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COMMONWEALTH NAVY ORDERS

DEPARTMENT OF DEFENCE

INDEX

CLASS NUMBER 04.02
OF

ACCESSION NUMBER 32471
NAVY ORDERS

1ST JULY, 1955, TO 30TH SEPTEMBER, 1955.

For previous Navy Orders, refer to Indexes 1st January, 1948, to 30th June, 1955, 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;
- (c) 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 aircraft 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 counter-measures, seaward defence, mining, torpedoes, tubes and associated stores.

(H) Weather.

(I) Hull and general - alterations and additions, naval stores, general.

(Y) Boom Defence.

(Z) A.B.C.D.

Section 4 - Dental Stores, Medical Stores, Victualling Stores.

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

SECTION 1 - ADMINISTRATIVE AND GENERAL

LIST OF REFERENCE HEADINGS

NOTE:- Headings marked † are for cross-reference only.
No Orders are indexed under headings so marked.

- A.B.C.D.
- Accidents
- † Accounting. (See Section 2, Section 3 (I) - Naval Store
- Accounting, and Section 6)
- † Administration. (See Organisation)
- Aviation. (See also Section 3 (A))
- Battle Honours
- Ceremonies
- Ceremonial Equipment
- Citizenship
- † Classification. (See Nomenclature and Numeration)
- Code words and nicknames
- Commissioning
- Films. (See also Section 2)
- † Funds. (See Section 2)
- Jervis Bay
- Life Saving Equipment
- Medical. (See also Section 2)
- Merchant Navy
- † Navigation Direction. (See Section 3 (F))
- Nomenclature and Numeration
- Organization. (See also Aviation)
- Presentations
- Quarantine
- † Radio. (See Section 3 (B))
- Relics. (See also Presentations)
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- † Trophies. (See Presentations)

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No Orders are indexed under headings so marked.

- Accounting. (See also Section 3 (I) - Naval Stores - Accounting)
- Advancement
- Aircrew. (See also Officers and Ratings)
- † Allowances. (See Pay and Allowances)
- Automatic Telegraphy
- † Badges, Uniform. (See Uniform)
- † Baggage. (See Travelling)
- † Branch Officers. (See Officers)
- † Clothing. (See Kits, Uniforms, and Section 4)
- Courses
- Debts
- Discipline
- Dismissal and Discharges
- Duties
- † Educational. (See Courses)
- Examination
- Fees
- Films and Film Strips
- † Forms. (See Section 5 - Forms)
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- Income Tax
- † Kits. (See Uniforms and Section 4)
- † Kits, Tool. (See Ratings and Section 3 (I) - Naval Stores)
- Leave
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- Officers
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- Pay and Allowances
- Promotion
- Promotion of Ratings to Officers
- † Punishment. (See Discipline)
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- Secrecy and Security
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- Training. (See also Advancement and Courses)
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S.A.508, "The Squid", (Part 1-2) - distribution "The Squid", (Parts 1-3) (Serial No.S.A.177) - obsolete	693/55
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No Orders are indexed under headings so marked.

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 - † Bombs. (See Section 3 (E) - Aircraft)
 - † Gunnery. (See Section 3 (E) - Aircraft)
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No Orders are indexed under headings so marked.

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No Orders are indexed under headings so marked.

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No Orders are indexed under headings so marked.

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† Ammunition. (See Section 3 (E))

† Armament Stores. (See Section 3 (E))

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No Orders are indexed under headings so marked.

- † Courses. (See Section 2)
- † Films and Film Strips - Instructional. (See Section 2)
- † Stores. (See Section 3 (I) - Naval Stores)
- † Training. (See Section 2)

DAMAGE CONTROL

LIST OF REFERENCE HEADINGS

NOTE:- Headings marked † are for cross-reference only.
No Orders are indexed under headings so marked.

- † Alterations and Additions. (See Section 3 (I))
 - † Courses. (See Section 2)
 - Mustering
 - † Stores. (See Section 3 (I) - Naval Stores)
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LIST OF REFERENCE HEADINGS

NOTE:- Headings marked † are for cross-reference only.
No Orders are indexed under headings so marked.

