blocks, tackle, Patterns 5204A and 5209A, supplied for engineering purposes, in accordance with the Establishment of Ses Stores B.R. 332A, are no longer required and should be returned to the nearest (Superintending) Naval Store Officer.
 - 4. Ships of the "Daring" Class are not concerned.
 - 5. The Establishment of Ses Stores will be amended,

(The foregoing to the text of A. F. O. 2478/1954 altered to meet R. A. N. conditions.)

(4505/85/31)

686.

STORES - ANNUAL ALLOWANCE OF NAVAL ARMAMENT STORES FOR PASSIVE DEFENCE TRAINING.

It has been approved for the following stores to be supplied to Naval Shore Establishments as an annual allowance for Passive Defence Training. All issues will be on a free basis :-

Item	Annual Allowance			
	Establishment	with Complement of		
	200 or Less	More than 200		
Capsules Lachrymatory	50	100 (Por testing respirators)		
Short Lights Generators Lachrymatory	50	100		
No.2	25 20	50		
Generators Smoke Y4 Matches, fuze, safety	40	50 40 80		
Thunderflashes, large Mark I	50	75		
Strikers for	5	8		

- 2. Demands should be made on the nearest R.A.N. Armament Depot. Establishments which have no approved storage for explosives should confine demands to the minimum quantities necessary to meet immediate requirements.
- 3. The stores must be kept under cool dry storage conditions, as far removed from combustible materials and occupied buildings as practicable and secure against unauthorized interference, Matches, fuze, safety, should be stored alone and thunderflashes should also be stowed alone.
- 4. Attention is drawn to the fact that generators lachrymatory No. 2 are mainly intended for use in the open and should not be used in small confined spaces.

(The foregoing is the text of A.F.O. 1348/1954 altered to meet R. A. N. conditions.)

(4426/2/25)

687.

BAGS, TRAVELLING.

Stocks of bags, travelling, are now available for repayment issue.

- 2. The price of this 1tem is £2.12. 8.
- 3. No further supplies of cases, suit, small, will be available, when present stocks of this item are exhausted.

(4532/31/6)

SECTION 4 .- DENTAL STORES, MEDICAL STORES. VICTUALLING STORES

688.

OFFICER'S UNIFORM - AVAILABILITY OF MISCELLANEOUS ITEMS FROM COMMONWEALTH GOVERNMENT CLOTHING FACTORY.

The following items may be purchased by officers direct from the Commonwealth Government Clothing Pactory, Miles Street, South Melbourne :-

Gold lace, complete with curl, for cuffs and for shoulder straps: Ministure medals and ribbons: Brooches for miniature ribbons.

2. The prices of these items are available on application to the Manager of the Pactory.

(4532/1/150)

689.

VICTUALLING STORES - COOKING POTS.

The following items of Mess Gear are obsolete in the Royal Australian Navy :-

- 107 Pots, cooking, tin, small with cover. To fit hearth Patt. 3160.
- Pots, cooking, tin, large with cover. To fit hearth Patt. 3160.
- 109A Pots, cooking, large with tap. To fit hearth Patt. 3A, 4A, 5A.
- 109B Pots, cooking, large with tap, Steamer and Strainer for.
- 1090 Pots, cooking, large with tap, lid for. 110A Pots, cooking, small with tap. To fit hearth Patt. 3A, 4A, 5A.
- 110B Pots, cooking, small with tap, Steamer and Strainer for.
- 1100 Pots, cooking, small with tap, lid for.
- 112A Pots, cooking, with tap, but without To fit Steamer and Strainer hearth 2A.
- 1120 Pots, cooking, with tap, lid for.
- 2. R.A.N. Scales of Mess Gear allowances will be amended accordingly.

3. Navy Order 43 of 1950, as amended by Navy Order 283 of 1953, is hereby cancelled.

(4476/1/20)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS AND STATIONERY.

FORM A.S. 250 - SIZE 1 - WATCH AND STATION BILL - ABOLITION.

The following form has been abolished in the Royal Australian Nevy :-

Form A. 3. 250 - Size 1 - Watch and Station Bill.

(3526/12/1170)

SECTION 6 .- SHORE ESTABLISHMENTS.

691.

FURNITURE IN OFFICIAL RESIDENCES - CHARGES FOR LOSS OR DAMAGE.

Charges for loss or damage of furniture in Official Residences and Married Quarters are to be made only for -

- (a) loss by negligence; and
- (b) excessive wear and tear.
- 2. The charge to be made in individual cases is to be based on the following :-
 - A Loss or deterioration beyond repair The value shown in the relevant inventory or the estimated market value, whichever is the higher.
 - B Excessive wear and tear -
 - (i) If made good by repair or cleaning without any permanent deterioration of the article other than attributable to fair wear and tear The cost of repair or cleaning.
 - (ii) If, notwithstanding repair or cleaning, there is permanent deterioration other than that resulting from fair wear and tear - The cost of repair or cleaning plus depreciation in value occasioned by mis-use in excess of depreciation attributable to fair wear and tear.
- 3. The amount of percentage charges paid by the tenant on the items during the tenancy is not regarded as a relevant consideration and should not be deducted from the amount to be recovered as indicated in paragraph 2 above.

4. Naval Pinancial Regulations and Instructions, Article 9, is relevant.

5. Navy Order 41 of 1952 is hereby cancelled.

(3541/1/31)

692.

PAYMENT OF RATES ON COMMONWEALTH PROPERTY.

Reference is made to Treasury Circulars Nos. 1952/A.1 and 1953/A.17, (the circulation of which included all authorizing officers), regarding the question of payment of rates on Commonwealth property, with particular reference to Commonwealth owned houses.

The substance of such instructions is herewith repromulgated for general information and guidance -

- (a) While the Commonwealth is not liable, under Section 114 of the Constitution, to pay rates and taxes imposed on its property by a State Government or local authority, payment may be made of claims received from a rating authority for a particular service rendered (water, sewerage, electricity, sanitation, garbage are instances) to property used exclusively for Commonwealth purposes.
- (b) Should Commonwealth property be leased for other than housing purposes and the lessee pay to the Commonwealth the equivalent of general rates (either as a separate amount or within the rental), such equivalent is passed to the rating authority as an ex-gratia payment.
- (c) Where official residences are situated outside a Naval Establishment and are used solely for domestic purposes, the equivalent of all rates is to be met, where claimed by the rating authority.
- (d) Where a residence is within a Naval area and detached from other Commonwealth buildings, the equivalent of rates is payable to the local authority in respect of that portion of the area occupied by the residence. No equivalent will however be paid where the residence forms part of a building used for Commonwealth purposes.
- (e) Should privately owned property be rented or leased by the Department and it is a condition of the lease that rates are payable by the Department, those rates should be paid, notwithstanding that the owner is normally liable for such payment.
- (f) Any rate notice received should be referred to the local Chief Property Officer.

 Department of the Interior, for certification as to reasonableness of the charge made. It is the responsibility of Interior to conduct any negotiations with the rating authority.

In deciding whether the charge is reasonable, due regard will be had by Department of the Interior to those services provided by the Commonwealth which would ordinarily be the responsibility of the rating authority.

2. A claim was recently received from a rating authority for the periodical cost of footpath maintenance, street lighting and street cleaning in respect of a road or roads abutting on a Defence establishment. It was indicated by the Treasury that, while the Commonwealth might be liable to make an ex-gratia payment to a rating authority in respect of cost of road or footpath construction where a property is used exclusively for Commonwealth purposes, claims for maintenance, lighting or cleaning thereof are not admissible.

(4101/1/9)

LIST OF ADMIRALTY PLEET ORDERS REPROMULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954.)

A.F.O.'s April, 1954 and Onwards	ADOPTED IN PULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954
900	231	-
931	1	244 245
932 933	223	
935	244	248
936	244	292
937 938	249	-
940	296	331
942 947	-	436
948	357	-
950 974	206	221
978 984	200	233
984	2	360
985 994	2.00	344 269
999		240
1001	-	371
1004	2	242 243
1007	17.	247
1008	441 303	500
1010	505	304
1011	-	C.C.N.O. 36
1019	253 295	200
1046	-22	311
1055 1056	-	343
1072		361 375
1074	222	-
1076	1 2 1	309
1083		353 254
1084	1442	1 - 3
1085	200	459 342
1128	-	397
1132 1134	-	275 252
1136	278	
1137	255	.5.
1139	336	432
1158	-	339
1181	302	-
1182	393 288	
1184	-	351
1189	219	579
1198		437 560
1216	- 20	260
1241 1251	1	359 419
1255	2	325

A.F.O.'s April, 1954 and onwards	ADOPTED IN PULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954	
1256		290	
1259	291	-	
1252	-	377	
1269	-	379	
1270	-	435	
1275	-	440	
1276		335	
1299	-	321	
1310	546	518	
1317		589	
1323 1324	1000000	363	
1340	-	469	
1343	-	349	
1344	-	350	
1345		326	
1346	-	327	
1349	305	4.5	
1352	-	356	
1353 1355	-	334	
1355	-	358 452	
1357	-	480	
1369	-	630	
1370		550	
1405		420	
1408	324	-	
1409		372	
1411	378	-	
1418	1	599	
1441	-	399	
1444	401	471	
1475	499	411	
1477	499	621	
1480		478	
1482	369	-	
1527		472	
1531		373	
1533		453	
1532 1533 1539	-	495	
1548	460	433	
1549	460 559	- 1	
1595		479	
1614	-	461	
1616	-	500	
1617	392		
1622	-	581	
1623	-	598 380	
1624 1646	701	580	
1653	204	466	
1660	384 - - - 425 457		
1661	-	449	
1664	-	450 421	
1665	425	451	
1666	457	- 1 11	
1670		497	
1672	434	2.	
1673	475	-	
1674 1675	-	557 474	

A.F.O.'s April, 1954 and onwards	1, 1954 and C. N.O. 195h	
1676	438	-
1677	433	ALL THE
1680	370	11/11/-
1700	-	464
1727	10.50	645
1729	473	ter
1730 1734	550	426
1734 3.7kh	220	522
1744 1759	-	561
1772	-	602
1791	-	491
1793	533	
1793 1800	-	597
1822	473 558 - - - 533 - 525	604
1835	525	-
1849	-	618
1853	536	570
1859	498	
1860		570
1864	521	2
1892	507	
1900	526	516
1912 1914	651	568
1917		620
1918	-	538
1920	651	-
1925		571
1952 1970		619
1970	539 623	-
1973	623	-
2010	506	
2029	555	534
2031	222	578
2075 2086	551	2/0
2092	227	592
2094	554	374
2095		615
2100	562	642
2113	-	583
2145	562	-
2147	-	591
2148	-	614
2196	624	613
2205	024	250
2206 2340	61.7	569
2341	041	648
2345	647	636
2346	637	0,0
	-31	

NOTE: - A.F.O.'s subsequent to 900/1954, which are not listed above, can generally be accepted as not applicable, but some may still be under consideration.

Those within the above numbers, subsequently repromulgated, will be included in later monthly cumulative lists.

(Navy Orders 206-655 of 1954, dated 1st June to 27th October, 1954.)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 9th November, 1954.

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

By direction of the Naval Board,

J. E. Bumins

Secretary

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

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SECTION 1 .- ADMINISTRATIVE AND GENERAL

693.

INSTRUCTIONS FOR THE FIRST AIR ARM.

Revised "Instructions for the Fleet Air Arm (Short title "I.P.A.A.")" dated lat September, 1954, effective 15th November, 1954, replace similar Instructions dated lat April, 1949.

(3712/50/92)

SECTION 2 .- PERSONNEL

694.

PETTY OFFICERS' SCHOOL - COURSES -JANUARY TO JUNE, 1955.

With reference to Navy Order 131 of 1951, the following is a forecast of the courses to be carried out at the Petty Officers' School, Plinders Naval Depot, during the period January to June, 1955 :-

Course No.	Commencing		
66	10th January		
67	21st Pebruary		
68	4th April		
69	16th May		

2. Duration of the course is 6 weaks.

(4007/31/36)

695.

PROGRAMME OF EDUCATIONAL TESTS IN THE ROYAL AUSTRALIAN NAVY - 1955.

The following is the programme for Educational Tests in the Royal Australian Navy during 1955 :-

EDUCATIONAL TEST I .-

Tuesday, 15th March, 1955 Tuesday, 26th July, 1955 Tuesday, 22nd November, 1955.

EDUCATIONAL TEST II. -

Tuesday, 17th May, 1955 Tuesday, 29th November, 1955.

HIGHER EDUCATIONAL TEST. -

Monday, 4th April, 1955 to 21 Priday, 8th April, 1955 inclusive. Monday, 17th October, 1955 to Priday, 21st October, 1955 inclusive.

(4017/7/120)

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

696.

master

PROMOTION (OFFICERS) - ZONES FOR PROMOTION FROM SENIOR COMMISSIONED OFFICER (HRANCH LIST) TO LIEUTENANT CR EQUIVALENT RANK.

The zones of promotion of Senior Commissioned Officers (Branch List) to Lieutenant or equivalent rank for the halfyearly selections in the year 1955 lie between a minimum seniority of 5 years as at 1st April and 1st October and a maximum age limit of 52% years. Officers with exactly 5 years seniority on these dates are included in the tone.

The exceptions to this rule are as follows :-

Executive Branch	Selection Date	Minimum Seniority	Meximum Age
Senior Commis- sioned Master-	1. 4.55	3 years (1. 4.52)	52½ years
at Arma	1.10.55	3 years (1.10.52)	52½ years
Supply and Secretariat Branch			
Benior Commis- sioned Writer	200	**	601
Officer Senior Commis- sioned Stores Officer	1. 4.55	18 months (1.10.53)	52½ years
Senior Commis-			
Officer Senior Commis- sioned Cookery Officer	1.10.55	18 months (1. 4.54)	52½ years
		4.7	
Branch			
Senior Commis- sioned Ward-			

All officers eligible.

(The foregoing is the text of A.F.O. 2250/1954 altered to meet R. A. N. conditions.)

(4008/4/59)

R.A.N. CENTRAL CANTEEN FUND.

The following revenue account of the R.A.N. Central Canteen Pund for the period lat July, 1953, to 30th June, 1954, and the Balance Sheet as at 30th June, 1954, are promulgated for information with reference to Navy Order 79 of 1946:

	REVENUE	ACCOUNT	
	£ 8. d.		£ s. d.
To Australian Army Canteen Service Reba Levy on rentals of Canteen Tenants Levy on sales in Service System Canteens including Chief Petty Officers and Petty Officers' Messes Interest on Commonwealth Treasury	501. 3.10	By Repairs to Billiard Tables and Piano Purchase of Accounting Forms Loss on Realization Fixed Assets Freight on Films Petty Cash Expenditure Insurance on Canteen Stores Grants for purchase Equipment R.A.N. Air Station =	206. 9. 3 711.16.10 228.18.11 622. 6. 1 9. 3 411.13. 7
Bonds Interest on Current Account - Commonwealth Savings Bank Insurance Rebates on Account of Canteen Stores despatched to H.M.A.S. TARANGAU Donation from H.M.A.S. CULGOA	est on Current Account - monwealth Savings Hank ance Rebates on Account of teen Stores despatched to A.S. TARANGAU Schofields Flinders Na H.M.A.S. MA Grant to H.M. A.S. MA Grant to H.M. Refund of Ins		400. 0. 0 1,061. 3. 6 498.12.11
		N.S.W. United Services Fund Sports Fund, N.S.W. 133. 9. 5 Sports Fund, F.N.D. 200. 0. 0 Donations - R.A.N. Relief Trust Fund 5000. 0. 0	374. 9. 5
	£17,979, 8, 8	White Ensign Club 400. 0. 0 Pund to send S/A Evans to Empire Games 100. 0. 0 Net Surplus transferred to Accumulation Pund	5,500, 0. 0 7,963, 8.11 £17,979, 8, 8

BALANCE	SHEET (All	amo	unta	adjusted to nearest (£))			
	£	8.	d.		£	В.	d.
Accumulated Funds as at 1. 7.1953	25,575.	0.	0	Pixed Assets -			
Net Surplus for year ended 30th June, 1954	7,964.	0.	0	(Amenities provided for various establ ments - Billiard Tables, Wireless Se Hairdressing, Bootmaking Equipment) Current Assets -	183	0,	0
				Cash at Bank and In Hand Loan to be repaid Balance on Hand R.A.N. Recreational	8,750. 7,000.		
				Film Account Investments -	300.	0.	0
	H. HU.			Commonwealth Treasury Bonds (at cost)	15.779.	0.	0
	£33,539.	0.	0		£33,539.	0.	0

The Accounts of the Fund have been audited by the firm of Martin, Goode, Morris and Toner and the undermentioned certificate given.

I certify that I have sudited the books and accounts of the R.A.N. Central Canteen Pund for the year ended 30th June, 1954, and in my opinion the above Revenue Account correctly sets forth the transactions for the year under review, and the Balance Sheet is properly drawn up and is in accordance with the Books. I have received all the information and explanations that I have required.

(sgd.) C.T. GOODE Commander (8) R.A.N.R. -4

698.

RATINGS - WRITERS - AWARD OF LEDGER CERTIFICATES.

In accordance with A.B.R. 10/1953, Appendix No. 57(F), before advancement to Chief Petty Officer Writer a rating must obtain, whilst serving as Petty Officer Writer or Leading Writer, a certificate that he has kept a rough ledger or section of a rough ledger for a period of three months and has closed and abstracted a ledger or section of a ledger, at the end of a ledger period.

- 2. It has been decided that in future writer ratings of the Able rating may also be awarded ledger certificates.
- 3. A.B.R. 10/1953, Appendix 57, will be amended in due course.

(The foregoing to the text of A.F.O. 232//1954 attered to meet R.A.N. conditions.)

(4002/63/7)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 699.

COOL WATER DRINKING UNITS - SECURING OF HIGH PRESSURE CUT-OUT SWITCH.

It has been decided to replace the 2 in No. 5/16" screws and nuts securing the high pressure out-out switch in cool water drinking units of Messrs. Exersley and Sons Pty. Ltd. manufacture with 2 in No. 2" screws, spring washers and nuts.

- 2. The Officer-in-Charge, R.A.N. Central machinery and Spares Depot is to arrange for all units held to be modified as above before issue. Similar action is to be taken by Overseers and Dockyard Officers for units issued for fitting in ships prior to this Order.
- 5. The modification is to be carried out by ships starrs in ships in commission and reserve.

(3768/14/11)

700.

supersedes DV.263 PIN.

GUNS - Q.F. - 40 mm., MARK 10 - PIN, MARK N2, SECURING CARTRIDGE DEFLECTOR - INTRODUCTION

An improved type of pin securing cartridge deflector has been introduced into Naval Service and will be known as -DV.250 PIN, Mark N2, securing cartridge deflector.

2. This pin has a hexagonal head 1.2 in. across flats instead of a knurled head 1.5 in. dia. with slot, and a reduced diameter in the centre portion for a distance of 6 in. It 3. H.M.A. Ships are to exchange component pins in Mark 10 guns at the first convenient opportunity.

4. R.A.N. Armoment Depote only. - All DV.263 PINS held in stock and returned by H.M.A. Ships are to be reported for disposal on Form N.O.C.M. 16.

(The foregoing is the text of A.F.O. 1071/1954 altered to meet R.A.N. conditions.)

(4428/43/187)

701.

GUNMOUNTINGS - AUTO TESTING AND TUNING -SUPPLY OF INSTRUMENTS.

Instruments for use in Testing and Tuning Gunmounting Auto Systems, vide B.R. 2034, will be issued without demand as supplies become available.

- The allocation of instruments is shown on the Appendix to this Order and the instruments are to be taken on charge on the Ordnance Engineer's List of Fortable Fittings.
- 3. Every care is to be taken to avoid wastage of the special paper used with the Duplex Quick Response Recorder. Records should only be taken in the final stages of tuning.

(4429/199/7)

APPENDIX

Ship or Establishment	Misslignment Meters Typs M.A.47	Portable Dummy Director	Duplex Quick Response Recorder	Remarka
Light Fleet Carriers	2 each	1 each	1 each	La constant
Darings	2 each	1 cach	1 cach	
Battles	2 each	1 each	1 each	
'Q' Class	1 each	2 for m Squadron	2 for a Squadron	m To be held by QUADRANT and QUEENBOROUGH
(for G School)	1	1	1	
P.O.I.C. E.A. (for Auto Testing Team)	1	1	1	
G.M.G.I.	1	1	1	
G.M.W.D.	1	1	1	
G.E.S.O. Sydney	20	2	6	To be drawn
G.E.S.O. Maribyrnong	8	1	3	for 0.G.C.T.'s

THEODOLITES, Watts microptic.

C.S.T. F.N.D. (for 'G' School)

701 - 703

G.E.S.O. Sydney

Are available to be drawn as required for Overall Gunnery

G.E.S.O. Maribyrnong Control Trials.

702.

TORPEDO COMPONENTS - IGNITERS, TORPEDO, MARK 13 -IMPROVISED PACKING.

Igniters, Torpedo, Mark 13, of United Kingdom Manufacture, Lot Numbers 807 to 849 (both lots inclusive) will be issued with improvised packing.

- 2. Owing to a temporary shortage of "Discs, Packing, for Cylinder N1, Mark 1" it has been necessary to use "Liners, rubber, for Press Cap, Cylinder N1, Mark 1".
- 3. The boxes N1, Mark 1, containing these igniters will be stencilled "IMP. PACK".
 - 4. The igniters are fully serviceable in all respects.

(The foregoing is the text of A.F.O. 2531/1954 altered to meet R.A.N. conditions.)

(4433/61/137)

703.

ALTERATION AND ADDITION ITEMS - H.M.A.S. SYDNEY -TORSIOMETERS, PROPELIER SHAFT - GUARD PLATE.

The following alteration and addition item is approved in principle for H.M.A.S. SYDWEY:-

Class List Item No. 263

Classification 'A'

Item: "To fit wider guard plates with hinged doors for access to brush gear and slip rings in accordance with Navy Office Drawing No. 1001/883."

Compensating Weight Required: Nil.

References:

- (1) Navy Office Drawing No. 1001/883.
- (11) Admiralty Fleet Order 1003/1954.

(3771/11/87)

704-

ALTERATION AND ADDITION ITEMS - SURVEY TENDER -H. M. A. S. WARREEN.

With reference to Navy Order 424 of 1953, Part 111, paragraph 3, the following alteration and addition item is hereby re-promulgated.

- 2. On receipt of this Order, previous records of alteration and addition items are obsolete and are to be retained for record purposes only. Any future reference to the alteration and addition item promulgated herein is to be by the new number only. However, to facilitate reference to the old number and in this instance only, the old number is shown in brackets after the new number. The old number should not be entered in Form A. S. 345 (Fair Copy).
 - 3. Class Item No. 50 (8) Classification 'A'

Item: Davits (one pair) to be manufactured and fitted with outreach and height modified to suit (similar to those shown in Navy Office Drawing No. 153A/85A, copies 1 and 2).

Compensating weight required: Nil.

References: (a) Navy Office Letter 60389 of 22/4/54.

- (b) WARREEN's 10/1/53 of 7/7/54.
- (c) E.A. 2252/505/1/15 of 30/7/54.

(4287/25/50)

705.

25' MOTOR CUTTERS - POLICY.

It has been decided to adopt the Kelly and Lewis V.E.C. 2M, 12-14 H.P. 2 cylinder diesel engine as the standard engine for installation in 25' motor cutters. It has been decided also as a matter of policy that every 25' motor cutter in the Royal Australian Navy should be fitted with keel cooling and for Robinson's disengaging gear. However, in the interests of economy, keel cooling should only be fitted to boats with Kelly and Lewis or Dorman 2DSM engines.

- 2. The previous standard engine, the Dorman 2DSM, 18 obsolescent, but for boats at present fitted with this engine, it is expected that spares will be available which, together with the spare engines held in store, will enable satisfactory maintenance to be carried out for a number of years.
- 3. Other boats are fitted with a variety of engine types and it is intended to instal Kelly and Lewis engines when existing engines are beyond economical repair.

4. To facilitate maintenance, the two boats supplied to each Daring, A.S. Frigate (Converted Fleet), Battle and Tribal Class Destroyers are to be fitted with similar engines. Accordingly, Darings are to be supplied with boats fitted with Kelly and Lewis engines. A.S. Frigates (Converted Fleet) and Battle and Tribal Class Destroyers are to be supplied with boats fitted with Dorman 2 DSM engines.

- 5. For boats under construction, instructions have been issued for their fitting with keel cooling and for Robinson's disengaging gear. Boats in store in which a Kelly and Lewis or Dorman engine is installed are to be fitted with keel cooling and for Robinson's disengaging gear before issue.
- 6. Separate instructions will be issued to ships in service with 25' motor cutters which are not fitted with keel cooling and/or Robinson's disengaging gear for the return of these boats for replacement when replace boats are available.

(3211/3/147)

706.

FUEL - BLENDING OF FUEL OILS IN H.M.A. SHIPS.

One of H.M. ships has recently acquired by local purchase a quantity of Gas oil for blending on board with Commercial heavy fuel to produce a grade approximating to Admiralty Furnace Cil.

Blending of Gas Oil and Heavy Furnace Fuel Oil cannot be satisfactorily carried out on board H.M.A. ships and this course may give rise to difficulties due to the incompatibility of the component fuels. Such blending is not to be attempted in H. M. A. Ships.

(A.F.O. 2442/54 is cancelled.)

(The foregoing is the text of A.F.O. 2778/1954 altered to meet B.A.N. conditions.)

(3531/5/187)

707.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART C) -CROWBAR - INTRODUCTION OF NEW PATTERN.

A new type of Crowbar with bent and straight chisel point, 2 ft. 11 in. long, has been introduced for general purposes and for use on Trailer Pumps as follows :-

Ships' Accounting Clessification Class and Pattern Description Group No.

Blic H5327 Crowbar with bent and straight ohiael point, 2 ft. ll; in. long

Consumable.

Services Aircraft Carriers

R. A. N. Air Station, Nowra R. A. N. Air Station, Schofields H. M. A. Naval Dockyard, Garden Island H. M. A. Naval Dockyard. Williams town S. A. R. Craft Defence Schools -

H. M. A. S. PENGUIN H.M.A.S. CERBERUS

2. Pinch bar, Pattern H143, will accordingly be rendered obsolescent. Stocks should continue to be used until

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O. 2480/1954.)

(4506/12/227)

708.

709.

exhausted.

NAVAL STORES (GENERAL) (CLASS E, GROUP 4) - CAMP BEDS -TRANSFER TO VICTUALLING STORES.

As from 1st January, 1955, camp beds, which have hither-to been supplied to H.M.A. Ships and Establishments as Naval Stores, will become Victualling Stores. On that date all stocks of camp beds held in H.M.A. Ships and Establishments should be transferred from the Naval Store account to the Loan Clothing account and thereafter demands for this item are to be placed with a Victualling Yard.

- 2. Transfer of camp beds will be without financial adjustment and accounting vouchers, A.S. 549, prepared as indicated in B.R.4, Article 57, should be endorsed accordingly, quoting this Order as authority.
- 3. Separate arrangements are being made regarding the transfer of stocks between Dockyards and Victualling Yards.

4. The relevant publications will be amended.

(The foregoing is the text of A.F.C. 855/1954 altered to meet R.A.N. conditions.)

(4512/40/160)

NAVAL STORES (GENERAL) - EXPLOSIMETERS, PATTERN 32074 -ALLOWANCES.

The allowances of Pattern 32074 Explosimeters in the Royal Australian Navy have been determined and are as follows :-

> 1 per gasoline control compartment, plus one spare per ship. 2 No. 1 No. 2 No. (Includes 1 No. for use in Dockyard Laboratory) I No. 1 No. per craft

Allowances

I No. 1 No.

711

2. Demands to complete to the above allowances should be lodged with the appropriate (Superintending) Naval Store Officer for necessary action in regard to supply. Other types (e.g. McLuckie Gas Detectors or Pattern 34766 Explosimeters) which have been supplied in the past should be retained by the Services holding them, in lieu of allowances of the new pattern, until they become unservice-

(The foregoing is the text of A.P.O. 1263/1954 altered to meet R.A.N. conditions.)

(4518/15/204)

710.

NAVAL STORES - RETURNED FOR SUBVEY IN DAMAGED CONDITION OR WITH COMPONENTS MISSING.

Instances have occurred where important components have been removed from major units of equipment, viz. A/S, W/T, Radar, etc., to provide replacements and spares for similar equipment.

- 2. As a general rule, all permanent Naval Store items should be returned to store complete as the absence of important components frequently renders the cost of repairs excessive.
- 3. If exceptional circumstances necessitate the removal of components from complete units, Naval Board approval should be sought, and the requisite conversion vouchers invariably raised to take the components on charge as separate items.
- 4. When stores are damaged and are being returned to store for survey a suitable explanation as to the cause of the demage, with the date and particulars of any unusual injury are to be furnished in column 10 of Application for Survey (Form A.S. 331).
- 5. In the event of loss or damage being due to neglect or misconduct, action should also be taken as indicated in the Naval Storekeeping Manual (B.R.4), Articles 70 and 71.
- 6. Navy Orders 142 of 1946 and 176 of 1948 are hereby cancelled.

(4501/1/8)

711.

NAVAL STORES (TECHNICAL) - RADIO TRANSFORMERS TRANSDUCTORS AND CHOKES - TRANSFER FROM PERMANENT TO CONSUMBLE CATEGORY.

Radio transformers, transductors and chokes of the patterns detailed in the Appendix to this Order at present listed as Permanent Naval Stores under Class P. Group 1A. Part 1, are now to be regarded as consumable.

- 2. Naval Store accounts should be adjusted as indicated in B.R.4 (Naval Storekeeping Manual), Article 109(c).
- 5. To obviate unnecessary expenditure, superficial damage to any of the transformers, transductors and chokes detailed should continue to be corrected on board. This will include general reconditioning, drying-out of damp transductors, replacement of broken fixing feet, etc. Where services are unable to effect their own repairs, items damaged in this way are to be returned to Storing Yards, through the Supply Officer, in accordance with Article 41A(6) of B.R.4, Naval Storekeeping Manual. Forms S. 331 covering the return of the articles should be endorsed "For reconditioning".

4. Radio "E" Lists, B.R. 1924 (General Radio Spares List) and B.R. 1979 (Alphabetical List of Consumable Naval Stores) are being emended.

(The foregoing is the unaltered text of A.F.O. 2348/1954.)

(4519/1/215)

APPENDIX

Transformers	Transformers	Transformers	Transformers
W. 2658A	66557A	67941-2	68978
W.5530A	66626A	67978	68979A
57239A	67110-9	67994-6	68980A
57703B	67121-24	68096	68981-8
57703C	67127-30	68238	and the second second
60721-2	67171-3	68250-62	Transductors
60730-1	67179	68263A	67302-15
60741-3	67183-4	68265-9	413011-13
60746	67187A-8A	68282-7	Tarris .
60761	67189	68333-4	Chokes
60767	67190A-7A	68337	60732
60779	67198	68363-8	60744-5
60816	67199A-207A	68641-2	60817-8
61015-9	67208	68651	61014
61031	67209A	68781	61175-6
61048	67210	68782A-4A	61202
61079	67211A/B	68785	61407
61086	67212-4	68786A-8A	61467A-8A
61088	67215A 67216-27	68789	61499-500
61165-74	67216-27	68790A-5A	66340-2 66344-5 67105-9
61222-4	67229-32 67233A	68796-7 68798A	66344-5
61400-6	67233A	66700 CA	67105-9
61464-6	672724	68799-601 68802A 68803-17	67228
61503	67273-301	68803-17	67378_82
61539	67234-71 67272A 67273-301 67316-71	68818A-21A	67912
61495-8 61503 61539 61631	67375 67378-81 67383 67649-57 67663-70	68822-49	67316-69 67378-82 67912 67914
61638-9	67378-81	68851-77	Ps. / G 1 / m/5
61645	67383	68879-83	68239
61659-61	67649-57	68884A	68239 68336 68850-76
61674	67663-70	68885-9	68850-76
61638-9 61645-61 61674-61 61676-61	67820	68927-8	58928
61678-9	67913 67915-6	68940 68965-6	68966
61678-9 65561B 6646A	67915-6	60070-6	68972-76
MOHON	67919	68972-7	68995

712.

STRETCHERS - STOKES LITTER TYPE - ALLOWANCES.

The following are the revised allowances of Stokes Litter Type Stretchers to H.M.A. Ships and R.A.N. Air Stations :-

Ship or Establishment	Allowance
Light Fleet Carriers Cruisers	36 No.
Daring Class Ships Destroyers (Battles and Tribals)	4 "
Frigates (all Classes)	2 "
Ocean Minesweepers (Bathurst Class) S.A.R. Craft	2 "
R. A.N. Air Stations	12 "

2. Demands to complete to the above allowances should be lodged with the appropriate (Superintending) Neval Store Officer. Dormant demands for H.M.A. Ships in Reserve, or undergoing construction, modernization or conversion will be prepared by the Storing Yards concerned.

3. The Lists of Special Allowances of Naval Stores for H. M. A. Ships concerned and the Establishments of Naval Stores for the R. A. N. Air Stations will be smended in due course.

4. Navy Order 36 of 1946 is hereby cancelled.

(4514/21/166)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY

FORMS AD. 495 - REPORTS OF DOCKING - METHOD OF COMPILATION.

It has become evident, from an examination of forms which have been recently rendered, that confusion exists as to the correct method of compiling Forms AD.495 - Report of Docking. When these forms are next reprinted, revised instructions will be included. As however, large stocks of the forms are at present held, instructions are appended to this Order to essist Officers when using the present forms.

- 2. It is emphasized that accurate information on the performance in service of underwater paints is essential for the proper evaluation of their worth. Care should thus be taken that the Porms AD. 495 (Inside) are completed, and that amplifying reports, as necessary, are included on the back of the inside sheet.
- 3. Attention is also drawn to the necessity, at any one docking, of raising Forms AD. 495 (Inside) recording the preparation and repainting carried out "at this docking", in addition to the preparation of forms recording the method of preparation and paints applied "at last docking", and completing these latter forms with the performance as assessed "at this docking". It is not correct to prepare only one sheet AD. 495 (Inside) detailing both the report on compositions applied "at this docking" and the behaviour of the composition applied "at last docking".

4. It should also be observed that, under section IX of the report, all work considered necessary at next occasion of docking is to be included.

REVISED INSTRUCTIONS:

- 1. Four copies of this report are to be completed by dockyard officers on each occasion of docking. Distribution (after undocking): first, second and third copies, respectively, to the Secretary, Neval Board, Ships Administrative Authority and Ship (for insertion in Captain's Ship's Book). Fourth copy to be retained by dockyard.
- 2. If ship is docked in a private or foreign-owned dockyard this report is to be completed by the Naval Overseer or, when no overseer is present, by Ship's Officers. Distribution: first, second and third copies, respectively, to the Secretary, Naval Board, Ship's Administrative Authority and dockyard at which ship is normally docked. Fourth copy, to be inserted in Captain's Ship's Book.
- 3. With this report of docking are to be included copies of sheets AD.495 (Inside) as necessary. A sheet AD.495 (Inside) is intended to show a complete record of the performance of a paint system. It should show how the surface is prepared, what paints are applied and how they performed. The performance can only be assessed at the docking subsequent to application. At any one docking, it is necessary to fill in forms showing the method of preparation and paints applied at the previous docking (available from the last docking report) and to complete these sheets with the performance as observed at this docking. A second set of sheets is necessary to record the preparation and repainting carried out at this docking, the performance of which will not be assessed until next docking.

A separate inside sheet should be used for each area to which a different paint system is applied. In addition Where the subsequent behaviour of any area necessitates it, further sheets should be used to describe the behaviour of each area where the performance differs from other areas Similarly prepared and painted.

4. Before undocking, the Captain of the vessel being docked is to forward to the Dockyard concerned the information required for page 2 of the form. When the report of docking is prepared by the Naval Overseer (vide paragraph 2 hereof) the information is to be forwarded to him.

(3526/12/1138)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 16th November, 1954.

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

By direction of the Naval Board,

F. T. Buumins
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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SECTION 1 .- ADMINISTRATIVE AND GENERAL.

714.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

The principles on which ships of the Royal Austrelian 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 -

- Aircraft Carriers working up prior to joining the Fleet, vide Navy Order 412 of 1952, paragraph 10.
- (11) 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 -

- Aircreft Carriers working up prior to joining the Fleet, vide Navy Order 412 of 1952, paragraph 10.
- (11) 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 Tenth Destroyer
 Squadron and the First
 Frigate Squadron, operational
 control of which will normally
 be delegated by F.O.C.A.F. to
 Captain(D), Tenth Destroyer
 Squadron and to Captain (F),
 First Frigate Squadron,
 respectively.
- (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 Australian Area.
- (vi) New construction vessels while undergoing trials.
- (vii) H.M. Submarines which are operated by Commander S/M.4 for F.O.I.C., E.A.

2. Ships administered by the Flag Officer Commanding H.M.A. Fleet, form H.M. Australian Fleet in accordance with Consolidated Orders and Regulations, 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 organisation of H.M.A. Ships in commission is as follows:-

Ship	Administration	Operation
Light Fleet Carriers		
SYDNEY VENGEANCE	F. O. C. A. F.	F. O. C. A. F.
Destroyers 10th Destroyer Squadron		
TOBRUK (D.10)	H	н
ANZAC	-11	
ARUNTA WARRAMUNGA	300	
Frigates 1st Frigate Squadron		
QUADRANT (F.1)	.11	ii
SHOALHAVEN	"	
MURCHISON	11.	11
HAWKESBURY	#	
CONDAMINE	ALTON COLUMN	
Surveying Ships		
BARCOO	F. O. I. C. , E. A.	A. C. N. B.
WARREGO		
WARREEN JABIRU	William School	111111
Ocean Minesweepers		
WAGGA	P.O.I.C., E.A.	F. O. I. C. , E. A.
COOTAMUNDRA	MOTO WA	NOTC WA
FREMANTLE JUNEE	N.O.I.C., W.A.	N. O. I. C., W. A.
GLADSTONE	C.S.T., F.N.D.	C.S.T., F.N.D.
Boom Working Vessels		
KANGAROO	PENGUIN	F.O.I.C., E.A.
KOALA	N. O. I. C. , W. A.	N. O. I. C. , W. A.
KARANGI	N. U.I. U. y W. A.	THE COUNTY OF A MANY
S.A.R. Craft		
AIR MASTER	R.N.O., Jervis	
AIR TRAIL	11	
AIR MERCY		

Ship	Administration	Operation
Miscellaneous SPRIGHTLY WOOMERA	PENGUIN	A.C.N.B.
Submarines TELEMACHUS	F. O. I. C. , E. A.	8/M.4 for
THOROUGH TACTICIAN		F.O.I.C., E.A.

NOTE: - Copies of reports of trials of armament and fitting of new and reconstructed or modernised frigates and above are to be forwarded to F.O.C.A.F.

6. Navy Order 235 of 1953 is hereby cancelled.

(3031/13/212)

SECTION 2 .- PERSONNEL

715.

COURSES - RATINGS - SEAMAN BRANCH - JANUARY TO JUNE, 1955.

The following is a forecast of the commencing dates of courses to be held at 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, and Signal School, Flinders Naval Depot, during the period January to June, 1955:

Gunnery School.	
G. I.	28th February
Q.R.2	9th May
G.L.1	4th April
R.C.1	7th February
R. C. 2	10th January
Q. A. 1	23rd May
Q.A.2	14th February
Q. A. 3	28th March
C. A. 2	11th April
C. A. 3	24th January
Gunnery Office Writer	17th January
3rd Class Gunnery Courses	10th February (2 classes) 21st February 11th April

Gunnery School. (Cont'd.)	
N.S. 3rd Class Gunnery Courses	10th Jenuary 21st February 18th April
T. A. S. School.	
T.A.S.I. (ex U.C.1)	31st January
U.C.2	7th February 14th Merch
U.W. 2	28th February
U.C.3	{10th Jamary 16th May (R.N.Z.N.)
U.W. 3	16th May (R.N.Z.N.)
U.C.3 Refresher Course	10th January 14th March
U.W. 3 Refresher Course	10th January 7th February
Diver 2	9th May
Diver 3	24th January
National Service U.C.3	12th April
U.W. 3	18th April (2 classes)
P.T. School.	and the second of the
P.T.2	7th March
N. D. School.	
R.P.1	17th January
R.P. 2	7th February
R.P.3	10th January 28th March
Navigator's Yeoman	24th January 2nd May
R.P. 3 Refresher Course	7th March
National Service R.P.3	18th April
Boom Training School.	
B.T.1	23rd May
B.T.2	7th March
B.T.3	10th January

5.1.	25th April
Yeoman	. 17th January
Leading Signalman	17th January
W.I.	16th May
P.O. Telegraphist	17th January
Leading Telegraphist	17th January 2nd May
Telegraphist (S)	11th April.

716.

UNIFORM BADGES - NAVAL RATINGS INCLUDING W.R.A.N.S.
Navy Order 435 of 1953 is to be smended as follows :-

Appendix "A".

After Rating Observers Observer's Plying Worn on the left cuff or left breast according to the uniform.

Insert -

Aircrewman (T), (A) Telegraphist Air Worn on the left or (S) Gunner's Badge cuff or left breast according to the uniform.

Appendix "B".

After - N.192 - Rating Observer

Insert - N.195 - Aircrewmen (T), (A)
or (S).

(4532/12/129)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES

717.

FIRE CONTROL - C.R.B.F. DIRECTORS AND S.T.A.A.G. MOUNTINGS - DESICCATOR UNIT.

Reports from sea show that the dimness of the illumination of the aimers reflector sight is being caused by failure to maintain power on the Desiccator Unit. It is essential, therefore, to ensure that neither the individual switch for the Desiccator Unit on the mounting, nor the main supply to the mounting are interrupted.

(The foregoing is the unaltered text of A.F.O. 2593/1954.)

(4429/42/97)

718.

AMMUNITION - FUZES, IGNITERS, PRIMERS, TRACERS AND TUBES - FUZES, DRILL, FRAGILT, MARK N.1.

A limited supply of fuzes, drill, fragile, Wark N.1, as introduced by Admiralty Fleet Order 54/1953, is now available.

- 2. An initial allowance of one complete fuze drill fragile Mark N.1 per drill shell plus 50% spare has been approved for ships mounting Q.F. 4.5". Q.F. 4.7" and Q.F. 4" Mark 16% juns (except A.S. Frigates (Modified River) and O.M.S.).
- 3. An allowance of 108 complete drill fuzes has been approved for Flinders Naval Depot.
- 4. Demaged fuzes are to be returned to S.A.S.O., Sydney, and replacements demanded.
- 5. Supply of initial outfits will be made without demand.