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 S.1246N - Physical trainer's history sheet
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LIST OF REFERENCE HEADINGS

NOTE:- Headings marked † are for cross-reference only.
No Orders are indexed under headings so marked.

Accounting
Furniture
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Orders cancelled between 1st July, 1955,
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For previous cancellations see Navy Order Volume,
1927-1947, Part 1, and Navy Order Indexes 1st January,
1948 to 30th June, 1955.

C Denotes C.C.N.O.

Cancelled Order	Superseded By	Cancelled Order	Superseded By
<u>1940</u>		<u>1949</u>	
176	515/55	47	743/55
		67	743/55
<u>1941</u>		95	594/55
44	515/55	114	515/55
		115	515/55
<u>1944</u>		122	515/55
56	743/55	123	515/55
356	515/55	131	515/55
		145	515/55
<u>1945</u>		153	743/55
316	515/55	154	743/55
442	515/55	157	515/55
		158	515/55
<u>1946</u>		163	515/55
366	515/55	165	515/55
		173	515/55
<u>1947</u>		213	515/55
35	515/55	214	515/55
39	515/55	256	515/55
226	515/55	258	515/55
384	743/55	259	515/55
412	515/55	283	515/55
		304	515/55
<u>1948</u>		337	600/55
19	515/55	343	515/55
27	515/55	344	515/55
50	515/55	345	515/55
66	515/55	385	515/55
81	515/55	388	600/55
95	515/55	392	515/55
101	515/55	394	515/55
116	515/55	423	515/55
123	515/55	429	515/55
174	515/55	450	515/55
175	515/55		
177	515/55	<u>1950</u>	
207	515/55	31	574/55
223	515/55	38	515/55
226	515/55	92	515/55
265	515/55	100	515/55
272	515/55	103	515/55
283	515/55	151	515/55
291	515/55	204	515/55
335	515/55	274	515/55
343	515/55	296	515/55

Cancelled Order	Superseded By	Cancelled Order	Superseded By
<u>1950</u>		<u>1954</u>	
(Cont'd).		C16	087/55
328	515/55	077	087/55
329	515/55	68	515/55
365	515/55	96	488/55
373	515/55	103	515/55
381	515/55	130	488/55
		150	515/55
		155	487/55
<u>1951</u>		159	487/55
12	515/55	168	515/55
13	515/55	169	718/55
32	743/55	179	515/55
161	515/55	208	515/55
368 Part	558/55	229	487/55
371	743/55	259	718/55
458	515/55	280	515/55
467	690/55	298	515/55
		300	723/55
<u>1952</u>		318	493/55
29	515/55	323	497/55
032	071/55	338	487/55
44	637/55	346	515/55
65	515/55	362	693/55
87	592/55	365	494/55
112	515/55	366	584/55
120	515/55	446	653/55
196	488/55	447	654/55
271	515/55	484	495/55
325	616/55	514	716/55
338	488/55	524	679/55
346	515/55	603	488/55
362	565/55	607	487/55
380	515/55	620	485/55
395	515/55	633	494/55
401	515/55	646	488/55
402	515/55	673	077/55
420	512/55	674	482/55
426	515/55	675	481/55
427	515/55	742	575/55
<u>1953</u>		<u>1955</u>	
157	515/55	285	656/55
178	588/55	476	721/55
181	515/55	516	691/55
199	515/55		
206	515/55		
287	515/55		
292	487/55		
309	515/55		
323	743/55		
344	722/55		
392	515/55		
422	514/55		
449	515/55		
450	515/55		
453	515/55		
488	515/55		
525	487/55		
667	487/55		

C.N.Os. 475-487/55

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th July, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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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List of Admiralty Fleet Orders re promulgated as Commonwealth Navy Orders (Navy Order 104 of 1954).

SECTION 1 - ADMINISTRATIVE AND GENERAL

475.