(4433/141/163)

719.

AMMUNITION - PROPELLANT - LANDING - DESTRUCTION - REPORTS.

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing these lots or sub-lots are to be returned to the nearest Naval Armament Depot as early as practicable. Commanding Officers of H.M.A. Ships who are unable to comply within three months from the date of this Order are to report the fact specially to the Naval Board for instructions.

Propellant Lot or sub-lot No.	Propellant nature	Nature of gun ammunition which may be involved
RNC 229	90 122	B.L.6-in., Q.F. 4.7-in.
RNC 829	HSC/T 124-058	(S.L.); Q.F. 4.5-in. Q.F.12-pdr.; Q.F. 6-pdr; Q.F. 2-pdr.
RNC 264XA	SC 140	B.L. 6-in; Impulse
RNC 898XA RNC 899XA RNC 2149XS	HSC/T 124-058) HSC/T 124-058) SC 103	Torpedo. Q.F.12-pdr.; Q.F.6-pdr.; Q.F.2-pdr. B.L. 6-in.; Q.F. 4-in.; Q.F. 4.5-in.
RNP 1011XH	NF 052	Q.F. 4.7-in.; Q.F. 4-in;
WA 13540 WA 13721XA WA 13876XB	NA 029) NA 029) NA 042)	Q.F. 12-pdr. Q.F. 4-in.

- 2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 53, B.R. 862A.
- 3. Separate instructions have been issued to R.A.N. Armament Depots.

(The foregoing is the text of A.F.O. 2595/1954 altered to meet R.A.M. conditions.)

(4433/51/196)

720.

GUNS - 0.F., 40-MM., MARKS N1/4, 4, 4/1, 9, 10 AND 11 COVERS OPERATING, MARKS 4, N5 AND 6 AND LEVERS, SAFETY,
PART 1, MARK 2 - PLUNGER, CLOSING CATCH LEVER AND
PLUNGER, SAFETY LEVER - CHECK FOR ADEQUATE ENGAGEMENT.

A gun failure has been caused by DV 265 PLUNGER, closing catch lever failing to engage its hole in the operating cover, thus permitting the cover to fall out. The engaging portion of the plunger was too short.

2. The following covers in service are therefore to be checked to ensure that the protrusion of each plunger in its engaging hole is between 2.5 and 3.5-mm. :-

DT 186 COVER, operating Mark N5 - Assembly

DT 095 COVER, operating Mark 4, left gun - Assembly

DT 160 COVER, operating Mark 4, right gun - Assembly

DT 108 COVER, operating Mark 5, left gun - Assembly

DT 173 COVER, operating Mark 6, right gun - Assembly

DT 173 COVER, operating Mark 6, right gun - Only,

It is also essential that DV 252 PLUNGER, safety lever, should engage in position and the following lever is to be checked to ensure that the associated plunger of the lever has a protrusion of 2.5-mm. to 3.5-mm.:-

DT 804 LEVER, safety, part 1, Mark 2 .. . All guns.

Any plungers below 2.5-mm. are to be exchanged at the nearest R.A.N. Armament Depot.

- 3. The Mark N1/4 gun is used only by Commonwealth Navies.
- 4. R.A.N. Armament Depots only.- Stocks of DV 252 and DV 265 PLUNGER are to checked for length of 2.5 to 3.5-mm. at the 5.5-mm. diameter portion. Any below 2.5-mm. are to be scrapped together with those received from service for replacement.

(The foregoing is the text of A.F.O. 2530/1954 altered to meet R.A.N. conditions.)

(4428/43/213)

721.

DIVING - LADDERS, PATTERN NO. 565 - MODIFICATIONS.

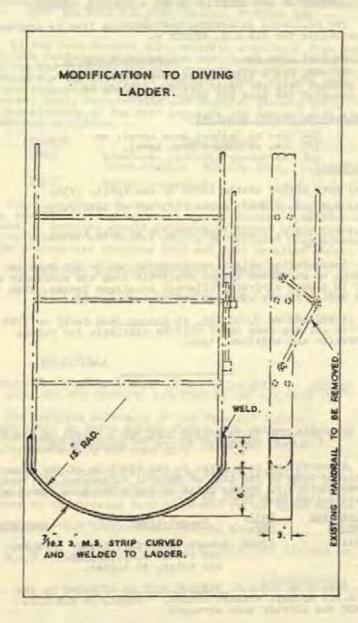
Experience has shown that the present design of Pattern 565 Diving Ladders is unsatisfactory, because :

- (a) A diver's life line or air pipe may become foul between the lower side extensions of the ladder.
- (b) A diver may be injured by one of these side extensions during ascent.
- (c) The handrail is seldom used and has proved to be unnecessary.
- 2. The following modifications have, therefore, been introduced :-
 - (a) A curved steel strip is to be welded to the lower side extensions of the ladder to form an inverted arch on the bottom of the ladder.
- (b) The handrails are to be removed.
- 3. Arrangements should be made for all existing Diving Ladders to be modified by ship's staff as shown in Navy Order 721 of 1954 Diagram.

(The foregoing is the unaltered text of A.P.O. 2598/1954.)

(4512/101/58)

Nevy Order 721 of 1954 Diagram



722.

ALTERATION AND ADDITION ITEMS - H.M.A.S. SYDNEY.

The following alteration and addition item is approved in principle for H.M.A.S. SYDNEY :-

Class List Item No.

Classification "A"

"To fit a circulating pump in the after gallery deck hot water system, similar to those on the main hot water system",

Compensating Weight Required .-

360 lbs. at Gallery Deck Level, or 700 lbs. at Hanger Deck Level.

References .-

- (a) Navy Office letter 10609 of 2nd April, 1954.
- (b) H.M.A.S. SYDNEY letter 17/3/147 of 14th July, 1954.
- (c) F.O.C.A.F.'s A.F.1459/1901/10 of 24th August, 1954.
- Compensating weight requirements can be met from the balance of surrender weight available from the surrender of four in number Aircraft Tailwheel Outrigger Tracks, vide Navy Office letter 29621 of 6th September, 1954.
- 3. A balance of 3,250 lbs. at hanger deck level or 1720 lbs. at gallery deck level will be available for future alteration and addition items.

(4278/1/39)

723.

ECHO SOUNDING INSTALLATION TYPE 765 - SUPPLY OF SPAKE ROTARY CONVERTER TO H.M.A. SURVEY SHIPS.

Approval has been given to the addition of the undermentioned item to the List of Special Allowances of Naval Stores for H.M.A. Survey Ships as spare for Echo Sounding Installation, Type 765 - BJ -

Group No. Description Quantity

Flair A2916 Rotary Converter, input 1 No.
220 volts, D.C., output
230 volts, 50 cycles.

2. Supply to H.M.A.S. WARREGO will be effected by the S.N.S.O., Sydney, without demand. Supply to H.M.A.S. BARCOO has already been arranged.

(4518/11/198)

724.

NAVAL STORES (GENERAL) (CLASS F, CROUP 3B) - ARMATURES, EAST AND WEST FOR CYRO-COMPASS, PATTERN 2005 -RATIONALISATION.

It has been decided that separate armatures, East and West, are no longer required for Gyro-Compasses, Pattern 2005 and the drawings for this compass are being amended to allow for the fitting of Armature, West, Pattern 2866, and the associated Support, Pattern 2867, in place of Armature, Mast, Pattern 2864 and Support, Pattern 2865. The descriptions of the West Armature and Support will also be amended as follows:

Pattern Description

2866 Armature, pick-up, assembled, for Gyro-Compass, Pattern 2005.

2867 Support armature.

- 2. Armature, East, Pattern 2864, and its Support, Pattern 2865, are therefore obsolescent and no further purchases will be made. Services should continue to demand these items for replacement, and stocks should be utilised before issue of the alternative Patterns 2866 and 2867 detailed above.
- The relevant publications will be amended.
 (The foregoing is the unaltered text of A.F.O. 2484/1954.)

(4518/37/129)

725.

TECALMIT SPRAYERS PATTERN 4760 - ALLOWANCES TO CHETAIN CARRIERS AND FRIGATES A.S. TYPE 12 AND A.S. TYPE 15.

The existing allowance of one Tecalmit Sprayer, Pattern 4760, to ships fitted with A.F.C. table, clock or H.A.C.S. table has been amplified to include "C.R.B.F. directors or A.F.C. box Mark 10".

- 2. Ships concerned in commission should demand a aprayer, if not already on board, from their Storing Yards. Supply to ships under construction or conversion will be arranged by the Storing Yard concerned in the usual manner.
- 3. The relevant publications will be emended.

(The foregoing is the text of A.F.O. 2353/1954 altered to meet R.A.N. conditions.)

(4505/88/109)

SECTION 4 .- DENTAL STORES, MEDICAL STORES, VICTUALLING

726.

726

S.A.R. CRAFT - EMERGINCY AND RESERVE RATIONS.

The following reserve victualling stores and emergency rations are to be maintained on board all S.A.R. Craft or Craft held wholly or in part for search and rescue duties :-

Reserve Rations	
Item.	Quantity per member
Corned Beef	12 018.
Baked Beans	8 928.
Canned Soup	10 028.
Biscuit	24 ozs.
Canned Sausages	8 028.
Canned Cheese	8 038.
Jam	2 ozs.
Concentrated Hardened Butter	3 ozs.
Sugar	5 oza.
Unsweetened Condensed Milk	5 058.
Tea	1 ozs.
Canned Fruits	2 01.
Tomato Sauce	8 ozn.
The state of the s	1/3 btl.
Rations for Rescued Personnel	
Item.	Quantity.
Canned Self-heating Soup	4 1bs.
Tea	1 10.
Cocoa	1 16.
Unsweetened Condensed Milk	6 cans
Sugar	4 1bs.
Clothing for Rescued Personnel	
Item.	Quantity.
Jerseys, white	3 No.
Trousers, seamen's	3 pairs
Underclothes	3 sets
Socks, woollen	3 pairs
Blankets, loan	6 No.

In addition, an adequate supply of fresh water is to be maintained in all such craft.

- 2. Reserve rations for S.A.R. Craft, representing two days' requirements for each member of the crew, are provided for crews when isolated from regular supplies or when weather or other conditions are such as to warrant their expenditure.
- 3. Emergency rations for Rescued Personnel are maintained solely for succouring rescued personnel, and are intended mainly to meet the primary need for a hot drink even when weather conditions preclude the preparation of hot drinks by the usual means.

4. All rations are to be packed in a scaled outer container or containers. In the case of items such as sugar and tea, special packing should be obtained as necessary.

It is essential that all necessary measures be taken. for the care and preservation of reserve and emergency rations, and that stocks are "turned over" every six months. The contents of any container should be returned to store after being broached, or after a period of six months from date of issue, and a complete container drawn in replacement.

- 5. Clothing for Rescued Personnel is to be packed in locked boxes, and is to be inspected regularly.
- 6. Any provisions expended in the circumstances referred to in paragraphs 2 and 3 hereof are to be regarded as extra issues and dealt with under the provisions of Consolidated Orders and Regulations, Article 423 (2).

(4476/2/11)

SECTION 6 .- SHORE ESTABLISHMENTS

727.

FREIGHT (SEA AND AIR) - SHIPMENT OF PRIVATE SEFECTS (UNACCOMPANTED).

The practice of describing private effects for shipment as Naval Stores is to cease, and they are to be shown on shipping documents as -

- (a) Personal effects (residual or unaccompanied baggage), or
- (b) Furniture and/or Household Effects.
- 2. The Shipping Officer is responsible that baggage despatched by commercial freight is suitably cased, but consignments by H.M.A. Ship or R.A. F.A. need not be enclosed in outer wooden cases unless frail. Household effects should slways be cased. All packages and relevent shipping documents should show the package number, owner's name and consigning address.

(The foregoing to the text of A.F.O. 2498/1954 altered to meet R. A. N. conditions.)

(4680/1/11)

728.

NAVAL STORES (MOTOR TRANSPORT) - PRECAUTIONS WHEN REMOVING RADIATOR CAPS OF PRESSURIZED COOLING SYSTEMS.

A number of motor vehicles in use in the Royal Australian Navy is fitted with pressurized cooling systems to enable engines to be operated at higher temperatures. The pressure is usually between 3 and 7 lbs. per square inch above normal atmospheric pressure and the correct pressure is maintained by means of a pressure relief valve incorporated in the radiator filler cap.

C.N.Os.730-740/54

2. As the boiling point of water is raised from 212°F to 239°F by an increase of 10 lbs. per square inch above atmospheric pressure the temperature of water in pressurized cooling systems can be above 212°F without boiling but the water will boil furiously on release of the pressure.

3. Attention is drawn to the necessity in order to prevent scalding or other injury to personnel, for caution when removing the radiator caps of vehicles fitted with pressurized cooling systems. The radiator cap should be undone slowly to allow the pressure to be released through the radiator overflow pipe prior to the complete removal of the cap.

(The foregoing to the text of A.F.O. 2306/1954 altered to meet R.A.N. conditions.)

(4737/4/438)

SECTION 7 .- CANCELLED LIST

729.

CANCELLATION OF NAVY ORDERS.

Navy Orders 252 of 1941; 125 of 1942; 409, 457 and 549 of 1943; 67, 197, 265 and 496 of 1944; 36, 82, 89, 306 and 346 of 1945; 23 of 1946; 32, 98, 194, 217, 251, 283, 346 and 378 of 1947; 384 of 1950; 33 and 344 of 1951; having been sufficiently promulgated or no longer applicable, are hereby cancelled.

(3712/120/2)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 23rd November, 1954.

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

By direction of the Naval Board,

J. E. Summins

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. Subject

SECTION 1 - ADMINISTRATIVE AND GENERAL

730 Aviation - Observer and Aircrewmen School - Terms of Reference.

SECTION 2 " PERSONNEL

- 731 Aircrew Entry Selection of Ratings for Training as Pilots or Observers.
- 732 Courses Executive Officers Victualling Duties in Small Ships.
- 733 Courses Eatings Electrical Branch January to June, 1955.
- 734 Courses Regulating Branch January to June, 1955.
- 735 Victualling Stores Clothing Introduction of New Pattern Cotton Singlets.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

- 736 Anti-Submarine Pattern A.2498, Test Unit for Asdic Bearing Becorders - Revised Instructions for Use.
- 737 Alteration and Addition Items Boom Defence Vessels.
- 738 Naval Stores (General) Methylated Spirit Limitation of Ready Use Stowage.

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

- 739 Form A.S.5 Requisition for Money Revision and Reprint 1954.
- 740 Short Leave Cards.

SECTION 1 .- ADMINISTRATIVE AND GENERAL

730.

AVIATION - OBSERVER AND AIRCREWMAN SCHOOL - TERMS OF REFERENCE.

The Observer and Aircrewman School is located at the Royal Australian Navy Air Station, Nowra, N.S.W.

- 2. The school is to be known as "The Observer and Aircrewmsn School" and the Officer-in-Charge is responsible for the execution of the school's task to the Captain, R.A.N. Air Station, Nowra.
- 3. The general functions of the Observer and Aircrewman School are as follows:-
 - (a) To provide such training courses in Observer and Aircrewman matters as may be directed by the Naval Board. (See paragraph 4 hereof).
 - (b) To act as an advisory authority on all aviation duties, except photographic, performed by Observers.
 - (c) To provide basic Operational Training for Observers and Aircrewmen (T), (A), (S).
 - (d) To work in close co-operation with the Australian Joint Anti-Submarine School, Nowra, in the development of Naval Anti-Submarine aircraft tactics and equipment, and in the associated training of Observers and Aircrewmen.
 - (e) To carry out any suitable trials on the Australian Joint Anti-Submarine School's behalf.
 - (f) To liaise with the Officer-in-Charge, Naval Signals School, H.M.A.S. CERRERUS, on common air signal matters,
 - (g) To act as an advisory authority on the user aspect of airborne radio and radar.
 - 4. The training commitments will include :-
 - (a) All the basic operational stages involved in the training of R.A.N., R.A.N.V.R., and British Commonwealth Officers and Ratings qualifying as Naval Observers or Aircrewmen.
 - (b) Refresher training for Observers and Aircrewmen.
 - (c) Conversion and familiarisation on new types of Anti-Submarine radar and radio equipments, and on A.I. radars, somer, and electronic detection devices, normally operated by an Observer or Aircrewman.
 - (d) Familiarisation courses in air radar operating for concerned specialist officers.

5. The flying task will be met by No. 851 Air Squadron.

6. The school is to carry out any technical and tactical trials of Naval aircraft and their equipment which may be directed. For the purpose of such trials the school is permitted to carry out minor modifications (in accordance with R.A.N.A.W.M. 218) of aircraft and equipment applicable to air Anti-Submarine operations.

7. All correspondence and signals for the attention of the Observer and Aircrewman School should be addressed to the Captain, R.A.N. Air Station, Nowra, N.S.W.

5. The Captain, R.A.N. Air Station, Nowra, is authorised to communicate direct with the Air Warfare Organisation and Training Division, Navy Office, and with similar establishments of the Royal Navy, on matters solely concerned with training at the school. All matters of policy are to be submitted through the Flag Officer-in-Charge, East Australian Area.

(3031/13/213)

SECTION 2. - PERSONNEL

731.

AIRCREW ENTRY - SELECTION OF RATINGS FOR TRAINING AS PILOTS OR OBSERVERS.

The following ratings have been selected for the 15th entry of Naval Airmen (Aircrew), course for which commences on 4th January, 1955 :-

Recruit L/B.	BARBER, J.A.	0/N.	A.49998.
Recruit L/B.	SMALL, J.A.	0/N.	A.50425+
Recruit Seaman	CALLAN, W.E.	0/N.	A.50353.
Recruit Seaman	KENNELL, E.G.	0/N.	A.49964.
Recruit Tel.	ROWNEY, M.O.	0/N.	A.50445.
Recruit Steward (N.S.)	GRIFFITHS, V.J.P.	0/N.	4654 N.S.

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

(4019/140/730)

732.

COURSES - EXECUTIVE OFFICERS - VICTUALLING DUTIES IN SMALL SHIPS.

A short course of 14 days' duration, designed for Executive Officers who are discharging or are about to discharge victualling duties in small ships, will be conducted at the Supply School, Flinders Naval Depot, at such time as candidates are available.

2. Although it is not practicable at present to appoint Officers to Flinders Naval Depot specially for the purpose, Officers who can be conveniently spared for 14 days may be lent to CERBERUS to undergo this course.

3. Arrangements for the courses should be made through Administrative Authorities direct with the Commodore Superintendent of Training, Flinders Naval Depot.

(4006/21/21)

733.

COURSES - RATINGS - ELECTRICAL BRANCH - JANUARY TO JUNE, 1955.

The following is a forecast of the commencing dates of courses to be held at the Electrical School, Flinders Naval Depot, during the period January to June, 1955 :-

L.E.M. (P)	10th January. 11th April. 30th May.
L.E.M. (E)	7th February. 30th May.
Electrician (P)	14th February, 23rd Eay.
Electrician (E)	10th January.
L.R.E.M.	28th March.
R.E.	7th February. 23rd Hay.
L.E.M. (A)	7th February. 2nd May.
Electrician (A)	28th March.
L.R.E.M. (A)	21st March.
R.B. (A)	7th February.
E.A. 3rd Class	21st February.
R.E.A. 3rd Class	23rd May.
E.A. (Air) 3rd Class	4th April.
R.E.A. (Air) 3rd Class	7th February.

(4007/3/91)

734.

COURSES - REGULATING BRANCH - JANUARY TO JUNE, 1955.

The following is a forecast of the commencing dates of courses to be held at the Regulating School, Flinders Naval Depot, during the period January to June, 1955 :-

Leading Patrolman Leading Regulating W.R.A.N.S. 17th January. Regulating Petty Officer Master-at-Arms

17th January. 21st March. 16th May.

(4007/39/4)

VICTUALLING STORES - CLOTHING - INTRODUCTION OF NEW PATTERN COTTON SINGLETS.

The present pattern cotton sleeveless singlet will be replaced, on exhaustion of existing stocks, by a cotton singlet with half sleeves.

- 2. The new pattern singlet has been designed for wear with seamen's serge and drill jumpers and will eventually be available in the same range of sizes as the superseded item. At the present time only sizes 36", 38" and 40" are available.
- 3. The issuing price for the half-sleeved singlet is 5/8d. each; this price is to be inserted in Page 7 of the current Price List of Clothing maintained for issue to Ships' Companies.

(4532/72/21)

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 736.

ANTI-SUBMARINE - PATTERN A. 2498, TEST UNIT FOR ASDIC RECORDERS - REVISED INSTRUCTIONS FOR USE.

Asdio Types 164, 144, 145 Series, Asdio Attack Teachers A/S.345 and Bearing Recorder Teachers A/S.667.

The instructions for the use of Test Unit, Pattern A.2498, pasted inside the unit, have been revised to enable the Test Unit to be used with later bearing recorders, Pattern A.224,7B/C and Pattern A.1132/B, which have recently been introduced into service.

 Copies of the revised instructions should be demanded from the Superintending Naval Store Officer, Sydney, as necessary by holders of Test Units, Pattern A.2498.

(The foregoing is the text of A.F.O. 2473/1954, altered to meet R.A.M. conditions.)

(4518/11/212)

737.

ALTERATION AND ADDITION ITEMS - BOOM DEFENCE VESSELS.

The following alteration and addition item is approved in principle for Boom Defence Vessels :-

"To fit a "Stampco type electric washing machine in orew's washplace."

Class Item No. 106

Classification "A"

Compensating Weight Required: 200 lbs. at upper deck level.

737 - 739

References: P.O.I.C.'s letter E.A.2656/321/7/2 of 27th August, 1954.

H.M.A.S. PENGUIN letter BND107/1/272 of 23rd August, 1954.

H.M.A.S. KOALA letter W.E.75/25 of 16th June, 1954.

2. Proposals to meet the compensating weight requirements are to be furnished by ships concerned.

(3776/52/30)

738.

NAVAL STORES (GENERAL) - METHYLATED SPIRIT - LIMITATION OF READY USE STOWAGE.

A fire recently occurred in one of H.M. ships as a result of the ignition of the spillage remaining on top of a 5 gallon drum of methylated spirit after decanting a small quantity into a glass bottle for use with a dunlicating machine.

2. In future the quantity of methylated spirit held in any main signal office or duplicating office should be kept to a minimum, and, in any case. should not exceed 2 pints. Any material used for soaking up leakage or spillage, whilst servicing duplicators, should be removed at once from the compartment and thrown over the side (if at sea), or placed in bins on the weather deck and taken ashore daily and burnt in the open at a safe distance from any inflammable material (if in harbour). In shore establishments any such material should be similarly disposed of.

3. A water type extinguisher should be immediately available to cover the fire risk.

(The foregoing is the unaltered text of A.F.O. 2604/1954.)

(4512/71/60)

SECTION 5.- BOOKS, CORRESPONDENCE, FORMS, STATIONERY
739.

FORM A.S. 5 - REQUISITION FOR MONEY - REVISION AND REPRINT 1954.

Form A.S. 5 has been revised and reprinted and the instructions for the preparation and rendition of the form are incorporated in the reprint.

2. The basic alteration in procedure is a provision that the form will not require to be completed by tenders drawing cash. As indicated in the note at the foot of the new form, cash supplied to a detached tender is to be treated as a transfer of cash from the Supplying Authority to the Perent Ship. A supply and receipt note transaction will be necessary, however, between these Authorities.

739 - 740

3. The revised form will be supplied when stock of existing form is exhausted.

4. Navy Order 147 of 1947 is hereby cancelled.

(3526/12/1014)

740.

SHORT LEAVE CARDS.

To ensure uniformity throughout the Royal Australian Navy, it has been decided that the revised short leave card, referred to in Navy Order 46 of 1954, will in future be the standard short leave card for all ships and establishments and that all local variants are to become obsolete when existing stocks are exhausted.

(3526/12/120h)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 30th November, 1954.

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

By direction of the Naval Board,

J. C. bumins

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. Subject

SECTION 1 - ADMINISTRATIVE AND GENERAL

- 741 Australia Station Boundaries.
- 742 Authority to Incur Expenditure.

SECTION 2 - PERSONNEL

- 743 Courses A.B.C.D. January to June, 1955.
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- 745 Instructional Films and Film Strips A323 Naval Air Recommaissance Revised Distribution.
- 746 Kits Naval Ratings Suitcases and Travelling Bags.
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- 749 Uniform Naval Rating Wearing of Badges Awarded While Members of Other Services.
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- 753 Ammunition H.E. U.C. Shell Fuzing and Unfuzing on Board Supply of Spacers Wood N2 and Plugs Fuzehole 2 Inch No.11.
- 754 Guns Q.F. 40 mm., Mark 10 Modification to Bracket Bearing Hand Operating Shaft to Facilitate Removal.
- 755 Alteration and Addition Items A.A. Prigates (Sloop).
- 756 Alteration and Addition Items A.S. Frigates (Converted Fleet).
- 757 Alteration and Addition Items Modernized Tribal Class Destroyers.
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- 759 Naval Stores (Air) Strop, Rear, (Ref. 4G/5349) Introduction.
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- 763 Naval Stores (General) Transfer of Saw, Ripsnorter, 9", 220/230V, A.C./D.C. and Accessories.
- 764 Naval Stores (Technical) (Class F, Group 1A1) Obsolete W/T Stores Disposal.

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- 765 Return of Engagements, Re-Engagements and Re-Entries (Form A.S.52) Abolition.
- 766 Vampire Trainer Air Publications.

741 - 742

SECTION 1 .- ADMINISTRATIVE AND GENERAL

741.

AUSTRALIA STATION BOUNDARIES.

Navy Order 290 of 1953 is to be amended as hereunder -

"Appendix 'A' - Limits of the Australia Station .-

Northern - in fifth line - delete 15'.

Western - in first line - delete 15'."

(5030/2/10)

742.

AUTHORITY TO INCUR EXPENDITURE.

Authority for approving expenditure in relation to the Department of the Navy is vested in the Minister for the Navy and limited powers are delegated by the Minister to the Naval Board and to officers holding certain appointments. The delegations are under the following headings:

- (a) to incur expenditure;
- (b) to make arrangements without reference to the Contract Board;
- (c) to sign orders for supplies and services.
- 2. The delegations by the Minister are shown in Naval Pinancial Regulations and Instructions. Whilst these have been designed to delegate authorities adequate to the smooth working of the administrative machinery, the key to successful operation is to ensure that the officers holding delegations do in fact exercise the powers they hold.

The attention of all officers holding delegations to incur expenditure is invited to the provisions of Naval Pinancial Regulations and Instructions, Article 232. It is stressed that approval to the exercise of any such delegation is subject to strict compliance by the officer concerned with the conditions therein set forth.

3. The delegations by the Minister do not empower an officer to make arrangements direct with suppliers. The normal method of procurement is by arrangement of contracts, which is the function of the Contract Boards of the Department of Supply. To avoid reference to a Contract Board of contract demands for minor purchases of small monetary value, that Department has delegated limited authorities to arrange authorised purchases or services not covered by contracts without reference to a Contract Board. The delegations, as shown in the appendix to this Order, are subject to Contract Instructions which require that, wherever circumstances permit, three representative quotations shall be obtained before making a purchase where the amount involved exceeds \$3.

4. After approval has been given to incur expenditure on supplies or services, it may be implemented in the following manner:-

- (a) by transmission of a contract demand to the Contract Board; or
- (b) by preparation of an official purchase order for direct purchase from a contractor in respect of items included in period contracts arranged by the Contract Board; or
- (c) by direct purchase within the limit of the delegation held by the officer concerned; or
- (d) by Overseas Order (applicable to Nevy Office only); or
- (e) by Requisition on the Department of Works where expenditure is involved on works services, e.g., New Works. Repairs and Maintenance.
- 5. Officers to whom authority has been delegated to incur expenditure are also authorised to sign purchase orders. It is desirable that such officers should sign the orders personally but, in cases where this is not practicedle, they may appoint, in writing, other officers to sign on their behalf. Such appointments should be restricted to the minimum consistent with efficiency.
- 6. Delegations to incur expenditure are given to specific appointments and cannot be re-delegated. However, if the officer holding a delegation is absent, the deputy or other officer temporarily carrying out the functions of the appointment may exercise the delegation by signing for the delegate, with an appropriate endorsement as to the circumstances.
- 7. Additional detailed instructions are contained in the Naval Financial Regulations and Instructions, Naval Account Regulations and Instructions, Contract Board Instructions, and Consolidated Orders and Regulations (Works and Property matters).
- 8. Nevy Orders 184 and 413 of 1952 are hereby cancelled.

(3031/81/72)

APPENDIX.

DELEGATIONS OF AUTHORITY TO ARRANGE PURCHASES WITHOUT PRIOR REFSRENCE TO CONTRACT OR DISTRICT CONTRACT BOARDS.

Appointment	Limits of Delegations.
Central Administration	
Secretary - Department of the Navy	Arrange for repair and refit of H.M.A. Ships
Director of Naval and Air Stores	£200
Director of Victualling	£200
Deputy Chief of Construction	£200
Director of Naval Medical Services	£100
Director of Aircraft Maintenance and Repair	£75

742

Appointment	Limits of Delegations.
Director of Ordnance and Under- water Weapons	£50
Victoria	To be a second
General Manager, H.M.A. Navel Dockyard, Williamstown.	£200
Commodors Superintendent of Training, Flinders Naval Depot.	6100
Victualling Store Officer, Port Melbourne.	£100
Naval Officer-in-Charge, South Rast Australian Area,	£50
Naval Store Officer, Port Welbourne.	€50
Gunnery Equipment Stores Officer, Maribyrnong.	£20
Naval Armament Supply Officer, Maribyrnong.	£20
New South Wales	
Plag Officer-in-Charge, East Australian Area.	£50
Superintending Navel and Air Store Officer, Sydney.	£200
Superintending Victualling Store Officer, Sydney.	£200
General Manager, Gerden Island.	£100
Superintendent R.A.N. Torpedo Establishment,	£75
Medical and Dental Store Officer, Sydney.	£50
Superintending Armament Supply Officer, Sydney.	£20
Commanding Officer, R.A.N. Air Station, Schofields.	220
Commanding Officer, R.A.N. Air Station, Nowra.	£20
Commanding Officer, H.M.A.S. RUSHCUTTER.	25
Gunnery Equipment Stores Officer, Sydney.	£20
usensland	
esident Naval Officer, Queensland.	£50
South Australia	
esident Naval Officer, South Australia.	£50

Appointment	Limits of Delegations.
Mestern Australia	
Naval Officer-in-Charge, West Australian Area.	£50
Deputy Naval Store Officer, Frementle.	£50
Victualling Store Officer, Fremantle,	£50
Armement Supply Officer, Fromantle.	£20
Tasmania	
Resident Mayal Officer, Tasmenia,	250
Morthern Territory	
Naval Officer-in-Charge, North West Australian Area.	£50

SECTION 2 .- PERSONNEL

743.

COURSES - A.B.C.D. - JANUARY TO JUNE, 1955.

With reference to Navy Order 523 of 1953, the commencing dates of Damage Control and A.B.C. Courses to be held in the Defence School, H.M.A.S. PENGUIN, are as follows:

Title	Commencing Date
Junior Defence	17th January 28th February 4th April (Junior D.C.) 14th April (Junior A.B.C.) 6th June
Standard Damage Control	24th January 14th February 21st February (L.S.M.) 7th March 14th March (L.S.M.) 18th April 2nd May 23rd May

9

Title	Commencing Date
Standard A.B.C.	20th January 10th February (L.S.M.) 21st February 7th March (L.S.M.) 18th April 9th May 16th May 30th May
Advanced Demage Control	9th May
Advanced A.B.C.	23rd May
Passive Defence Officers	21st March
A.B.C.D. Staff Instructors	2nd May

indicates Stendard Course followed by appropriate
Advanced Course vide Nevy Order 523 of 1953,
Appendix I. Column 3.

(4007/3/91)

766.

COUPSES - OFFICERS - SCHOOL OF LAND/AIR WARFARE, WILLIAMTOWN - JANUARY TO SURE, 1955.

With reference to Navy Orders 268 of 1950, 218 and 458 of 1953, the following courses will be held at the School of Land/Air Warfaro, Williamtown, during the period January to June, 1955.

Courses	Commences.	Completes.
Ho. 32 Intermediate Air Support.	16th January	11th Pobroary
No. 16 Senior Air Support.	20th March	let April
No. 53 Intermediate Air Support.	20th April	6th May
		(4007/12/50)

745.

INSTRUCTIONAL FILMS AND FILM STRIPS - A323 NAVAL AIR RECONNAISSANCE - REVISED DISTRIBUTION.

The distribution of the Instructional Film A323, Naval Air Reconneissance, has been revised and is now on the following scale:-

B.N.A. Betablicannie	To. of Copies	
Flinders Haval Depot R.A.W. Air Station, Nowra H.W.A.S. WATSON R.A.N. Film Library, Sydney	1 (a) 1 (a) 1 (a)	

- (a) indicates copy of film already held.
- All ships and establishments holding copies in excess of the revised allowances are to return them to the Superintending Naval Store Officer, Sydney.

(The foregoing is the text of A.F.O. 1900/1954 altered to meet B.A.W. conditions.)

(4518/61/397)

746.

KITS - NAVAL RATINGS - SUITCASES AND TRAVELLING BAGS.

The regulations regarding the patterns of suitcases which ratings are permitted to have in their possession do not appear to be sufficiently known. The dimensions of Service suitcases are :-

Case, suit, large 26" x 15" x 8" Case, suit, small 20" x 15" x 7"

Cases which do not conform with those measurements cannot be suitably stowed in kit lockers, which contain a compartment for this purpose, or in the standard racks where provided in ships. They are consequently difficult to secure, cause undue congestion in the living spaces, and constitute a possible scurce of danger in the event of damage to the ship.

- 2. The attention of all ratings is to be drawn to the fact that they are not allowed to have in their possession, in Ships or Establishments, suitcases which do not conform with the dimensions shown in the proceeding paragraph or with Service patterns in appearance.
- 3. Commanding Officers of H.S.A. Ships and Satablishments are to arrange that ratings land all suitcases not conforming to the Service regulations at the earliest reasonable opportunity.
- 4. Subject to the foregoing, a suitouse may be used by all ratings serving in ships and shore establishments.
- 5. Wen serving arlort who do not choose to take a suitcase with them may be permitted to take a travelling bag in lieu, provided that this conforms with the dimensions of the Service article, viz. 25" x $13\frac{1}{2}$ " z $6\frac{1}{2}$ ".

(4532/51/9)

747 - 749

OVERPAYMENTS - RECOVERY ACTION.

When an irretrievable overpayment occurs, that is to say, an overpayment made to an officer or rating who has been discharged from the Service and refuses to make reparation, the amount cannot be written off (unless it is a trivial aum) without reference to the Auditor-General and the Treasury.

- 2. The Mayal Board comprehend that it is impracticable for Supply Officers to vorify personally the pay account of every officer and rating kept under their supervision, but recent overpayments have shown basic weeknesses in organisation and failure to observe prudent Supply Branch practice for which the Supply Officer must beer the major share of responsibility.
- 3. The numbers and amounts of irretrievable overpayments that have occurred recently are such that the Naval Board can no longer sweld enforcing the long-standing provisions of Naval Account Regulations and Instructions, Article 379, Clause (2). Accordingly, the Naval Board have decided that whenever an overpayment to an officer or rating is discovered after his discharge, the amount of the overpayment is to be charged immediately against the ledger account of the Supply Officer of the ship or establishment in which the overpayment was made. The charge is to be treated initially as a book entry only and no abatement from pay is to be made pending consideration of the case by the Mavel Board who will confirm, reduce or cancel the charge in accordance with Naval Financial Regulations and Instructions, Article 9.

(4822/2/14)

748.

SEARCH AND RESCUE HELICOPTER CREWS - LIVE RESCUE PRACTICES.

It is important that aircraws of helicopter aircraft provided for Search and Rescue duties be thoroughly experienced in rescue techniques.

2. In order to achieve this, arrangements are to be made for members of search and rescus helicopter crews to carry out a minimum of four live rescue practices a month. Where possible, these should be combined with sirorew wet dinghy drill.

(4006/20/9)

749.

UNIFURN - NAVAL RATINGS - WEARING OF BADGES AWARDED WHILE MEMBERS OF OTHER SERVICES.

Enquiries are received from time to time about the wearing, by Navel ratings, of various budges (e.g., parachute badge) for which they have formerly qualified as members of other Services.

2. Ratings who have qualified as Pilots or Observers at any time during service with the Royal Navy, the Royal Air Force or Dominions Air Forces may wear the Naval flying badge of a Rating Pilot or Rating Observer as appropriate, irrespective of the duties on which they are currently employed.

3. Otherwise the only badges permitted to be worn by ratings in Naval uniform are those indicating the branch in which they are serving, or the qualifications acquired during service in the Royal Australian Navy.

(The foregoing is the text of A.F.O. 2589/1954 altered to meet R. A. N. conditions.)

(4716/1/188)

749 - 750

750.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - ALLOWANCES OF BEDDING, BED LINEN AND TOWELS.

The revised scales of bedding, bed linen and towels for W.R.A.N.S. officers and ratings accommodated in H.M.A. Naval Establishments are set out hereunder -

W.R.A.N.S. OFFICERS

Patt. No.	Description		Quantity
	Mattress, Hair Cover, Mattress		No. plus 10% spares
37 37A 295	Pillows, Kapok, or } Pillows, Hair Covers, Pillow Sheets, Cotton Counterpanes, White	4 3	No. No. No. plus 25% apares
T324 or T362	Blankets, White, Officers' Underblanket Towels, White	1	No. No.

W.R.A.N.S. RATINGS

Patt. No.	Description	Quantity
-	Mattress, Fibre Cover, Mattress	1 No. 1 No. plus 10% spares
37A 25	Pillows, Hair or Rapok Cover, Pillow Sheets, Cotton Coverlets	1 No. 2 No. 3 No. 1 No. plus 20% spares
200	Blankets, Scamen's Underblanket Towels, White	3 No. 1 No. 3 No.

2. Sheets, cotton, towels, white, and blankets, seamen's, for this purpose are to be transferred from Victualling to Naval Store stock as required, this Order being quoted as the authority. Before issue, the sheets, towels and blankets are to be indelibly branded "R.A.N. LOAN". They are not to be marked permanently with the names of individual officers or ratings to whom loan issue is made. The laundering of these items is the responsibility of the personnel concerned.

3. Navy Order 11 of 1952 is hereby cancelled.

(4476/2/25)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES.

WIRELESS - AERIAL OUTFIT AWN - FITTING-OUT INFORMATION.

A.S.R.E. Installation Specification No. B.797 has been prepared to show the fitting and wiring of Aerial Outfit

- 2. Distribution will be made by Nevy Office without demand to the authorities concerned.
- 3. Any advance fitting-out drawings, etc., which may have been distributed, are superseded by this Specification and should be disposed of as confidential waste.

(The foregoing is the text of A.E O. 2257/1954 altered to meet R.A.N. conditions.)

(4519/11/847)

752.

RADAR - TYPES 282/3/4/5 SERIES - A.P. W2656A TRANSFORMER - UNSUITABILITY.

Certain A.P. W2656A Transformers have been issued which are not fitted with electro-static screens. These transformers have proved unsuitable when used with A.P. W2406A Modulation Generator for Radar, Types 262/3/4/5 Series.

- 2. Ships and services are to examine A.P. W2406A Modulation Generators for signs of spurious oscillations at 500 c/s. If such symptoms are present, the A.P. W2656A Transformer is to be replaced by A.P. 63709 Transformer.
- 3. The replaced transformers are to be returned, quoting this Order as authority, to the nearest (S) N.S.O.

(The foregoing is the unaltered text of A.F.O. 2527/1954.)

(4519/31/590)

753.

AMMINITION H.E. U.C. SHELL - FUZING AND UNFUZING ON BOARD -SUPPLY OF SPACERS WOOD N2 AND PLUGS FUZEHOLE 2 INCH NO. 11.

- R.E. U.C. Shell are normally supplied plugged with plugs fusehole 2 inch No. 32 which are mated to the shell. The regulations for fusing and unfusing on board are given in B.R. 862, Article 231, and, as far as practicable, the mated plug No. 32 is to be replaced in its parent shell when unfusing is carried out.
- 2. B.R. 932, Chapter 12, Section 9, paragraph 495A, details the procedure to be followed if difficulty is experienced in replacing plugs No. 32 and states that in such cases the fuze and its exploder units are to be replaced and the shell landed at an armament depot as convenient.

3. With reference to paragraph 2 hereof, it is undesirable for shell to be landed fured with V.T. fuses and, to overcome this, a spacer wood N2 and plug fusehole 2 inch No. 11 are to be fitted in lieu of the plug No. 32.

13

4. Ships are to demand spacers wood N2 and plugs furshole 2 inch No. 11 equal to 5% of outfit of V.T. fuses to enable them to comply with paragraph 3.

(4435/31/423)

754.

GUNS - Q. P. 40-MM., MARK 10 - MODIFICATION TO BRACKET BEARING HAND OPERATING SHAFT TO FACILITATE REMOVAL.

The following modification has been approved :-

Guns

Q.F. 40-ma., Eark 10, left and right.

Parts offected

- (a) DT 213 BRACKET bearing, hand operating shaft, left gun. DT 226 BRACKET bearing, hand operating shaft, right gum.
- (b) Df 126 FRAME breech casing, Mark 2, left gun. Df 191 FRAME breech casing, Mark 2, right gun.

Purpose

To facilitate removal of bracket, bearing, hand operating shaft.

Nature of Modification

Enlarge existing holes in DT 126 and DT 191 FRAME breech casing to 15/32-in. dia. and counterbore to smit plugs. Weld DV 810 PLUGS in positiom. Enlarge holes in Bracket to 15/32-in. dia. Fit DV 715 MAGHERS and DT 65t BOLTS. Radius of arbor of Bracket may be increased if necessary to clear corners of bolt head. After modification stamping of Store Reference numbers is to be smended as follows:

L.H. Gun : Brecket : Ear out DT 213 where stamped and stamp on DT 603.

R.H. Guns : Bracket : Bar out DT 226 where stamped and atamp on DT 616.

Drawinga

N.O.D. 3138/480.

756 - 758

How parte required

Two Dr 654 BOLTS hex. head 7/16in. B.S.F. x 1.3/16-in. long.

Two DV 810 PLUGS fixing bolt, hand operating shaft bearing bracket. To be manufactured by R.N.A. Depote as required. Two DV 715 WASHERS shakeproof, Type 12 7/16-in., Stock No. 1222.

By whom to be done

R.A.N. Armoment Depots.

When to be done

when convenient.

2. Schedule of Modifications, Part 1.

Q.F. 40-mm., Mark 10, and Accessories. Add Serial No. 30.

(The foregoing is the text of A.F.O. 2597/1954 altered to meet B. A. N. condicions.)

(4428/43/214)

755.

AINTERATION AND ADDITION ITEMS - A.A. PRIGATES (SLOOP).

Class alteration and addition item No. 503 for A.A. Prigates (Sloop) is to be amended to read as follows :-

"To fit steel apron and collard guides at frames 4.8 starboard on the forecastle dock with a vertical leading roller positioned to suit, to take mooring line to winch in accordance with Garden Island Yard letter 6903 dated 20th July, 1954".

Class Item No. 505

Classification 'A'

Compensating Weight Required:

270 lbs. at forecastle deak level or 600 lbs. at upper deck level.

Referencest

- (1) Garden Island letter 6903 dated 20th July, 1954.
- (11) F.O.I.C. S.A.'s 2249/700/1/13 dated 30th July, 1954.
- (111) H.W.A.S. WARREGO's letter 152/7244 dated 15th June, 1954.
- (iv) Navy Office letter 34509 dated 12th October, 1954.
- 2. Proposals to meet the compensating weight requirements are to be furnished by H.L.A.S. WARREGO.
- 3. As this work is not applicable to H.M.A.S. SWAN sction in accordance with Wavy Order 424 of 1953, Part 11, paragraph 1(D), is to be taken.
 - 4. Navy Order 428 of 1954 is hereby cancelled.

(4282/1/3)

756.

ALTERATION AND ADDITION ITEMS - A.S. FRIGATES (CONVERTED FLEET).

Paragraph 3 of Navy Order 51 of 1954 is to be amended as follows :-

"This Order is applicable only to H.M.A.S. QUIBERON and QUICKMATCH. H.M.A.S. QUADRANT and QUEENBOROUGH should take action in secondance with paragraph 1(d) of Part 11 of Wavy Order 424 or 1953",

(4283/1/106)

757.

ALTERATION AND ADDITION ITEMS - MODERNIZED TRIBAL CLASS DESTROYERS.

The following alteration and addition item is approved in principle for Modernized Tribal Class Destroyers :-

Item

"To fit a suitable small bench-type Bincing and Mixing Machine in the Officers' galley".

Class List Item No. 508

Classification 'A'

Componenting Weight Required: 280 los. at upper deck level or 130 lbs. at forecastle deck level.

2. Proposals to meet compensating weight requirements are to be forwarded.

(4280/1/213)

758.

NAVAL STORES (AIR) - GRID PROTRACTOR (STORES REFERENCE

Admiralty Fleet Order 55/1954 is to be disregarded in the Royal Australian Navy, and the allowances of Reference 68/654 Grid Protractors, shown in relevant Air Store Establishments will, therefore, not apply.

(4403/15/171)

759.

RAVAL STURBS (AIB) - STEED, REAR, (REF. 4G/5349) - INTRODUCTION.

The undermentioned item will be introduced for use with the beam, universal, Ref. 46/2557, when slinging Centaurus engines and power plants, and will replace the existing strop and link plate, Ref. 46/4135 -

40/5349 - Strop, rear.

2. The new strop will be allowed to Services as fellows :-

H.N.A. Carriers R.A.N. Air Stations Salvage Units

3. The new item will not be available for some time and the existing strop and link plate will continue to be used until stocks are exhausted.

(The foregoing is the text of A.F.O. 2476/1954 altered to meet R.A.W. conditions.)

(4403/4/333)

760.

NAVAL STORES (GENERAL) (CLASS B, GEOUPS 2m AND b) -HEAT RESISTING STEEL FOR REPAIR OF SUPERHEATERS - ADDITION TO BATE BOOK FOR NAVAL STORES.

The heat resisting steel shown in the Appendix will be added to the Rate Book for Naval Stores under Class B, Groups 2s and b for repair of superheaters in H.M.A. Ships.

2. Particulars of stocks to be provided will be communicated to the yards concerned.

APPRODUCE.

Pattern No.	Description.	Denom.
32800 32801 32802 32803 32803 32805	Plates, Stool, Seat Resisting :- 9 ft. 6 in. x 9g in. z g in. 9 ft. 3 in. x 12g in. z g in. 6 ft. 9 in. x 9g in. x g in. 8 ft. x 3 ft. x i in. 6 ft. x 3 ft. x 5/16 in. 6 ft. x 3 ft. x g in.	Ho. Ho. Ho. No.

Pattern No.	Description.	Denom.
	B2b	
	Bers, Steel, Heat Resisting :-	
32810	Round + in.	Feet
32811	Round in.	Feet
32812	Round # in-	Faet
32813	Round # in-	Pest
32814	Round 1 in.	Feet
32815	Round 1 in.	Feet
32816	Pound 11 in.	Feet
32818 32820	Hexagonal in. Whitworth aise	Feet
32821	Beragonal ; in. Whitworth size	Pest
32822	Hexagonal & in. Whitworth size	Feet
32823	Hexagonal & in. Whitworth size	Peet
32824	Hexagonal 1 in. Whitworth size	Peet
32826	Flat 14 in. x 4 in.	Feet
	Channels, Steel, Heat Resisting :-	
32830	8 in. z 11 in. z 11 in. z	Ho.
70075	in, x 9 ft. 3 in.	No.
32831	6½ in, x 2½ in, x 2½ in, x ½ in, x 9 ft, 6 in,	No.
32832	136 in. x 2 in. x 2 in. x	Ho.
Jaoja	7 in x 8 ft. 9 in.	2004
Care I	15	
32833	6½ in. x 2½ in. x 2½ in. x	No.
1	# in. x 6 ft. 9 in.	

(The foregoing is the text of A.P.O. 2354/1954 altered to meet RA.H. conditions.)

(4505/1/318)

762.

NAVAL STORES (GRNEBAL) (CLASS B. GROUP 6) - CONDENSER RETURING - TUBE PLUG - INTRODUCTION.

Tube plug, Pattern 12195, for the non-ferruled ands of condenser tubes, \$\frac{1}{2}\$ in, ext. dia, fitted with Wilkie type S.I.A. packing, is being added in the Rate Book for Neval Stores, under Class B, Group 6, to facilitate retubing, in addition to plugs, Patterns 12195 and 12194, introduced by Admiralty Pleet Order 695/1953 (Naval Stores (General) (Class B, Groups 6 and 11) - Cordenser Retubing Tools and Tube Cap Plugs - Addition to the Rate Book and Authorised List of Naval Stores).

2. The Rate Book will be amended.

(The foregoing is the text of A.P.O. 2356/1954 altered to meet R.A.N. conditions.)

(4505/60/42)

762.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART E) - LOCKS, PATTERNS 76 AND 156 - AMENDED DESCRIPTIONS.

It has been decided to purchase Patterns 76 and 156 Looks without furniture and the descriptions will be smended accordingly as follows:-

Pattern 76 Locks, mortice, with striking plate, 2 bolted, 2 lever, with latch bolt reversible, 5 in. x & in.

Pattern 156 Locks, door, cover plate, 2 lever, japanned iron with two brass levers, two brass bolts, without box staple or striking plate, latch bolt reversible, 5 in., right or left.

2. These two locks cannot be used without furniture and in consequence the following items of lock furniture held under Class E. Group 12, are required for first fitting:

Pattern 9219 - Knob with spindle.
Pattern 9222 - Knob with grub screw.
Pattern 9225 - Rose shields.

For replacement purposes, the locks may be required with or without any of these items.

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2534/1954 altered to mest R.A.N. conditions.)

(4506/5/60)

763.

NAVAL STORES (CENERAL) - TRANSFER OF SAW, RIPSNORTER, 9" 220/230V, A.C./D.C. AND ACCESSOBIES.

The Ripanorter saw and accessories detailed in the Appendix hitbarto supplied as Machinery, will be dealt with in future as Naval Stores.

- 2. The Ripsnorter sew, which is electrically driven, is provided to facilitate the quick release of sircrews from crashed sircraft, to gain ready access to the interior of such sixcraft and to assist the quick release of sircraft from barriers on sircraft carriers after a crash.
- 3. One complete saw, Pattern 33103, and two fine tooth blades, Pattern 33105, will be allowed to each aircraft carrier actually operating aircraft. Demands in accordance with this allowance should be forwarded to the Superintending Naval and Air Store Officer, Sydney. Any saws and accessories held in excess of this allowance should be returned to the Superintending Naval and Air Store Officer, Sydney.

4. Transfer of stocks to the Naval Store Account should be arranged as from the date of this Order, and dealt with in accordance with Article 109P of the Naval Storekeeping Manual B.R.L.

5. B.R.810 (Rate Book and Authorized List of Nevel Stores) and the relevant Establishment of Sea Stores will be amended.

(The foregoing is the text of A.P.O. 1538/1954 altered to meet R.A.N. conditions.)

(4518/17/157)

APPENDIX

Pattern No.	Description	Ship's Accounting Classification
33103	Saw, Ripanorter, 9" 220/230, A.C./D.C. complete with standard equipment, com- prising carrying case, combination rip end cross- cut blade, detachable fence and "T" handle wrench	Palmanent
33104	Combination rip and cross- cut blade to be used in conjunction with Ripmorter saw, Pattern 33103	Consumable
33105	Fine tooth blades for cutting non-ferrous metals, to be used in conjunction with Pipsnowter saw, Pattern 33102	Consumable.

764.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A1) -ORSOLETE W/T STORES - DISPOSAL.

The stores detailed below are now obsolete. Any stocks on board H.M.A. Ships and in shore establishments are to be returned to the rearest (Superintending) Naval Store Officer for disposal with any stocks stready held, as surplus to requirements in accordance with existing instructions.

- 2. No items referred to herein require mutilation, for security reasons, before disposal.
- 3. Items marked * carry embodiment loss components. Care is to be taken to ensure that any of these components likely to be of future service are withdrawn and taken on charge as separate items.
- 4. The relevant publications will be amended.

Pattern	Description	Pattern	Description
42	Box	W.7575*	Resistance unit
330	Moulding	7616	Insulator
W.330*	Plug	W. 7783	Pitting
835	Insulator	7890	Sheet, insulating
881	Clamp	W.9224*	Switch
W. 1296	Case	W-9352	Mast
W.1508	Mount	53148	Box, junction
1562	Insulator	53283	Gland
1914	Box, Junction	54190	Rod
W. 11432	Canvas cover	55375	Chain
4559	Push	57388	Box, stowage
4010	Label	58158	Matching unit
W. 5025	Switch	581.60	R.C. unit
5074	Washer	58433	Housing
5295	Mica, sheet	59235	Gasket
5467	Moulding	59507	Reflector unit
5511	Die cesting	59508	Dipole unit
5630*	Exchange wavemeter	59509	Pin
5802A	Telephone	59587	Cap
6351	Spreader, ring	50666	Block
W. 6603	Insulator	653180	Connector
W. 6604	Insulator	655840	Filter unit
W. 6611*	Box	66061*	Parts, box of
W. 6680	Tool, fitting	66445*	Bag of rods
W. 6681	Tool, fitting	61804	Ring
W. 6954	Rectifier	-	

(The foregoing is the test of A. F. O. 2298/1954 altered to meet R.A.N. conditions.)

(4519/11/846)

SECTION 5 .- BOOKS, CORRESPONDENCE, PORMS, STATIONERY 765.

RETURN OF ENGAGEMENTS, RE-ENGAGEMENTS AND RE-ENTRIES (FORM A.S.52) - ABOLITION.

Consequent on a revision of procedure the periodical return of engagements, re-entries and re-engagements (Form A.8.52) is abolished.

2. A batch schedule form (A.R.10), listing the recruiting documents, has been instituted and distributed to Recruiting Offices. The form is to be prepared by Recruiting Offices for each batch of recruits and re-entries entered and despatched to Plinders Naval Depot, or exceptionally in the case of re-entries drafted direct on re-entry from Recruiting Depot to ships. This form will replace the existing but not standard individual schedule form now used by Recruiting Offices.

- 3. The schedule form (A.R.10) is to be rerwarded by Recruiting Officers as follows :-
 - (1) Recruits - Copies Nos. 1 and 2 to be forwarded to Commodore Superintendent of Training, Flinders Naval Depot, with supporting documents. Copy No. 3 to be forwarded simultaneously direct to Director of Manning, Navy Office. After action at Plinders Naval Depot, Copy No. 1 with supporting documents to be forwarded by Commodore Superintendent of Training. Flinders Navel Depot. to Director of Navy Accounts.
 - (ii) Re-entries (a) If re-entry proceeds to Flinders Naval Depot as (1) hereof.
 - (b) If resentry is drafted elsewhere - Copies Nos. 1 and 2 to ship to which drafted. Copy No. 3 to be forwarded simultaneously direct to Director of Manning, Navy Office. After action in ship to which drafted, Copy No. 1, with supporting documenta, to be forwarded by ship to Director of Navy Accounts.
 - (iii) When recruits are to be trade-tested before entry and are to be entered at place of trade test, the recruiting documents are to be entered on this form and forwarded to the establishment where the trade-test is to take place. If entered, procedure in (1) hereof to be adopted. If not entered, all forms and supporting documents are to be returned to the originator.
- 4. Form A.S.165 is to continue to be raised as at present.
- 5. When re-engagements of serving personnel are processed in H.M.A. Ships and Establishments the re-engagement document (Form A.S.55) is to be forwarded to Navy Office attached to the Form A.S. 161 (Director of Navy Accounts' copy) raised at the time the re-engagement is executed.
 - 6. This Order becomes effective from 1st January, 1955.

(3526/50/225)

766.

VAMPIRE TRAINER - AIR PUBLICATIONS.

Nevy Order 502 of 1954 should be amended by deleting reference to the De Havilland Vampire Trainer Maintenance and Repair Manual - A.P. (R.A.N.) 7 Vol. 1.

2. The abovementioned publication will be known as A.A.P. 721:79 Vol.

(4139/41/660)

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C.N.O.767/54

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 1st December, 1954.

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

By direction of the Naval Board,

J. K. Buuming 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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767 Books - Distribution of Non-Accountable Publications and Amendments During October, 1954.

767.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING OCTOBER, 1954.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s etc., have been distributed to Ships and Services during October, 1954. Navy Order 110 of 1954 is relevant -

Magazines, Pamphlets, etc.

Title	Date
"Plight"	23rd July, 1954
"Flight"	30th July, 1954
"Flight"	6th August, 1954
"Flight"	13th August, 1954
"Plight"	20th August, 1954
"Flight"	27th August, 1954
"Aeroplane"	9th July, 1954
"Aeroplane"	16th July, 1954
"Aeroplane"	23rd July, 1954
"Aeroplane"	30th July, 1954
"Aeroplane"	6th August, 1954
"Aeroplane"	13th August, 1954
"Aeroplane"	20th August, 1954
"Asroplans"	27th August, 1954
"Joint Services Recognition	
Journals Vol. 9, No. 7	July, 1954
"Joint Services Recognition	
Journal" Vol. 9, No. 8	August, 1954
"United Nations Bulletin"	The state of the s
Vol. XVI	Jan June, 1954
"United Nations Review"	
Vol.1, No.3	Beptember, 1954
"Livewire" Vol.6, No.2	Summer, 1954
H.M.S. ARIEL Megasine	Summer, 1954
"Occupational Safety and Health"	April - June, 1954
"Pibres", Vol.15, No.8	August, 1954
List of Propellant Lote,	
Amendment 15	August, 1954
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AMENDMENTS TO AIR PUBLICATIONS

A.P. No.	A.L. or Leaflet
113 830, Vol.2 970, Vol.1 970, Vol.2	A.L.'s 18, 19 and 20 A.L.57 A.L.22
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B.R. 128(1)

9.R. 615/N.B.

AMENDMENTS TO B.R. 's ETC.

AMDT. NO.

179 and 180

24

June Suppt. Amdt. 16

July Suppt.

Amdt. 7

B.R.	AMDT. NO.
B.R.283	Amdt. 16
B.R.287	Amdt. 19
B.R. 297	Amdt. 13
B.R.669(1)	A.F.O. "P" 293/54
DIR. 005(1)	A.P.O. "P" 307/54
	A.F.O. "P" 379/54
	A.F.O. "P" 391/54
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B.R.788	Amdt. 8
B.R. 948	Amdt. 20
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B.R. 980R, R.T. 532	A.F.O. "P" 371/54
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B.R.1861	Amdt. 8
B.R.1869	Amdt. 3
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FE 878	Appendix
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E 1039	Errata 1
FE 1040	Errata 2
FE 1040 Appendix	Errata 2

(4139/3/91)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 7th December, 1954.

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

By direction of the Naval Board,

F. R. Buumins

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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SECTION 1 .- ADMINISTRATIVE AND GENERAL

768.

FUEL OIL - ECONOMY - REDUCED BOILER PRESSURES AT LOW POWERS.

Trials have shown that a considerable saving of furnace oil can be obtained both in harbour and at cruising speeds at sea, if the boiler steam pressure is reduced. It has also been established that there is no danger of loss of circulation in the boilers when steaming at these low pressures.

- 2. In consequence, the following action is to be taken :-
- (a) Barbour. Ships keeping steam in harbour for auxiliary purposes are to use the minimum boiler pressure consistent with satisfactory and efficient operation of the machinery in use. This pressure will vary from Class to Class and must be determined by trial, but pressures of the order of 55 per cent. to 75 per cent. of the full boiler pressure have been satisfactory in the trials mentioned.
- (b) Seq.-As stated in the Engineering Manual,
 Article 46, paragraph 2(d), it is important
 for economy reasons that the turbine nozzle
 box pressure be kept as near as possible to
 the boiler pressure by using only the minimum
 number of nozzles. The use of reduced boiler
 pressures at low powers enables further
 advantage to be taken of this feature by
 reducing the boiler pressure to that required
 at the nozzle box for the revolutions ordered;
 always provided that only the minimum number
 of nozzles necessary are opened and that the
 pressure is not reduced below that required
 for the efficient operation of the suxiliary
 machinery.

Accordingly, when ships ere on passage and detached, and exercising is unlikely, Commanding Officers are to arrange that this method of operating the main machinery is employed. This may involve, in addition, stemming at specially selected revolutions arrived at in consultation with the Engineer Officer and this in turn may result in the mean revolutions achieved not exactly matching those of the telegraphs but in the interests of fuel economy these slight departures from custom are to be accepted.

- 3. Steaming at reduced boiler pressure is only applicable at low powers and full boiler pressure is to be restored when manocuvring. It is a usual Service custom to give timely warning to the Engine Room before manocuvring is expected to occur, and it is even more important when steaming at reduced boiler pressures for this warning to be given in plenty of time.
- 4. As a guide to the meaning of the phrase "low power", reduced pressure steaming is not to be employed if the forcing rate of the boiler exceeds three-fifths of the maximum allowed.

5

5. In order to achieve a worthwhile reduction in boiler pressures at sea it may be necessary to open extra nozzles on certain suxiliaries. Care must therefore be taken when restoring boiler pressure to normal that these extra nozzles are shut to avoid the possibility of the auxiliaries overspeeding.

6. The principles behind the achievement of fuel scoromy by stemming at reduced boiler pressures apply to both turbine driven and reciprocating-engined ships. However, because of the slow speed obtainable at three-lifths power on one boiler by the reciprocating-engined ships of the Fleet the use of reduced boiler pressures at sea in these ships is not practicable. Reduced boiler pressures under auxiliary conditions in harbour should however be employed in reciprocating-engined ships in the same way as for turbine driven ships.

7. The trials referred to above have shown that the fuel savings to be obtained can be appreciable; in harbour savings of the order of 10 per cent. to 15 per cent. can be expected, and 4 per cent. to 8 per cent. at sea. Taking into account the greater expenditure per day at sea than in harbour it is clear that the greatest saving will be achieved at sea and every endeavour to use this economy measure whilst under way should be made.

8. In order to obtain evidence of the practical value of this procedure as a fuel economy measure Administrative Authorities are to report after six months' and twelve months' experience what approximate saving in fuel it is estimated can be attributed to steaming at low boiler pressures in their Commands during these periods.

9. On the next four occasions of rendering the Engine Room Register, individual ships are to record in it, and are to forward to the Naval Board, the following information:

- (a) The optimum harbour low boiler pressure achieved as a result of trial.
- (b) The reduced boiler pressure employed, the engine revolutions, the turbine nozzles in use together with the overall fuel consumption per hour on the occasions when while steaming at reduced boiler pressures reliable records have been obtained.

(The foregoing is the text of A.P.O. 2452/1954 altered to meet R.A.N. conditions.)

(3531/4/48)

769.

INSPECTION BY COMMONWEALTH AUDITOR.

With reference to Naval Account Regulations and Instructions, Article 29, the Secretary and Chief Inspector, Commonwealth Audit, has intimated that on occasions there have been differences of opinion between his representatives and Haval Officers regarding the implementation of that Article, and consequently difficulties have been experienced. 2. When notified that an auditor is to inspect a ship or establishment, Commending Officers are to take necessary action to ensure that the element of surprise is maintained, and during inspection every facility is to be afforded the inspector in the performance of his duty.

(4805/1/6)

770.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

Part II of Navy Order 504 of 1954 is to be amended as follows :-

Paragraph 14(f) - delete from "The responsibility for clearing" to the end of paragraph and substitute -

"The responsibility for clearing these signals lies with the submarine. These should be passed by the most rapid route(s) available at the time. If passed through a signal Link(s) full passing instructions must be included on each transmission. With the prior approval of the submarine operating authority and the Senior Officer of the surface forces with which the aubmarine is operating, the Senior Officer of A/S vessels in company may act as a signal link."

Paragraph 15(d) - delete and substitute new subparagraph as follows :-

"(d) Submarine Check Reports.

- (i) Whenever paragraph 14(c) of this Mavy Order is in force, Submarine Operating Authorities are to issue, in the orders for the exercise instructions that Submarines are to make a Submarine Check Report within specified intervals in order that these authorities can be assured of the continued safety of all submarines under their control.
- (11) Submarine Check Reports are to consist of the one word "CHECK" with D.T.G. and are to be treated in exactly the same menner as surfacing eignals in paragraph 14 hereof. However, any signal addressed to the Submarine Operating Authority, bearing the precedence "Operational Immediate" or higher is to be accepted as and in lieu of a Check Report.

772 - 773

770 - 771

- (111) The Submarine Operating
 Authority is to lay down
 clearly in his orders for
 the exercise the time after
 the Diving Signal or the
 D.T.G. of the latest Check
 Report by which the new
 Check Report MUST have been
 made, e.g., "Check Reports
 must be made within 24 hours
 of the Diving Signal or the
 D.T.G. of the latest Check
 Report".
- (iv) The periods between consecutive Check Reports will be at the discretion of the Submarine Operating Authority and will depend on the type of exercise and the area of operations. These periods are NEVER to exceed 36 hours."

(3384/191/3)

SECTION 2 .- PERSONNEL

771.

INTER-SERVICE SPORTS - RECOGNITION OF PARTICIPATION.

Approval has been given to the adoption of a standard design for blazer pockets and cap badges to be worn by officers and ratings of the Royal Australian Navy who have participated in Inter-Service Sports.

- 2. The badge features the Naval crown in a shield, with an indication of the area represented, the sport, and the year.
 - 3. A typical badge is reproduced hereunder -



772.

NATIONAL SERVICE - RECRUIT TRAINING PROGRESS REPORT -FORM R.A.N.R. (NS)9, INTRODUCTION AND INSTRUCTIONS FOR USE.

To provide a record for use in event of mobilization of the character, capabilities and potentialities of National Servicemen, Form R.A.N.R.(NS)9 - Recruit Training Progress Report - has been introduced and first supplies have been issued without demand.

- 2. National Service Training Establishments are to start a Form R.A.N.R. (NS)9 in respect of each National Service Traines whether or not he is a member of the R.A.N.R., upon commencement of his training and are to record on it remarks as to the trainee's standard of Parade Training, Seamenship, Technical or Specialist Training, Sports and special remarks as to character, ability, energy, general stitude, etc.
- 3. When National Service Trainees ambark for seagoing training, their Forms R.A.N.R.(NS)9 are to be sent with them and the Training Ship is to insert appropriate remarks in the respective sections covering the period whilst trainees are embarked. The forms are to be returned to National Service Training Establishments concerned when trainees disembark.
- 4. On completion of the training period, National Service Training Retablishments are to forward the Forms R.A.N.R. (NS)9 together with other personal documents, to the trainess' R.A.N.R. Establishment where they are to be kept as an enclosure to the Form R.A.N.R. (NS)2 - Certificate of Service.
- 5. When student trainees start their second period of 77 days' training, a fresh Form R.A.N.R.(NS)9 is to be started for them by the National Service Training Establishment concerned and dealt with as detailed in paragraphs 2 and 3 above.
- These arrangements do not affect the preparation of History Sheets for the various branches which are to be raised for trainees as heretofore.

(3526/31/53)

773.

UNIFORM KITS OF RATINGS - CLASSES I AND III -SEAMEN'S SERGE SUITS.

It has been decided to discontinue the issue of seamen's serge suits, comprising single breasted jackets and fly trousers, to ratings not dressed as seamen.

2. Newly entered Class III ratings will in future receive two double breasted diagonal serge suits on entry. Serving ratings already in possession of seamen's serge suits may continue to wear them until they are unserviceable. 3. Ships and Establishments are to return all stocks of seamen's serge suits, Classes I and III, to the nearest Victualling Yard as soon as possible.

4. Interim Pay Instructions 165/2 and 165/4 will be amended in due course.

(4526/30/16)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES.

774.

PHOTOGRAPHY - CAMERAS, AIRCRAFT, G. 45B. - LENS TUNNELS.

(Unaltered text of A.F.O. 3011/52.)

All G.45B cameras will be issued with Ref. 14A/3373 Tunnels f/3.5 fitted.

2. Services requiring the smaller (f/6.3) tunnels (Ref. 14A/3372) are to demand them to the scale of one for each G.45B camera held.

(The foregoing is the unaltered text of A.F.O. 2590/1954.)

(4518/50/221)

NAVAL 1 BOPCHES AND 2-pdr. 04 AMERINITION -

			Tracer and Igniter	1 Igniter					
Ammunition and Origin	Primer No. or Mark	Pure No. or Mark	No. of	Approx. time to self	Approx., range of self destruction. Yards	Propelant.	THE STREET	Mark of Carridge	Remarks
				Seconds	±1,000 yards				
British Naval Service	No. 12. Mark 3 or	No. 251, No. 255 er	No.11	7	3,400	FINHPATZ	TAT	161	
	Mark N4	NA SA	No.7 (Mark 4 or 6)	7	3,000	FNHP.022	RDX/TNT	28T or 22T	
			No. 7 (Mark 4 or 6) No. 14 Mark 2 (with-	r 2	3,800	FNHP 022	RDX,TNT RDX,TNT RDX,TNT RDX,TNT	38T or 39T 49T or 50T	
		No. 250	No. 14 Mark 4 or 5 (with heat	a	5,200	FNHP,022	TNT or KDX/TNT	SIT or SZT	1
		No. 259	No. 14 Mark 4 or 5	2 2	5,200	FNHPA22	RDX/TNT	SIT or SET	To be given priority for
		No. 259	Place (with heat rocker unit)	1 12	1,200	MNNON W MNON X MNON X M	TATA TATA	2232	title bearing the
+		No. 289	No. 14 Mark 6 fwith Seat		8, 300	PAHP, 042	MC/MI	192	

			Tracer and Igniter	of Igniter					
Arrametion and Origin	Primer No. or Mark	Fure No. or Mark	No. of		Approx range of self destruction. Yards	Propellant	Filling	Mark of Carnidge	Romario
			Mark	Seconds	±1,000 yards				
U.S.A. Naval Service	Mark 21, Mod. 2 and	Mark 27	Mark B, Mark 10,	1.1	11	FNHP,0155	TNT	1	
British Land Service	Mark 22 No. 12		Mark II (rdeven) No. II or	0 10	3,400	FNHP.022	TMT	1	At greent held for
Canadian Land Sorvice	No. 12	No 150 No No N	No. 11 of	Hr.	1,400	FNHP.022	TAT	1	Reserves only.
British Naval Service	No. 12,	No.251,	No.11	-	3,400	FNHP.002	0.12	11Tor 16T	For Gunnery School
or Plugged.		No. 259	No. 14 Mark 6	п	8,200	MINQF/R 032×160	6.12	R	firings and for Rect pendice with the SAAB FEL
Practice Weighted and		1	trekey uchil	1	1	FNHP 022	1	0	For gun trials and auto. testing of gams. Also carried in outflis for
Plugged. Break-up Shot		4	1	1	ı	MINQPIR 028×140		Z 12	Gring through muzzle covers.
	Mark N4					092×160 FNHP 022	11	200	

conditions. R. A. N. #BB# 20 altered 2260/1954 o 4 4 00 text the (The foregoing te 776.

GUNS - Q.F. 4.5 IN., MARK 5 - TOOL, WITHDRAWING JAMMED CARTRIDGE CASE - INTRODUCTION.

A special tool for withdrawing jammed cartridge cases from the breeches of Q.F. 4.5 in., Mark 5 guns is hereby introduced for supply to all H.M.A. ships mounting these guns on the basis of 1 per turret.

- The tool AV 437 TOOL, withdrawing jammed cartridge case - will be supplied without demand when stores become available.
- 3. "Battle" Class Modification No.295 modification to Rammer Recocking Lever - must be completed before the Tool can be used. (This is included in the manufacturing Schedule for Daring Class.)
- 4. Attention is drawn to a recent amendment to the drill books concerned issuing a warning that no attempt should be made to unload a HOT gun until the gun has been cooled sufficiently to remove the danger of a cook-off.
- 5. The production of similar tools for other power-rammed Q.F. guns is under consideration.
- 6. Navy Order 326 of 1954 is hereby cancelled.

(The foregoing is the text of A.F.O. 2596/1954 altered to meet R.A.N. conditions.)

(4428/4/51)

777.

GUN MOUNTINGS - 4 IN. A.A. TWIN MARK 19 AND R.P. SERIES - BLAST BAGS - MODIFICATIONS TO PREVENT DAMAGE - MODIFICATION NO. 100.

- (a) Ships, Establishments and Authorities concerned.
- (b) Types and Marks of Mounting
- (e) Part of mounting affected

(d) Purpose of Modification

- Ships concerned, H.M.A. Dockyards, Gunnery Equipment Depots.
- 4 in. A.A. Twin Mark 19 and R.P. Series.
 - (i) The recuperator cover (front end).
 - (ii) Sight and receiver pinions.
 - (111) Centre tee bar.

To prevent bights of canvas of the blast bags fouling -

> (i) Wing nuts on guard, and front inspection covers for the recuperator ram and crosshead guides.

- (ii) Sight rack and pinion.
- (111) Elevating Arc.
- (e) Nature of Modification
- (1) To remove
 existing wing
 nuts on the
 recuperator
 guard and
 inspection
 cover and
 replace them
 with a light
 metal guard
 and hexagon
 nuts.
- (11) Fit a light
 metal guard
 over the sight
 and receiver
 pinions.
- (iii) Fit a metal strip on the centre tee bar between guns.
- (f) Drawings or Navy Order Diagrams

Drg. D.N.O. 9626. Navy Order 777 of 1954 Diagram (1).

Drg. D.N.O. 8975. Navy Order 777 of 1954 Diagram (2).

(g) By Whom to be done

Ships staff with dockyard assistance if necessary and authorities concerned.

(h) When to be done

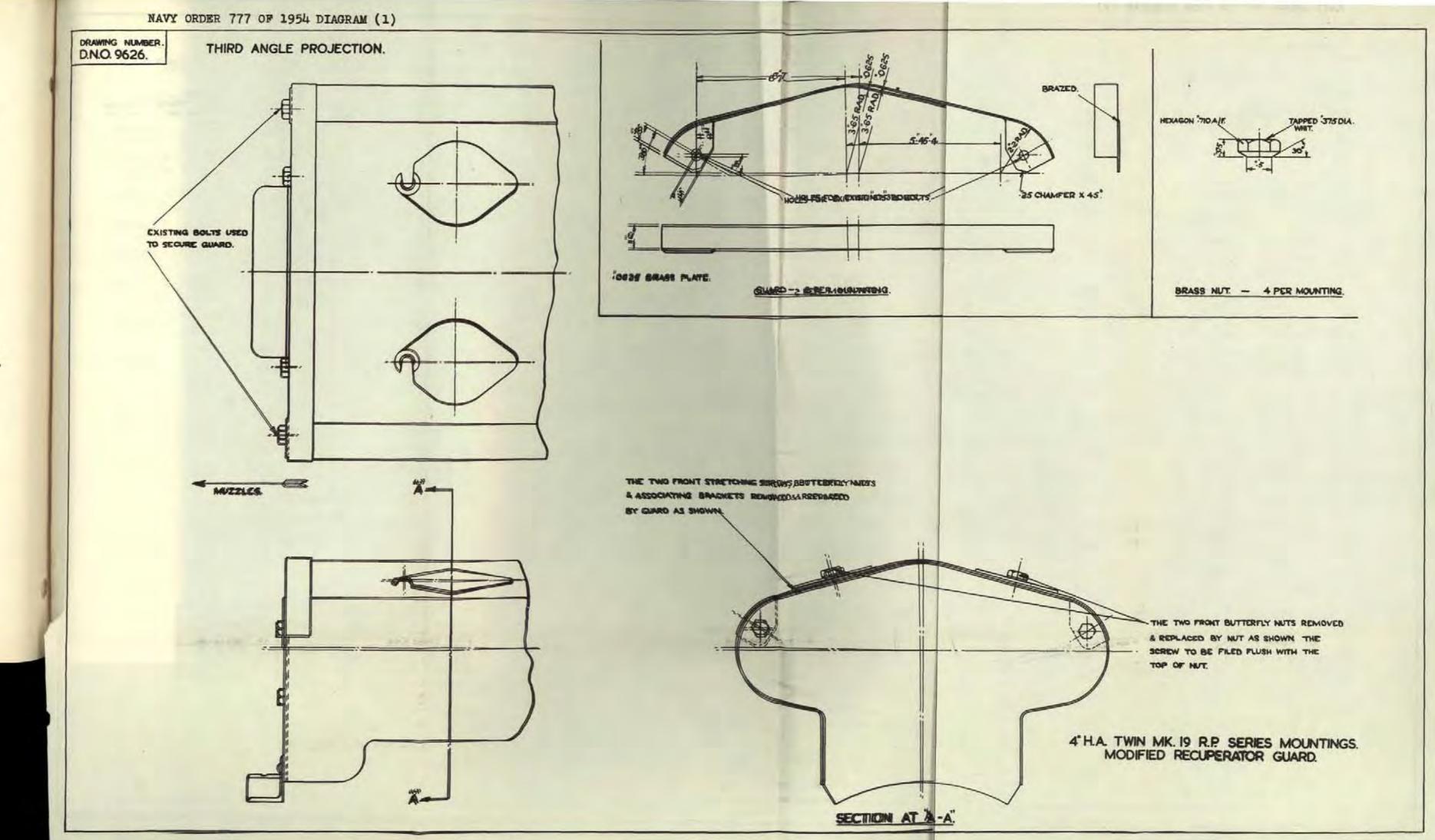
At the earliest opportunity.

(t) How to be treated

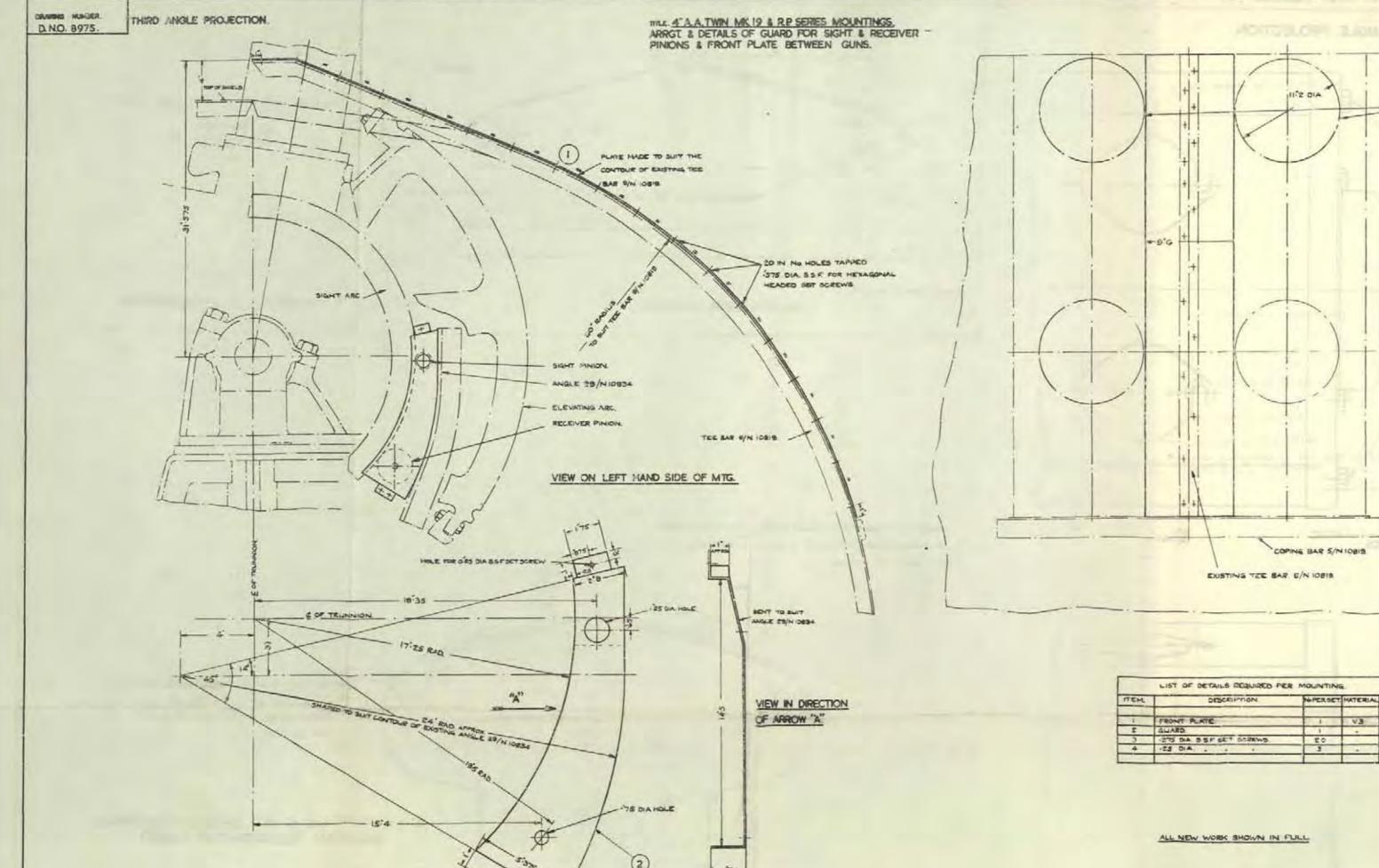
As a defect.

(The foregoing is the text of A.F.O. 2663/1954 altered to meet R.A.N. aanditions.)

(4429/29/62)



TWO HOLES FOR ES DA BSF HEMSONAL HEADED SET SCREWS



	LIST OF DETAILS REQUIRED PE	R MOUNTING	4.	
TEM	DESCRIPTION	NAPERSET	MATERIAL.	REMARKS
4	FRONT PLATE	-	V3	PES x 3'0 x 30'
1	GUARD			OUZS & GAZA
3	-275 DIA B S F SET SOREWS	80		
4	-25 DIA	2	4	

MAX DIA OF

CRACLE PROTELONS THROUGH THE SHIELD.

GUN MOUNTINGS - 40 MM. BOFORS MARK 7 MOUNTINGS -ALLOWANCES OF SPARE PARTS, TOOLS AND ACCESSORIES.

With reference to Navy Order 40 of 1953, Appendix, paragraph 2, Admiralty Fleet Order 3040/1952 is to be further amended as follows:-

Section L -Index Nos. 30 and 48 Section M C -

Index Nos. 28, 43

Add in Remarks column - "Not required for R.A.N."

Section L -Index No. 56

and 56

Delete all reference

Section L -

Index Nos. 45 and 46

Saction M -Index No. 7 Delete remark = "Not 2000 series" Add in Remarks column -"Not required for R.A.N."

Section M C -Index Nos. 2, 111

Section M C -

Index No. 41 Delete remark - "Not 2000 series".

Section 8 -

Index No. 5

Delete remark - "Not 2000 series".

Amend to read -

Drawing No.	Description	Class	C	D
P.D. 8177	Box, Spares 48" x 18" x 18" or Box, Spares 30" x 18" x 16"	R	1 2	1 1

(4429/1/105)

779.

IAUNCHERS, ROCKET - 2 IN. BOCKET FLARE LAUNCHER, MARK 5 - HOUSING STOP - MODIFICATION.

(a) Ships - Establishments and Authorities concerned. Type 12 Frigates, H.M.A. Gunnery School, Gunnery Equipment Depots and Stores.

(b) Type and Mark of Launcher

2 in. Rocket Flare Launchers, Mark 5.

(c) Part of Launcher affected

Housing Stop.

(d) Purpose of Modification

To enable stowage of launchers at positions other than the fore and aft centre line.

(e) Nature of Modification

Remove existing housing. Substitute new housing and drill for holding down bolts.

(f) Drawing or Navy Order Diagram Drawing D.N.O.8323/12. Newy Order 779 of 1954 Diagram.

(g) By whom to be done

By ship's staff and/or depot staff.

(h) When to be done

On installation.

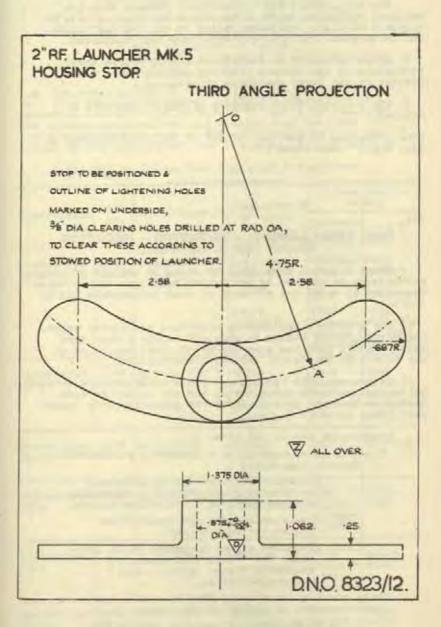
(t) How to be treated

As a defect. Housing stops will be supplied without demand, when available.