AVIATION - AIRCRAFT - ADOPTION OF U.S.N. MARSHALLING SIGNALS AND TERMINOLOGY.

It has been decided that the U.S.N. Marshalling Signals and Terminology connected therewith, as detailed below, shall be adopted as standard in the Royal Australian Navy.

2. Standardization of the wand colours used at night will be the subject of a further Order. The colours now used are to be retained.

3. Marshalling Signals - (Navy Order 475 of 1955 Diagram.) The following hand signals are to be used to direct aircraft:-

Signal	Action
(a) <i>Fold Wings</i> :- Arms straight out at sides then swept forward and hugged around shoulders.	FOLD WINGS.
(b) <i>Spread Wings</i> :- Arms hugged around shoulders then straight out to the sides.	SPREAD WINGS.
(c) <i>Come Ahead</i> :- Simple "come ahead" beckoning motion, hands upraised and palms towards face. Rapidity of hand motion indicates aircraft speed desired. ("Come ahead slowly" is signalled by alternating "Come ahead" and "Stop").	COME AHEAD.
(d) <i>Left Turn, Right Turn</i> :- Regular "Come ahead" signal with one hand to pull desired wing around, applying proper brake simply by pointing at it with other hand.	LEFT TURN OR RIGHT TURN.
(e) <i>Lower Wing Flaps</i> :- Hands in front, palms together horizontally, then open from the wrists alligator-mouth fashion.	LOWER WING FLAPS.
(f) <i>Raise Wing Flaps</i> :- Hands in front horizontally with palms open from the wrists, then suddenly closed.	RAISE WING FLAPS.
(g) <i>Slow Down</i> :- Raise hands to waist level in front, elbows flexed and palms down, and execute a downward patting motion.	SLOW DOWN.
(h) <i>Stop</i> :- Raise both hands to eye level, elbows flexed, palms toward pilot, in a simple "Policeman's STOP"	STOP. (See Notes 2 and 3.)

- (i) *Emergency Stop*:- Day: EMERGENCY STOP.
Regular "Stop" with hands (See Note 4.)
clenched into fists; Cross
Night Signalling Wands.
- (j) *Lock Tail Wheel*:- Hands LOCK TAIL WHEEL.
together overhead, palms
open from the wrists in a
Vertical V, then suddenly
closed.
- (k) *Unlock Tail Wheel*:- Hands UNLOCK TAIL WHEEL.
overhead, palms together,
then opened from the wrists
to form a vertical V.
- (l) *Cut Engines*:- Draw the CUT ENGINE.
extended forefinger of one
hand across the neck in a
"throat cutting" motion.
To specify particular
engine of a multi-engined
aircraft, execute the
above signal while pointing
with the other hand to the
appropriate engine.
- (m) *Insert Chocks*:- Sweep fists INSERT CHOCKS.
together at hip level with
thumbs extended and
pointing inward.
- (n) *Start Engines*:- First execute START ENGINES.
"Emergency Stop" signal to
ensure brakes on. Then
point one hand at the engine
to be started while moving
the other hand in a clock-
wise cranking motion.
- (o) *Up Hook*:- Right fist, thumb UP HOOK.
extended upward raised
suddenly to meet horizontal
palm of left hand.
- (p) *Open Cowl Flaps*:- Hands flat OPEN COWL FLAPS.
against sides of head, then
"opened" by swinging thumbs
outward and forward.
- (q) *Pull Chocks*:- First give PULL CHOCKS.
"Emergency Stop" signal to
ensure brakes being on.
Then sweep the fists away
from each other at hip
level with thumbs extended
and pointing outward.

- (r) *Thumbs Up*:- Given by the STAND BY TO START
pilot to indicate his ENGINE OR TAXI
desire to start engines, FORWARD.
or taxi forward. If all
is clear, the signalman
gives him an answering
"Thumbs Up"; if not, he
gives him the "Stop"
signal. Under no
circumstances should a
pilot start engines, or
taxi forward, until he
has received either the
regular signal for such
operation or an answering
"Thumbs Up". At night
extinguish one wand, sweep
the other to "Thumbs Up"
position.
- (s) *Thumbs Down*:- A "Thumbs DO NOT START ENGINE,
Down" given by either pilot TAXI OR TAKE OFF.
or taxi signalman means
that something is wrong;
the aircraft is not to take
off. At night extinguish
one signal wand and sweep
the other to the "Thumbs
Down" position.
- (t) *Turn Over of Command*:- Both TAKE DIRECTIONS FROM
hands pointed at next NEXT SUCCEEDING TAXI
succeeding taxi signalman, SIGNALMAN. (See
one hand extended and the Note 3.)
other at chest.
- (u) *Open Bomb Bay*:- Lean over OPEN BOMB BAY.
with arms wrapped as if
around a barrel. Open arms
in a manner similar to bomb
bay opening.
- (v) *Close Bomb Bay*:- Bend at CLOSE BOMB BAY.
waist with arms open and
wrap arms in a circle as
around a barrel.
- (w) *Roll Back*:- With open palms, LET AIRCRAFT ROLL BACK.
make motion as if pushing
aircraft backwards.

- NOTE:-**
1. At night the signals are made as similarly as possible to the day signals using the standard Lucite wands. These wands should not be too bright and must be used in pairs of the same colour.
 2. At civil and R.A.A.F. airfields the signal for "STOP" is given by the marshaller holding arms above his head, palms towards the pilot. This, if followed by waving crossed arms above his head means "CUT ENGINE(S)".
 3. Because of the high noise level in aircraft carrier hangars, all "Stop" signals are to be accompanied by a short blast on a whistle, to be given by the director in charge of the movement.

4. When spotting aircraft on the Flight Deck, all 'emergency stop' signals are to be accompanied by a short blast on a whistle, to be given by the director in charge of the movement.

(The foregoing is the text of A.P.O. 969/1955 altered to meet R.A.N. conditions.)

(3147/101/12)

SECTION 2 - PERSONNEL

476.

COURSES - RATINGS - ELECTRICAL BRANCH - JULY TO DECEMBER, 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 July to December, 1955 :-

L.E.M. (P)	31st October.
L.E.M. (E)	31st October.
L.E.M. (A)	11th July. 31st October.
L.R.E.M.	24th October.
L.R.E.M. (A)	24th October.
P.O. E1. (P)	22nd August.
P.O. E1. (E)	22nd August.
P.O. E1. (A)	11th July.
P.O. REL.	3rd October.
P.O. REL. (A)	3rd October.

(4007/34/54)

477.