(The foregoing is the text of A.F.O. 2666/1954 altered to meet R.A.N. conditions.)

(4429/71/12)

Nevy Order 779 of 1954 Diagram



780.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART G) -REVISION OF ALLOWANCES OF STEELYARDS, PATTERN 2890.

The requirement for a steelyard, Pattern 2890 for weighing collision heads of torpedoes no longer exists in aircraft carriers, cruisers, ships of the "Daring" class, and destroyers, and this allowance has been withdrawn.

- 2. Ships concerned in commission should return their steelyards to the nearest (Superintending) Naval Store Officer at the first available opportunity.
- 3. The relevant Establishments of Sea Stores will be emended.

(The foregoing to the text of A. P. O. 2535/1954 altered to meet R.A.N. conditions.)

(4506/7/63)

781.

NAVAL STORES (CENERAL) - PROTECTIVES - PRECAUTIONS AGAINST FIRE OR POISONING.

Fatal injuries have occurred owing to neglect of proper precautions in the use of protective coatings, the solvents contained in which are all more or less inflammable and/or toxic.

- 2. The materials principally concerned are listed below, but any substance liable to give off vapour (other than water vapour) involves some degree of risk, depending on the nature of the vapour and its concentration.
- 3. In general, the "temporary" protectives contain volatile solvents to promote quick drying and are therefore more hazardous than oil paints, which are generally safe except when being sprayed.

Precautions are of two kinds -

- (a) Those aimed at preventing a dangerous concentration of vapour, i.e. -
 - Avoidance of quick-drying materials containing highly volatile substances such as gasoline or trichlorethylene.
 - (11) Provision of adequate ventilation around the work in hand.
 - (iii) Avoidance of any procedure which overtaxes the ventilation system by releasing vapour rapidly, e.g., spray-application.
- (b) Those simed at preventing harm even if a dangerous concentration of vapour should occur, i.e. -
 - (i) Elimination of possible sources of ignition. This applies to materials containing non-inflammable solvente as well as the inflammable type

since trichlorethylene vapour in contact with a flame or red hot surface generates phosgene, which is a more dangerous poison than trichlorethylene.

- (ii) Use of correct type of respirator.
- (iii) Provision of stand-by personnel with equipment to render immediate assistance in case of need.

4. The exact nature of the precautions to be taken will vary with the circumstances; obviously prevention of a dangerous concentration of vapour is the first essential. The vapours concerned are all heavier than air, and ventilation must be such as will withdraw them from the bottom of the compartment, and not merely etir them up.

Risks due to vapour from Temporary Protectives -

Description	Patt. Specification	Quantification	Composition	Rieks due to	
Description	No.	apecii ica cion	of wapour	Poison- ing	Pire
Protective PX-1	1177	C.8.1746D	Coal-tar naphths,	Moderate	Very alight unless aprayed
			White spirit	Very slight unless sprayed	Very slight unless sprayed
Protective PX-1	1177	D.T.D.121D	White spirit (never coel-ter naphtha)	Very slight unless sprayed	Very slight unless sprayed
Protective PX-2	1178	0.8,10338	Mainly trichlo- rethylens	Major risk	No risk
Protective PX-3	1180	D.T.D.279B	Mainly gasoline	Very slight unless sprayed	Major risk
Protective PX-9	-	D.T.D. 663	Mainly gasoline	Very slight unless sprayed	Major risk
Protective PX-10	1179	C. 8, 2060A	Mainly petroleum solvent	Very slight	Major risk
Protective PX-13	-	D.T.D. 791A	Mainly petroleum solvent	Very slight	Major risk

DEPARTMENT OF DEFE

19 LIBRARY

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783.

5. The undermentioned temporary protectives which are manufactured in accordance with Standards Association of Australia specifications also contain volatile solvents -

Description	Patt.	Specification	Composition		
	No.	0,00111040101	of Vapour		Fire
Protective PX(Aust) 10		S.A.A.(Int.) 62	Mainly petroleum solvent	Very slight	Major risk
Protective PX(Aust)104		S.A.A.(Int.) 61 Type D, Grede 1	Mainly petroleum solvent	Moderate	Very slight unless sprayed
Protective PX(Aust)105		8.A.A.(Int.) 61 Type D, Grade 2	Mainly petroleum solvent	Modera te	Very slight unless sprayed

6. Due to the poisonous effect of the lead salts contained in protective PX-12, care should be taken to wash hands carefully if gloves are not worn whilst using this material.

(4227/1/1)

782.

OXY-ACETYLENE WEIDING AND CUTTING EQUIPMENT -ALLOWANCE OF SPECIAL ITEMS.

Approval has been given to the supply of the following special items for use in H.M.A. Ships and Establishments (including Boom Depots) holding sets of oxy-acetylene welding and cutting equipment:

Oxy-Acetylene Guide Roller, adjustable 1 No. Oxy-Acetylene Attachment, Circle Cutting 1 No.

- 2. Ships and Establishments concerned should lodge demands with the appropriate (S) Naval Store Officer, as necessary to complete to these allowances. Dormant demands for ships in "B" Class commission in reserve will be prepared by the Storing Yard concerned in the normal manner.
- 3. The Lists of Special Allowances of Naval Stores for Ships and the Establishments of Naval Stores for Establishments (including Boom Depots) will be amended to include these allowances.

(4505/30/114)

PRESENTATIONS, HELICS AND TROPHIES AVAILABLE FOR HE-ALLOCATION.

The presentations, relics and trophies shown in the Appendix to this Order are available for re-allocation. Ships or Services requiring any of the items should forward details of their requirements to reach Navy Office by 28th February, 1955.

 Administrative Authorities are requested to consider the possible requirements of ships which are expected to commission in the near future.

(3583/71/273)

APPENDIX.

Ship	Item	Quantity
	Picture - "Houses of Perliament"	1 No.
ADELAIDE	Picture, framed - H.M. King	- 1104
	George VI	1 #
	George VI	1 "
	Highland dirk	2 11
	Pictures - "Adelaide Building"	2 11
	"Queen Adelaide"	
	"Launching of Adelaide"	1
	Shield - Coat of Arms of City	9 10
	of Adelaide	-
	Boat's badge, brass	1 "
	Company of the Compan	
ALBATROSS	Photograph, framed - H.M. King	1
Description of the last of the	George V	1 "
ARARAT	Tray, R.P.N.S. engraved -	
ARARA	"Wardroom, H.M.A.S. ARARAT,	
	1943"	1 "
	Souvenir boomerangs, E.P.N.S.	-
	engraved - "Ship's Company,	
	engraved - "Ship & Company,	2 #
	H.M.A.S. ARARAT"	2 "
	Stand for boomerangs	1
Access 1	picture - H.M. The King	1 "
ARUNTA		1 "
	H.M. The Queen	1
ADDAMEN	Tennis racquet (without strings)	1 "
ASSAULT	Cricket bags	2 11
		1 "
	Trophy Cup	î "
	Glass case for trophy	1 "
	Picture - H.M. King George VI	1 "
	H.M. Queen Elizabeth	7 #
	Gavel and Stand	T
2.0112	Distance II W Wine Course WT	1 "
BATAAN	Picture - H.M. King George VI	1 4
	H.M. Queen Elizabeth	1. 9
DDTODAME	Print, framed - "Blossoms"	1 *
BRISBANE	"Harmony"	1 11:
	"When White	-
	Winter Rules	2 20
	the Land	1 4
	"Love is Blind"	
	Cups, silver	3 "
	Cigarette lighter, silver	1 "

Ship	Item	Quantity	
CANBERRA	Plaque, H.R.H. Prince of Wales Cups, Lindisferns Regatte	1 No.	
DOOMBA	Steriliser; presented by Form 5BX, C. of E. Girls' Grammar School, Firbank, 1942	1 *	
Plinders Naval Depot	Picture, sutographed - H.M. King George VI, size 8" x 6" H.M. Queen Elizabeth,	1 *	
	Photographo, autographed - H.R.H. The Prince of Wales,	1 *	
	size 22" x 30" King Edward, size 35" x 43"	1 "	
GAWLER	Painting - H.M. King George VI Urn, electric Iron, electric Cigar and cigarette box	1 :	
GOULBURN	Cigarette box, silver	1 "	
HAWKESBURY	Rotary dryers	2 #	
KANTMBLA	Photograph - H.M. King George VI H.M. Queen Elizabeth	1 .	
KAPUNDA	Irons laundering Toasters, electric	2 "	
UTTABUL	Picture - Duchess of Kent	1 "	
ABUAN	Photograph - H.M. King George VI H.M. The Queen	1 "	
AE	Photograph - H.M. King George VI H.M. The Queen	1 "	
ISMORE	Father Neptune, H.M.A.3.	1 "	
AITLAND	Radminton set	l set	
ILDURA	Picture, framed - H.M. King George VI H.M. Queen	l No.	

Ship	Item	Quantity
MORESBY	picture, framed - Sir Fairfax Moresby Admiral Sir John Moresby Portrait - Sir Fairfax Moresby, K.C.B. Drawing, framed - "Hoisting the Flag and taking possession of the South Rastern Archipelago of New Guines Islands by Captain Moresby on 4th April, 1873"	1 No. 1 " 1 "
PRNGUIN	Photograph - Captain Stoke Rees, C.B., R.N. Portrait - Captain Arthur Phillip, R.N. Photograph - H.M. King George VI H.M. Queen Elizabeth	1 " 1 " 1 "
PLATYPUS	Palmer Snooker Shield Photograph - H.M.A.S. SYDNEY	1 "
SERADLER	Maynooth Trophy Gup - Australian Rules Football Competition, Madang, 1945	1 "
SHOALHAVEN	Gramophone	1 "
STUART	Watercolour - H.M.A.S. STUART Sketch - Duke of Beaufort "Timber Topper with the Quorn"	1 "
SUCCESS	Photograph, framed - U.S.S. MARYLAND H.M. King George V H.M. Queen Mary	1 " 1 "
TRESCO	Autographed portrait - Duke of York, 1901 Duchess of York, 1897 Prince of Weles, 1897 Tablets, wooden - Commanders in Chief of Australian Station	1 " 1 "
WESTRALIA	Cup, presentation, in wooden case with glass front and sides Shield, presentation, in wooden case	1 "

Ship Item		quantity	
WHYALLA	Cigarette box, silver Photographs, unframed - H.M.A.3. SYDNEY Photographs, unframed - H.M.A.S. AUSTRALIA Cricket Bag Thermal Containers Photograph - "Guns Firing" Photograph, sutographed - Duke of Gloucester Picture, coloured (VALIANT), by Birchall, 1917 Picture - "Attack of the Vanguard"	108	No. "

SECTION 4.- DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

784.

FORM A.S. 92 - FRESH PROVISIONS RECEIVED.

In order to reduce the number of entries in Provision Accounts, (Forms A.S.83, Part I), details of fresh provisions received on board H.M.A. Ships and Establishments from H.M.A. Victualling Yards are, in future, to be recorded on the Inset Pages of Form A.S.92 referred to in paragraph 3 of Navy Order 94 of 1953. These inset pages are available on demand from the Superintending Naval and Air Stores Officer, Sydney.

- 2. Weekly totals of supplies received from Victualling Yards should be entered in Form A.S. 71B and the monthly totals of the Yard transactions entered in Form A.S. 83, Part I, in the same manner as for provisions received from contractors. The Inset Pages and relevant Victualling Yard Store Issue Notes are to be forwarded as enclosures to the Navy Office copy of the Provision account.
- 3. Ships and Establishments using Forms A.S. 462Y should post each Victualling Yard Store Issue Note direct to the account.

(4528/4/287)

LIST OF ADMIRALTY PLEET ORDERS REPROMULGATED AS COMMONWEALTH NAVY ORDERS (MANY ORDER 104 OF 1954.)

(April, 1954 and Onwards)	ADOPTED IN PULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954
900 931 932 933 935 936 937 938 949 947 948 950 977 948 984 985 999 1001 1004 1005 1006 1007 1008 1009 1010 1011 1042 1046 1055 1072 1074 1076 1083 1084 1136 1137 1138 1136 1137 1138 1138 1137 1138 1138 1138 1138 1139 1190 1193 1193 1193 1216	231 - 223 244 249 296 357 206 - - - - - - - - - - - - -	244 245 248 292 331 436 221 233 360 344 2269 240 371 243 247 - 304 0.0. N.O. 36 - 311 343 361 700 375 - 309 353 254 - 459 349 375 252 - 439 240 375 252 - 439 259 375 254 - 439 375 254 - 439 375 275 275 275 275 275 275 275 275 275 2

(April, 1954 and Onwards)	ADOPTED IN PULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954
1241		359
1251	-	359 419
1255 1256	-	325 290
1259	291	
1262	531	777
1263	_	377 709
1269	-	379
1270	-	435
1275 1276	-	hho
1299	-	335 321
1299 1310	-	518
1317 1323	546	210
1323		589
1324	-	363
1340	-	469
1340 1343 1344	-	349
1345		350 326
1346 1348		327
1348		586
1349	305	-
1352 1353		356
1355		334
1355	-	358 452 480
1359		1,80
1370 1405	-	630
1405	140	550
1406 1408	201	550 420
1409	324	-
1411	378	372
1418	210	599
1441	-	399
1444	401	- 41
1475	.7.	471
1477 1480	499	.70
1482		621
1527 1531	369	478
1531	-	472
1532 1533 1538	-	373
1538	-	453 763
1530	-	763
1548	460	495
1549	559	
1595 1614	559	479
1614		461
1617	700	500
1622	392	
1623		581 598
1624	392 - - 384 - - - 425	380
1646	384	
1653 1660	-	466
1661		hhq
1664	-	450 421
1665	1125	HEL

A.F.O.'s (April, 1954 and Onwards)	ADOPTED IN PULL C.N.O. 1954	FORM C.N.O. OR C.C.N.O. 1954
1666	457	17.
1670	-	497
1672	434	1 2
1673	475	557
1674 1675		557 474
1676	438	
1677	1,33 370	10
1680		464
1700	-	645
1727	473	-
1729 1730	-	426
1734	558	133
1734 1744	2	522
1759	-	561 602
1772	-	491
1791	533	1
1793 1800	333	597
1822	-	604
1835	525	618
1849	-50	
1853	536 498	0
1859 1860	490	570
1864	521	
1892	507	-
1900	526	516
1912	-	568
1914		620
1917 1918	2:	538
1920	651	
1925		571
1952	-	619
1966	570	672
1970	539 623	
1973	506	2
2029	300	534
2031	555	7-0
2075	-	578
2085	553	682
2086 2089	551	674
2090	-	673
2092		592
2094	554	615
2095	•	642
2100		583
2115 2145	562	505
2147		591
2148	Ξ.	614
2196	624	613
2205	624	569
2206 2250	-	696
2257	2	751
2262	-	751 677
2265	683	-

A.F.O.'s (April, 1954 and Onwards)	ADOPTED IN FULL C.N.O. 1954	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954
2298 2306 2327 2338 2339 2340 2341 2345 2346 2348 2353 2351 2412 2470 2471 2475 2476 2478 2478 2480 2484 2593 2593 2593 2597 2593 2597 2598 2604 2778	647 637 711 670 675 707 724 752 717	764 729 698 699 676

NOTE:- A.F.O.'s subsequent to 900/1954, which are not listed above, can generally be accepted as not applicable, but some may still be under consideration.

Those within the above numbers, subsequently repromulgated, will be included in later monthly cumulative lists.

(Navy Orders 206-766 of 1954, dated 1st June to 30th November, 1954.)

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C.N.O.785/54

RESTRICTED
(FOR OFFICIAL USE ONLY,)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 6th December, 1954.

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

By direction of the Naval Board,

J. E. Bumins

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

785 Aviation - General Regulations Regarding the Use of Oxygen and Oxygen Equipment in Naval Aircraft.

785 785.

> AVIATION - GENERAL REGULATIONS REGARDING THE USE OF OXYGEN AND OXYGEN EQUIPMENT IN NAVAL AIRCRAFT.

Introduction

The following instructions in the use of oxygen equipment are issued to ensure that the flying personnel are familiar not only with the general principles to be observed in the use of oxygen equipment, but also with the specific instructions in the use of the different oxygen systems.

- 2. (a) Rach member of an aircrew should realize that he may be the first person to recognise that orygen lack is affecting the pilot of another aircraft. An affected pilot does not often realise himself that anything is wrong. Suspicion should be aroused if a pilot fails to acknowledge an R/T signal or makes a slurred or irrelevant reply or if, for example, he breaks away from formation unexpectedly. Repeating the word "OXYGEN" to such a pilot may stir him to take appropriate action before it is too late. Regular checks of oxygen and altitude or Cabin Altitude must be made.
- (b) Before authorising aircrews to carry out flights by DAY requiring the use of oxygen, Commanding Officers are to ensure that they have had the following lectures and instructions during their flying training :-
 - (i) Lecture by a Medical Officer on physiology of oxygen and high altitude flying.
 - (11) Standard anoxia experience in a decompression chamber.
- (c) Before carrying out flights by NIGHT requiring the use of oxygen, sircrews are, in addition to (s) and (b) above, to be given a lecture by a medical officer on night vision, including a demonstration in a decompression chember.
- (d) Before flying at heights of over 30,000-ft. (aircraft altitude), all sircrews are to have instruction and a special decompression test at the R.A.N. Air Medical School. (B.R. 1750A(50), Chapter 3, paragraph 91.)
- (a) The completion of training and tests detailed in paragraphs (b), (c) and (d) above is to be recorded in flying log books, the entry being signed by a medical officer. Retrospective entries may be made by medical officers in the log books of aircrew who can certify having completed the training and tests.
- (f) Medical officers responsible for the operation of decompression chambers are to have undergone the course in aviation medicine at the R.A.N. Air Medical School, In no circumstances are there to be any deviations from the methods of conducting runs in decompression chambers which are taught by the School.
- (g) The Captain of an aircraft is to ensure that passengers are familiar with the use of oxygen equipment before a flight requiring the use of oxygen.
- 3. Dafinitions .- (a) For aircraft which have pressure cabins, the cabin heights mentioned in this Order are those indicated by the cabin altimeter.

- (b) The term "sircraft altitude" refers to the altitude indicated by a sensitive altimeter set to ICAN (1013.2 millibars) and corrected for position error.
- 4. General regulations for the use of oxygen in all aircraft. - (a) The instructions laid down in paragraphs 7(b) and 8(c) concerning regulator settings are to be strictly
- (b) Provided oxygen is part of the approved equipment of the aircraft, oxygen is to be used, regardless of altitude, whenever aerobatics are undertaken. This is of special importance in serial combat or on any manoeuvres where frequent applications of high "G" are made.
- (c) An emergency oxygen set is to be carried and connected by all aircrew on flights above 25,000 ft. (sircraft altitude) so that oxygen will be available in the event of failure of the normal supply or when "baling out".
- (d) The use of pressure breathing equipment without previous training is prohibited.
- (s) Provided oxygen is a part of the approved equipment of the aircraft, oxygen is always to be available for use when the aircraft is test flown.
- (f) Wherever the use of oxygen is mentioned in this Order, the correct use of the equipment described in A.P.1275A, Vol.1, Section 8 and in A.P. 1182E, Vol. 1, Section 4, is implied.
- (g) Nothing in this Order exonerates aircrew from observing any special orders for the use of oxygen which may be laid down for specific aircraft.
- 5. Tupes of Oxugen Systems used in Naval aircraft. There are three types of oxygen systems -
 - (a) The direct flow system, in which an economiser is used in conjunction with a Mark 11 regulator and is suitable for use up to about 40,000 ft. aircraft altitude in non-pressure cabin aircraft or 43,000 ft. aircraft altitude in pressurised aircraft.
 - (b) The pressure-breathing system, in which a special waistcoat and mask is used is suitable for use up to 44,000 ft. sircraft altitude in unpressurised aircraft for not more than 15 minutes provided the user is at rest: and 48,000 ft. aircraft eltitude in pressurised aircraft. It is intended for interim use until the sutomatic pressure demand system becomes available.
 - (c) The automatic pressure demand system, in which a demand type regulator is used, is suitable for use up to 44,000 ft. in unpressurised aircraft for not more than 15 minutes provided that the user is at rest or up to 50,000 ft. aircraft altitude in pressurised sircraft.
- 6. Make. All masks for sircrew have a microphone fitted in them. The standard types of oxygen masks are -
 - (a) Type H, which is used with the direct flow economiser system.
 - (b) Type J, which is used with pressure-breathing equipment. The type M is replacing this mask.

- (c) Type A.13A and A.13A/1 for use with the automatic pressure demand system. An improved mask (Type N) is being developed to replace this mask.
- NOTES:- (i) For further information see A.P. 1182F.
 - (ii) Effective seal of masks can only be obtained when accurately fitted and adjusted. It is necessary therefore to use only the correct size, and to exercise care in adjusting the harness. As the mask moulds its shape to the face of the wearer; it is important that it is only worn by the person to whom it is issued.
 - (iii) An ill fitting mask is not only unsafe but may also waste oxygen during flight.
- 7. Direct Flow or Economiser System (a) Pre-flight check.(i) Turn ON/OFF valve on regulator to "ON",
- (ii) Ensure that the oxygen supply is sufficient for the flight (an abridged endurance table is published at the Appendix to this Order).
- (iii) Flow Tests.-Ensure that the float in the right hand tube of the flow indicator has risen with the flow change switch at "Normal" and that the float rises and falls in the left hand tube when the switch is operated.
- (iv) Put ON/OFF valve to "OFF" and ensure that the pointer of the contents gauge returns to zero and both floats in the flow indicators of the regulator, Mark 11, drop out of sight.
- (v) Where ejection seats are fitted ensure that the main oxygen delivery tube connection between seat and aircraft is properly made.
- (vi) The correct functioning of the economiser can be roughly checked by turning on "Normal" flow and then feeling the flow by holding the free end of the tube from the economiser against the ear. The regulator should not be set to "high" or emergency, nor should the end of the tube be held flat against the hand, or pinched.
- (vii) If applicable, attach the clip on the mask tube to the clothing and connect the emergency oxygen supply tube.
- (b) Settings for Mark 11 series regulators.-(1) 10,000ft, cabin altitude is never to be exceeded without use of oxygen.
- (ii) "Normal" flow is to be turned on before take-off on all flights not included in (iii) and (iv) below if it is intended to climb to over 10,000 ft, at a rate of over 2,000-ft. per minute or if the aircraft is capable of flying at a true airspeed greater than 400 knots in level flight, or if an altitude of 4,000-ft, is to be exceeded at night.
- (iii) "High" flow is to be selected by pilots before takeoff on all flights to be carried out above 25,000-ft. cabin altitude.
- (iv) As a precaution against sudden loss of cabin pressure the regulator should be set at "High" when the aircraft altitude is above 40,000-ft., or at any height under combat conditions.

- (v) In unpressurised jet aircraft, the oxygen regulator is to be permanently locked in the "High Flow" position.
- 8. Pressure Breathing System. (a) Checks before flight, (i) Ensure that the low-pressure selector cock (for pressure breathing equipment or aconomiser), is wire locked in the pressure-breathing position, and that the correct oxygen supply fitting is attached to the main supply tube.
- (ii) Attach the T-piece (coupling box) on the mask tube assembly to the connecting flungs on the waistcoat, making sure that the connection has clicked into position.
- (111) Connect the socket at the end of the mesk to the mein supply, noting that the correct fitting is used as follows:-

Fixed seat users. - Connections must be locked by bayonet ring after the quick-release connection is made.

Ejection seat users.-Connection must be made by the quick-release plug and socket only, and no locking ring should be on the seat tube connecting plug.

(iv) Connect the emergency oxygen set supply tube to the socket in the three-way piece. If there is no emergency oxygen set the blanking-off plug must be inserted in the three-way piece.

Check equipment as follows :-

- (v) Inspect the mask to see that the inlet valve on the side, and outlet valve below, are free from dirt. The inlet valve can be tested by holding the mask in position on the face, pinching the mask tube between the fingers, and then inhaling. If the valve is functioning correctly breathing should be quite easy and at the end of inhalation, the valve should click shut.
- (vi) Strap the mask on to the face, turn the outlet valve to High and breathe out forcibly to check whether leaks occur at the edge of the mask, and if necessary tighten the straps to eliminate leakage.
- NOTE: The small blanking-off plug should be in position in the three-way piece for this test.
- (vii) Turn oxygen flow to "Emergency" leaving the mask outlet valve on "High". Pressure should then build up in the waistoost proving that the system is satisfactory. Return regulator settings to "OFF" after test.
- (b) Pressure Breathing Mask Settings. (1) The "no pressure" setting is normally to be used when below 35,000-ft. csbin altitude.
- (11) "Low pressure" is to be used at cabin altitude between 35,000 and 40,000-ft. or if the regulator "Emergency" flow has to be used for protection at any cabin altitude below 35,000-ft.
- (iii) "High pressure" to be used if cabin pressure is lost, or a forced descent into water. (See paragraph 11).
- (c) Regulator Setting, Mark 11, Series. When the cabin is unpressurised, the "High" actting must be used from take off, and when cabin is pressurised, the "High" setting must be used when the indicated aircraft altitude is at or above 40,000-ft.

- (d) Emergenoise. (1) If cabin pressure is lost at sircraft altitudes above 40,000-ft., the mask pressure is to be turned to "High" immediately and descent started at the maximum rate to 40,000-ft. or below.
- (ii) If a forced descent is made into water, the equipment with "High" pressure mask setting together with "emergency" setting or the regulator can be used as underwater breathing apparatus thus facilitating preparation for escape from submerged aircraft.
- (iii) If the waistcoat developes a leak in flight turn regulator to "emergency", disconnect the three-way piece from waistcoat, reduce aircraft altitude at maximum rate to 35,000 ft., if applicable, and then turn off "emergency" flow. The maximum permissible oabin altitude thereafter is 30,000-ft., bearing in mind that the aircraft altitude must not exceed 35,000-ft. The "High" flow regulator setting is to be maintained whilst oxygen is required.
- NOTE: The instructions for pressure breathing mask settings still apply.
- 9. Automatic Pressure Demand System. (a) The sutomatic pressure demand caygen system has been introduced for use at 42,000-ft. for long periods, 43,000-ft. for not more than 30 minutes and 44,000-ft. for not more than 15 minutes. It also permits a safe descent in pressurised aircraft from 50,000-ft. aircraft altitude in the event of pressure cabin failure.
- (b) The Mark 17 or Wark 17B regulators are fitted to certain types of Naval sircraft, the Mark 17B being of American manufacture and modified to the same standard as the British made Mark 17.
- 10. (a) Regulators, Mark 17, Sertes. (i) The regulator is fitted with an ON-OFF control which, when turned ON, all functions such as air dilution and pressurisation are automatic.
- (ii) An air dilution switch whereby 100 per cent. oxygen can be breathed at any height.
- (iii) A "blinker" which indicates when oxygen flows to the user.
- (iv) A pressure gauge. (This shows only the reduced pressure and not the contents of the main supply system.)
- (v) An emergency switch giving a choice of two pressures to the mask.
- (b) Checks before flight.-(i) General.-Ensure that all parts of the mask are securely in place. Ensure that the inlet check valves are covered by the plastic shields and that the arrows point downwards.
- (ii) Test for inlet values, -Compress the mask tube by forcing the corrugations close together; place the thumb over the disconnect end and allow the mask to hang from the thumb. The inlet check flappers should hold the tube in compression. If the mask tube extends or releases from the thumb inspect the valve seat for proper insertion and for dirt on the seat.
- (iii) Pressure test.-Fit the mask securely to the face and the helmet and connect to the main supply. Press the emergency switch in, and tighten the tension on the upper and lower mask straps, so that no leakage occurs during the respiratory cycle. Release as soon as adjustment has been completed.

- (iv) Outlet unive test. With the mask still connected to the regulator press the emergency switch in, draw in a deep breath and hold it. If oxygen continues to flow (and providing the mask is properly fitted) the outlet valve is not holding pressure and should be replaced.
- (v) Ensure that the contents of the sircraft oxygen system are sufficient for the flight and that the main oxygen supply is turned on.
- (vi) Ensure that all connections are correctly made on the main oxygen delivery tube (including the seat/aircraft connection on ejection seats), and the emergency oxygen supply tube; attach the clip on the mask tube to the clothing.
- (vii) Ensure that the regulator blinker operates and that breathing is unrestricted with the sir-dilution switch in both positions, and with the "Emergency" pressure turned on. When the "Emergency" switch is turned on the additional pressure should be apparent.
- (c) Use in Normal Flight.-(i) Once the regulator is turned on, the supply of oxygen is fully sutomatic.
- (ii) The user should keep a check on the main supply pressure gauge (which is a separate gauge elsewhere in the cockpit, and in British aircraft is not the lower pressure, indicated on the regulator dial), and that the blinker is functioning correctly.
- (d) Emergencies, -The sir-dilution switch should be used in the "100 per cent. oxygen" position in the following circumstances :-
 - (1) When special provision has been made for pre-oxygenisation to reduce in a subsequent emergency the risk of decompression stokness.—This is permissible only if the aircraft oxygen system is capable of maintaining the supply of oxygen for the prescribed period. (See consumption rate tables in Appendix.)
 - (ii) If the cockpit is contaminated with toxic jumes of noxicus gases. In this event the air-dilution switch should be moved to the position "100 per cent. Oxygen" and the "Emergency" switch deflected to either side.
 - (iii) Blinker. If the blinker cesses to operate press in the "Emergency" switch. A flow to the mask would indicate that oxygen is being supplied but the blinker mechanism is suspect. If pressing the switch does not produce pressure flow, descent immediately to a safe altitude where the system may be given a visual inspection for faults such as a disconnection of the mask to seat or seat to aircraft.

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(iv) Oxygen Mask, - Should the inlet valves get any particles of dirt lodged underneath the valve flap, the expired breath will pass through the inlet valve and hence build up a pressure on the underside of the outlet valve. This will make it hard to bresthe out and may cause discomfort. The bottom of the mask should be raised from the face, and the "Emergency" switch on the regulator depressed for a moment to blow out the obstruction: this should be repeated if necessary. Should this fail, slacken the webbing harness until the mask is just loose enough for exhaling in comfort and set "Emergency" switch to left or right. Care should be taken that the mask is kept as tight as is consistent with comfort to reduce wastage of oxygen. The rate of flow under these conditions will be very much greater than normal and a careful watch must be kept on the high pressure contents gauge in the aircraft in consequence.

NOTE: The use of "100 per cent. oxygen" increases the consumption of oxygen in inverse proportion to the sltitude. It is imperative that such a setting be used with great caution, particularly at low altitudes, and that the remaining oxygen supply as indicated in the high pressure contents gauge be carefully watched,

(v) Forced descent into water. Set the sirdilution switch to "100 per cent. oxygen" and "Emergency switch" to ON. The equipment will then act as an underwater breathing apparatus thus facilitating praparation for escape from a submerging sircraft.

11. Emergency Crygen Sets. - Emergency oxygen sets are fitted as described in A.P. 1275A, Section 8, Chapter 16, either in parachute seat packs or to a parachute harness. They are designed to provide an emergency supply of oxygen for use if the normal supply fills or when a man bales out at a high altitude. Emergency oxygen sets for use with economiser systems and those for use with demand regulator systems incorporate different connections to the mask.

When pressure demand masks, Types A 13A, A 13A/1 and N are used in connection with the emergency supply, exhalation will be difficult. It is essential that the mein mask tube connector be undone when the emergency oxygen set is used in an aircraft.

12. The information contained in this Order will be incorporated in A.P. 129 which is being re-issued shortly. (The foregoing to the text of A.F.O. 2755/1954 altered to meet R.A.N. conditions.)

APPENDIX

OXYGEN ENDURANCE AND REGULATOR SETTINGS

1. Oxygen Regulators, Mark 11 Series. - The endurance of one full 750-11tre cylinder per man is -

Mork 11	- All Ty	pes	
Altimeter Height	meter Height Setting		
Below 25,000 Above 25,000 Mark 110, D and E only	Normal High Emer	Hre. Mins. 3 30 1 50 about 30	

2. Pressure Demand Regulators, Mark 17 Series, - The endurance of one full 750 litre cylinder supplying one Mark 17 regulator is -

Cabin Altitude	Air Inlet Valve Setting		
in Thousands	Normal Oxygen	100 per cent Oxygen	
0 5 10 15 25 35 and above	Hours 2.5 3.75 4.75 5.5 3.0 2.0	Hours 1.0 1.0 1.25 1.75 3.0 2.0	

Farning. - The 100 per cent, oxygen setting should be used only for emergencies owing to the high rate of consumption at low altitudes.

Defenie dibiary.

RESTRICTED (FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 14th December, 1954.

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

By direction of the Naval Board,

J. R. Bummins

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. **Bubject**

SECTION 1 - ADMINISTRATIVE AND GENERAL

- 786 Japan Entry.
- 787 Survey and Maintenance of Major Wooden Vessels.

SECTION 2 - PERSONNEL

- 788 Promotion from the Lower Deck to Permanent Commissioned
 Rank Executive Branch (Seamen, Signal and
 Telegraphist Ratings and Naval Airmen (except
 Naval Airmen Mechanics and Naval Airmen Pilots'
 Mates)) Acting Sub-Lieutenants, R.N. Upper
 Yardmen Course Seamanship Examination Syllabus.
- 789 The Australian Sea Cadet Corps of the Navy League of Australia.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

- 790 Aircraft Rocket Ammunition 3 In., Aircraft Motor Rocket Stowages Modification.
- 791 Photography Library of Photographs of H.M.A. Ships and Craft.
- 792 Photography Titling, Registration, Storage and Disposal of Photographic Negatives and Prints.
- 793 Evaporator Compound Injection Equipment.
- 794 Amminition Vocabulary of Naval Armament Stores B.R. 1837 Parts 7 and 8.
- 795 Armament Record Cards.
- 796 Guns Q.F. 4.5 in., Mark 5 Modification to Shaft, Actuating and Lever Actuating Shaft.
- 797 Gun-mountings 4 in., Mark 19 Semi-Automatic Gear Drain Holes in the Buffer Securing Bush - Modification No. 105.
- 798 Torpedo Bomb Trolleys and Maintenance Spares Allowances.
- 799 Alteration and Addition Items H.M.A. Fleet Tugs.
- 800 Alteration and Addition Items H.M.A.S. SYDNEY.
- 801 Alteration and Addition Items Modernized Tribal Class Destroyers.
- 802 Accounting for Packages used Solely for Transporting Explosives Stores to and from H.M.A. Ships.

TABLE OF CONTENTS (Continued)

No. Subject

- 803 Diving Clearance Diving Breathing Apparatus Pattern 5561A - Lack of Maintenance and Serious Ill Usage.
- 804 Naval Stores (General) (Class B, Group 11, Part E) Reamers Expanding Special Allowances.
- 805 Naval Stores (General) (Class F, Group 2B, Part 4) Copper Cord, Pattern 1910 Re-Introduction, H.M.A. Ships.
- 806 Naval Stores (General) Hoses, 5 in., for Fuelling at Sea.

807 Naval Stores (Technical) (Class F, Group 1A/1) - Radio Equipments - Obsolete Stores - Disposal.

SECTION 1 .- ADMINISTRATIVE AND GENERAL

786.

786

JAPAN - ENTRY.

The United Nations Status of Forces Agreement, signed at Tokyo on 19th February, 1954, provides that members of the United Nations Forces and of the civilian component thereof, and their dependants, may enter and depart from Japan for the purpose of the Agreement.

- 2. The relevant portions of Article III of the Agreement (Entry and Exit) and the Agreed Official Minutes and Statement for the Record on that Article, are summarized below, together with certain additional information relating to the personnel covered by this Order:-
 - (a) The United Nations Command shall appropriately notify the Government of Japan of the number of persons entering and departing, the dates in each case, the object of entry, and the expected duration of stay.
 - (b) Members of the United Nations Forces are exempt from Japanese laws and regulations on passports and visas. Members of the civilian component of the United Nations Forces, and their dependants, and the dependants of members of the United Nations Forces can enter Japan, as a matter of practice, but their passports must be endorsed for Japan even though the need for visas has now been waived.
 - (c) Members of the United Nations Forces require on entry:-
 - (i) Personal identity eard showing name, date of birth, rank and number, Service and photograph, which must be presented, on demand, to the appropriate Japanese authorities.
 - (ii) Individual or collective travel order certifying to the status of the individual or group as a member or members of the United Nationa Forces and to the travel ordered.
 - (d) Members of the civilian component (i.e., civilian officials attached to the United Nations Forces) should have their status and the organization to which they belong described in their passport.
 - (e) Dependants of members of the United Nations Forces and of the civilian component thereof should similarly have their status described in their passports (i.e., the relationship to, name and status of the member of the United Nations Forces or the civilian component thereof on whom such person is dependent).

- (f) Persons in categories (d) and (e) shall, on demand of the appropriate Japanese authorities, present their passports within a reasonable time.
- 3. The following requirements are applicable to certain personnel, not covered by the United Nations Status of Porces Agreement, who may wish to visit Japan :-
 - (a) Naval Attaches and language students must have passports with a valid entry visa for Japan and should make sure that their visas are stamped at the port of entry.
- (b) Other civilians who visit Japan, even though they are officially sponsored (e.g., visiting entertainers), will require Japanese visas as well as passports endorsed for Japan. If they wish to proceed to Kores they will require clearance from the Commander-in-Chief, United Nations Command, which can be obtained by application to Headquarters, British Commonwealth Porces, Korea. They may also require a South Korean visa, which can be obtained in Tokyo.
- (c) In the case of Senior Officers on Tours of Inspection and V.I.P.'s, the local authority arranging the visit should acquaint Commanderin-Chief, British Commonwealth Forces, Kores, of the programme and keep him fullyinformed of any changes. No action with the Japanese Government will be required unless they are involved in the programme, when the matter will be handled at diplomatic level.
- 4. Personnel proceeding to Japan are required to be in possession of appropriate International Medical Certificates. The following are the vaccination and immunization requirements:
 - (a) vaccination against smallpox within the last year;
 - (b) typhoid group within the previous year;
- (c) tetanus, if completed, within the last five years.

In addition, if personnel are travelling by air, immunization against cholers is required (if not done within the previous six months).

5. Navy Order 128 of 1954 is hereby cancelled.

(The foregoing to the text of A.F.O. 2696/1954 altered to meet B.A.N. conditions.)

(4386/22/4)

7

787.

SURVEY AND MAINTENANCE OF MAJOR WOODEN VESSELS.

In order to guard against dry rot and deterioration in wooden vessels, particularly those in tropical waters, regular survey and examination of these craft is to be carried out in accordance with the procedure laid down in this Order.

2. Surveys of the undermentioned vessels, when in commission or in reserve, are to be carried out at 6 monthly intervals. Reports of survey and any remedial action taken are to be forwarded to Navy Office:-

G.P.V.'s (75 ft.)
M.S.L.'s (85 ft.)
S.A.R.'s (63 ft.)
H.D.M.L.'s (60 ft.)
H.M.A.S. WOOMERA (300 ton M.C.V.)
Work Boats (40 ft.)
Tow Boats (45 ft.)
Diving instruction boats attached to PENGUIN.
Torpedo recovery launches attached to R.A.N.T.E.
All other launches over 40 ft. in length.

3. Minor motor boats and other small wooden craft are to be dealt with under the existing regulations.

4. Special care is to be taken, in the examination of double skin vessels, to guard against deterioration between the skins. In sheathed vessels, a portion of the sheathing is to be removed to ascertain the condition of caulking. A few sheathing bolts are also to be removed.

(3211/1/76)

SECTION 2 .- PERSONNEI

788.

PROMOTION FROM THE LOWER DECK TO PERMANENT COMMISSIONED RANK - EXECUTIVE BRANCH (SEAMEN, SIGNAL AND TELEGRAPHIST RATINGS AND NAVAL AIRMEN (EXCEPT NAVAL AIRMEN MECHANICS AND NAVAL AIRMEN PILOTS' MATES)) - ACTING SUBLIBUTENANTS, R.N. - UPPER YARDMEN COURSE. - SRAMANSHIP EXAMINATION - SYLLABUS.

With reference to Q.R. and A.I., Appendix I. Part 2, Section 1, paragraph 34, the syllabus of the Seamanship examination mentioned therein is as follows:-

Subject.

Possible Marks.

1.- OFFICER OF THE WATCH (Q.R. and A.I.. Chapter 31, Section III.

Officer of the Watch at Sea

80

- (a) General duties, single ship and in company.
- (b) Handling ships. Effect of rudder and sorew.

- (c) Station keeping.
- (d) Precautions when entering and when in fog.
- (e) Man overboard.
- (f) Instruments used by Officer of the Watch.
- (g) Fractical experience at sea in a locally-based ship.

Officer of the Watch in Harbour

70

- (h) General duties.
- (1) Ceremonial.
- (j) Defaulters and drunken men.
- (k) Moving ships in harbour.

2.- RULE OF THE ROAD (Q.R. and A.I., Chapter 35 and Navigation Manual, Volume I). 75

- (a) Thorough knowledge of the regulations for the prevention of collisions at sea.
- (b) Lights and signals used by aircraft.
- (c) The uniform system of buoys and buoyage.

5 .- BOATWORK.

50

- (a) Practical boatwork during the course. To handle a boat under sail, oars and power, to take charge of aminstruct a crew of new entries under oars and sail. Conning ship in preparation for instruction at sea.

 To pass out in handling boats.
- (b) Thorough knowledge of all types of boats and their gear, the care and maintenance of boats and sails, and a knowledge of how to handle boats under special conditions of wind and weather.
- (c) Evolutions in boats.

4.- ORGANIZATION.

100

(a) Internal organization of a battleship from building and commissioning, through the commission to paying off. Differences to be made for size of ship as far as possible. Admiralty lectures on the lines of those sent with A.L.N.2046/39 and subsequent discussions of them.

Organization of a Naval Air Station and aircraft in an aircraft carrier.

- (b) Divisional Officer's duties (Q.R. and A.I., Chapter 31, Section II), advancement, requests, punishments, etc.
- (c) The regulations and organization for the marking and working of watertight doors. General principles of the stowage of stores and store rooms. The fire main system. The principles of damage control.
- 5 -- ANCHOR WORK. A thorough knowledge of:- 100
 - (a) Anchors, cables, capstans, cable holders and gear connected with them. Survey of cable by ship's staff.
 - (b) Working anchors and cables.

 Mooring and unmooring.