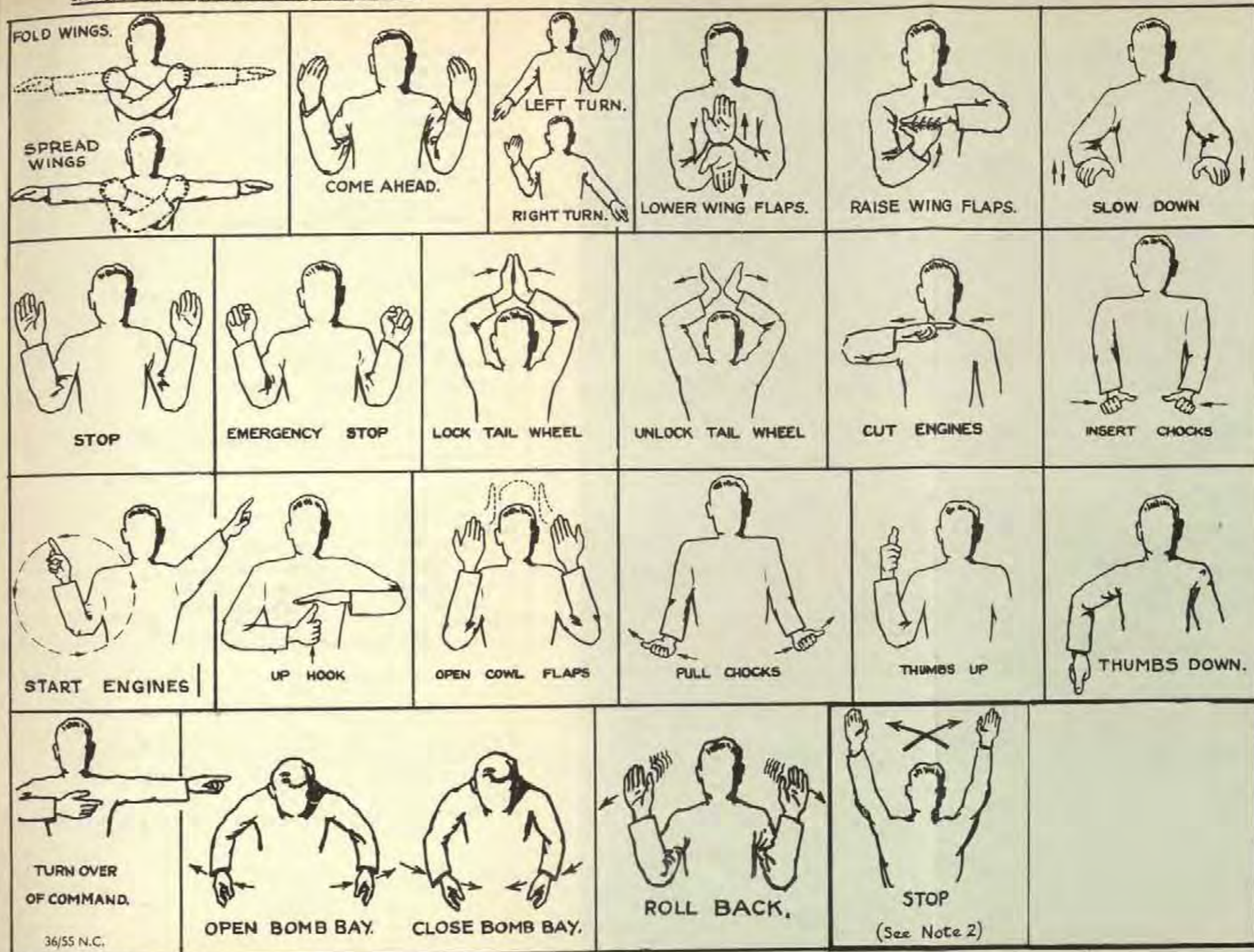
COURSES - RATINGS - SEAMAN BRANCH - JULY TO DECEMBER, 1955.

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. RUSCUTTER; 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 July to December, 1955 :-

Gunnery School.

Q.R.1	5th September.
G.L.2	11th July. 24th October.
R.C.1	24th October.
R.C.2	11th July. 7th November.

Navy Order 475 of 1955 Diagram.



36/55 N.C.

C 6730/22 N.96.

Q.A.2	29th August.
Q.A.3	25th July. 26th September.
C.A.2	31st October.
C.A.3	25th July. 26th September.
3rd Class Gunnery Courses	11th July. 10th October.

T.A.S. School.

Commencement dates of courses will be promulgated by signal.

P.T. School.

P.T.2	1st August.
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N.D. School.

R.P.1	11th July.
R.P.2	1st August.
R.P.3	11th July. 26th September.
R.P.3 Refresher	15th August.
N.Y.	11th July. 24th October.

Boom Training School.

B.T.3	22nd August.
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Signal School.

Yeoman	15th August.
Leading Signalman	18th July. 10th October.
P.O. Telegraphist	25th July.
Leading Telegraphist	18th July.
P.O. Telegraphist (S)	5th September.
Telegraphist (S)	8th August.

(4007/32/130)

478.

INCOME TAX - DEFERRED PAY AND GRATUITIES.