 Clearing hawse and foul
 anchor.
 - (c) Laying out anchors of all descriptions.
 - (d) Evolutions in anchor work.
 - (e) Care and maintenance of anchors and cables, capstans and cable holders,
 - (f) Oiling ships at sea.
- 6.- RIGGING. A thorough knowledge of:- 75
 - (a) Rigging of masts and yards.
 - (b) Hawsers, steel and hemp.
 - (c) Tackles and boats' falls.
 - (d) Pitting and working of paravanes.
 - (e) Rigging of sheers and derricks.
 - (f) Blementary rigging and towage of targets.
- 7 -- GENERAL KNOWLEDGE. A good knowledge of:-
 - (a) The Fleet, H.M. ships and officers' life in them.
 - (b) Care and maintenance of C.B.'s and S.P.'s.
 - (c) Ship and aircraft identification.
 - (d) The principles of the organization at the Admiralty.

- (e) Officer-like qualities.
- (f) Entry and promotion of Executive Officers.
- (g) Life in a ward room. Mess etiquette.
- (h) Appointment of officers. C.W. and Navy Lists.
- (1) Officers' uniforms.
- (j) Letter writing.
- (k) How to write out a signal.
- (1) Acknowledgement of appointments.
- 8.- JOURNALS. To be assessed by the Officer-in- 50 Charge, Upper Yardmen.
- 9.- FORMER SERVICE. To be assessed by the Officer-in-Charge, Upper Yardmen.
- 10.- SIGNALS. 100
 - (a) Semaphore. To be able to read and send at 12 words a minute. (20 marks)
 - (b) Plashing. To be able to read and send at eight words a minute. (20 marks)
 - (c) Voice. A good knowledge of voice procedure. (10 marks)
 - (d) Fleet work, miscellaneous, procedure (except voice) and cryptography (Tables 1 to 4 below). (30 marks)
 - (e) Communications Organisation (Table 5 below). (20 marks)
 - (f) Standards of Knowledge -
 - A Detailed knowledge of the subject and a full knowledge of where to refer to instructions.
 - B Good knowledge of the subject stressing essentials but omitting details. A good knowledge of where to refer to instructions.
 - C A knowledge of first principles.

TABLE 1

FLEET WORK

	FIGHT WORK.	
1	. Instructions for the use of the A.N.S.B. and V.C.S.B., including Intra R.N. Supplements.	B
2	. Colours and Meanings of Plags and Pendants (including Emergency signals).	A
3	. Principal Visual Call signs.	В
4	. A.N.S.B. Sections -	
	(a) Form, Station, Corpen, Turn, Speed.	В
	(b) Miscellaneous signals including use of Flg Uncle when working cables.	3
	Abbreviated P/L signals from the Intra R.N. Supplement of A.N.S.B.	c
6.	Principal Definitions (A.T.P.1).	В
7.	Pormations and Dispositions. Forming up and changing the formation of a formed unit. Altering the course of a unit (not particular methods).	В
8,	Minor Landing Craft and Boats Signal Book.	В
	TABLE 2	
	MISCELLANEOUS.	
1.	Internal organization of Communications Department.	c
2.	Instructions for initiating and drafting messages, security classifications, precedences.	В
3.	Standard Phraseology.	В
	TABLE 3	
	PROCEDURE.	
	The second secon	
	Message format. Principal prosigns.	В
		В
•	Plashing (including Executive, Rapid and F Methods and Alarm procedure.	В
	Flage and Semaphore.	В
	Voice,	В
	TABLE 4	
	CRYPTOGRAPHY.	
	Outlines of Cryptographic Systems.	o
	Minor Landing Craft and Boats Signal Book.	В
	A.N.S.B. Groups.	ō.
	Voice Call Signs used by H.M. Ships.	C

TABLE 5

COMMUNICATIONS ORGANIZATION.

1.	Radio propagation. Naval circuits and their uses.	0
2.	Types of wireless sets in service and their capabilities. Layout of Wireless Offices.	C
3.	World wide, Station and Ship-Shore Organiza- tion.	C
4.	Porce Communication Organization.	C
5.	Airborne Radio Equipment.	O
6.	Enemy contact reporting organization.	¢
7.	Use of Redio at sea. Radio policy.	0
8.	Radio Hazards.	C
9.	The Communication Branch.	C

Total marks 1,000

The following marks are required :-

Por a first class certificate.	80	per	cent
For a second class certificate.	70	per	cent
Por a third class certificate.	60	per	cent
50 per cent in each subject is required to pass.			

Detailed Navigation Syllabus

General Navigation. Brief description of Mercator's chart. The ship's track, dead reckoning and estimated positions, allowance for tidal streams and currents. Cross bearing and running fixes. Vertical and horizontal danger angles. Use of the station pointer.

Gyro compass error by bearings of shore objects.

Magnetic compass. Variation and deviation and total compass error. Conversion of compass courses to true and vice versa. Deviation by bearings of shore objects.

Introduction to Rhumb Line sailing and use of the Traverse Table. Plotting charts using Chart No. 5122.

Signs and abbreviations used in Admiralty Charts. Chart 5011.

Use of the sextant. Detection and correction of errors. Determination of index error by observation of the sun.

2. Astronomical Navigation. - Elementary ideas of the sphere. Definitions. Elementary spherical trigonometry. Sine and Cosine formulae, without proofs. Solution of triangles by (a) Sine and Cosine formulae; (b) computed altitude and azimuth Tables (H.D. 486). Great circle courses and distances. Time. The Time Zone system and the Date Line. Astronomical navigation leading to the derivation of a position line from observation of the sun off the meridian. The fixing of the ship's position by means of two sun sights with run between, both off the

789

788 - 789

meridian; or one sun sight in conjunction with a terrestrial bearing. Approximate time of meridian passage of the sun for a stationary and moving ship. Position line from observation of the sun on the meridian. Fixing the ship by two sun sights, one being taken when the sun is on the meridian.

Position line by observation of ster, planet and moon. Pix from any three, or more, astronomical position lines with allowance for "run" when necessary. Use of Pole Star Tables. Identification of stars and planets. The Star Globe. Choice of heavenly bodies for fixing the ship's position.

Pinding from tables the approximate times of sunrise and sunset, moonrise and moonset, and periods of twilight. in both North and South latitudes.

Error of gyro compass, and deviation of magnetic compass by time-azimuth, using Weir's diagram.

3. Tides, -Explanation and use of Admiralty Tide Tables for European Waters, Part I, including supplementary Table I and level of Mean High Water Springs from supplementary Table V, but omitting remainder of supplementary tables.

Brief reference to Atlas of Tidal Streams, and Tidal stream information on Admiralty charts.

4. Ship and Fleet Work .- The speed triangle. Changing station on a moving ship. Opening and closing while preserving the bearing. Passing a given distance ahead of an enemy. Approaching as closely as possible to a faster

(The foregoing is the text of A.P.O. 2836/1954 as amended by A. P. O. 3158/1954.) (4007/30/51)

789.

THE AUSTRALIAN SEA CADET CORPS OF THE NAVY LEAGUE OF AUSTRALIA.

Under the Mayal Defence Act the Mayal Board is empowered to undertake the training of members of the Australian Ses Cadet Corps, and to provide financial assistance to the Navy League of Australia and the Australian Sea Cadet Corps in the furtherance of this object.

- 2. Pinancial assistance is limited to the amount provided in the annual appropriations approved by Parliament.
- 3. The Australian Sea Cadet Corps does not form part of the Commonwealth Porces.
- 4. The affairs of the Navy League are controlled and administered by the Federal Council of the Navy League in Welbourne.

5. The division of responsibilities between the Naval Board and the Navy League in regard to the Australian Sea Cadet Corps is as follows :-

NAVAL BOARD:

(i) Training, syllabus, courses in H.M.A. ships or establishments where practicable.

13

- (11) Provision of uniform, naval stores and equipment.
- (iii) Provision of Naval Instructors where possible.
- (iv) Advice on the selection of Officers and Instructors.
- (v) Pinance. (Efficiency grant only).

NAVY LEAGUE:

- (vi) Social and moral welfare of the Corps recreation and sport.
- (vii) Pormation of Units.
- (viii) Provision of accommodation, buildings, drill halls, etc.
 - (ix) Financial administration of Units.
 - (x) Initial selection of Officers and Instructors.
 - (xi) All action for Naval Board recognition of new Units of the Australian Sea Cadet Corps must be initiated through the Navy League of Australia.
- 6. The Director of Naval Reserves is responsible to the Naval Board in connection with the recognition of, and the exercise of general control of Units of the Australian Sea Cadet Corps.
- 7. The composition of the Australian Sea Cadet Council shall be as follows :-

Director of Naval Reserves - Chairman.

Staff Officer Sea Cadets - Staff of Director of Naval Reserves.

Deputy President of the Navy League.

Representatives of the Navy League from each State in which approved units are formed.

Secretary.

Representative of each affiliated organization which has a Sea Cadet unit.

Merchant Shipping Representative.

- 5. The responsibilities of the Sea Cadet Council shall include -
 - (i) Methods of recruiting.
 - (ii) Appointments of Officers and Instructors.
 - (iii) Recommendations to the Naval Board regarding the formation of new units.

(iv) The dissolution, re-construction or determination of the operation and function of any Sea Cadet Administrative body, or Sea Cadet unit and the removal or dismissal of any member of the Corps.

Full details of these activities have been promulgated in the Naval Instructions for the Australian Sea Cadet Corps of the Navy League of Australia 1952.

9. Administrative Authorities and Commanding Officers of all ships and establishments are requested to encourage the movement as far as practicable, especially during visits of H.M.A. Ships to localities in which units exist.

Appendix 'A' gives full details of established units,

(4002/13/258)

APPENDIX 'A'

NAME OF UNIT	LOCALITY	COMMANDING OFFICER
VICTORIA	SENIOR OFFICER, VICTORIAN DIVISION	Lieutenant (SP) P.G. EVANS R.A.N.V.R., 8 Knutsford Street, BALWYN
T.S. MELBOURNE	ALBERT PARK	Lieutenant J.R. GRAINGER, R.A.N.V.R., 141 Flinders Lane, MELBOURNE, C.1.
T.S. AVALON	CORIO	Sea Cadet Lieutenant J.R. BRAZIER, A.S.C.C., Geelong Grammer School, CORIO
T.S. BARWON	GESLONG	Sea Cadet Lieutenant R.H. APPLETON, A.S.C.C., 17 Villiamanta Street, GEELONG WEST
T.S. MILDURA	MILDURA	Lieutenant-Commander K.P. ALLISTON, R.A.N.V.R. 5 Cedar Avenue, MILDURA
T.S. BENDIGO	BENDIGO	Sea Cadet Lieutenant D.J. NICHOLAS, A.S.C.C., 229 Don Street, BENDIGO
T.S. ANZAC	FOOTSCRAY	C/- Pootscray Technical School, Ballarat Road, POOTSCRAY

NAME OF UNIT	LOCALITY	COMMANDING OFFICER
NEW SOUTH WALKS	SENIOR OFFICER, N.S.W. DIVISION	Honorary Sea Cadet Commander L.E. FORSYTHE, A.S.C.C., Box 7, Post Office, DRUMMOYNE
T.S. SYDNEY	SNAPPER ISLAND	Sea Cadet Lieutenant A.J. ADAM, A.S.C.C., "Ronlyn", Lane Cove Rose NORTH RYDE
T.S. WARREGO	MOOLWICH	Lieutenant-Commander F.R.W. PAGE, R.A.N.R., C/- Macdonald Hamilton Co. Ltd., Union House,
		George Street, SYDNEY
T.S. TOBRUK	NEWCASTLE	Senior Commissioned Boat- swain J. MORRIS, R.A.N.V.R. 8 Curry Street, WHITEGATE, WALLSEND, N.S.W.
T.S. PERTH	MANLY	Sea Cadet Lieutenant J. CHIDLEY, A.S.C.C., Lot 15, Tristan Street, BRACON HILL, N.S.W.
T.S. SIRIUS	GEORGES RIVER	Sea Cadet Sub-Lieutenant J. O'CONNELL, A.S.C.C., C/- Registrar General's Depot, Queen's Square, SYDNEY
T.S. ALBATROSS	WOOLLONGONG	Sea Cadet Lieutenant D. LINDSAY, A.S.C.C., 35 Lake Parade, TOWRADGI, N.S.W.
T.S. SHROPSHIRE	CANTERBURY	Sea Cadet Lieutenant L.J. SEYMOUR, A.S.C.C., 11 Pitzroy Street, CAMPSIE, N.S.W.
T.S. AUSTRALIA	BOOM DEPOT WAVERTON	Sea Cadet Lieutenant K. ADAMS, A.S.C.C., 81 Glover Street, MOSMAN, N.S.W.
QUEENSLAND T.S. GAYUNDAH	KANGAROO PT.	Lieutenant L.D.M. ROBERTS, M.B.E., V.R.D., R.A.N.R.,
		H.M.A.S. MORETON AND (SENIOR OFFICER QUEENSLAND DIVISION)

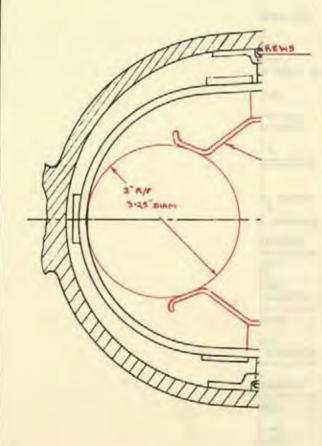
NAME OF UNIT	LOCALITY	COMMANDING OFFICER
WESTERN AUSTRALI	H.M.A.S. LEEUWIN	Gommander (E) J.C.B. ANDERSON, D.S.C., R.D., R.A.N.R., C/- H.M.A.S. LEEUWIN, AND (SENIOR OFFICER W.A. DIVISION)
T.S. CUNNINGHAM	SWANBOURNE	Sea Cadet Lieutenant M. BRAYLEY, A.S.C.C., Secth College, SWANBOURNE, PERTH, W.A.
SOUTH AUSTRALIA KING'S COLLEGE	KENSINGTON PARK	Lieutenant-Commander (E) C.C. SHINKFIELD, R.A.N.V.R., King's College, Halton Terrace, KENSINGTON PARK, S.A. AND (SENIOR OFFICER S.A. DIVISION)
LE PEVRE TECH. SCHOOL	PORT ADELAIDE	C/- Le Fevre Technical School, GRANVILLE, S.A.
TASMANIA		-
1 (1)	SENIOR OFFICER TASMANIAN DIVISION	Commander G.E.W.W. BAYLY, O.B.E., R.A.N.V.R., 27A Red Chapel Avenue, SANDY BAY, HOBART, TASMANIA
T.S. DERWENT	HOBART	Bea Cadet Lieutenant J. HAMILTON-SMITH, 12 Tasman Highway, BELLERVIE, TASMANIA
T.S. TAMAR	LAUNCESTON	Sea Cadet Lieutenant G.A. CUTTS, 2 Graham Street, LAUNCESTON, TASMANIA
r.s. Leven	ULVERSTONE	Rev. C.K. WARREN, ULVERSTONE, TASMANIA
r.s. emu	BURNIB	Lieutenant J. MAYER, R.N.V.R., 21 Old Surry Road, BURNIE, TASMANIA

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AIRCRAFT CARRIERS 3

PLAN OF PORTA







SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES

790.

AIRCRAFT - BOCKET AMMUNITION - J IN., AIRCRAFT MOTOR BOCKET - STOWAGES - MODIFICATION.

Since containers B.412 have been withdrawn from Service, A.F.O. 1439/53 (Atroraft - Rocket Ammunition - Containers, Rocket B.412, for Stowing 3 in. Atroraft, Motors, Rocket - Withdrawal from Service) refers, there is a likelihood of Rocket Motors slipping from their stowage and of markings on them becoming obliterated.

- 2. The following actions are therefore to be taken :-
- (a) Two strips of White Sennet, Pattern 8977, each 2 in. wide by 1 in. thick, are to be placed between the tiers of motors in their stowage to prevent rubbing and obliterations of markings, and to avoid any corrosion due to collection of moisture.
- (b) In Stowages provided with end-on withdrawal only, the base battens on each shelf should be increased in thickness to 13 in, to ensure that the second tier is held in place by the lowest retaining batten.
- (c) The spring retaining clip in the portable fitting holding 3 in. Rockets in flashtight scuttles is to be modified in accordance with the details shown in Navy Order 790 of 1954 Diagram.
- (d) The alteration described in sub-paragraphs (b) and (c) above are to be undertaken by ships Staff at the first convenient opportunity.
- 3. Separate action will be taken for ships building.

(The foregoing is the text of A.F.O. 2779/1954 altered to meet R.A.N. conditions.)

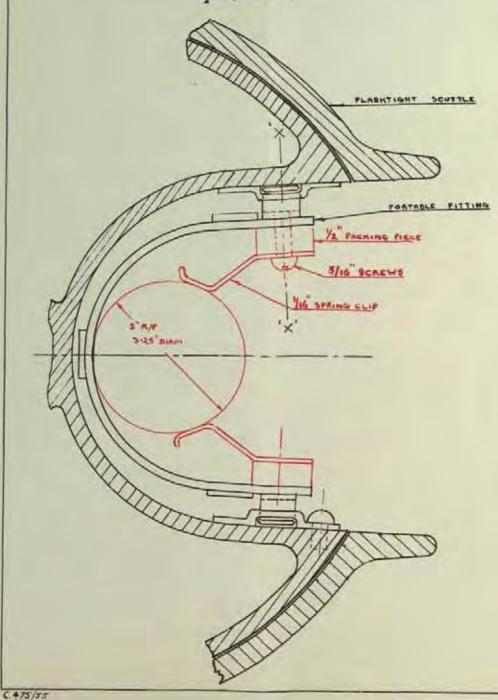
(4432/11/317)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES

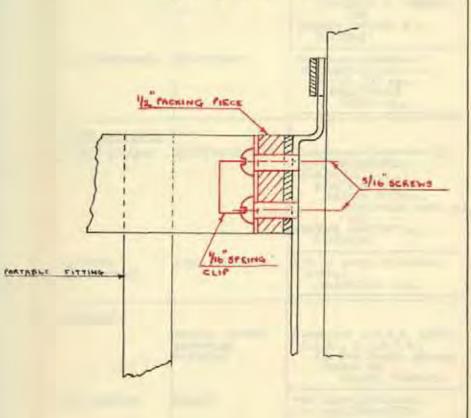
AIRCRAFT CARRIERS - MODIFICATION TO PORTABLE FITTING OF FLASHLIGHT HANDING SCUTTLE TO TAKE 3 INCH R/P MOTORS EX CONTAINER B412

PLAN OF PORTABLE FITTING

‡ FULL SIZE



PART SECTIONAL ELEVATION 'XX'



DNC 4/527

790.

ATRCRAFT - ROCKET AMMINITION - 3 IN. AIRCRAFT MOTOR ROCKET - STOWAGES - MODIFICATION.

Since containers B.412 have been withdrawn from Service, A.F.O. 1439/53 (Atroraft - Rocket Ammunition - Containers, Rocket B.412, for Stowing 3 in. Atroraft, Notors, Rocket - Withdrawal from Service) refers, there is a likelihood of Rocket Motors alipping from their stowage and of markings on them becoming obliterated.

- 2. The following actions are therefore to be taken :-
- (a) Two strips of White Sennet, Pattern 8977, each 2 in. wide by in. thick, are to be placed between the tiers of motors in their stowage to prevent rubbing and obliterations of merkings, and to avoid any corresion due to collection of moisture.
- (b) In Stowages provided with end-on withdrawal only, the base battens on each shelf should be increased in thickness to 1½ in. to ensure that the second tier is held in place by the lowest retaining batten.
- (c) The spring retaining clip in the portable fitting holding 3 in. Rockets in flashtight scuttles is to be modified in accordance with the details shown in Navy Order 790 of 1954 Diagram.
- (d) The alteration described in sub-paragraphs (b) and (c) above are to be undertaken by ships Staff at the first convenient opportunity.
- 3. Separate action will be taken for ships building.

(The foregoing is the text of A.F.O. 2779/1954 altered to meet R.A.N. conditions.)

(4432/11/317)

PHOTOGRAPHY - LIBRARY OF PHOTOGRAPHS OF H.M.A. SHIPS AND CRAFT.

The following instructions for the supply of photographs of H.M.A. ships and craft to the Navy Office Library of Photographs are promulgated for information and guidance.

SECTION A - GENERAL

1. Unless photographs have already been supplied to the Naval Board, a complete set, made up as follows, and showing the present appearance of the ship, or craft, is to be forwarded (see paragraph 7):-

(a) Broadside view taken from port and starboard (see definition in paragraph 11).

(b) Views taken from the port and starboard bow.

(c) Views taken from the port and starboard quarter.

(d) A view taken from directly ahead.

(e) A view taken from dead astern.

(f) Broadside views taken from port and starboard (see definition in paragraph 11).

(g) Views taken from the port and starboard bow.

(h) Views taken from the port and starboard quarter.

(1) View to be taken from vertically overhead.

(j) A view taken from directly ahead. (k) A view taken from dead astern. All to be taken from deck level.

Aerial Photographs to be taken at an elevation of about 30 degrees.

For ships where the views from port and starboard are identical, photographs of one side only, preferably the starboard side, need be taken.

For all small ships and craft, where a large number, having identical appearance, is expected to be built or converted, one set of typical photographs only is required. The photographs should normally be taken of the first of each type to come into service.

For small non-seagoing craft, aerial views are not required.

2. For fighting ships and craft 6 unmounted full plate size prints of each photograph, and for other than fighting ships and craft, 4 unmounted full plate size prints of each photograph, together with the negatives, are required, except as stated in paragraph 19.

3. Whenever the appearance of the ship or craft is altered through repair, refit or conversion, a further complete set of photographs as detailed in paragraph 1 hereof should be furnished.

4. If for any reason it is difficult to obtain prints of the size described in paragraph 2 hereof, the negatives or smaller prints should be forwarded with a brief explanatory note.

Aerial Photographs to be taken at an

- 5. If photographer ratings are borne, their services should be used; otherwise those of other ships, when in company, should be used. Ships in the vicinity of dock-yards or other shore establishments should apply to the Administrative Authority for the services of a photographer.
- 6. In addition to the official photographs required by this Order, copies of any other photographs of H.M.A. ships and craft which may be taken should be forwarded; e.g., views of H.M.A. ships or craft proceeding at high speed would be of value.
- 7. All photographs and negatives should be securely packed to prevent damage in transit and forwarded by registered post, together with all correspondence relating thereto, to -

The Secretary, Department of the Navy, for F.A.A. Library, (Shipa' Photos), Navy Office, MELBOURNE. S.C.1.

8. All photographs will be graded "Restricted-Crown Copyright Reserved" unless specific instructions to the contrary are given.

SECTION B - PHOTOGRAPHING H.M.A. SHIPS AND CRAFT AT H.M.A. DOCKYARDS AND CONTRACTORS YARDS.

- 9. Photographs are to be taken of all new ships (including submarines) and small craft, in accordance with paragraph 1 hereof. All ships, etc., which have been repaired or refitted in such a way as to alter their appearance, are to be photographed when completely fitted out and before handing over.
- 10. For port and starboard broadside views the photographs are to be taken from points opposite to the mid-length of the vessel and at a distance of not less than the length of the vessel, the camera being square to the length of the vessel. In these photographs the guns of the main armament are to be kept on the fore and aft line and not trained towards the camera. The view from forward and the view from the quarter should be taken from a distance of about three-quarters of the length of the vessel from bow and stern respectively, and at an angle of about 45 degrees to the centre line. The broadside, bow, quarter, ahead and astern views should be taken as far as possible from a height not below the level of the upper deck of the vessel pictured.
- 11. Dockyard officers, in conjunction with the Commanding officer of the ship, should take care to obtain the most advantageous conditions for securing the best possible results, and when the photographs are taken the vessel should be as nearly as possible in a sea-going condition, without swnings rigged. Seamen should not be lined up on deck forward or aft or in positions adjacent to the superstructure. Care should be taken to obtain a clear background. If an unsuitable (i.e., confused) background cannot be avoided, it should, if possible, be blocked out before printing.
- 12. For fighting ships and craft, six unmounted full plate size prints of each photograph, and for other than fighting ships and craft, four unmounted full plate size prints of each photograph, together with the negatives, are required, except as stated in paragraph 19.

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- 13. Each film or plate is to be titled on the rebate on the emulsion side of the negative with the name of the ship and date of the photograph.
- 14. For fighting ships, a photograph showing the broadside view is to be framed and furnished to the Commanding Officer of the ship for retention on board.
- 15. When ships and craft are photographed at H.M.A. Dockyards the photographs should be taken by a naval photographer. One set of prints is to be retained by the manager of the Constructive Department.

SECTION C - AIR PHOTOGRAPHY OF H.M.A. SHIPS.

- 16. Commanding Officers of all new ships and of all ships which have been repaired or refitted in such a way as to alter the appearance of the ship, should take the first opportunity to have the ship photographed from the air.
- 17. Local arrangements should be made, where possible, for photographs to be taken by naval aircraft of a convenient Naval Air Station or Carrier. Where this is impracticable application should be made to the Administrative Authority for the photographs to be taken.
- 18. Aerial photographs should be taken in accordance with Section A General paragraph 1(f) to (k) and, whenever practicable, the photographs should be taken while the ship is underway.
- 19. Three prints of each photograph should be forwarded.
 The prints should be as large as precticable up to full plate size. If taken by a naval aircraft the negatives should also be forwarded.
- 20. Each negative should be titled with the name of the ship and should state the date, and whether the ship was underway when taken and its speed if known.
- 21. If any aerial photographs are taken from positions other than those indicated in the foregoing these should also be forwarded.

(The foregoing is the text of A.F.O. 2311/1954 altered to meet R.A.N. conditions.)

(4061/21/131)

792.

791 - 792

PHOTOGRAPHY - TITLING, REGISTRATION, STORAGE AND DISPOSAL OF PHOTOGRAPHIC NEGATIVES AND PRINTS.

The following instructions show the procedure for the titling, registration, storage and disposal of photographic negatives and prints.

- 2. Titling of Ground Negatives. All ground negatives of official photographs, including roll films, are to be titled on the rebate on the emulsion side as follows:
 - (a) Ship or establishment of origin.
 - (b) Negative serial number (from the ship's Ground Negative Register.)
 - (c) Date when taken.

Example - SYDNEY G. 345 16th November, 1952.

3. Titling of Air Negatives. - All air negatives other than those exposed on routine training are to be titled with the following information. Each printable negative frame is to be titled:-

- (a) Negative number
 (b) Camera position
 (c) Squadron number and parent ship)
- (d) Service of origin

Third Group

Second Group

(f) Date

(h) Focal length

Sortie number

(i) Security classification

NOTES: - Items 3(a) to 3(f) will form an individual negative reference. Items 3(b) to 3(f), preceded by the serial numbers of the first and last negative on the roll, are also to be written on the unexposed portions at each end of the negative roll and on the film storage tin; this will constitute the film reference.

As items 3(b) to 3(i) will normally remain constant for the duration of a photographic run, they can be written on a strip of transparent cellulose adhesive tape which should be fixed at the edge of the printing box register glass nearest the operator, so as to record on each print. The pilot's report must be checked frequently to ensure that the constants on the strip are not printed incorrectly. The strip or strips are to be affixed to the unexposed portion at the beginning of the film before storage.

Item (a).- The negative number which should run from 0001 consecutively through each roll, may be stamped using Ref. 148/1239 Negative Numbering Machine and Ref. 148/1240 Ink.

Item (h). - The camera position is to be indicated by one of the following symbols :-

V - Vertical. - The single letter V indicates a single vertical installation of one camera not tilted more than 45° from the vertical. Where more than one vertical camera not forming part of a "fan" is installed, they are to be numbered V1, V2, etc., from nose to tail or port to starboard.

23

F - Fan. - The single letter F indicates a fan of two or more cameras. The F is to be followed by two digits: the first to indicate the number of cameras in the fan and the second to indicate the position of the camera in the fan. Cameras are to be numbered from port to starboard according to the position photographed on the ground by the camera.

e.g. A split fan F.21. F.22 A 3-camera fan F.31, F.32, P.33.

When two or more fans with an equal number of cameras are installed the fan letter F is to be preceded by the number of the fan in sequence from nose to teil. As in vertical installations a single F will indicate that only one fan with the indicated number of cameras is installed.

e.g. Poremost fan 1 P.31, 1 P.32, 1 P.33 Second fan 2 P.31, 2 P.32, 2 P.33.

S - Starboard. - A starboard facing oblique camera pointing to within 45° of the starboard beam in the plane of flight and not depressed more than 45° below the horizontal.

P - Port. - A port facing oblique camera pointing to within 45° of the port beam in the plane of flight and not depressed more than 45° below the horizontal.

N - Nose. - A forward facing oblique camera pointing to within 45° of the forward axis of the aircraft and not depressed more than 45° below the horizontal. A single camera is to be indicated by the letter N, a dual installation by the letters Nl and N2, Nl being the camera situated on the port side.

T - Tail. - A rearward facing oblique camera pointing to within 45° of the rearward axis of the aircraft and not depressed more than 45° below the horizontal. A dual installation is to be indicated in the same manner as for a nose installation, T.1 being the port and T.2 being the starboard camera.

Item (c).- Squadron number and parent ship are to be indicated thus -

816 SYDNEY. The ship's name may be suitably abbreviated.

Item (d). - The service of origin is to be separated from item (c) by a hyphen, e.g.

816 SYDNEY-R.A.N.

Item (e).- The sortie number is to be taken from the pilot's report.

Item (f).- The date is to be written thus - 22 Oct. 52.

Item (g).- The time of photography is to indicate the mean time of a run. G.M.T. is to be used and the suffix Z should follow the time groups, e.g. 14302. A double hyphen is to separate item (g) from item (f) to indicate the end of the individual negative reference (see notes (3(a) to 3(f)).

Item (h). - The focal length of the camera in which the negative was exposed is to be expressed in inches or millimetres thus -

36 in., 160 mm.

Item (i).- The security classification is to be written in full in capital letters and is always to be the last item in the title.

Example of a standard title -

0055 P.21 816 SYDNEY-R.A.N. 26 12 Nov. 1952 = 1450Z 12 in. RESTRICTED. (Any additional items, see paragraph 4.)

Key: 0055 = the stamped negetive serial number.

F.21 = camera position - The port facing camera in the 2 camera fan.

814 = the squadron number.

SYDNEY = the ship H.M.A.S. SYDNEY.

R.A.N. = the service of origin.

26 = the sortie number.

12 Nov.

1952 = the date.

1430Z = the mean time of the photographic run in G.M.T.

12 in. = the camera focal length.

4. In special circumstances when the information required on a negative title is not covered by the items in paragraph 3, additional items may be added between the camera focal length and the security classification. For example the latitude and longitude, Height of Photography, or the name of the locality, may be required, or in survey photography, the calibrated focal length of the camera, type of filter and lens and camera serial numbers. These additional items must, however, be self-evident in their meaning and should only be inserted when essential and on the instruction of the authority initiating the sortis.

- 5. Ittting of Mosaics. A title including the following information is to be stencilled on the northerly side of the original of all mosaics.
 - (s) Locality.
 Map Sheet.
 Latitude and longitude, or grid co-ordinates of corners in the following order:

NN NE SW SE (see example).

Unit taking the mosaic. Date. Scale line.

North point.

Copy negative number.

(b) An example of the title of a mosaic is as follows :-

AREA-READING

TAKEN BY (UNIT)

MAP SHEET NO.

109943-177938
109915-177903

NEG. NO. H.M.A.S. "NONSUCH"

DATE 14.5.52

G.123

200 100 0 200 400 500 800 YDS. (approx.)

NAUTICAL MILE (approx.)

(c) Scale Line for Moscies.— The details of the method of constructing the scale line are as follows: the scale line is to be from four to six inches in length and of the open-divided type. It is to be a yard scale divided decimally, i.e. into tens, hundreds or thousands of yards. The fully divided division will be equal to one of the divisions on the open scale. For the convenience of persons using the scale, a distance in miles (1, 1 or 1) is to be indicated under the scale line. It should be clearly indicated whether the statute or nautical mile is being used.

 Registration of Negatives.— Separate registers are to be kept for air negatives and ground negatives.

(a) Atr Negative Register. - This is to be arranged in five columns containing the following information: -

First column - Storage tin serial number (for internal use in the department).

Second column - Film reference (see paragraph 3).

Third column - Location of photography
by name, latitude and
longitude or map
reference.

Fourth column - Remarks. Fifth column - Eventual disposal.

Tin.	Film Reference	Location	Remarks	Disposal	
7	0001-0048 8 816 SYDNEY-R.A.N. 25 13 Nov. 52	Cocos Is.	Beach Reconnais- sance	D.N.I.	

(b) Ground Negative Register. This register is to be divided into seven columns in which the following information is to be entered:

First column - Series letter G.

Serial number of negative.

Second column - Date exposed.

Third column - Subject.

Pourth column - Size of negative.

Fifth column - Serial number of atorage box.

Sixth column - Remarks.

Seventh column - Eventual disposal in accordance with

paragraph 10(a).

Confidential and higher security graded negatives are to be entered in red ink.

Ship or Establish- ment series letter negative No.	Date exposed	Subject	Size Neg.	Box No.	Remarks	Eventual disposal
NONSUCH G. 345	6 Nov. 52	Super- structure	9 x 12CM	4	To illu- strate accident report	Destroyed 12 July, 53.

7. Storage of Negatives. - (a) Plate and out film negatives. - These are to be stored in serial order, in envelopes, in appropriate storage boxes. Plate negatives are to be stored in separate boxes from the cut film negatives. Boxes are to be given serial numbers and marked to show what negatives they contain. Separate boxes, which are to be kept under lock and key, are to be used for negatives of confidential and higher security grading.

(b) Roll film negatives, - Aerial roll films are to be stored in rolls, uncut, in the tins in which they are supplied.

Two or more short lengths of film may be stored in the same tin, but the reference of each must appear on the outside of the tin which should bear a serial number for internal use in the department. Air negatives of a security grading are to be kept under lock and key. Other roll films which would lose their continuity by being cut and treated as cut film negatives are to be stored in the cartons in which they were supplied which should be numbered as if one negative were enclosed.

8. Security. The following instructions on the security treatment of photographs are to be carefully followed. The term "photograph" as used in this paragraph, includes any air or ground negative and any print therefrom.

- (a) All negatives, whether taken from the air or on the ground, and whether with service or private cameras, should be accorded a security grading in one of the following categories, viz. "TOP SECRET", "SECRET", "CONFIDENTIAL" and "RESTRICTED", or should be marked "UNCLASSIFIED". In cases of doubt negatives and any prints should be classified "CONFIDENTIAL" and forwarded to the Director of Naval Intelligence, Navy Office, for assessment to be made.
- (b) Security grading must be obtained from the service or authority initiating the order for the photographs to be taken.
- (c) Private photographs. The regulations governing the taking and disposal of private photographs are contained in Q.R. and A.I. Art. 3815. When photographs are taken privately by Naval officers and ratings and are deemed to be of a classified nature, they are henceforth to be dealt with in all respects as officially taken classified photographs.
- (d) Removal of photographs from any categories of security so that they become "Unclassified" is to be carried out on the authority of the service or department directly concerned.
- (e) It is the responsibility of all concerned to ensure that classified photographs do not fall into the hands of unauthorized persons. All unclassified photographs that are not required for filing for record purposes, or for their historical or archaeological value, are to be destroyed.
- (f) Photographs of "protected subjects" are automatically to be graded as "confidential". A "protected subject" is any place, installation, establishment, equipment, material or like matter, photography of which is prohibited or controlled by the department concerned and in respect of which the department has made an order or regulation or issued an instruction.
- (g) The following is a list of protected subjects; this list is subject to amendments, and it is the duty of the persons concerned to be acquainted with all such amendments :-

Naval

Warships.
Dockyards.
Naval Armament Depots.
Experimental Establishments and any
subject regarding
which special
security instructions
are issued.

Army Arsenals.
Military Depots and dumps.
Major defence works.
Barracks.
Gasoline bulk stowage
depots.
Research and development
establishments.

Air Force Stations.

Air Force maintenance and atorage units.

Experimental establishments.

Gasoline bulk stowage.

Service - General Units or establishments which are not shown in the Navy, Army or Air Porce List.

- 9. Disposal of prints and negatives. Prints and ground negatives are to be disposed of in accordance with the instructions issued by the authority initiating the order for photographs to be taken. The negatives should be retained in the parent ship unless specific instructions to the contrary are given.
 - (a) Unclassified prints and lantern slides may be considered as consumable and may be destroyed when no longer required.
- (b) At the discretion of the Commanding Officer, two prints, or in the case of publicity, four prints, of each ground negative likely to be of interest are to be sent to the Secretary, Navy Office, for the information of the appropriate department (for publicity prints and negatives see (iii) hereunder)-
 - (1) Security classified, operational, hydrographic as soon as possible.
 - (ii) Unclassified every three months.
 - (1ii) Publicity immediately by air mail or air freight (including cine negatives or prints), addressed to D.N.I. (for P.R.O.).
 - (1v) Operational and other air negatives showing any ground detail which may be useful for intelligence purposes are to be forwarded to the Director of Naval Intelligence.

10. The following procedure is to be adopted by ships when paying off and by squadrons, having photographic staff, on being disbanded:

(a) Negatives considered to be of general service interest, together with appropriate negative register are to be sent to the R.A.N. School of Photography, R.A.N. Air Station, Nowra, N.S.W. Remaining negatives are to be destroyed at the discretion of the Commanding Officer of the ship or establish-

(The foregoing is the text of A.F.O. 2660/1954 altered to meet R. A. N. conditions.)

(4061/21/184)

793.

EVAPORATOR COMPOUND INJECTION EQUIPMENT.

Navy Order 387 of 1954 is to be amended by deleting the reference in paragraph 3 to Pattern 5500 and substituting in lieu Pattern 300 C.

(3767/1/25)

794.

AMMUNITION - VOCABULARY OF NAVAL ARMAMENT STORES -B.R. 1837 PARTS 7 AND 8.

Division K of B.R. 1837, Part 7 (Vocabulary of N.A. Stores), has now been distributed and the Store References for items therein are to be used as from 1st January, 1955.

2. Paragraph 9 of Navy Order 95 of 1954 is relevant.

(4433/1/640)

795.

ARMAMENT RECORD CARDS.

It is essential for the proper provision of gunnery equipment that Navy Office records be kept complete and up to date, and to ensure this the use of Armament Record Cards is being introduced.

- 2. Two Armament Record Cards are being issued to each H.M.A. ship (except VENGEANCE) and catablishment. As soon as practicable after receipt, the information required is to be inserted on the cards in pencil. One copy is to be retained by the ship or establishment and the other copy returned to Navy Office. Establishments are not required to list obsolete or drill equipment.
- 3. Commanding Officers, Reserve Ships, are to complete these cards for the equipment at present fitted, and render vide paragraph 2 of this Order. When ship a ship recommissions the card is to be amended for the full establishment of stores and a copy of the additional entries forwarded to Navy Office.

4. Changes in armament after initial completion of the cards are to be reported to Navy Office by 30th October each year. Nil returns are required.

(3526/50/195)

796.

GUNS - Q.F. 4.5 IN., MARK 5 - MODIFICATION TO SHAFT, ACTUATING AND LEVER ACTUATING SHAFT.

The following modification is approved :-

Gun

Q.F. 4.5 in., Mark 5.

Part affected

BP 011 SHAFT, actuating, left gun, assembly. BP 024 SHAFT, actuating,

right gun, assembly.

Purpose

To facilitate dismantling of the actuating shaft

assemblies.

Nature of modification Actuating shaft and

actuating shaft lever to be machined to take retaining key. Fit retaining key. After modification actuating shaft and actuating shaft lever left and right to be stamped with new Store Reference BP 388, BP 705 and BP 718 respectively.

Drawing

N.O.D. 3175/67.

New parts required

BP 640 KEY, retaining, actuating shaft lever. BP 634 SCREW, SECURING, actuating shaft lever retaining key.

By whom to be done

R.A.N. Armament depots

only.

When to be done

As soon as possible.

- 2. R. A. N. armament depots only. Spare BP 011 and BP 024 SHAFT on board H.M.A. ships or in store are to be modified concurrently, also BP 328 and BP 341 LEVER and BP 206 SHAFT held in store as repair parts. BP 317 PINS and BP 329 NUTS recovered are to be scrapped. BP 377 WASHERS are to be recovered and brought on charge as BG 611 WASHER.
- 3. Allowances of spares for H.M.A. ships are to be adjusted concurrently by the supply of the following new items :-

BP 640 KEY BP 634 SCREW

4. Schedule of Modifications, Part 1 -

Q.F. 4.5 in., Mark 5, and accessories. Add Serial 18. (The foregoing to the text of A. F. O. 2781/1954 altered to meet R. A. N. conditions.) (4428/25/109) 797 797.

GUN MOUNTINGS - 4 IN. MARK 19 - SEMI-AUTOMATIC GEAR DRAIN HOLES IN THE BUFFER SECURING BUSH MODIFICATION NO. 105.

BRODIETCHILL	AT 110. 10).
(a) Ships, Setablishments and Authorities concerned.	Ships concerned, H.M.A. dockyards, gunnery equip- ment depots and repair establishments.
(b) Types and Marks of Mounting	4 in. A.A. Twin Mark 19 and R.P. Series mountings.
(o) Part of mounting affected	The buffer accuring bush, item 11/N.5202,
(d) Purpose of modification	To prevent water collecting around the buffer spring and crank arm buffer spindle.

(e) Nature of modification

To drill 3 in number 0.125 inch diameter drain holes on a 1.5 inch P.C.D. in the buffer securing bush.

(f) Drawing or diagram

Navy Order diagram 797 of 1954.

(g) By whom to be done

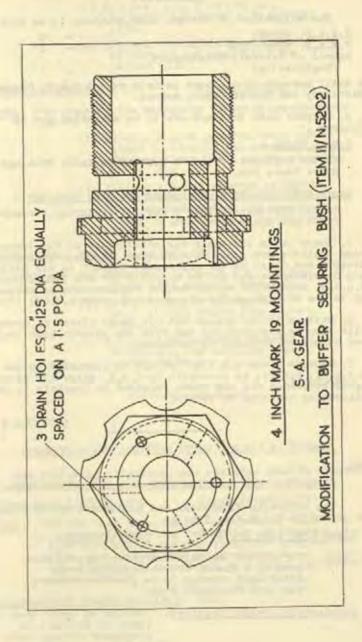
Ships staff, depot ships and authorities concerned.

(h) When to be done (t) How to be treated At first opportunity. As a defect.

(The foregoing is the text of A.F.O. 2906/1954 altered to meet R.A.N. conditions.)

(4429/29/64)

Navy Order Diagram 797 of 1954



798.

TORPEDO BOMB TROLLEYS AND MAINTENANCE SPARES -

The allocation of torpedo bomb trolleys is as follows :-

H.M.A.S. SYDNEY
H.M.A.S. RUSHCUTTER
School of Aircraft Maintenance
(Engineering)
- 1

A small reserve of trolleys is held at the R.A.N. Central Machinery and Spares Depot, Sydney.

2. Torpedo bomb trolleys are to be accounted for as follows :-

H.M.A. Ships -

In the Engineer Officer's List of Portable Fittings, Spare Gear, etc.

Shore Establishments (including Training Schools) -

In the Engineer Officer's List of Pixtures, Portable Fittings, Spare Gear, etc.

3. Spars parts and tools for maintenance of the torpedo bomb trolleys are dealt with as Naval Stores, under Class B, Group 8 and Class EE and allowances thereof to Air Stations and Carriers, are set out in A.P.(N)s 377 and 378. H.M.A.S. RUSHCUTTER should demand requirements as necessary up to the allowances for Air Stations, vide A.P.(N) 377.

4. Pattern E8/861 Grease and Oil OM-15 (Class E, Group 9) will also be required for use with the torpedo bomb trolleys and should be demanded as necessary.

5. Demands (Form A.S.134D) should be forwarded to the S.N.S.O., Sydney, as necessary, by H.M.A. ships and establishments concerned for any items required to complete to the allowances referred to herein.

(3773/45/6)

799.

ALTERATION AND ADDITION ITEMS - H.M.A. FLEET TUGS.

The following alteration and addition items are approved in principle for H.M.A. Tugs :-

Class List Item No. 157 Classification 'A'

Item: "To replace the existing petrol driven fire pump by a diesel driven portable pump. Watertight stowage to be provided abreast Tow Room Starboard Side."

Compensating Weight Required: 730 lbs at upper deck level in addition to proposals already made by H.M.A.S. SPRIGHTLY.

References: (a) C.O. PENGUINS' letter B.N.D. 7/4/6 dated 19th August, 1954.

- (b) F.O.I.O. E.A.'s letter E.A. 2658/505/3/2 dated 27th August, 1954.
- (c) H.M.A.S. SPRIGHTLY's proposed alteration and addition item letter "S/E".

Class List Item No. 158 Classification 'A'

Item: "To improve the Emergency Steering Arrangements by -

- Pitting a more powerful bell and a light in lieu of the existing power failure alarm bell, on the steering motor, and
- (ii) Fitting a sound powered telephone head set in the wheelhouse connected to a similar set at the emergency steering position in the Engine Room."

Compensating Weight Required: Nil.

References: (a) PENGUINS' letter B.N.D. 7/4/6 dated 19th August, 1954.

- (b) F.O.I.C. E.A. 'a letter E.A. 2658/505/3/2 dated 27th August, 1954.
- (c) H.M.A.S. SPRIGHTLY's proposed alteration and addition item letter "S/P".

(4300/1/49)

800.

ALTERATION AND ADDITION ITEMS - H.M.A.S. SYDNEY.

The following alteration and addition item is approved in principle for H.M.A.S. SYDNEY :-

Class List Item No. 265 Classification 'A'

Item: "To seal and lock the cut-off rods of Mk.8 (Modified) Arresting Gear Units in accordance with D.N.C. Drawing 15/A/333, October, 1951, and to lock the guide sleeve to cut-off rods in accordance with D.N.C. 4/13, March, 1952."

Compensating Weight Required: Nil.

35

References: (a) SYDNEY's letter 17/2/95 dated 5th February, 1954.

- (b) F.O.C.A.F.'s letter AF1761/2021/5 dated 6th October, 1954.
- (c) Navy Office letter 08042 dated 11th August, 1952.
- (d) SYDNEY's proposed alteration and addition letter 'A'.
- 2. SYDNEY's alteration and addition item No. 159 is hereby cancelled.

34

(4278/3/561)

801.

ALTERATION AND ADDITION ITEMS - MODERNIZED TRIBAL CLASS DESTROYERS.

The following alteration and addition item is approved in principle for Modernized Tribal Class Destroyers :-

Class List Item No. 511 Classification 'A'

Item: "To fit an armament broadcast microphone and an action information microphone and loudspeaker in the transmitting station."

Compensating Weight Required: 260 lbs at upper deck level or 120 lbs at forecastle deck level.

References: (a) Captain D.10's letter 15680/82 dated 5th July, 1954.

- (b) F.O.C.A.F.'s letter 1460/1803/7 dated 24th August, 1954.
- (c) Navy Office letter 33953 dated 7th October, 195h.
- 2. Separate action has been taken for WARRAMUNGA during modernization.
- 3. Proposals to meet compensating weight required are to be forwarded by ARUNTA.

(4280/1/208)

802.

ACCOUNTING FOR PACKAGES USED SOLELY FOR TRANSPORTING EXPLOSIVES STORES TO AND FROM H.M.A. SHIPS.

It has been decided that empty packages required solely for transporting explosives to and from H.M.A. ships and conveyed in departmental transport shall no longer be accounted for in the Naval Armament store accounts of H.M.A. Ships.

2. The following arrangements will apply :-

(a) Ammunitioning -

The ammunition will be charged to the ship on Issue Vouchers which will continue to show the packages "within the line", or, in the case of Forms 0.506, in the package "box", and endorsed "For transport only". In the event of any of the packages being retained on board, they are to be brought to account in the Gunner's N.A. ledger, and the issue voucher, when being returned receipted to the Depot, and also the conveyance note, are to be endorsed by the gunner -

"..... Boxes Ammn. C. retained on board and brought to account in the N.A. Ledger."

(b) De-ammunitioning -

A copy of a certificate issue voucher raised by the Depot to adjust the Depot's account and endorsed -

"For packing unboxed ammunition on board H.M.A.S., and return to Depot charge,"

will be supplied to the gunner for information. The gunner will be responsible for ensuring that all such packages are correctly returned or, if they are not, that the Depot is informed in writing of their disposal, (by suitable endorsement on and return of the certificate issue voucher), so that the Depot accounts can be adjusted as necessary. The conveyance note is similarly to be endorsed when receipt is given to the lighterman or other depot representative.

(c) Deposits -

A copy of a certificate issue voucher raised by the Depot to adjust the Depot's accounts and endorsed -

*Por packing unboxed ammunition on board H.M.A.S. being landed ON

will be supplied to the gunner for information and is to be retained until the stores are returned from deposit. The gunner will be responsible for ensuring that all the packages are then correctly returned. If, however, it is desired to retain any of them on board, the certificate voucher is to be endorsed with the quantity concerned and returned to the Depot. The conveyance note is similarly to be endorsed when receipt is given to the lighterman or other depot representative. A supply note will be forwarded by the Depot for the quantity retained on board for posting in the Gunner's N.A. ledger.

(d) Packages held on ship's ledger charge -

Care must be taken to render a return note for any packages held on ship's charge which are returned to a depot, even though they may be similar to and returned at the same time as packages demanded for transport only. The attention of the lighterman or other depot representative should be specially drawn to the packages concerned when they are being landed and a receipt is to be obtained on the quadruplicate copy of the return note in accordance with paragraph 58(d) of Admiralty Fleet Order 3153/1953.

36

(The foregoing is the text of A. P. O. 2964/1954 altered to meet R. A. N. conditions.)

(4434/62/314)

803.

DIVING - CLEARANCE DIVING - BREATHING APPARATUS PATTERN 5561A - LACK OF MAINTENANCE AND SERIOUS ILL USAGE.

Examination of Breathing Apparatus Pattern 5561A recently returned for repairs, indicates that this equipment has suffered serious ill usage in service and that the maintenance instructions have not been complied with. In particular the following points have been observed :-

- (a) The adjusting nuts on relief valves seized. making adjustment of valves impossible.
- (b) Harnesses returned with a quantity of sea water inside the breathing bag; the appearance of the rubber parts auggests that no precautions had been taken to protect the harness against the effects of salt water, e.g. rinsing off with fresh water after use.
- (c) The phospher bronze wire operating the back weight release mechanism had been replaced by steel wire, thereby causing corrosion to occur with resultant seizure,
- (d) Gas cylinders were heavily scratched with user's initials for identification purposes.
- 2. Apert from incurring costs on unnecessary repair and replacements, ill usage and lack of maintenance are liable to endanger the lives of the users.
- 3. Attention is drawn therefore to the importance of careful handling of these equipments at all times, and to the need for the meticulous observance of maintenance instructions.

(The foregoing is the unaltered text of A.F.O. 2724/1954.)

(4512/50/183)

804.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART E) -REAMERS EXPANDING - SPECIAL ALLOWANCES.

Approval has been given to the addition of the undermentioned items to the List of Special Allowances of Naval Stores for the vessels shown for use in connection with the maintenance of closed feed systems and high speed turbo driven auxiliaries -

Dering Class Ships Destroyers (all classes) A.S. Frigates (converted fleet).

1	Size	Size ins.	Expansion ins.	quantity
Reamers, Expanding	A4 A3 A2 A BC D B F G H	3/8" 13/32" 7/16" 1/2" 9/16" 5/8" 11/16" 3/4" 13/16" 7/8"	3/8 - 13/32 13/32 - 7/16 7/16 - 15/32 15/32 - 17/32 17/32 - 19/32 19/32 - 21/32 21/32 - 23/32 23/32 - 25/32 25/32 - 25/32 27/32 - 15/16 15/16 - 1-1/16	1 No.

2. H.M.A. ships concerned in commission should lodge demands (Porm A.S. 134d) with the appropriate (Superintending) Naval Store Officer for reamers required to complete to the allowances referred to in paragraph 1. Dormant demends for ships concerned in 'E' Class commission in reserve, undergoing conversion and under construction will be prepared by the appropriate Storing Yard in the normal manner.

3. Navy Order 77 of 1949 is hereby cancelled.

(4506/12/234)

804 - 805

805.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 4) COPPER CORD, PATTERN 1910 - RE-INTRODUCTION, H.M.A. SHIPS.

It has been decided to re-introduce copper cord, pattern 1910, which has proved still to be necessary for the maintenance and repair of staybrite sweeps. The cord is dealt with under Class F. Group 2B. Part 4.

2. The Rate Book and authorized list of Naval Stores and the Alphabetical List of Consumable Naval Stores will be amended.

(The foregoing is the text of A.F.O. 2603/1954 altered to meet R. A. N. conditions.)

(4518/27/120)

POINT

807

806.

NAVAL STORES (GENERAL) - HOSES, 3 IN., FOR FUELLING AT SEA.

Hoses, gasoline resisting, 50 ft. x 3 in., buoyant synthetic rubber, fitted with 3 in. Whitworth gas screw thread connections, now used for transferring aviation fuels at eas, will in future be known as Pattern 3516. Any stocks held in ships or establishments should be taken on charge accordingly.

2. The Rate Book and Authorized List of Naval Stores will be amended.

(The foregoing to the unaltered text of A.F.O. 2786/1954.)

(4523/7/82)

807.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A/1) - RADIO EQUIPMENTS - OBSOLETE STORES - DISPOSAL.

Dockyards, Naval Store Depots, H.M.A. Ships, and Shore Establishments.

The Radio Equipments mentioned in the Appendix to this Order are now obsolete and the stores detailed therein are peculiar to these outfits. All stocks on board H.M.A. Ships and in Ehore Establishments are to be returned to the nearest (Superintending) Naval Store Officer, who should dispose of them, and any stocks already held, as surplus to requirements, in accordance with existing instructions. No items referred to therein require mutilation, for security reasons, before disposal.

- Patterns marked * carry embodiment loan components.
 Care is to be taken to ensure that any of these components likely to be of future service are withdrawn and taken on charge as separate items.
- 3. No further returns are to be taken on main or Repairable ledger charge.
- 4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2688/1954 altered to meet R.A.N. conditions.)

(4519/1/216)

APPENDEX DF Outfits

Pattern	Description	Pattern	Description
*525	Radiogoniometer \$.27	*53888	Rectifier unit
1373	Frame, upper	*54014	Box, stownge
W1636	Moulding.	54272	Brush assembly
*W1368/A	Inductance	54327	Tie-red
W1644	Screen	54384	Plug, 4-pin
*W1680	Receiver B23	54577	Gland nut, brass
*W1841	Switch Aerial	54678	Ferrule, brass
*W1941	Box junction	54717	Connection
*W1953	Frame coil S.21	55869	Blower-unit
*W1957	Box, junction	55979	Spring, steel
W2191	Washer, composition	58034	Radiogoniometer unit
W2197	Har runner	58035	Test Oscillator
*2357	Stabiliser unit	58036	Aerial Unit
*W3125	Box, junction	58037	Matching Unit
*W3404	Connection, flex	58038	Framework
3895	Bencket	58083	Radiogoniometer S.38
*W4944	Receiver, B23A	*58138	Receiver P.113
*W5482/A	DF Assembly, FMA	58546-49	Connection
*W8393	Box, stowage	59223	Connection
52157	Switch, 6-pole	59723	Oscillator unit
52158	Switch, 14-pole	59989	Regulator
*53224	Clamp, hoisting	65379	Connection
*53609	Transformer unit	And the	THE PERSON NAMED IN

Receiver Outfits

CAA, CAB, CAD, CBA, CBB, CSA, CSB, CSC, CSD

	H, CAU, CAD		
Pattern	Description	Pattern	Description
W208	Drive, flexible	*4401/4	Coil, plug in
*W832	Switch, carthing	*4423-25	Coil, plue in
1445	Adaptor	*4474/75	Coil, plug in
W1697	Mount	*4707	Battery Control Unit, 4T
W1909	Mount	*4835	Jack
*W2672	Note magnifier N.22	*4998/A	Amplifier M.50
*W2910/11	Coil, plug in	5535	Mount
W2974	Choke	5759	Card
*4046/A	Receiver, B.19	5762/4	Card
*4320	Box	*7019	Box, junction
*4321	Coil, plug in	56439	Plug, screened
*4383-86	Coll, plug in		The second second

Navigational Aids

Ourfits OH2, OH3, OM, OM1, OM2, OM3, OM4

	AND ADDRESS OF THE PARTY OF THE			
Pattern	Description	Pattern	Description	
53280/A/B	Receiver, B37	*58498	Receiver, B45	
53863	Crystal Control Unit	*58958A	Case	
53953	Valve top connector	*65701/02	Indicator unit	
55185	Stake	65703/04	Connection, flex	
35186/7	Frequency changer unit	*66671	Receiver, B49	
*55203	Box of spares	66722	Receiver, B53	

Recording Outfile

RERT

Pattern	Description	Pattern	Description
W7822 53034	Signal generator Socket	53035 53233	Plug, 9-pin Motor

* Contain E.L. components.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 15th December, 1954.

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

By direction of the Naval Board,

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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

808 - 809

SECTION 1 .- ADMINISTRATIVE AND GENERAL

808.

CONSTITUTION OF THE NAVAL BOARD.

Consequent on a decision by the Government that the positions of the Permanent Heads in the three Service Departments be brought into line with that of their counterparts in the United Kingdom, Navel Forces Regulations have been amended to provide a sphere of supervision of the Secretary, Department of the Navy, as a member of the Naval Board.

The Regulations provide that concurrently with his responsibility as Permanent Head for the general working and business of the Department, the Secretary shall, in general, be responsible for co-ordination of the business of the Naval Board, for financial administration and control of expenditure of the Navy and for civil personnel. His sphere of responsibility also includes advice to the Minister, the Board, and Commands on all questions of Service expenditure. This responsibility extends not only to the financial order and regularity of accounts but also to the correct and proper use of public funds in all fields of administration.

- 2. The position of Pinance Member of the Naval Board has been abolished and a new appointment of Assistant Secretary (Pinance) has been made under the Public Service Act.
- 3. The Secretary, Department of the Navy, will in future also be Secretary of the Naval Board.

(5030/13/2)

809.

CONTROL OF PRESS MESSAGES FROM H.M.A. SHIPS.

When representatives of press or broadcasting organizations are embarked in H.M.A. Ships to report their activities, care must be taken that no information of a classified nature, no error of fact or no statement subversive of neval discipline is passed in any message transmitted to shore for them by the ship's wireless. With that proviso, all messages should normally be transmitted as written by the author. Nevertheless if such a message contains comment considered unsuitable for transmission the matter should be discussed with the representative, but the text should not be altered without his agreement.

2. As the early receipt of news is a matter of great importance to press and broadcasting organisations, messages written in H.M.A. Ships by their representatives should be cleared as soon as possible after they have been submitted for the Captain's approval, and should be transmitted at the first available opportunity after approval has been given.

(4091/121/9)

H.M.A.S. QUEENBOROUGH - COMMISSIONING.

H.M.A.S. QUEENBOROUGH commissioned on 7th December, 1954.

(4283/27/22)

811.

INVESTIGATION OF OFFENCES.

Examination of Punishment Returns has disclosed that the requirements of Q.R. and A.I., Articles 1908 and 2081, may not be understood fully by officers conducting formal investigation of offences.

- 2. No avoidable delay should take place in the investigation of an offence or in seeking the approval of Superior Authority where necessary or in the infliction of punishment. If any substantial delay has taken place, the reason should be recorded on Form A.S. 271 in the space provided.
- 3. Eight-day reports in accordance with the provisions of Q.R. and A.I., Article 2081, are to be rendered invariably, and it should be noted that the non-availability of service documents normally is not a satisfactory reason for delay in the investigation of an offence (Q.R. and A.I., Article 1908). In particular, every endeavour should be made to reduce to a minimum the time spent after recovery waiting trial by men marked "run".

(4011/21/27)

SECTION 2 .- PERSONNEL

812.

SENIOR ENGINE ROOM ARTIFICER AND STOKER MECHANIC RATINGS -SELECTION FOR DUTIES IN SMALL SHIPS - REPORTS.

In order that full information may be available to the Manning Department when selecting senior Engine Room Artificers and Stoker Mechanic ratings for senior appropriations in small ships, a return is to be rendered half-yearly on 31st December and 30th June by all ships and establishments, in respect of the following ratings :-

- (m) C.E.R.A. 'a;
- (b) E.R.A.'s 3rd class and above in possession of "Machinery Charge Certificate";
- (c) C.P.O.S.M.'s; and
- (d) P.O.S.M.'s with over two years seniority.

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f delete words not applicable.

- 3. Recommendations for C.E.R.A.'s and E.R.A.'s are to be based on the ability of the ratings to carry out the duties of C.E.R.A. of a small ship in which no Engineer Officer is borne. The "Remarks" section is invariably to be completed in amplification and is to include the Captain's opinion on the following :-
 - (a) ability to organize and take charge of the Engine Room Department of a small ship;
 - (b) personal characteristics, such as temperamental suitability;
- (c) ability to express himself clearly and logically on paper;
- (d) knowledge of Engineer's Office procedure with particular reference to -
 - (1) periodical returns:
 - (11) alteration and addition procedure:
 - (111) defect lists method of compiling and forwarding:
 - (1v) records to be kept;
 - (v) Fair Engine Room Register.
- (e) knowledge of Naval Stores procedure;
- (f) knowledge of divisional work.

REMARKS:

4. Recommendations for C.P.O.S.M.'s and P.O.S.M.'s are to be based on rating's ability to perform the duties of the Senior Stoker Mechanic rating of a Destroyer or below. The "Remarks" section is to be completed if considered desirable or necessary.

5. Chief Engine Room Artificers drafted for the first time to small ships in which no Engineer Officer is borne are to be specially reported on to Navy Office, through the ship's administrative authority, after 6 months and again after 12 months regarding the manner in which they carry out the duties. Those who satisfactorily complete 12 months are to have the following notation inserted in their Certificate of Service:

"Capable of taking charge in a small ship in which no Engineer Officer is borne."

6. A Chief Engine Room Artificer with the notation in paragraph 5 hereof recorded on his Certificate of Service need not be recommended again under the provisions of paragraphs 2 and 3 of this Order, unless the recommendation is adverse.

AND DESCRIPTIONS ASSESSMENT OF THE PARTY OF

7. Navy Order 348 of 1953 is hereby cancelled.

(4002/56/19)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 21st December, 1954.

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

By direction of the Naval Board,

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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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SECTION 1 .- ADMINISTRATIVE AND GENERAL

813.

NAVAL BOARD CORRESPONDENCE.

With reference to Navy Order 808 of 1954, communications for the Naval Board should in future be addressed to the Secretary, Department of the Navy, instead of to the Secretary, Naval Board.

(5030/13/2)

814.

AVIATION - VISUAL SIGNALS BETWEEN AIRCRAFT.

A common code of visual signals for use between aircraft, details of which are published in the Appendix to this Order, has been adopted for use in the Royal Australian Navy.

- 2. Visual signals between aircraft are required -
- (a) When voice silence is in force.
- (b) When voice sets are unserviceable.
- (c) To relieve voice congestion.
- 3. Pormation flying requires close attention at all times, and pilots should exercise additional care when visual signals are being used to avoid the possibility of misinterpretation.
- 4. All signals should be made in a clear and definite manner and, where applicable, proper emphasis should be put upon the executive signal. Hand signals should be made with the hand well to the front of the face so that pilots on each side of the formation obtain a clear view.
- 5. The signals are intended for use between pilots. Other aircrew should not normally be called upon to make signals but may do so in'an emergency.

(The foregoing to the text of A.F. O. 2941/1954 altered to meet R.A.N. conditions.)

(3311/30/3)

APPENDIX EXECUTIVE SIGNALS

Action	Information Signal	Executive Signs		
1. Run up or running up	(a) Hand raised, fore- finger extended upwards and revolved in horizontal plane.	Commencement of Signal		

Action	Information Signal	Executive Signal
	(b) In multi-engined aircraft, hold up the number of fingers corres- ponding to the engine to be run, and then carry out (a). (Engines are numbered from No.1 which is always the port outer.)	Commencement of Signal
2. Start to take-off	Chopping motion forwards, with edge of flat hand, fingers together.	Cessation of Signal
3. Increase or Decrease power	(a) Positive forward movement of head or (b) Positive backward movement of head.	Ceesation of Signal
4. Turn	Forearm vertical, hand flat and parallel with line of flight, then move right or left as necessary.	Cessation of Signal
5. Straighten up	Chopping motion forwards, with edge of flat hand - as for commence to take- off.	Cessation of Signal
6. Air brakes in or out	Hand flat, edge forward, fingers parted, then hand smartly down.	Hand down
7. Flaps up or down	Hand reised, fingers and thumb meeting and open- ing alternately, then down.	Hand down
8. Under- carriage up or down	As for "pulling the chain", clenched fist moving up or down, forearm vertical.	Hand down
9. Take over as leader	Point to new leader; then raise hand, fore- finger extended upwards to indicate No. 1 position.	Cessation of Signal
0. Go into battle formation	Clanched fist on fore- head, hand in fore and aft line of aircraft.	Hand down

	Action	Information Signal	Executive Signal
11.	formation or reform basic formation as briefed		Cessation of Signal
12.	Relax close formation	Hand raised with pelm outwards, fingers together, palm against perspex on the appropriate side.	Cessation of Signal
13.	Form echelon, port or starboard	Fore-finger pointed at aircraft concerned, then moved across the face to indicate the new position.	
14.		(a) Clenched fist, thumb extended to rear, moving back and forth.	Cessation of Signal
	(b) Ex- ten- ded	(b) Clenched fist, tapping back of head.	
15.	Abandon aircraft	Both fists clenched and moved downwards in front of the face as though pulling an ejector seat blind.	
16.	Olimb	Pore-finger pointing upwards.	Cessation of Signal
17.	Descend	Fore-finger pointing downwards.	Cessation of Signal
18.	Level cut	Sideways movements of either hand, palm down, fingers extended at face level.	Cessation of Signal
19.	Escort me to base immedia- tely	Continuous lateral rocking of the air- craft followed by thumbs down signal.	
20.	Break formation	Rapid sweeping move- ment of the open hand, palm forward, fingers upwards, in front of the face.	Cessation of Signal
21.	Return to base or I am returning to base.	Point at aircraft con- cerned or own air- craft, then point downwards.	

	The state of the s
Signal	Information
22. Ready for take-off	Thumbs-up.
23. Your aircraft is on fire	Fly alongside and rock the aircraft laterally to attract the attention of the other pilot, then draw the edge of the hand across the throat in a cutting motion, afterwards pointing to the area of fire. Continue this until acknowledged by a thumbs-up signal.
24. My electrics have failed	A map, Pilot's Notes, or any piece of paper held against the perspex.
25. My (radio) voice has failed	 (a) For an unserviceable transmitter tap the microphone and give a thumbs-down signal. (b) For total failure (receiver) tap an earphone then give a thumbs-down signal. If in open formation porpoise the aircraft.
26. Fuel state -	
(a) From leader. What is your fuel state?	(a) Clenched fist, thumb to mouth, head tilted back as though drinking.
(b) By other aircraft. My fuel state is low.	(b) As for 26(a) above.
(c) I have suffic- ient fuel (in reply to leader's query).	(c) Thumbs-up.
(d) My fuel gauges are un- service- able.	(d) Make signal 25(a) followed by thumbs-down signal.

SECTION 2 .- PERSONNEL

815.

COMMONWEAUTH EMPLOYERS' COMPENSATION ACT, 1930-1954 APPLICATION TO MEMBERS OF THE NAVAL FORCES.

The Commonwealth Employees' Compensation Act applies to members of the Naval Forces. Compensation for disabilities arising out of or in the course of employment on or after 3rd January, 1949, shall be considered under that Act, unless sustained in operational areas so defined in Navy Order 422 of 1951, in which case the Repatriation Act is applicable.

- If personal injury by accident arising out of or in the course of his employment by the Commonwealth is caused to an employee, the Commonwealth shall be liable to pay compensation.
- 3. Where personal injury by accident is caused to an employee while he is travelling to or from his employment by the Commonwealth, the Commonwealth shall be liable to pay compensation as if the accident were an accident arising out of or in the course of his employment.
 - 4. Where
 - (a) an employee is suffering from a disease and is thereby incapacitated for work; or
- (b) the death of an employee is caused by a disease, and the disease is due to or aggravated by the nature of the employment in which the employee was engaged by the Commonwealth, the Commonwealth ahall be liable to pay compensation, as if the disease were a personal injury by accident arising out of or in the course of his employment.
- 5. Reasonable medical expenses, incurred as the result of injury, shall be paid by the Commonwealth.
- 6. Notice of accident is to be advised to a senior officer as soon as practicable after it has happened. In addition, a claim for compensation on the prescribed form must be made within six months from the occurrence of the accident.
- 7. Further information on the application of the Commonwealth Employees' Compensation Act to members of the Naval Porces is given in Navy Order 830 of 1954.

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

SUPPLY DEPARTMENT - MM-ORGANIZATION IN CERTAIN SHIPS AND ESTABLISHMENTS.

Re-organisation of the Supply department in certain ships and establishments may be made in order to relieve -

- (a) the Captain of the monthly counting of money held in the charge of the Supply Officer and the signing of requisitions for cash; and
- (b) the Supply Officer of some of the detailed cash accounting work.
- This re-organization has already been effected in certain ships and establishments, and may only be adopted, where the following conditions are fulfilled :-
 - (a) Two Lieutenant-Commanders (3) or Lieutenants (8) are borne in addition to the Supply Officer, excluding the Captain's Secretary.
 - (b) No increase in the complement of Supply Officers is involved, nor the retention of any Supply Officers borne additional for longer than otherwise would be necessary.
- 3. Where the above conditions are fulfilled, one of the Supply Officers not below the rank of Lieutenant (5) may be selected at the discretion of the Captain on the advice of the Supply Officer to act as Supply Officer (Cash). The name of the officer selected and the date from which he will assume these duties should be reported to the Naval Board, so that the necessary appointment may be issued. In view of the Supply Officer's final responsibility for cash duties (Naval Account Regulations and Instructions, Article 25) he will be entitled at any time not only to take over the cash duties himself, or transfer them from one officer to another, the Naval Board being informed accordingly in either case; but also to refrain from transferring them from himself to snother officer.
- 4. If the Supply Officer (Cash) is unable from any temporary cause such as sickness or leave to carry out cash duties, and if the situation cannot adequately be met by the use of sub-accountants, the duties of Cash Officer should be assumed by the Supply Officer personally in default of the appointment of another officer as Supply Officer (Cash) by the Naval Board.

Responsibilities of Supply Officer (Cash).

- 5. The Supply Officer (Cash) will have the following responsibilities, under the directions of the Supply Officer:
 - (a) He will have custody of the public chest and make disbursement therefrom.

- (b) He will keep the Cash Book and Cash
 Balance Book and sign the monthly
 Cash Account on page 1. He will
 perform all the duties relating to
 cash normally performed by the
 Supply Officer, including the weekly
 balance (Naval Account Regulations
 and Instructions, Article 51) and
 the weekly check of balances of
 money in the hands of sub-accountmats.
- 6. The Supply Officer (Cash) should have no power to delegate any of his cash duties to another officer as subaccountant without the approval in writing of the Supply Officer; which approval should state the name and rank of the sub-accountant and the maximum sum he may hold at any one time.

Responsibilities of Supply Officer.

- 7. The Supply Officer will continue to be finally responsible to the Captain for the Cash Duties of the ship or
 establishment, for the accuracy of the ledger and for ensuring
 that payments made are duly authorised in accordance with the
 Regulations. He will approve requisitions for money and Navy
 Bills. He will also undertake the monthly verifications of
 cash in accordance with Naval Account Regulations and
 Instructions, Article 86, at present carried out by the
 Captain, and will be responsible to the Captain for its
 correctness.
- 8. It will be the duty of the Supply Officer, when counting the money, to ascertain what the balance of the Supply Officer (Cash) should be. He should compare the details of the Cash Account with the totals of the supporting vouchers and the balance from the previous cash account. The Supply Officer (Cash) will be personally responsible that the arithmetic of the Cash Vouchers is correct and the Supply Officer will not be expected to check it as a routine. The Supply Officer should also count the belances in the hands of the subaccountants to the Supply Officer (Cash) whenever he counts the latter's money. The Supply Officer is to sign the Cash Book against the last entry and countersign the Cash Balance Book and the monthly Cash Account on page 1. After the verification ha is to take custody of the Monthly Cash Account, and vouchers, sign Certificate B on the back of the cash account, and hand them over to the Captain for transmission. The Captain will eign Certificate C.
- 9. The Supply Officer will not have the authority to delegate his responsibility for the monthly verification of the balance in the hands of the Supply Officer (Cash). If the Supply Officer is unable to carry out the monthly verification for any reason, the Captain is to carry out the verification himself, or to delegate this duty in accordance with Newel Account Regulations and Instructions, Article 87. In such circumstances, the verification will consist of counting the money in the charge of the Supply Officer (Cash) and certifying that it agrees with the balances remaining as shown in the cash account; in addition the Captain or officers deputed will be required to check the cash balances with the books and vouchers.

11

10. The verification of the balance of the Supply Officer (Cash) and examination of the cash accounting procedure at an uncertain date will continue to be carried out in accordance with Naval Account Regulations and Instructions. Articles 86 and 87, but the Supply Officer of the ship or establishment may be detailed as one of the examining officers, provided that he is not carrying out the duties of Supply Officer (Cash).

11. The responsibility of the Supply Officer in relation to the victualling stores, naval stores, and sir stores in the ship or establishment is not affected by this Order.

Responsibilities of Captain.

12. The Captain will continue to be responsible for nonpublic funds, and for ensuring that all accounts for such funds are audited, closed, etc., as necessary. The actual counting of non-public funds in the charge of the Supply Officer (Cash) will be carried out by the Supply Officer when verifying the balance of public and non-public moneys.

13. The Captain is to give the Supply Officer such directions as he may think fit for the latter to act on his behalf in respect of purchases of provisions and stores locally and by contract.

14. While it was stressed that the general responsibility of the Captain for all expenditure remained, approval was given (Mavy Order 417 of 1953), in order that the Captain might be relieved of certain detailed accounting work, for the Supply Officer, in addition to the certificate required to be given by him on certain account forms, to also sign "for Captain" the certificate indicated to be given by the Captain.

This procedure is varied, in those Ships and Naval Establishments in which a Supply Officer (Cash) is appointed, to provide that the certificates normally required to be given by the Supply Officer on such forms will be given by the Supply Officer (Caeh). Appropriate notation should be made in Navy Order 417 of 1953.

Naval Account Regulations and Instructions - Modification.

15. This Order is to be regarded as modifying the relevant Naval Account Regulations and Instructions until further notice, for the ships and establishments to which Supply Officers (Cash) are appointed. The Supply Department organization in all other ships and establishments is to continue to conform to the instructions laid down.

(The foregoing to the test of A.F.O. 1060/1954 altered to meet R. A. N. conditions.)

(4002/29/1)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES 817.

GUN MOUNTINGS - 4-IN., MARK 19 - BARREL EXCHANGE GEAR - REDUCTION IN DIAMETER OF MUZZIE CAPS - MODIFICATION NUMBER 104.

(a) Ships, Establishments and Authorities conperned

All ships and astablishments

holding sets of barrelexchange gear.

(b) Tupes and Marks of Mountings

4-in., Mark 19 Series, Mountings.

(o) Part of Mounting affected

The muzzle cap in the barrelexchange gear.

(d) Purpose of modifioatton

To prevent the muzzle cap fouling the gun jacket when withdrawing 4-in., Mark 16* guns with parallel muzzles.

(e) Nature of modification

The external diameter of the muzzle caps (Item B/G. 1391, Sht. 5) shown on Plate 37 in B.R. 257 to be reduced from 7.25-in. to 6.6-in.

(f) Drawing or A. F. O. Diagram

None.

(g) By whom to be done

By ships staffs, dockyards or depots holding barrelexchange gear.

(h) When to be done

At first opportunity.

(1) How to be treated

As a defect.

(The foregoing is the unaltered text of A.F.O. 3048/1954.) (4429/29/63)

818.

ALTERATION AND ADDITION ITEMS - A.A. FRIGATES (MODIFIED RIVER).

The following alteration and addition items are approved in principle for A.A. Frigates (Modified River) :-

(a) "Remove voicepipes Nos. 10, 15 and 23 and install sound powered telephones in lieu, between (i) Bridge and Enginercom (ii) Bridge and Gyro Room, (111) Bridge and Searchlight Platform."

Class Item No. 514

Classification "A"

Compensating Weight Required: NIL.

As voicepipe No. 10 has already been removed from H.M.A.S. CONDAMINE a notation is to be made in Porm A.S. 345 (fair copy).

(b) "Remove voluepipes Nos. 1, 6, 7, 9 (wheelhouse connection only), 11, 13, 16 and 21."

Class Item No. 515.

Classification "A"

Compensating Weight Required: NIL.

2. The removal of these voicepipes will provide a top weight pool to be used for other alterations and additions. Particulars of the weights involved will be communicated to the authorities concerned by letter.

3. The following alteration and addition items are hereby cancelled :-

H.M.A.S. CONDAMINE - Items 98, 122.

" CULGOA - Item 84.

" MURCHISON - Items 85, 103.

" SHOALHAVEN - Items 80, 100.

(4283/1/138)

819.

ALTERATION AND ADDITION ITEM - H.M.A.S. SYDNEY.

The following alteration and addition item is approved in principle for H.M.A.S. SYDNEY :-

Class Item No. 264

Classification "A"

Item.

"A check fire gong operated from the Bridge check fire push, to be fitted in the Gun Direction Position."

Compensating Weight Required: NIL

References: (a) P.O.C.A.P's AF.1757/1901/12 of 5th October, 1954.

> (b) H.M.A.S. SYDNEY proposed alteration and addition letter "C".

> > (4278/3/556)

820.

25' MOTOR CUTTER AS SEA BOAT - BOAT SLINGS.

It has come to notice that slings supplied to a 25' Motor Outter fitted as a sea boat in accordance with Navy Order 150 of 1953 had not been designed and tested for the heavier boat.

2. The weight of a 25' Motor Cutter fitted as a sea boat and fitted with diesel engine is to be taken as 4.08 tons.

3. Where it is necessary to renew slings, the leg with the lesser load is to be made of the same size chain as the other leg for uniformity. The same test load should then be applied to both legs.

4. Commanding Officers of ships concerned should insert an item in the next Defect List, for 25' Motor Cutter slings to be surveyed and tested in accordance with this Order.

(4276/2/38)

820 - 822

821.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9D) -BRASS WING NUTS - ADDITION TO THE BATE BOOK.

In view of increasing requirements of brass wing nuts, it has been decided to add the following sizes to the Rate Book for Naval Stores :-

Wing Nuts to B. S. S. 856/39 in brass to B. S. 218 :-

Stse	Pattern No
1-in. B.S.F.	13072
5/16-in. B. 8. F.	13073
1-in. B.S.F.	13074
1-in. B.S.P.	13075
0. B.A.	13076
2. B.A.	13077

2. These items will be dealt with under Class B, Group 9D, and will be added to Contract Schedule 87.

3. British Standard Whitworth threaded brass wing nuts should not be used in future, except in essential cases when requirements should be obtained by local purchase.

(The foregoing is the text of A.F.O. 2785/1954 altered to meet B.A.N. conditions.)

(4505/93/50)

822.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7C) - GASES - PURE OXYGEN FOR BREATHING PURPOSES.

To ensure that oxygen of 99.5 per centum purity is supplied for use in breathing apparatus, other than airborns, future demands for oxygen for such use should specify that medical oxygen is required.

2. Departmental cylinders used for the supply of medical oxygen are to be painted to conform with the following colour scheme used by The Commonwealth Industrial Gases Limited for the identification of medical oxygen cylinders. The numbers quoted are the references of The Commonwealth Industrial Gases Limited.

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Gas	Во	ody	Should	er Band	Neok	Band
	Colour	Colour	Colour	Colour Number	Colour	Colour
Oxygen (Medical)	Black	A. 3324	White	J.1772	White	J.1772

(The foregoing is the text of A.F.O. 1413/1954 altered to meet R.A.N. conditions.)

(4512/70/199)

823.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 3) -SHADES, PERSPEX, OPAL AND ORANGE - TRANSFER TO CLASS'F, GROUP 2B, PART 1.

The undermentioned perspex shades will be dealt with under Class F, Group 2B, Part 1. The present pattern numbers will remain unchanges.

Pattern Description 19186 Shade, perspex, opal For light fitting, Pattern 17221. 19187 Shade, perspex, orange

- 2. Transfer of stocks should be arranged accordingly. H.M.A. Ships and Establishments should comply with B.R.4 (Naval Storekeeping Manual), Article 109(a).
- 3. The Rate Book and Authorised List of Naval Stores and the Alphabetical List of Consumable Naval Stores will be amended.

(The foregoing is the text of A. F.O. 2728/1954 altered to mest R. A. N. conditions.

(4518/26/111)

824.

NAVAL STORES (TECHNICAL) (CLASS F, CROUP 1A/1) - OBSOLETE W/T STORES - DISPOSAL.

The stores detailed in the Appendix to this Order are now obsolete. Any stocks held on board H.M. ships or in Shore Establishments are to be returned to the nearest (Superintending) Naval Store Officer who is to dispose of them, and any stocks already held as surplus to requirements in accordance with existing instructions or as otherwise indicated in the Appendix. No items referred to herein require mutilation, for security reasons, before disposal.

- 2. Patterns marked * carry embodiment loan components. Care is to be taken to ensure that any of these components likely to be of future service are withdrawn and taken on charge as separate items.
- 3. The appropriate publications will be amended. (The foregoing is the unaltered text of A.F.O. 2124/1954.) (4519/11/826)

APPENDIX						
Pattern	Description	Pattern	Description			
*397	Key Unit	≠W.6859	Set of spares			
529	Transformer	7104A	Alternator			
530	Transformer	7217	Moving System			
535	Contact	7218	Contact Arm			
W. 765	Transformer	7219	Contact			
W.1194/A	Coil	7283	Stand			
*1525	Switch	54539	Resistor Unit			
*W.1608	Lead	55070	Box			
*1819	Dial	55174	Aerial Unit			
2135/A	Holder	55876/A	Jack, lamp			
2998	Blower	55944	Box			
2999	Blower	56582	Rectifier Unit			
*3729	Board	56583	Rectifier Unit			
3893	Mounting	*56925	Framework			
3894	Mounting	59095	Modulation Con- trol Unit			
5055	Case	59982	Attenuator Unit			
5135	Case	59983	Attenuator Unit			
*W.5137	Crystal Control	*65558	Blower			
W. 5333	Microphone	*65559	Blower			
W. 5495	Pramework	67482-7	Case for "C"			
W. 5497	Pramework	67502	Thermostat			
W. 5685	Pormer	67659	Transformer			

Pattern	Description	Pattern	Description
5699	Screw	*67906	Transmitter Drawer
5838	Cable eye	*67908	Receiver Drawer
5843	Transformer		
6854/A/B/ C/D/B/F	Alternator		

MOTE: - / Any stocks held are to be broken down to components which are to be absorbed into stock under their respective pattern numbers.

825.

PRESENTATIONS, BELICS AND TROPHIES - IDENTIFICATION.

Arrangements should be made for presentations, which are likely to be confused with service items, to be suitably identified, e.g., by manuscript endorsement, rubber stamp or engraving.

(3583/71/355)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY 826.

FORM A.25 - REPORTS ON AIRCRAFT ACCIDENTS - REVISION.

The following alterations in the rendering of Form A. 25 are to be noted ;-

- (a) Section 4 of Form A.25 is to be completed and signed by the Air Engineer Officer of the ship or station, and not by the Squadron or Section Air Engineer Officer, unless the Squadron or Section is detached at an aerodrome not under Naval control.
- (b) Reports in accordance with Sections 6 and 7 of Form A. 25 - Report on Aircraft Accidents are no longer required, and these sections will be omitted when Form A.25 is reprinted. Meanwhile, they should be left blank.

(The foregoing is the unaltered text of A.P.O. 2112/1954.)

(3325/3/219)

827.

FORMS A.E.190Z (ESTABLISHED 1954) AND A.S.227 (AIRCREWMAN) (ESTABLISHED 1954) - INTRODUCTION.

Form A.E.1902 (established 1954), a record of results obtained by an Aircrewman (T), (A) or (3) during his training, is being introduced. The form is to be completed in triplicate for every rating trained as an aircrewman, the completed forms being disposed of as follows :-

- (a) I copy to be attached to the rating's service certificate;
- (b) I copy to be forwarded to Navy Office;
- (c) 1 copy to be retained by the Observer and Aircrewman School.
- 2. In addition to the action laid down in sub-paragraph 1(b), the names of all ratings who qualify as aircrewman are to be communicated to Navy Office on Form A.S. 161.
- 3. Form A.S. 227 (Aircrewman) (established 1954), a record of assessments of an aircrewman after he has qualified, is being introduced. The instructions regarding this form are given in Instructions for the Fleet Air Arm, Article 810, paragraph 5.

4. Initial supply will be made without demand to ships and establishments concerned. Requests for further supplies should be forwarded to Navy Office.

(3526/10/46)

827 - 829

828.

RETURN OF SICK LEAVE GRANTED TO NAVAL PERSONNEL.

Rendition of the quarterly return referred to in Naval Pinancial Regulations and Instructions, Article 179(3), is to be discontinued.

2. Maval Pinancial Regulations and Instructions will be amended in due course.

(4022/1/112)

829.

SPECIALLY RULED FOOLSCAP - FORM A.S. 390Y FOR USE IN WRITTEN EXAMINATIONS HELD IN THE ROYAL AUSTRALIAN NAVY.

Specially ruled foolscap, Form A.S. 390Y, headed with provision for insertion of the candidate's examination number, subject, examination, and ship or establishment where examined, is to replace Examination Work Book Form A.S. 3902. This foolscap, which is to be used in all examinations held in the Royal Australian Navy, may be obtained on demand. Form A.S. 3902 is, however, to be utilised until stocks are exhausted.

2. A paper fastener (not a glider type of clip) and blotting paper should be issued to each candidate with his supply of foolscap. Before handing the papers in to the supervising officer, the foolscap sheets should be secured with the paper fastener.

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(4006/3/8)

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(FOR OFFICIAL USS ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 22nd December, 1954.

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

By direction of the Naval Board,

MospHawkins

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

Application of the Commonwealth Employees' Compensation Act 1930-1954 to Members of the Naval Forces.

830

830.

APPLICATION OF THE COMMUNWEALTH EMPLOYERS' COMPENSATION ACT 1930-1954 TO MEMBERS OF THE NAVAL PORCES.

Except as provided in paragraph 2 hereof, the provisions of the Commonwealth Employees' Compensation Act apply to serving members of the Naval Forces as from 3rd January, 1949, and compensation for disabilities arising out of, or in the course of service on or after 3rd January, 1949, shall be considered under that Act and subsequent amending legislation.

- 2. The Act does not apply to or in respect of -
- (A) Members of the Naval Porces who, before lat July, 1947.
 - (i) were appointed or enlisted:
 - (a) for service in a part of the Defence Porce raised in time of war for war service; or
 - (b) solely for service in time of war or during time of war and a definite time thereafter; or
 - (ii) were appointed or enlisted in the Citizen Forces and were called up for continuous service for the duration of, and directly in connection with, the war,

in respect of that service.

- (B) Members who executed interim engagements for a period of two (2) years in the Permanent Naval Forces, during the period 1st July, 1947, to 30th June, 1949, in respect of service under such engagements.
- (C) Members who are engaged in service in operational areas as defined in Navy Order 422 of 1951, in respect of service in such operational areas.
- (D) Aboriginal inhabitants of a Territory of the Commonwealth who are members of a part of the Defence Force consisting, or consisting mainly, of such inhabitants and raised in that Territory.
- (E) Members on loan or exchange from the Royal Navy or another Dominion Navy.

Members defined at (A) hereof are subject to the provisions of the Repatriation Act in respect of service to 30th June, 1951.

Members defined at (B) hereof are subject to the provisions of the Repetriation Act whilst serving under the two (2) year engagement. If they executed a fresh engagement they are subject to the provisions of the Commonwealth Employees' Compensation Act in respect of service subsequent to 3rd January, 1949, or from the date of commencement of the fresh engagement, if subsequent to 2nd January, 1949.

3. For the general information of members of the Naval Porces the main provisions of the Commonwealth Employees' Compensation Act are set out hereunder. 4. The Commonwealth Employees' Compensation Act provides that, if personal injury by accident, arising out of or in the course of his employment by the Commonwealth, is caused to an "employee", the Commonwealth shall, subject to the Act, be liable to pay compensation in accordance with the First Schedule to the Act. (Compensation for specific injuries is, however, payable under the Third Schedule to the Act). Provision also exists under the Act for payment of compensation where an existing injury is aggravated by the member's employment.

The act provides that, where personal injury by accident is caused to an employee while he is travelling to or from his employment by the Commonwealth, the Commonwealth shall, subject to the Act, be liable to pay compensation. (Travelling in this case means travelling by the shortest convenient route for the journey and does not include travelling during or after any substantial interruption of the journey, or substantial deviation from the route made for a reason unconnected with the employee's employment).

NOTE: - Prior to 14th December, 1951, the Act provided for payment of compensation in respect of personal injury by accident sustained whilst travelling to or from place of employment.

5. Where -

- (a) an employee is suffering from a disease and is thereby incapacitated for work; or
- (b) the death of any employee is caused by a disease,

and the disease is due to or aggravated by the nature of the employment in which the employee was engaged by the Common-wealth, the Commonwealth shall, subject to the Act, be liable to pay compensation.

- 6. Where an employee sustains -
- (a) by accident arising out of or in the course of his employment;
- (b) by accident whilst travelling to or from employment, or
- (c) as a result of a disease due to or aggravated by the nature of employment,

any of the disabilities specified in the Third Schedule to the Act, the compensation payable, subject to the Act shall, except where the disability results in total and permanent incapacity, be the amount specified in the Third Schedule for the specific disability.

Upon payment of a lump sum under the Third Schedule to the Act an employee cannot receive any weekly payments under the First Schedule, in respect of the same disability.

Where an employee is naturally left handed and habitually uses his left hand and arm to perform tasks usually performed by others with their right hand, the compensation payable under the Third Schedule to the Act is -

- (a) for the loss of his left arm or any part thereof - the amount which would have been payable to an employee who habitually uses his right hand and arm for a similar loss in respect of his right arm or the corresponding part thereof, and
- (b) for the loss of his right arm or any part thereof - the amount which would have been payable to an employee who habitually uses his right hand an arm for a similar loss in respect of his left arm or the corresponding part thereof.
- 7. Where as a result of a compensatory injury or disease, an employee sustains partial and persanent loss of the efficient use of a part of the body specified in the Third Schedule to the Act in, and for the purposes of his employment at the date of the injury, (e.g., as an Able Seaman, Supply Assistant, etc., and not as an employee on the general labour market), there shall be payable, subject to the Act, an amount of compensation equivalent to such percentage of the amount payable in respect of the total loss of that part as is equal to the percentage of the diminution of the efficient use of that part
 - e.g. Loss of leg below knee £1,527/10/-.

 50% loss of use of leg 763/15/-.

 below knee in, and for

 the purposes of employ
 ment at the date of

 injury.

The loss of a specified part of the body is deemed to include -

- (a) the permanent loss of the use of that part;
- (b) the permanent loss of the efficient use of that part in and for the purposes of the member's employment at the date of the injury.
- 8. If an injury, in respect of which compensation is payable under the Commonwealth Employees' Compensation Act, is caused under circumstances which appear to create a legal liability in some person, other than the Commonwealth, to pay damages in respect of the injury, the employee may take proceedir s against that person to recover damages and may also claim compensation under the Act.

If the employee does not personally claim damages from the other person, he may be requested by the Commissioner for Employees' Compensation to take such proceedings. Where the employee takes such proceedings on the request of the Commissioner, the proceedings shall be conducted on the employee's behalf at the expense of the Commonwealth.

Where the employee receives both compensation under the Act and damages from another person, he shell repay to the Commonwealth such amount of the compensation as does not exceed the amount of damages recovered.

- 9. It is not permissible to receive compensation under the Commonwealth Employees' Compensation Act and a war pension under the Repatriation Act in respect of the same disability.
- 10. The Commonwealth Employees' Compensation Act also makes provision for payment by the Commonwealth of reasonable medical expenses resulting from an injury or disease in respect of which a claim is admissible.
- 11. As serving members of the Naval Forces are normally afforded medical treatment at Departmental expense and retained on full pay, the question of reimbursement of medical expenses privately incurred while still serving should not arise; however, a member could be reimbursed in circumstances in which he may be called upon to meet privately the cost of medical treatment incurred on duty.

Similarly, the payment of weekly compensation under the First Schedule to the Act would not be involved in such circumstances. However, should a member sustain any of the injuries specified in the Third Schedule to the Act and such injury be accepted as one in respect of which compensation is payable under the Act, he could receive lump sum compensation under the Third Schedule whilst still serving.

- 12. The authority for issuing determinations regarding claims for compensation under the provisions of the Commonwealth Employees' Compensation Act is the Commissioner for Employees' Compensation, Canberra, and within specified limits, the Delegate of the Commissioner in Navy Office, Melbourne.
- 13. Where lump sum compensation is awarded to a minor, the usual procedure is to hold the amound awarded in a trust account in the Commonwealth Savings Bank until the member attains the age of 21 years.

14. Members of the Naval Forces who consider that they are eligible for compensation under the provisions of the Commonwealth Employees' Compensation Act in respect of a disability resulting from an injury or disease, should make a claim through their Commanding Officer, using claim Form "A" within six (6) months of the date of the injury or the date of first becoming incapacitated as a result of the disease. It must be clear, in the case of injury, that it arose out of or in the course of the member's employment; as regards disease, that it is due to or has been aggravated by the nature thereof. Where practicable, signed statements from at least one witness should accompany a claim in respect of an injury, together with advice whether a Hurt Certificate has been issued. The grant of a Hurt Certificate is not necessarily accepted as proof by the Commissioner for Employees' Compensation that the injury arose out of or in the course of employment by the Commonwealth.

If the disability affects a finger, thumb, hand or arm, the claim should be accompanied by a Statutory Declaration to indicate whether, prior to the accident or contraction of disease, the member was naturally right or left handed.

Claims for compensation on Form "A" should be accompanied by a medical report on Form "C". Under "Beneral Remarks" the Medical Officer who completes Form "C" should indicate-

- (a) In the case of an injury to a part of the body specified in the Third Schedule to the Act, whether the condition of the injured part may be regarded as stabilised and, if so, what is the degree (percentage), if any, of partial and permanent diminution of efficient use of the injured part in, and for the purposes of employment at the date of injury.
 - NOTE: As compensation is limited to the actual injury any assessments in respect of finger injuries should state whether the loss of use is of the distal phalanx, distal and middle phalanges or the whole finger. For purposes of the Act, digits of the hand are referred to as thumb, index, middle, ring and little fingers.
- (b) In the case of a disease, the reason for the opinion expressed that the disease is or is not due to or aggravated by the nature of employment by the Commonwealth. A claim may be signed before any adult commissioned officer of the Defence Forces in addition to any of the persons specified on the form.
- 15. Where a member is being discharged on medical grounds and, although a claim for compensation under the Commonwealth Employees' Compensation Act has not been made, it appears that the member may have grounds for a claim, Forms "A" and "C" under the Act are to be completed. Form "A" is to be completed by the claimant, who is also to sign Form "C". The latter form is then to be completed by a medical practitioner prior to the member's discharge, both forms then being forwarded to Navy Office.
- 16. Where, in the course of a journey during which a member could reasonably be regarded as travelling to or from his employment by the shortest convenient route for the journey, a member sustains an injury which is likely to require treatment or result in permanent incapacity, the following information should be included in the report furnished in accordance with Consolidated Orders and Regulations, Article 545:-
 - (a) in the case of leave journeys, times of commencement and termination of period thereof.
 - (b) time and place of commencement of journey,
 - (c) intended destination and route.
 - (d) reason for any undue delay in commencement of journey if travelling from employment,
- (e) time at which member could have been expected to reach his place of employment if travelling to employment,
- (f) brief particulars of the actual journey from commencement until accident occurred, giving relevant times and distances.

- 17. In cases of death, where the circumstances are such that it appears possible the dependants of the deceased employee may have a claim for compensation, the usual reports concerning the death of the member should indicate whether, in the case of injury, it arose out of or in the course of employment by the Commonwealth or was sustained whilst travelling to or from employment by the Commonwealth, or, in the case of disease, was due to or aggravated by the nature of the member's employment.
- 18. The First Schedule to the Act provides that the amount of compensation payable when a claim is admitted shall be -
 - (a) where the death of the employee results subsequent to 31st December, 1953, from injury (or disease)
 - (1) if the employee leaves any dependents wholly dependent upon his earnings - the sum of two thousand three hundred and fifty pounds (£2,350) and, in addition, an amount of one hundred pounds (£100) in respect of each child who, being a dependent under the age of sixteen years at the date of either the injury or the death of the employee, was, at the date of the injury, wholly or mainly dependent upon the earnings of the employee;
 - (ii) if the employee does not leave any dependants wholly dependent upon his earnings, but leaves dependants in part dependent upon his earnings such sum, not exceeding in any case the amount payable under clause (i) of this sub-paragraph as is considered by the Commissioner to be reasonable and proportionate to the injury to the dependants; and
 - (iii) if the employee leaves no dependants - such sum not exceeding sixty pounds (£60) on account of the expenses of the employee's funeral, as the Commissioner considers reasonable;
 - (b) where the employee is totally incapacitated for work subsequent to 31st December, 1953, by injury (or disease) - a weekly payment during his incapacity of the sum of eight pounds fifteen shillings (£8/15/0) and, in addition, the sum of -
 - (1) two pounds five shillings (£2/5/0) in respect of -

- the wife of the employee, if she was married to the employee at the date of the injury (or contraction of disease) and is wholly or mainly dependent on his earnings; or
- (2) if he has no wife, or if compensation is not payable in respect of his wife - one female, over the age of sixteen years, who is wholly or mainly dependent upon the earnings of the employee and was, at date of the injury (or contraction of disease) a member of the employee's family or caring for a child who was at that date, and is, under the age of sixteen years and wholly or mainly dependent upon the earnings of the employee.
- (11) one pound (£1) in respect of each child, born before or after the date of the injury (or contraction of disease), who, not being a child of a marriage contracted, or an ex-nuptial relationship formed, after the date of the injury, is under the age of sixteen years and wholly or mainly dependent upon the earnings of the employee.

MOTE: If a member marries after the date of injury or contraction of disease, no allowance is payable in respect of the wife or of children born of that marriage.

- (c) where the employee is partially incapacitated for work by the injury (or disease), a weekly payment during his incapacity -
 - (i) of the amount (if any) by which the weekly amount that he is earning, or is able to earn in some suitable employment or business after the injury, is less than his weekly pay at the date of the injury or of the amount of eight pounds fifteen shillings (£8/15/0) whichever is the less; or
 - (11) of the amount (if any) by which the weekly amount that he is earning, or is able to earn in some suitable employment or business after the injury, is less than the weekly amount that would have been payable to him under sub-paragraph (b) hereof, if he had been totally incapacitated;

whichever is the greater.

NOTE: - In the case of a member of the Naval Forces, the question of payment of weekly compensation does not arise until after discharge from the Royal Australian Navy, vide paragraph 11.

In the case of a minor, the sum of six pounds ten shillings (£6/10/0) is substituted for the sum of eight pounds fifteen shillings (£8/15/0) in sub-paragraphs (b) and (c).

19. In death cases subsequent to 31st December, 1953, where the employee is survived by a widow and dependent children, the full amount is not usually paid to the widow in a lump sum but sufficient to provide for the maintenance of the children at the weekly rate of approximately fifteen shillings (15/-) until they are approximately seventeen years of age, is vested in a trustee for disbureement to the widow on behalf of the children. The balance is then paid to the widow in a lump sum or otherwise in accordance with her wishes.

In determining the amount of weekly payments of compensation, the Commissioner takes into account other weekly payments by the Commonwealth and may reduce the weekly payments of compensation accordingly.

20. Where a member of the Naval Forces who, on discharge from the Royal Australian Navy as medically unfit, would normally be entitled to weekly compensation, is entitled also to a pension under the provisions of the Defence Forces Retirement Benefits Act as a result of his discharge, the liability for the weekly payments shall, subject to the provisions of the Commonwealth Employee's Compensation Act, be redeemed by payment of a lump sum determined by the Commissioner for Employees' Compensation, Canberra.

The maximum lump sum payable in such a case where discharge is effected subsequent to 31st December, 1953, is two thousand pounds (£2,000) provided that, if the injury is one of those specified in the Third Schedule to the Commonwealth Employees' Compensation Act and the amount specified in the Schedule in relation to that injury exceeds two thousand pounds (£2,000) the lump sum payable shall be not less than the sum specified in the Third Schedule, but shall not exceed two thousands three hundred and fifty pounds (£2,350).

21. THE THIRD SCHEDULE

COMPENSATION FOR SPECIFIED INJURIES

Compensation for specified injuries - Section 12 of -

Compensation	for spe	Cli	100	injurie	8 -	Sec	tion 12	OI	-
Nature of Injury	1930-1 Amt. p if inj sustai tween and 13 and st ised b 31/12/	ned 3/1 2/12 ab1	ble /49 /51	Amt. point into sustain tween 11 and 31, and stieed b 31/12/	aya nry ned 4/12 abi	be- 2/51 /53	Amt. p if inj sustai	aya ury ned 31/1 ame 1sc	2/53 d
	£		4	£	8	d	£	8	d
Loss of both eyes	1,250.	0.	0.	1,750.			2,350.	0.	0.
Loss of an only useful eye, the other being blind or absent	1,250.	0.	0.	1,750.	0.	0.	2,350.	0.	0.
Loss of one eye, with serious diminution of the sight of the other	937.	10.	0.	1,312.	10.	0	1,762.	10.	0
Loss of one sys	500.	0.	0.	700.	0.	0.	940.	0.	0.
Loss of hearing	875.	0.	0.	1,225.	0.	0.	1,645.	0.	0.
Complete deafness of one ear	250.	0,	0.	350.	0,	0.	470.	0.	0.
Loss of both	1,250.	0.	0.	1,750.	0.	0.	2,350.	0.	0.
Loss of right arm or greater part thereof	1,000.	0.	0.	1,400.	0.	0.	1,880.	0.	0.
Loss of left arm or greater part thereof	900.	0.	0.	1,260.	0.	0.	1,692.	0.	0.
loss of lower part of right arm, right hand or five fingers of right hand	875.	0.	0.	1,225.	0.	0.	1,645.	0.	0.
Loss of lower part of left arm, left hand or five fingers of left hand	787.1	10.	0.	1,102.1	0.	0.	1,480.	10.	0.
Loss of right	375.	0.	0.	525.	0.	0.	705.	0.	0.
Loss of left thumb	337.1	10.	0.	472.1	0.	0.	634.	10.	0.
Loss of right forefinger	250.	0.	0.	350.			470.		
Loss of left forefinger	225.	0.	0.	315.	0.	0.	423.	0.	0.

	100 0000	272 1076226	
Nature of Injury	tween 3/1/49 and 31/12/51 and stabil- ised by 31/12/53.	Amt. payable if injury sustained be- tween 14/12/51 and 31/12/53 and stabil- ised by 31/12/53.	31/12/53 or became stabi- lised after 31/12/53.
	£ s d	£ s d	E B d
Loss of right middle finger	200. 0. 0.	280. 0. 0.	376. 0. 0.
Loss of left middle finger	187.10. 0.	262,10, 0.	352,10. 0.
Loss of right ring finger	175. 0. 0.	245. 0. 0.	329. 0. 0.
Loss of left ring finger	162.10. 0.	227.10. 0.	305.10. 0.
Loss of right little finger	162,10. 0.	227.10. 0.	305.10. 0.
Loss of left little finger	150, 0. 0,	210. 0, 0,	282. 0. 0.
Loss of total movement of joint of right thumb	175. 0. 0.	245. 0. 0.	329. 0. 0.
Loss of total movement of joint of left thumb	162.10. 0.	227.10. 0.	305.10. 0.
Loss of distal phalanx or joint of right thumb	200, 0, 0,	280, 0, 0,	376. 0, 0.
loss of distal phalanx or joint of left thumb	187.10. 0.	262,10. 0.	352.10. 0.
Loss of portion of terminal segment of right thumb involving one-third of its flexor surface without loss of distal phalanx or joint	175. 0. 0.	245. 0. 0.	329. 0. 0.
Loss of portion of terminal segment of left thumb involving one-third of its flexor surface without lost of distal phalanx or joint	162,10, 0.	227,10, 0,	305,10, 0.
Loss of two phalanges or joints of right forefinger	150. 0. 0.	210. 0. 0.	282. 0. 0.

B30

Nature of Injury	Amt. payable if injury sustained be- tween 3/1/49 and 31/12/51 and stabil- ised by 31/12/53. £ s d	Amt. payable if injury sustained between 14/12/53 and 31/12/53 and stabilised by 31/12/53.	
Loss of two phalanges or joints of left forefinger	175.10. 0.	192.10. 0.	258.10. 0.
Loss of two phalanges or joints of right middle or ring fingers	137.10. 0.	192.10. 0.	258.10. 0.
Loss of two phalanges or joints of left middle or ring fingers	125. 0. 0.	175. 0. 0.	235. 0. 0.
Loss of two phalanges or joints of right little finger	125, 0, 0,	175. 0. 0.	235, 0, 0,
Loss of two phalanges or joints of left little finger	112,10, 0,	157.10. 0.	211,10. 0.
Loss of distal phalanx or joint of right fore- finger	125, 0, 0,	175, 0, 0.	235. 0. 0.
Loss of distal phalanx or joint of left fore- finger	112.10. 0.	157.10. 0.	211.10. 0.
Loss of distal phalanx or joint of other finger of right hand	100, 0, 0,	140. 0. 0.	188. 0. 0.
Loss of distal phalanx or joint of other finger of left hand	90. 0. 0.	126, 0, 0,	169. 0. 0.
Loss of hand and foot	1,250. 0. 0.	1,750. 0. 0.	2,350, 0. 0.
Loss of both feet	1,250. 0. 0.	1,750. 0. 0.	2,350. 0. 0.
Loss of leg above knee		1,312.10. 0.	
Loss of leg below knee	812.10. 0.	1,137.10. 0.	1,527.10. 0.
Loss of foot	750. 0. 0.	1,050. 0. 0.	1,410. 0. 0.
Loss of great toe	250. 0. 0.	350. 0. 0.	470. 0. 0.

Nature of Injury	Amt. p if inj sustai tween and 31, and at ised b 31/12/	ury ned 3/1 /12/ abi	be- /49 51		ury ned 14/1 /12 abi	be- 12/51 /53 1-					
	£	8	4	£	5	à	£	8	a		
Loss of any other	100.	0.	0.	140.	0.	0.	188,	0.	0.		
Loss of two phalanges or joints of any other tos	80.	0.	0.	112.	0.	0.	150.	0.	0.		
Loss of phalanx or joint of great toe	125.	0.	0.	175.	0.	0.	235.	0.	0.		
Loss of phalanx or joint of any other tos	75.	0.	0.	105.	0.	0.	141.	0.	0.		

22. The provisions of the Commonwealth Employees' Compensation Act apply to and in relation to members of the Citizen Naval Forces (including National Service Trainees) during and in respect of periods of continuous training and drills.

However, as an interim measure, the Department of the Treasury has approved that, where a member of the Citizen Naval Forces is injured or becomes ill during a period of training or at drill and the injury or illness is such that a claim for compensation under the Commonwealth Employees' Compensation Act is admissible, the member may be retained on Naval Pay for a period not exceeding 28 days from the date of injury or contraction of illness or until the termination of the period of training for which he was called up, whichever last occurs. Provided that any payments of Naval pay in respect of the period subsequent to the date of termination of the period of training for which the member was called up are reduced as necessary to ensure that such amounts plus any earnings from civil sources do not exceed normal earnings from civil employment.

For purposes of this paragraph "Naval Pay" means active pay plus marriage, separation, provision and/or living out allowances (as applicable) being received at the date of injury but does not include meel allowances and fares allowances. However, in the case of a married member who is injured whilst not eligible for marriage and separation allowance, e.g., during a night parade, but who is carried on pay during his period of incapacity and this lasts for over four or ten days as the case may be (vide Naval Reserve Regulations and Instructions, Article 245, (Provisional)) marriage and separation (or provision) allowances, though not receivable at the time of injury, may be paid in accordance with normal conditions.

(e.g. If a member who is called up for a period of training from 1st to 31st March, inclusive, is injured on 2nd March, and a claim for compensation is admitted, he would receive Naval pay until 31st March, inclusive, and then, if still totally incapacitated, would be entitled to weekly compensation under the Commonwealth Employees' Compensation Act from lat April.

If injured on 10th March, and totally incapacitated until 30th April, he would be entitled, subject to admission of a claim for compensation, to Naval pay until 7th April, subject to the provise herein referred to us regards civil earnings and from 8th April, he would be entitled to weekly compensation under the Act. Extension of Naval pay beyond 31st March would, however, be subject to specific Naval Board approval. (A member injured at a night drill may receive Naval pay, subject to the same provise, for twenty-eight days, and weekly compensation payments under the Act thereafter for the period of incapacity.)

23. Where a member of the Citizen Naval Forces (including a National Service Trainee) is admitted to hospital during a period of training as the result of a condition in respect of which it is considered a claim for compensation would be admissible, and it becomes apparent that the period of hospitalisation will extend beyond the date of termination of the period of training for which the member was called up, action should be taken as early as practicable to forward to Navy Office Forms "A" (claim for compensation) and "C" (Medical report) together with particulars of -

- (a) date of admission to hospital,
- (b) name of employer in civilian employment and nature of employment,
- (c) date of termination of the period of training for which the member was called up.

If the member is admitted to hospital within twentyeight days prior to the termination of the period of training for which he was called up, the following additional information should be furnished:-

- (d) daily rate of Naval pay and allowances at date of termination of period of training,
- (e) normal weekly earnings in civilian employment had he resumed civilian employment on termination of the period of training for which he was called up (this should exclude overtime, benuses, etc., but include amounts deducted in respect of taxation, superannuation, etc.),
- (f) whether the member is entitled to any payment from his employers in civilian employment in respect of the period of incapacity for work subsequent to the date of termination of the period of training for which he was called up.

Forms "A" and "C", together with the information indicated at (a) to (f) above, should also be rendered in respect of injuries sustained at drills.

24. In the case of a claim for compensation by a member of the Citizen Naval Forces in respect of an injury, the claim should, if practicable, be supported by a signed statement from at least one witness. If the injury was sustained whilst participating in sport, advice should be furnished whether the member was acting under Naval direction and control in participating in the sport. In the case of a claim for compensation in respect of a disease, the Medical Officer who completes Form "C" should state whether he considers the disease was due to or aggravated by the nature of employment by the Commonwealth. Under "General Remarks", brief reasons should be given for the opinion expressed.

(4833/11/2)

RESTRICTED

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne. 27th December, 1954.

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

By direction of the Naval Board,

Mosphawkins

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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BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING NOVEMBER, 1954.

The undermentioned non-accountable publications to A.P's, B.R's, etc., have been distributed to ships and services during November, 1954. Navy Order 110 of 1954 is relevant.

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DATE

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Supplement Post Office Guide, No. 42 Supplement	May, 1954.
Post Office Guide, No. 42 Supplement	June, 1954.
Publication 507A, Sperry Minor Gyro Compass, Marine Service Bulletin No. 507A/2/54	20th August, 1954.

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RANAMO/E (B)9.
RANAMO/X.2, RANAMO/P.4.
" /E(A)2, " /E(DEH)1.
" /L.1 (Issue 3).
E.5 Issue 3 17th August, 1954. E(B) 17 Issue 2 13th August, 1954. SI/Twin Wasp/RAN.3 (October, 1954). STI/RAN/15, SI/RAN/1 Issue 4 and RANAMO/F.2 STI/Elect. /76 28th August. 1954. STI/Ground Equipment/2B 28th August, 1954.

A.L.19

A.P. NO.

6

N.A. W.O. GENERAL

N.A.M.O. MISCELLANEOUS

N.A.M.O. SEA FURY Air Clues Air Pictorial Bristol Sycamore Helicopter Maintenance Manual Bristol Sycamore Helicopter Pilots Notes Bristol Sycamore Helicopter Repair Manual Bristol Sycamore Overhaul Manual

A. L. 2

A.L.3 and 4

A.L.1 and 2

A.L. OR LEAFLET

STI/Ground Equipment/3 13th August, 1954. STI/Miscellaneous/203A (2 leaves) 26th August, 1954. STI/Miscellaneous/213A 17th August, 1954. STI/Miscellaneous/214 26th August, 1954. SI/Flying Clothing/Index 25th August, 1954. SI/Flying Clothing/2 SI/Instruments/RAN. 2 Issue 2. STI/R. A. A. /RAN. 14. RANAMO/G.7 (Issue 3), RANAMO/ 0.8, RANAMO/0.8 (September, 1954). G. 35 28th August, 1954, G. 36 16th September, 1954, L.59 14th September, 1954, R. 24 Issue 2 17th August, 1954, R.41 3rd September, 1954, W.33 (7 leaves) 7th September, 1954. STI/Sea Prince/6 dated 18th September, 1954. Whirlwind/G.1 dated 14th September, 1954. Whirlwind/E.1 dated 17th September, 1954. Title Label and Markers for STI and SI for Whirlwind. SI/Dragonfly/11A 30th August, 1954. SI/Dragonfly/11A Diagram. Dragonfly/F.1 3rd September, 1954. SI/Meteor/50A 3rd September, 1954. Meteor/A. 1 Issue 2 17th August. 1954. Meteor/X.33 6th September, 1954. 81/Meteor/51A 26th August, 1954. STI/Sycamore/RAN.9 (October, 1954). SI/Sycamore/RAN.5. STI/Vampire Trainer/RAN. 2 (October, 1954). RANAMO/Sycamore/F.2. RANAMO/Vampire Trainer/A.1 (October, 1954). SI/37 17th August, 1954. July, 1954, August, 1954. July, 1954, No. 8 August, 1954. A. L. 10

A.P. NO.

D.C.A. Airways Operating Instructions Vol. 1 D.C.A. Air Navigation Orders Part II D.C.A. Air Navigation Orders A.L.15 Section 20.9 I.C.A.O. Monthly Bulletin The Manual of Instructions for Auster J5G Aircraft Mark Applicability and Interchangeability Chart for Firefly Spares, etc., March, 1954

Aircraft Maintenance Manual SPERRY FIELD SERVICE BULLETINS

Royal Australian Naval

Sperry Review A.A.P. 316 A.A.P. 618 A.A.P. 702.1

(September, 1954) A.A.P. 721:79 Vol. 2 Pt. 2 A.A.P. 721:79/33 Vol. 3 Pt. 1 A.A.P. 740:01 Vol. 2 Pt. 1 A.A.P. 741:00 Vol. 2 Pt. 2 A.A.P. 750:00 Vol. 2 Pt. 1

A.A.P.711:24 Vol. 3 Pt. 1

A.L. OR LEAFLET

A.L.16 June-July, 1954 Appendix No. 7, No. 8, No. 9, No. 16, No. 21 and No. 22

A.L.12, 13 and 14

A.L.19

Bulletin No. 4A, No. 5A, No. 7, No. 17A (11th May, 1954), No. 17A (20th May, 1954), No. 21A, No. 30A, No. 35, No. 45A, No. 47A, No. 52, No. 342-38A and No. 342-66 Index Gyro Pilot Type A.L.1A Index Horizon Gyro Unit Type B Index Gyro Pilot Type A.L.3 Index Electric Gyro Horizon Type H.L.5 Index Zero Reader Plight Director Type Z L.1 Vol. 3 No. 7 Summer, 1954 A.L.44, 45, 46 and 47 A.L.2 Instruction No. 1 Pt. 24 Section 1 Instruction No. 2 Pt. 5 Section 1 Instruction No. 23 Pt. 1 Section 1 Instruction No. 3 Issue 2 Pt. 1 Section 1 A.L.27, 28 and 29 A.L.1

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No. 0.11/6, No. 0.11/1 and No. 0.11/4.

A.A.P. 750:00 Vol. 2 Pt. 2

Mod. No. 1,20/2 and No. 0,11/1

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R.A.A.F. Merlin Power Plant

R.A.A.F. Radio Facility

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Ordera

R.A.A.F. Safety Equipment D.T.S. Special Instructions R.A.A.F. Temporary Armament Servicing Memorandum

R.A.A.F. Twin Wasp Instructions R.A.A.F. Vampire D.T.S. Special Instructions R.A.A.F. Vampire Modifications

R.A.A.F. Wasp D.T.S. Special Instructions R.A.A.F. Wasp Orders R.A.A.F. Wirraway Orders A.L.28 Order No. 153 Instruction Pyrotechnics/3 Bombs/3 A.L.27, 28 and Order No. 53 No. 36 (16th June, 1954) No. 37 (13th July, 1954) No. 38 (23rd July, 1954) Instruction No. 69

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A.L.101, 106 and 107 Instruction No. 37

Memorandum Bomb Carriers/3 (Cancelling Memorandum Bomb Carriers/2 (28th July, 1954)) Instruction No. 96 and No. 102

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A.L.22, Mod. No. 36 Mod. No. 49 (Issue 2), No. 55, " " 70 and No. 74 (Issue 2) Instruction No. 6

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	(4139/3/91)

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RESTRICTED

(FOR OFFICIAL USE ONLY,)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 28th December, 1954.

Mospawkins

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

By direction of the Naval Board,

The Plag 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.

RESTRICTED

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SECTION 1 .- ADMINISTRATIVE AND GENERAL

832.

AVIATION ORGANISATION - ROYAL AUSTRALIAN NAVAL AIRCRAFT MAINTENANCE EXAMINATION BOARD.

Navy Order 339 of 1954 is to be amended as follows :-

- (a) In paragraphs 3, 4, 8, 9 and 11, delete "Captain (Air)", and insert "F.O.I.C. E.A.".
- (b) Delete paragraph 12 and insert the following new paragraph :-
 - " 12. 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 To the rating's ship for inclusion in his Service documents.
 - Duplicate To F.O.I.C. E.A. for information and onward transmission to Navy Office.
 - 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 the rating's ship for notation and inclusion in his Service documents.
 - Duplicate To F.O.I.C. E.A. for information and on-ward transmission to Navy Office. In the case of Royal Navy loan ratings, the duplicate will be forwarded by Navy Office to the Commodore, Royal Naval Barracks, Lee-on-Solent."
- (c) Paragraph 13, line 1, delete "originals" and insert "duplicates".

(3031/13/209)

SECTION 2 .- PERSONNEL

833.

IAN MACDONALD MEMORIAL PRIZE.

The Ian Macdonald Memorial Prize for 1952 has been awarded to Sub-Lieutenant I.W. Knox, R.A.N.

2. Sub-Lieutenant C.D.H. Barton, R.A.N., who gained a first class certificate in Communications, was also considered for this award.

(3593/41/35)

834.

INSTRUCTIONAL FILMS AND FILM STRIPS - A527 - NAVAL AIRCRAFT HYDRAULICS - THE FAIREY GANNET SYSTEM (PARTS 1-5) - DISTRIBUTION.

Copies of the new Film A527, Nevel Aircraft Hydraulics -The Fairey Gennet System, (Parts 1-5), are being obtained and distribution will be made without demand by the Superintending Naval Store Officer, Sydney, on the following scale :-

Director of Aircraft Maintenance and Repair, Navy Office.

1 Copy

R.A.N. Air Station, Nowra, for School of Aircraft Maintenance (Engineering).

1 Copy

- 2. The film shows, in both animated diagram and drawings of actual equipment, the layout and operation of each of the hydraulically operated services of the Gannet. The operation of main hydraulic components is explained in detail.
- 3. The film, which is in colour, is divided into parts as follows :-
 - Part 1. "Introduction to the System and Power Supply."

Shows all the hydraulically operated services and explains in detail the operation of the main and emergency pressure circuits.
Running time 26 minutes. 1 Spool.

Part 2. - "The Undercarriage."

Illustrates the sequence of operations for undercarriage "up" and "down". Running time 17 minutes. 1 spool.

Part 3. - "Wingfold Circuit."

Shows the sequence of operations for both wing folding and spreading. Running time 14 minutes. 1 spool.

Part 4. - "Plap and Tailplane Incidence."

Running time 23 minutes. 1 spool.

Part 5. - "Pilot's Hood, Deck Hook, Bomb Doors, Brakes."

The hydraulic circuits for operating these mechanisms are illustrated separately.

Running time 25 minutes. 1 spool.

(The foregoing is the text of A.F.O. 2765/1954 altered to meet R.A.N. conditions.)

(4518/61/426)

835.

INSTRUCTORS FOR ROYAL AUSTRALIAN NAVAL RESERVE TRAINING ESTABLISHMENTS.

There are vacancies for the appropriation of selected Chief Petty Officers and Petty Officers to Reserve Training Establishments for Instructional duties with the Royal Australian Naval Reserve.

2. Only Chief Petty Officers or Petty Officers who have completed or are nearing completion of 17 years' service are eligible for consideration for appropriation to these duties, which include embarking from time to time in H.M.A. Shipsfor short cruises with Royal Australian Naval Reserve personnel and refresher courses at appropriate schools as necessary.

Wherever practicable, except in cases of national emergency, Chief Petty Officers and Petty Officers will be retained in their home ports.

- 3. Depending upon circumstances existing at the expiration of their normal 2 or 3 years' engagements, consideration may be given to a further 3 or 2 years' appropriation under similar conditions, i.e., for 5 years in all.
- 4. Names of volunteers, together with recommendations and service certificates, are to be forwarded.
- 5. Suitability for instructional duties should be specially remarked on.

(4012/31/35)

836 - 837 836.

> PERSONNEL PROCEEDING OVERSEAS BY STEAMER - PASSENGERS' BAGGAGE.

With reference to Interim Pay Instructions, Instruction 237/8, advice has been received from the Peninsular & Oriental and Orient Steam Navigation Companies that in future the term "passengers' baggage" will include such items as linen, blankets, cutlery, kitchen utensils, sewing machines, and other articles of domestic household requirements, also tools of trade, providing such items are contained in packages which do not exceed the Company's regulations of size and weight, i.e., 4 feet in length and 2 cwt. per package. In such circumstances, these items will be conveyed without charge within the free passenger allowance.

2. Items such as furniture, including pianos, can only be shipped as cargo. The Companies prefer that radiograms, washing machines, refrigerators and carpets should also be shipped as cargo, but if at Agent's discretion, these items are accepted on baggage terms, they must be paid for in full at the Excess Baggage rate, and such charges may not be offset by any free baggage allowance,

(4676/2/20)

837.

TRAVELLING ALLOWANCE - PAYMENT OF "CAPITAL CITY" AND "OTHER THAN CAPITAL CITY" RATES.

Enquiries have been received from time to time in regard to anomalies in the payment of the "Capital City" and "Other than Capital City" rates of Travelling Allowance.

- 2. The Capital City rate was originally designed for payment in respect of time actually spent in a capital city. Payment was subsequently extended to certain journeys to and from capital cities, which may be classified as follows -
 - (i) Single journeys between capital cities, e.g., from Melbourne to Sydney:
 - (11) Return journeys between capital cities, e.g., from Melbourne to Sydney and return; and
 - (111) Return journeys from country areas to capital cities, e.g., from Crib Point to Sydney and return where the return trip was intended at the outset.

(For the purpose of (111) a return journey is deemed to be a journey where the member travels on temporary detached duty to a capital city (not being appointed or drafted thereto) and returns to his original place of duty, even though he may be victualled and accommodated in a Naval Establishment whilst performing duty in that city.)

3. The foregoing journeys represent the majority of the claims for Travelling Allowance, and are the type in which the Capital City rate would also be payable in respect of the period during which duty is performed. The calculation of the amount payable is thus simplified as it is confined to the one rate. (Pormerly it was necessary to make two calculations, one at the Capital City rate, and the other at the "Other than Capital City" rate).

4. For a single journey from a country area to a Capital City or vice versa, e.g., Crib Point to Sydney, the "Other than Capital City" rate is still payable.

- 5. Where a broken journey occurs, each section should be treated as a single journey and travelling allowance paid accordingly, e.g., where a member travels from Melbourne to Sydney where duty is performed and then proceeds to Nowra, the Capital City rate may be paid for the journey Melbourne-Sydney and the "Other than Capital City" rate for the journey Bydney-Nowra.
- 6. The above conditions have regard firstly to the amount of Travelling Allowance received for the journey undertaken, and secondly to the time and labour spent in the preparation and check of Travelling Allowance claims. While some anomalies exist, these are considered to be of minor importance provided the amount of Travelling Allowance paid in each case is sufficient to cover the expenses incurred.
- 7. Interim Pay Instructions, Instruction 192, paragraphs 4 to 7 and Instructions 192/2 and 192/3, are relevant.

(4822/7/21)

838.

UNIFORM - EVENING RIG FOR CHIEF PETTY OFFICERS.

A uniform evening rig for wear by Chief Petty Officers on certain formal evening occasions has been introduced and the following rig has been authorised for wear on an optional basis and subject to paragraph 2 hereunder :-

Blue cloth suit, negative medals; Black bow tie: Soft white plain day shirt or officers' pattern pique fronted evening shirt; Stiff winged collars with day shirt; or Stiff or semi-stiff turn down collars or officers' soft plain evening collars with day shirt; or Soft pique evening collars with pique shirt only.

2. Approval for the wearing of the rig will in every instance be at the discretion of the Captain, or the Senior Officer where more than one ship or establishment is concerned. Such authority should normally be given only in respect of organised evening social functions taking place in, or sponsored by, H.M.A. ships or establishments or in other Service messes and at functions organised by Civic authorities for the Services when appropriate. Officers attending functions at which the wearing of evening rig by Chief Petty Officers has been authorised will wear either Modified Mess Dress or Mess Undress, as ordered by the Senior Officer.

3. The following items of officers' clothing are to be made available for issue on repayment to Chief Petty Officers, and the current Official Memorandum - "Prices of Clothing, etc., Maintained for Issue to Ships' Companies" - is to be noted accordingly :-

Collars, soft pique, for evening shirts (soft front).
Collars, soft plain, for evening shirts (soft front).
Collars, stiff, single winged.
Shirts, evening, soft front.
Ties, black evening.

4. The arrangements set out in this Order are subject to review in the light of experience.

(4716/1/192)

839.

UNIFORM - RESERVE RATINGS - CAP RIBBONS.

Reserve ratings other than National Servicemen performing continuous service or training for a period of not less than three months may be allowed to take up on repayment and wear the cap ribbon of the ship or establishment in which they are serving.

2. Reserve ratings who do not wish to buy the cap ribbon of the ship or establishment will continue to wear the special cap ribbon presented in the relevant Reserve Regulations.

(The foregoing is the text of A.F.O. 2845/54 altered to meet R.A.N. conditions.)

(4532/59/25)

840.

VICTUALLING STORES - CLOTHING - AVAILABILITY OF GOLD WIRE SHOULDER FLASHES.

With reference to paragraph h of Navy Order 467 of 1954, stocks of gold wire shoulder flashes lettered "Australia" are now available, on demand, from the Superintending Victualling Store Officer, Sydney.

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

SECTION 3.- HULL, MACHINERY, EQUIPMENT AND STORES 841.

MACHINERY - REDUCING VALVES STEAM - DEFECTIVE DESIGN. H.M. SHIPS, EXCLUDING SUBMARINES.

An accident occurred recently in one of H.M. ships where the diaphragm of a reducing valve failed, resulting in injury to personnel.

- 2. The accident was caused by the failure of the button securing the valve lid to its spindle. This button had been screwed and pinned on to the spindle, a design generally used in reducing valves of the Auld's "Standard" and "Quitetite" type.
- 3. All such valves are to be examined at the earliest opportunity and where buttons of the screwed type are fitted the spindles are to be replaced by new spindles carrying integral buttons made locally of aluminium bronze, or phosphor bronze.
- 4. In addition, the rubber composition disphragms of all such valves deteriorate with use and are to be inspected from time to time and renewed as necessary.

(The foregoing is the unaltered text of A.F.O. 2902/1954.)

(4757/21/34)

842.

AIRCRAFT - GUNS - HISPANO 20-MM. AND BELT FEED MECHANISMS - INSPECTION AND SERIAL NUMBERING.

Aircraft gunwharf stores, which in the past were procured from Air Ministry Bources, are now being received direct from new manufacture off contracts placed by M. of S. for Admiralty, C.I.N.C. being responsible for inspection at the production stage.

- 2. In order readily to distinguish guns and belt feed mechanisms manufactured under naval inspection, "Naval Service" serial numbers have been allocated which will consist of a number and the suffix letter "N" (e.g., 1427N). This suffix letter forms part of the serial number, and must always be included in reports of defects, failures, etc.
- 3. The stamping T NA/C (A.P.(N) 1024(C), Chapter 1, paragraph 53) used on belt feed mechanisms received from Air Ministry, to denote that the mechanisms have been accepted for naval service, will not be applied to belt feed mechanisms bearing Naval Service serial numbers.
- 4. E and F inspections in service, and inspections at R.A.N. Armament Depots of all guns should continue to be recorded in the Aircraft Gun Log Book (Form S.1156 0.83). Dates of inspections of all belt feed mechanisms overhauled at R.A.N. Armament Depots will continue to be recorded by stamping in i-in. symbols on the flange of the rear cover of Marks 1*, 3, 4N, and 5 mechanisms, and on the rear face of the body of Mark 7 mechanisms. The previous date stamping should be barred out.
- 5. R.A.N. Armament Depots only. Guns and belt feed mechanisms accepted by C.I.N.O. on manufacture will have been tested by firing, and can be brought to S.I. charge, subject to the customary after-transit examination. Log books for guns will be prepared by the inspecting officer responsible, and placed in a canvas container attached to the gun.

(The foregoing is the text of A.F.O. 2847/1954 altered to meet R.A.N. conditions.) (4428/53/158)

WARNING RADAR - SETTING UP A P.P.I.

It has recently come to notice that P.P.Fs. in ships are often not being set up correctly, with a consequent drop in efficiency of warning radar performance.

- 2. The correct drill for setting up a P.P.I. is laid down in the Mavigation Direction Drill Book (B.R. 1982). Volume I. Part 6. Chapter 1. paragraph 5. but it is apparent that the critical nature of the settings of the Brightness and Input Controls is not fully appreciated by Officers and Ratings stationed at P.P.I. reporting positions.
- 5. In addition to the two operator's controls mentioned above, it is also essential that the adjustments, which are the responsibility of the Electrical Staff, are regularly checked.
- 4. It is stressed that unless both the Electrical Staff's and Operator's adjustments of the P.P.I. are correctly carried out, a considerable falling off in detection range will result. Due to circuit instability, the operator's controls should be checked frequently to ensure correct setting, this being done by men whose eyes are adjusted to the lighting level of the position concerned.
- 5. Commanding Officers are to take steps to ensure that ratings, particularly those lacking in experience in reporting, are aware of the importance of the drill being correctly followed and that greater supervision, where required, is exercised.

(The foregoing to the uncitered text of A.F.O. 2852/1954.)

(4519/31/599)

844.

COMMUNICATIONS - METROROLOGICAL - NEW CODES - INTRODUCTION.

New and revised codes, adopted by the World Meteorological Organisation, will come into force at 0001 G.M.T. on lat January, 1955.

- 2. Observations for OOOl G.M.T. let January, 1955, will be reported in the new codes but any observations referring to earlier times and not transmitted by W/T or teleprinter until after OOOl G.M.T. let January, 1955, will be sent in the existing codes.
- 3. The principle changes are -
- (a) Revised form of SYNOP message (FMILA) as follows :SYNOP (II)iii Nddff VVwwW PPPTT NhCLhCMCH
 TdTdjajpjp (7RRjj) (8NgChghg) (9SpSpspsp)
 New codes for Visibility (VV) and Height of
 cloud (hghg) are employed.
- (b) Revised plotting symbols for cloud type (0), pressure tendency (a) and direction of waves (dwdw).

- (c) Wind force (ff) to be plotted with full feathers representing 10 knots, and half feathers for 5 knots instead of using Beaufort numbers.
- (d) Revised form of message for upper sir soundings; PILOT (FM32A), PILOT SHIP (FM33A), TEMP (FM35A), and TEMP SHIP (FM36A).
- (e) Revised form of seronautical messages; TAFOR (FM51A) serodrome forecast, TAF (FM52A) abbreviated serodrome forecast, ARFOR (FM53A) area forecast, ROFOR (FM54A) route forecast, and FIFOR (FM55A) flight forecast.
- (f) The International Analysis Code Fleet (FM46A) has a forecast analysis section added.
- (g) Abolition of the special codes used by the U.S.S.R.

4. The following revised publications containing full details of the new codes, forms of message, and procedures are being issued without demand on the scales laid down in W.1, Meteorological Supplies Handbook;

A.L.R.S., Vol. III, 1954 edition.

Radio Weather Messages - W.7 (new codes section only) This publication is only issued to ships and
establishments in which qualified meteorological officers
are borne.

Code Card - W. 2.

Decode Card - W-3.

Analysis Card, I.A.C. (Fleet) - W.15.

Other forms, publications, etc., relating to synoptic procedure are being revised and will be issued without demand as soon as possible.

(The foregoing to the unaltered text of A.P.O. 3051/1954.)
(3311/41/1)

845.

NAVAL ARMAMENT STORE ACCOUNTS - FURMS S.1422 CONTINUOUS ACCOUNTS - AUDIT PROGRAMME.

With the introduction of continuous Store Accounting at Shore Establishments, vide Navy Order 650 of 1954, an audit programme has been introduced whereby -

- (a) All accounts are to be recalled periodically to Navy Office for examination.
- (b) Test stocktaking and inspection of accounts is to be carried out annually by Navy Office representatives.
- 2. Accounts, with all supporting documents, are to be forwarded to reach the Director of Ordnance and Underwater Weapons, Navy Office, not later than the date indicated hereunder; on receipt they will be checked and returned with a minimum of delay:

Establishment

Account due at Navy Office.

ALBATROSS CERBERUS (G.E. Account) CERBERUS (other than G.E.) COONAWARRA HARMON HUON KUTTABUL LEEUWIN LONSDALE I LONSDALE II MELVILLE MORETON NERIMBA PENGUIN RUSHCUTTER TORRENS MOSTAW

let June, 1955 1st July, 1955 15th July, 1955 17th January, 1955 lat May, 1955 1st August, 1955 1st December, 1955 let November, 1955 let November, 1955 15th August, 1955 1st March, 1955 lst Pebruary, 1955 22nd August, 1955 1st October, 1955 15th October, 1955 15th September, 1955 12th December, 1955

3. Establishments will be informed by letter when the test stocktaking and inspection of accounts is impending.

(4426/6/29)

846.

NAVAL STORES (FUEL) - AVIATION CARRIER TURBINE FUEL (AVCAT) -REGULATIONS FOR STORAGE AND HANDLING.

The regulations governing the storage and handling of high flash point fuels are contained in B.R. 16, Engineering Manual, Articles 1(13), 65, 344(3) and Chapter VIII. Aviation Cerrier Turbine Fuel (AVCAT), being a high flash point fuel, minimum flash point 1400 F., is therefore to be treated in accordance with B.R.16, Engineering Manual, that is, e.g., as diesel fuel, and not in accordance with B.R. 1754, Regulations for the Storage and Handling of Gasoline, Kerosine, Anti-Preeze fluid, Dope and Hydrogen.

2. The above relaxation of existing regulations is to be used as a guide whilst routine cleaning, filling or maintenance of AVCAT stowages is being carried out aboard H.M.A. ships. A subsequent amendment to B.R. 16, Engineering Manual, will include instructions for ensuring the quality of AVCAT during stowage, and safety whilst fuelling aircraft or painting AVCAT storage tanks.

(The foregoing is the text of A.P.O. 2783/1954 altered to meet R. A. N. conditions.)

(4404/36/126)

847.

NAVAL STORES (GENERAL) - DISPOSAL OF COMPASS EQUIPMENT FROM SHIPS DECLARED FOR DISPOSAL.

The following instructions are to be observed in connection with gyro and magnetic compass equipment in ships ordered to destore preparatory to disposal. Unless instructions to the contrary are issued by the Navel Board, all gyro and magnetic compasses and equipment, irrespective of pattern, together with spare parts and tools, in ships being destored for disposal are to be returned to the (Superintending) Naval Store Officer of the Port. Permanent wiring and fitted items, the removal of which would prove uneconomical, should be left in place. Gyro compass logs if held should be forwarded to the Flag Officer-in-Charge, Kast Australian Area.

- 2. Stowage boxes and cartons as necessary for the safe transport of gyro compass equipment should be obtained from the (Superintending) Navel Store Officer at the Port. In dismantling, handling and packing the equipment it is important that the precautions referred to in B.R.9, Chapter XIV, be strictly observed to prevent damage to the various parts. All boxes should be clearly marked with the origin of the respective parts of the compass therein in order that re-assembly may be simplified, and compass parts may not become detached from their group.
- 5. This Order is not applicable to ships ordered to reduce to Reserve where the provisions of I.P.R. Articles 414 and 620 are to be observed.

4. Nevy Orders 48 of 1946 and 358 of 1954 are hereby cancellad.

(4518/37/112)

847 - 848

848.

OIL FUEL CONNECTIONS - U.S. TO BRITISH ADAPTORS.

Investigations have revealed that U.S. to British adaptors for oil fuel connections have been incorrectly accounted for as Portable Fittings.

- 2. In such cases, these adaptors, Pattern Nos. 5924 and 5925, are to be trensferred to the Naval Store Account.
- 3. Forms A.S. 197/A.D. 526 absting the adaptors from Lists of Portable Pittings, etc., are to be included in the half yearly return rendered to the General Manager, H.M.A. Naval Dockyard, Sydney.

(4523/7/85)

849 - 851

849.

STORES AND FINANCIAL ACCOUNTING PROCEDURE FOR PURCHASES OF OIL FURL, NAVAL STORES, SERVICES BTC., FOR H.M.A. SHIPS VISITING QUEENSIAND.

Instances have arisen of delays in the payment of claims received for supplies of oil fuel, Naval stores, etc., to H.M.A. Ships visiting Queensland ports. The main reason for delay appears to be that vessels do not furnish promptly the necessary information in regard to receipt of stores, oil fuel, etc.

2. Attention is, therefore, drawn to the instructions contained in Consolidated Orders and Regulations, Article 514(3), and to the procedures laid down in Naval Account Regulations and Instructions, Articles 57 and 225, and R.A.N. Supplement to B.R.4, paragraph 25.

(4801/5/4)

SECTION 5 .- BOOKS, CORRESPONDENCE, FORMS, STATIONERY

850.

FORM A.D.488 - REPORT OF EXAMINATION AND REPAIRS OF PROPELLERS, SHAFTING AND UNDERWATER FITTINGS - REVISION.

Form A.D. 488 has been revised and is to be used on all future occasions.

- 2. The revised form is available on demand from the Superintending Naval and Air Store Officer, Sydney.
- 3. On receipt of the revised forms copies of existing form A.D. 488 (Revised 1943) are to be disposed of.

(3526/13/252)

851.

FORMS-MESSAGE FORMS.

A new series of message forms has been produced for use in Main Signal Offices in Ships and Establishments :-

- (1) A.S.1572 Traffic Record IN Messages. (11) A.S.1573 Traffic Record OUT Messages.
- 2. These forms are available on demand from the Superintending Naval Store Officer, Sydney.

(3526/12/93)

Photo-lithographed, by Authority: W. M. HOUSTON, Government Printer, Melbourne.



C.N.Os.852-867/54

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne. 29th December, 1954.

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

again amount of pasts (Instabled) south Lores Line

By direction of the Naval Board,

Mosporantino

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.

No.

Subject

SECTION 1 - ADMINISTRATIVE AND GENERAL

- 852 Accidents Overhead Electric Cables Danger from Standing Equipment Nearby.
- 853 Classification of H.M.A. Ships.

SECTION 2 - PERSONNEL

- 854 Instructional Films and Film Strips A564 The Oil Servo Unit, Mark 5 (Auto R.P. 40 System) (Parts 1-3) -Distribution.
- 855 Instructional Films and Film Strips D580 "Operation Hurricane" - Distribution.
- 856 Loan Bedding Issue to Chief Petty Officers in the Royal Australian Navy.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

- 857 Machinery Relief Valves.
- 858 Aircraft Armament Tube, Sight Harmonisation,
- 859 Guns Q.F. 4.5 in., Mark 5 Modification to Air Blast Valve Brackets.
- 860 Naval Stores (General) (Class B, Group 11) Hand Tools - Amendments to Pattern Numbers and Descrip-
- 861 Naval Stores (General) (Class E, Group 12) Baskets, Wastepaper, and Trays, Letter - Transfer to Class E. Group 4.
- 862 Naval Stores (General) (Class E, Group 12) Scales, Engineers, Boxwood, Pattern 5909 Introduction.
- 863 Naval Stores (Technical) (Class B, Group 5A) -Stoppers, Steel Wire, Carpenters, Patterns 8948R and 8948L Re-introduction into the Rate Book and Authorised List of Naval Stores.
- 864 Ships' Bells for Sale.

SECTION 4 - DENTAL STORES, MEDICAL STORES. VICTUALLING STORES

- 865 Mess Gear Special Items for Cafeteria Messing.
 - SECTION 5 BOOKS, CORRESPONDENCE, FORMS, STATIONERY
- 866 Books Distribution of Non-Accountable Publications and Amendments.
- 867 Form A.S. 224Z Personnel Card.

SECTION 1 .- ADMINISTRATIVE AND GENERAL

852.

ACCIDENTS - OVERHEAD ELECTRIC CABLES - DANGER FROM SITUATING EQUIPMENT NEARBY.

Two fatal accidents have occurred to Service personnel, in one case when a 34-ft. wireless mast came in contact with a 6,600 volt overhead electric line and in another where the crane-jib of a lorry touched a 33,000 volt high tension overhead cable. These accidents emphasize the danger of erecting any structure near overhead lines.

- 2. Experience in civil work has shown that the risks attendant upon bringing any equipment near to an overhead electric line are not generally known. It is not necessary for equipment actually to touch the overhead line for dangerous conditions to be created; it may well be made live even if it is only brought within the vicinity of the conductors; the extent of the danger area is in proportion to the voltage.
- 3. In the interests of safety, therefore, all temporary structures and the jibs of mobile machines should be kept well clear of all overhead lines.

(The foregoing is the unaltered text of A.F.O. 2823/1954.)

(4227/1/2)

853.

CLASSIFICATION OF H.M.A. SHIPS.

Paragraph 2 of Navy Order 555 of 1954 is to be amended by adding under Minesweepers, "Ocean Minesweeper (Survey)".

(4276/4/298)

854.

INSTRUCTIONAL FILMS AND FILM STRIPS - A564 -THE OIL SERVO UNIT, MARK 5 (AUTO R.P.40 SYSTEM) (PARTS 1-3) - DISTRIBUTION.

Copies of the new film A564, The Oil Servo Unit, Mark 5 (Auto R.P.40 System) (Parts 1-3), are being obtained and distribution will be made without demand by the Superintending Naval Store Officer, Sydney, on the following scale :-

H.M.A. Establishment.

No. of Copies.

Flinders Naval Depot (for "G" School)

1

856 - 857

854 - 856

2. This film describes the construction and layout of the Oil Servo Unit, Mark 5, and explains its operation in the R.P. 40 Series Gun Auto Systems under dynamic conditions. Details of the three parts are as follows :-

Title.	Running Time.	No. of Spools.
Part 1 General Description	13 Minutes	1
Part 2 Dynamic Conditions	11 Minutes	1
Part 3 Subsidiary Features	15 Minutes	1

NOTE:- Part 2 is divided into two sections as follows :-Section A deals with steady speed and steadily increasing speed inputs.

Section B covers suddenly applied speed and finite displacement inputs.

Although these two sections are supplied on one spool for convenience, it is recommended that they be shown separately.

(4518/61/425)

855.

INSTRUCTIONAL FILMS AND FILM STRIPS - D580 - "OPERATION HURRICANE" - DISTRIBUTION.

Copies of the new film D580, Operation Hurricane, are being obtained and distribution will be made without demand by the Superintending Naval Store Officer, Sydney, on the following scale :-

H.M.A.	Establishments	No. of Copies
	PENGUIN (for Defence School)	1

2. This film, which tells the story of the first atomic bomb made in the United Kingdom, has considerable general interest, as well as instructional value. Running time 37 minutes. 2 spools.

(The foregoing is the text of A. F. O. 2890/1954 altered to meet R. A. N. conditions.)

(4518/61/431)

856.

LOAN BEDDING - ISSUE TO CHIEF PETTY OFFICERS IN THE BOYAL AUSTRALIAN NAVY.

It has been decided that bedding will, in future, be issued on loan to Chief Petty Officers.

2. To implement this decision, all Chief Petty Officers now serving are required to surrender the following items from their compulsory kits :-

1 No. Blanket, seamen's 1 set Clews and lanyards

2 No. Covers, mattress

2 No. Hammocks, seamen's, unalung 1 No. Lashing, henmock

1 No. Mattress, hammock

1 No. Pillow, hammock

3. Similarly, ratings promoted to Chief Petty Officer in future will be required to surrender these items on promotion.

4. The items surrendered are to be taken on charge in bulk in ships' current clothing accounts, the entries being supported by detailed statements showing the names of ratings concerned and the items surrendered by each, and reissued on

- 5. Existing markings are first to be obliterated, and the items concerned are to be marked "R.A.N. LOAN" before reissue.
- 6. In future, loan stocks of these items, marked as in the preceding paragraph, are to be maintained in H.M.A. Ships and Establishments for issue to Chief Petty Officers. Each Chief Petty Officer, on joining a ship or establishment, is to be issued on loan with the necessary items of bedding, and is to return them to the Supply Officer prior to his departure.
- 7. Interim Pay Instructions, Instruction 165/2, will be amended accordingly.

(3996/1/61)

SECTION 3 .- HULL, MACHINERY, EQUIPMENT AND STORES 857.

MACHINERY - RELIEF VALVES.

An accident occurred recently in one of H.M. ships where a relief valve on a steam system lifted and the steam hampered the escape of personnel from the compartment.

- 2. All relief valves which went steam into a compertment are to be fitted with hoods and/or escape pipes so that the escaping steam is led to a safe place which will not endanger personnel, nor prevent their escape from the compartment.
- 3. Valves not so fitted are to be modified, this work being treated as a defect.

(The foregoing is the unaltered text of A.F.O. 2961/1954.)

(3757/21/35)

858.

AIRCRAFT - ARMANENT - TUBE, SIGHT HARMONISATION.

As from the date of this Order, ES. 700, Sight Hermonisation, R.A.F. Ref. 110/2712, which has hitherto been the responsibility of the Director of Ordnance and Underwater Wespons will be dealt with by the Director of Naval and Air Stores.

2. On receipt of this Order, H.M.A.S. SYDNEY, R.A.N. Air Stations, etc., should arrange for stocks of these items to be transferred without financial adjustment to the Supply Officer and taken on charge in the Naval Store Account as a permanent item, the Naval Armament Store Account being oredited as necessary. Subsequent issues from the Supply Officer's stocks will be made under the normal procedure for the issue of Naval stores.

3. Allowances will be as follows :-

R.A.N. Aircraft Carriers R.A.N. Air Station, Nowra School of Aircraft Maintenance (Eng.) 2

4. R.A.N. Armament Depots are to arrange for the transfer of stocks to the R.A.N. Air Store Depot, Randwick.

5. The Proportion Book of Naval Aircraft Armament Stores, C.B. 4485 A/R, and the Air Stores Establishments, A.P.(N) 377 and A.P.(N) 378, will be amended in due course.

(The foregoing is the text of A.F.O. 2594/1954 altered to meet R. A. N. conditions.)

(14428/53/155)

859.

GUNS - Q.P., 4.5 in., MARK 5 - MODIFICATION TO AIR BLAST VALVE BRACKETS.

The following modification is approved :-

Gun

Q.F., 4.5 in., Mark 5.

Parte affeated

BPO12 VALVE, air blast, left gun - Assembly. BP025 VALVE, air blast, right

gun - Assembly.

Purpose

To obviate jams caused by the slackening back of the sir blast valve gland nut.

Nature of modification

Three holes to be drilled and tapped in the air blest valve bracket and a gland nut looking plate fitted. After modification, brackets are to be stamped with new Store References, BP729 (for left gun) and BP742 (for right gun).

Drawing

N.O.D. 3175/71.

New parts required

BP721 PLATE, locking, air blast

valve gland nut.

BP621, SCREW, SECURING, air blast valve gland nut locking plate. AA338 WASHER, shakeproof, Type 12 (1 in. nominal diameter).

By whom to be done

R.A.N. Armament depots.

When to be done

As soon as possible.

- 2. Spare BP012 and BP025 VALVE, air blast assemblies on board H.M.A. ships are to be modified concurrently.
- 3. Allowances of spares for H.M.A. Ships are to be adjusted concurrently by supply of the following new items :-

BP721 PLATE BP621 SCREW AA338 WASHER 2

4. Schedule of Modifications, Part 1 -Q.P., 4.5 in., Mark 5 and Accessories. Add Serial No. 19.

(The foregoing is the text of A.F.O. 3045/1954 altered to meet R. A. N. conditions.)

(4428/26/112)

860.

NAVAL STURES (GENERAL) (CLASS B, GROUP 11) - HAND TOOLS -AMENDMENTS TO PATTERN NUMBERS AND DESCRIPTIONS.

Certain items previously purchased under Admiralty Pattern numbers have now been included in the Ministry of Defence Coordinated Schedule of Hand Tools and will in future be purchased through the Ministry of Supply and dealt with under the appropriate Co-ordinated Pattern number. Details of these items together with amended description of Snaps, Patterns H2365 to H2386, and Dollies, Patterns H578 to H588, are shewn in the Appendix to this Order.

- 2. As Pins, Gripping, Patterns H1701, H1702 and H1703, have been deleted from the Ministry of Defence Co-ordinated Schedule of Hand Tools, future purchases will be made under Pattern Nos. 1701, 1702 and 1703 (1.e., the prefix 'H' is to be dropped).
- 3. On receipt of this Order, H.M.A. Ships and Establishments are to account for the items detailed in the Appendix under the revised pattern numbers, in accordance with B.R.4. Article 109 (G).
 - 4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2862/1954 altered to mest R. A. N. conditions.)

(4506/12/245)

				APPENDIX				-
Group	Revised Pattern No.		-	Description			Denom.	Existing Pattern No.
Pari								Admiralty
	Co-ord. Pattern							Pattern
	No.							No.
		Tools, R	livether					
		Dollie	s, for tube	dar rivets o	faize :-	-		
B.HC	H.5132	description.	Contractor to	Se 12 357 63		40	No.	10201
B.11C	H.5133	Dollie	n, join. X	26 S.W.G. 22 S.W.G.	**	-	No.	10203
B.HC	H.5134 H.5135	Doille	M, 1-III. X	22 S.W.G	100	44 44	No.	10204
B.HC B.HC	H.5136	Dollie	m. wholet a	27 2'AL'O	4 4 4	44	No.	10207
BILC	H.5136 H.5137					to John	No.	10206
B.HC	H.5138	Dollie	st, drift.	20 S.W.G. 22 S.W.G. 20 S.W.G. 17 S.W.G. ies H.578 H		44 44	No.	10210
B.HC B.HC	H.5139 H.5140	Dollie	s, I in. X	20 S.W.G.	52	76 90	No.	10209
B.IIC	H.5141	Dollie	s, I-in. ×	17 S.W.G.	160		No.	10208
B.HC	H.5150	Holds	ers for doll H.5141.	ics 11.578 to	5 588 an	B PL3134	No.	10200
				dollies, Pa	tterns 1	H.578 to		
				ided to read				
				Section 15 1221				
		Tools, R		rivets of si	10.			
-						2116	No.	H.1233A
BHD	H.5321	SATIMINAS.	ra, moranivo,	lead, doub	- Jacon,	*****		
								Co-ord.
		Screwd	rivers, Wir	e, Electrici	are and	Signallers		Pattern
		Ham	lled:-					No.
-	*******	W41.47		Long	Lin	Handles	No.	H.2299
B.11E	H.5196	Binde,	J-in. × 4	of in.	overall.	2-in. A/F	Peo,	H-LL-
BJIE	H.5194	Blade,	6-in. × 4-	in. point,			No.	H.2300
	** ****	Total Co.	10 20 20 2		overall,	I-in. A/F	No.	H.2304
BIIE	H.3202	Blace,	10-in. × ‡	un. pount,	overall.	J-in. A/F		Harrie .
		Same	hand, for s		2017	N. Section .		
			ivets of siz					
		in.		Tinman's				
BILL	H.2365	4	16	1-47	f-in.		-	-
BILLE	H.2366 H.2367	n	13-15	1-4	oct.		-	-
BILLE	H.2367 H.2368	2	10-12 8-9	9-11	gr-in.		=	
B.HE B.HE	H.2369	4	7	12-13	fi-in.	41-in.	20	-
					pct.	overall		
B.HE	H.2370	ń	5-6	14-16	4-in.			-
BILLE	H.2371	1	3-4	17-18	H-m.		-	-
-	Same !				oct.			
BILLE	H.2372	4	2	20	ł-in.	The same	-	_
BILLE	H.2373	4	4	- 1	oct.	5-in.	-	_
BILLE	H.2374	- 15	-	- }	i-in.	overall	-	-
B.HE	H.2375	1	-	-)	oct		-	-
		Set-up	, hand, for	solid rivets				
			rivet sizes :					
-	1230	in.	S.W.G.	Tinment's	400.4			
B.HE	H.2376	4	16	14}	I-in.	15	-	
B.HE B.HE	H.2377 H.2378	4	13-15	5-8	hein.		=	=
BILLE	H.2379	- W	8-9	9-11	toot.	***	-	-
BILE	H.2380	*	7	12-13	n-in.	41-in.	-	-
B.HE	H.2381	i.	5-6	14-16	I-in.	Overall	-	-
					oct.			
BILLE	H.2382	#	3-4	17-18	H-in.			-
BILLE	H.2383	4	2	20	ž-in.	9	_	-
50000		- 10		-	oct.	5-in.		
BITE	H.2384	1	1	- 1	# July	overall	-	75
B.HE B.HE	H.2385 H.2386	4		- (g-in.	10000	=	-
47-11-50	*5-6-00	100		4.				

Class Group Part	Revised Pattern No.	Description De	Ecisti Potrei No.	rin .
		Snaps, for tubular rivets of sizes 5-	Admirat Pattern No.	
BATE BATE BATE BATE BATE BATE	H.5151 H.5153 H.5154 H.5155 H.5156 H.5157	1-in. × 26 S.W.G. No 1-in. 26 S.W.G. No 1-in. 22 S.W.G. No 1-in. × 22 S.W.G. No 1-in. × 22 S.W.G. No 1-in. × 22 S.W.G. No 1-in. × 20 S.W.G. No 1-in. × 17 S.W.G. No	8. 10211 9. 10213 9. 10212 9. 10214 9. 10214 9. 10216	
B.HE B.HE	H.5158 H.5159 H.5160	1-to. × 22 S.W.G No 1-in. × 20 S.W.G No 1-in. × 17 S.W.G No Spreaders, hand, for tubular rivers of size :—	10220	
B.HF B.HF B.HF B.HF B.HF B.HF B.HF B.HF	H.5169 H.5170 H.5171 H.5172 H.5173 H.5174 H.5176 H.5177 H.5177	\$\frac{1}{2}\cdot \text{in.} \times \frac{26}{2}\cdot \text{S.W.G.} \times \text{No.} \text{No.} \\ \text{No.} \\ \text{lon.} \times \frac{26}{2}\cdot \text{W.G.} \times \text{No.} \\ \text{lon.} \times \text{22}\cdot \text{S.W.G.} \times \text{No.} \\ \text{lon.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \\ \text{No.} \\ \text{lon.} \	10223 10222 10224 10226 10226 10226 10230 10229	

861.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) BASKETS, WASTEPAPER, AND TRAYS, LETTER - TRANSFER TO CLASS E, GROUP 4.

It has been decided that, as from the date of this Order, the following items are to be transferred from Class E, Group 12 to Class E, Group 4 :-

Pattern	Description
9	Basket, wastepaper.
-	Basket, wastepaper, wire.
C2144	Tray, tin, letter, small, 15" x 10" x 4".
-	Tray, wire, correspondence.

- 2. There will be no change of pattern number.
- 3. Stock and records should be adjusted accordingly. H.M.A. Ships and Establishments should comply with B.R.4 (Naval Storekeeping Manual), Article 109 (a).
 - 4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2969/1954 altered to meet R. A. N. conditions.)

(4514/21/203)

862 - 863

862.

NAVAL STORES (GENERAL) (CLASS E, CROUP 12) SCALES, ENGINEERS, BOXWOOD, PATTERN 5909 - INTRODUCTION.

It has been decided to introduce into the Service a boxwood scale, which, it is considered, will be more suitable for all purposes than the existing scale, Pattern 3716, which it will supersede. The new scale is described as follows:

Pattern

Description

Ship's accounting Classification

5909 Scale, Boxwood, conforming to BS 1347; 1950, oval section, open divided into subdivisions -

Permanent

i size x i size x i size x full size i size x i size x li size x 3 size

and future purchases will be of this pattern.

- Existing stocks of Pattern 3716, which is now considered obsolescent, should continue to be issued whenever suitable, until exhausted.
 - 3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 3060/1954 altered to meet R.A.N. conditions.)

(4514/21/207)

863.

NAVAL STORES (TECHNICAL) (CLASS B, GROUP 5A) STOPPERS, STEEL WIRE, CARPENTERS, PATTERNS
8948E AND 8948L - RE-INTRODUCTION INTO
THE RATE BOOK AND AUTHORIZED LIST OP
NAVAL STORES.

Minesweepers

Stoppers, Steel Wire, Carpenters, Patterns 8948R and 8948L, were specially designed for use with } in. wires in Wire Sweep Mark 5. This Sweep is still in service and it has, therefore, been decided to re-introduce these Stoppers into the Rate Book and Authorized List of Naval Stores as follows:-

Pattern

Description

Stoppers, Steel Wire, Carpenters -

8948R Pattern 25, fitted with special wedge, for use with Sweep Wire, Pattern 8764R 8948L Pattern 25, fitted with special wedge, for use with Sweep Wire, Pattern 8764L

2. The Rate Book and Authorised List of Naval Stores will be amended.

(The foregoing is the unaltered text of A.F.O. 2915/1954.)
(4505/50/82)

864.

SHIPS' BELLS FOR SALE.

The ships' bells shown in the Appendix to this Order are available for sale at the price noted against each, plus the cost of packing and transport.

- Applications for the bells (which should be made only by the persons actually desiring to acquire them) should be addressed to the Secretary, Navy Office, Melbourne.
 Applications should not be accompanied by cheques.
 - 3. The lists will remain open until 31st March, 1955.
- 4. The number of applications is expected to be considerable and final allocations may not be decided for some months after the closing date. Information as to the method of payment, etc., will be sent to applicants to whom the bells are allotted.
 - 5. No other bells are at present available for disposal.
- 6. Preference in allocation may be given to officers and other applicants having special claims to consideration, and it is therefore desirable that details of any special claims should be included in the application. It is not expected that more than one bell can be allocated to each successful applicant.
 - 7. Applications may be made for -
 - (a) One particular bell only.
- (b) One of a number of bells to be listed in order of preference.
- (c) Any bell it may be possible to allot.

(3583/71/331)

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	Inscription	LRV.1	LRV. 3	107.6		LRV. 6 VIGILANT	E.S.T.(3)		813	815		816		217	822		HMME, 431		HDWL. 135h	HDMT. 1355
	Condition	Berviceable	Good, No derects	Serviceable - fitted	Serviceable - fitted	ket	Repairable - requires	Repairable - requires	Repairable - requires		Fire bracket		Repairable - fitted	with bracket,	Berviceable	Serviceable by	with bracket	Serviceable by	with bracket	Serviceable by cleaning - fitted with bracket
1	Weight Approx.	r-i	**	6	6	6	27	7	1		1		7		1	18		77		-
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SECTION 4. - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

865.

MESS GEAR - SPECIAL ITEMS FOR CAFETERIA MESSING.

Stocks of potato dishers, which are included in the Scales of Mess Gear for H.M.A. Ships and Establishments in which Cafeteria Messing is in force, are now available in H.M.A. Victualling Yards.

2. Two sizes, 3 ozs. and 4 ozs., are at present stocked, but the former will not be further replenished. Potato dishers of 6 ozs. capacity are not available, and this item will be deleted from the relevant scales.

(4530/99/24)

865 - 866

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY 866.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS.

With reference to Navy Order 110 of 1954, it has been decided to introduce a new ledger sheet to be inserted in publication ledgers and used as an amendment list record, instead of continuation sheets (Form A.S. 123B/146B) as prescribed by paragraph 5 of the Navy Order.

- 2. The new ledger sheet will be known as Form A.S. 1232 -Amendment List Record. Supplies have been printed and are now available from S.N.S.O., Sydney on demand.
- 3. Form A.S. 123Z is to be used only for those publications which are subject to frequent amendment. Where amendments are comparatively rare, the present method of recording amendments on the back of the publication ledger pages (Form A.S. 123A) is to continue. In addition, Form A.S. 1232 is only suitable for use with the new type Form A.S. 123A referred to in Navy Order 18 of 1952.
- 4. The following amendment is to be made to Navy Order 110 of 1954 :-

Paragraph 5, line 5 -

Delete -

"continuation sheets (Form A.S. 1238/1468)".

and

Insert -

"Form A.S. 123Z - Amendment List Record".

(3526/12/1221)

867 867.

FORM A.S. 224Z - PERSONNEL CARD.

The abovementioned card record, formerly known as A.S. 224Z Victualling and Checking Reports, has been revised.

2. It will in future be the ready record in a ship or establishment of an officer or rating's name, rank or rating, and, as appropriate, official number, part of ship, watch, mese, religion, next-of-kin and movements (e.g. periods on leave, in sick mess, etc.). The responsibility for maintaining the cards up-to-date is generally to be -

Officers' cards - The Captain's Secretary. Ratings' cards - The Master-at-Arms;

although these arrangements may be varied by the Captain to suit particular ships and establishments, e.g. where the "Ship's Office" system of administration and regulating is in force, and in small ships where it will be more convenient for one person to maintain both officers' and ratings' cards.

3. The card has been revised to suit a visible index system, in which the cards are contained in steel trave with that portion of the card showing name, rank or rating and certain details visible. The visible strip is protected by a transparent plastic material sheath and the card is held by a stout paper pocket-holding device. Notations may be written on the front of the card without removing the card from the tray. Notations on the back of the card (which should be few) are made by removing the card from the holder. Coloured signals for attaching to the visible margin may be demanded for use in ships or establishments to suit local procedures, e.g., for "at a glance" identification of branch; to indicate personnel on the sick list; absentees.

4. The steel trays fit into steel capinets which are lockable and transportable. The trays of cards may be extracted and transported. The system (for ratings) is therefore intended to be used also as the Master-at-Arms Muster List. For this purpose it is desirable that the cards should be filed in the trays in the order of the pay-accounts in the existing pay-ledger, (and in the order the pay-account cards will be kept in the new pay system). The cards of personnel absent for any reason may be filed separately.

- 5. The Captain is to issue the necessary orders for the keeping up-to-date of these personnel cards to ensure that at all times they accurately represent the state of the ship's personnel. Independent physical checks of cards against personnel present are to be carried out each pay-Thursday and any queries investigated and adjusted. Other checks of the cards against actual pay-accounts and with numbers victualled will be imposed and certificates will be required stating that discrepancies have been adjusted. A further Navy Order will be issued on these matters.
- 6. The Naval Board attaches great importance to the accurate keeping of this card record system. Cards and cabinets or holders will be issued without demand when available, when the existing Cards A.S. 224Z and all local variants are to be abolished. The new Cards are to be written up as soon as possible after issue and reports rendered to Administrative Authorities when this has been done. Administrative Authorities are to report the progress made towards completion one month after the issue of the cards.

7. As this card system fulfile the requirements of the Master-at-Arms Muster List (Q.R. & A.I., Article 3226, paragraph 2, refers) the existing Muster List Book. Form A.S. 275, is abolished from the date of introduction of the new card system.

8. The allowance of cabinets, holders, etc., is as shown in Appendix A.

(3526/12/1296)

APPENDIX A (REVISED)

Proposed allowances (peace-time) of cabinets ex Manning Branch and book units for personnel cards (A. S. 2242, revised, size 6" x 4"),

KEY: A = Cabinet, Chartex type No. 6415, 15 trays capacity 6" x 4" cards - 975.

> B = Steel-book unit, Chartex type, 108-pocket capacity for 6" x 4" cards.

C = Pabrex covered booklet, Chartex type, 50-pocket capacity for 6" x 4" cards.

D = Pabrex covered booklet, Chartex type, 25-pocket capacity for 6" x 4" cards.

SEAGOING SHIPS DOD DATINGS CARDS FOR OFFICERS' CARDS

CLASS OF SHIP	PUR RATINGS CAMES FOR VILLAGE STATES			
Light Pleet Carrier	2 No. A 1 No. B			
Cruiser (HOBART)	Details not yet assessed.			
Daring	1 No. A 1 No. D			
Battle	1 No. A 1 No. D			
Tribal	1 No. A 1 No. D			
Survey Ships	1 No. A 1 No. D			
Prigate (type 15)	1 No. A 1 No. D			
Frigate (River A.A.	/ e.u cestanus! and matthes! cards)			
or A.S.)	1 No. A (for officers' and ratings' cards) 1 No. B (for officers' and ratings' cards)			
0, M, S.	1 No. C (for officers' and ratings' cards)			
Boom W.V.'s	1 No. C (for officers' and ratings' cards)			
Ammunition Carrier	1 No. C (for officers' and ratings' cards)			
Tug	I MO. O (101 Otticels and towned			
ESTABLISHMENTS etc.				
ATD AMD ORD	2 No. A 1 No. B			
ALBATROSS CERBERUS	2 No. A 1 No. A			
CERBEROS	1 No. A for N.S.T.'s			
	1 No. A for Recruits			
	1 Wa A Pon Wrana			
COMMONWEALTH	1 No. B (for officers' and ratings' cards)			
HARMAN	1 No. A 1 No. D			
Horitable	1 No. A for Wrana			
HUON	1 No. D (for officers' and ratings' cards)			
KUTTABUL	1 No. A 1 No. A			
LEEUWIN	1 No. A 1 No. C			
LONSDALE	1 No. A (includes 1 No. A (includes			
200	ratings at Navy officers at navy			
	Office) Office)			
MELVILLE	I No. A 1 No. D			
	1 No. C for Wrans			

ESTABLISHMENTS etc.

CLASS OF SHIP	FOR RATINGS' CARDS FOR OFFICERS' CARDS
MORETON NIRIMBA	1 No. B (for officers' and ratings' cards)
(on reduction) PENGUIN	1 No. B (for officers' and ratings' cards) 1 No. A 1 No. B
RUSHCUTTER	1 No. A for N.S.T.'s 1 No. A 1 No. C
S.I.R. Sydney S.I.R. Melbourne S.I.R. Fremantle	1 No. A (for officers' and ratings' cards) 1 No. B (for officers' and ratings' cards)
TARANGAU TORRENS	1 No. A 1 No. C 1 No. B (for officers' and ratings' cards)
WATSON	1 No. A 1 No. C
805 Squadron	1 No. B (for officers' and ratings' cards)
808 Squadron	1 No. B (for officers' and ratings' cards)
816 Squadron	1 No. B (for officers' and ratings' cards)
817 Squadron	1 No. B (for officers' and ratings' cards)
723 Squadron	2 No. B (for officers' and ratings' cards)
851 Squadron	2 No. B (for officers' and ratings' cards).

NOTE: - Appropriate increases in allowances will be necessary in wartims for the ships and establishments whose numbers allowed by war complements will exceed the capacities of the containers supplied.

APPENDIX B

SUMMARY (for 8" x 5" CARDS)

	Por Ships	Por Estab- lishments	Total	Cost
Cabinets, 300 card capacity	12	13	25	£425. 0. 0
Cabinets, 480 card capacity Cabinets, 720 card	4	10	14	339.10. 0
capacity Steel book units.	-	1	1	34. 0. 0
100 card capacity Pabrex booklet.	7	16	23	120.15. 0
50 card capacity Fabrex booklet.	5	6	11	22. 0. 0
25 card capacity 15,000 first	8	2	10	14.15. 0
Cards; say 5,000 for two years		- about	-	60. 0. 0
		To	tal A	21016. 0. 0

SUMMARY (for 6" x 4" CARDS)

	For Ships	For Estab- lishments	Total	Cost
Cabinets, 975 card				
capacity (ex Manning Branch)	16	22	38	Nil
Steel book units, 108 card capacity	7	15	22	£110. 0. 0
Fabrex booklet,		13		2220. 0. 0
50 card capacity	5	6	11	20. 1. 6
Pabrex booklet, 25 card capacity 15,000 first	8	2	10	14.15. 0
Cards: say outfit 5,000 for two years		- about	-	60. 0. 0
				£204.16. 6

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