With reference to paragraph (3) of Navy Order 25 of 1954, in order that there shall be no misunderstanding by personnel concerning the taxation of Deferred Pay or Gratuity paid to a member whilst still serving, applications for payment (Form A.S. 1031Y) must be accompanied into Navy Office by a statement duly signed by the member concerned that he is aware that the amount paid will be taxable in full.

2. On receipt of such advice in Navy Office, together with application for payment, action will be taken to authorize payment of amount due less the amount of tax payable thereon.

(4845/1/5)

479.

RATINGS - CLEARANCE DIVERS - SELECTION OF CANDIDATES FOR CLEARANCE DIVING COURSES.

The attention of Commanding Officers is drawn to Navy Order 317 of 1952 regarding the eligibility of ratings to undergo Clearance Diving Courses.

2. Recently, a number of cases occurred where recommendations for C.D. courses were made in respect of ratings who were clearly unsuitable on medical or other grounds.
3. In addition to the large wastage which resulted in the Shallow Water Diving Courses carried out as a preliminary to selection for C.D. courses, much unnecessary drafting was entailed.
4. It is stressed that recommendations for C.D. specialist qualification should only be made after careful consideration, particular attention being paid to the conditions of acceptance of C.D. candidates contained in Navy Order 317 of 1952, paragraph 5, sub-paragraph (a) (ii) and (iv).
5. Commanding Officers who are not familiar with the duties of Clearance Divers should arrange, if practicable, for prospective volunteers for C.D. to be interviewed by a qualified C.D. or T.A.S. officer. Similar action should be taken should any doubt arise regarding the suitability of a volunteer.

(4002/82/11)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

480.

WIRELESS - MF HF RECEIVER COMMON AERIAL OUTFIT EAL - FITTING OUT INFORMATION.

A.S.R.F. Installation Specification No. B.793 has been prepared to show the fitting and wiring of MF HF Receiver Common Aerial Outfit EAL.

2. Distribution will be made by Navy Office in due course 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.P.O. 671/1955 altered to meet R.A.N. conditions.)

(4519/1/237)

481.

AIRCRAFT - PYROTECHNICS - SIGNAL, DISTRESS, DAY AND NIGHT, MARK 13, MOD. 0 - CARE IN HANDLING.

The Signal Distress, Day and Night, Mark 13, Mod. 0, has a tendency to spill small quantities of hot liquid composition when the smoke unit is ignited. By careful handling and suitable positioning of the signal the hot liquid composition can be prevented from contacting the hand.

2. It is important that the instructions for using the signal are fully complied with as otherwise the ring or cap can be torn away from the store without the friction wire firing the cap igniter. A contributory cause of this type of failure is that the instructions give the impression that the first action of operation of the signal occurs when the seal snaps, and that there must be no delay in pulling the ring away. This is not so; the removal of the seal being only the preparation for firing, the signal functions when the friction wire is withdrawn thus firing the cap igniter.

3. Aircrews should be given the opportunity of firing at least one of these signals under instructions, so that they may become familiar with the correct method of operation.

4. Reports received show that the signal is functionally and operationally superior to the Signal Distress 2 Star Red. Briefly the advantages and disadvantages of the store have been found by ships and Naval Air Stations to be -

Advantages-

- (a) Ease of handling by ditched aircrews.
- (b) Greater range of visibility by day and night, and longer burning time.
- (c) There is no recoil, and therefore less likelihood of accident to the operator.
- (d) The store is completely watertight.
- (e) It can be cooled by immersion in water for a short period, thus enabling the unexpended end to be used later.
- (f) A very reliable store.

Disadvantages-

- (a) Probable difficulty in operation by aircrews who are weak and have cold hands, or are wearing heavy gloves.
- (b) Unsatisfactory ignition which is considered to be mainly due to mishandling due to lack of clarity of the instructions.
- (c) The emission of the warm sticky substance, not dangerous but unpleasant.
- (d) Some difficulty may be experienced in stowing these signals in L Type Dinghy Packs.

Further development is in hand to obviate the disadvantages (a) and (b) in an improved design.

5. Navy Order 675 of 1954 is hereby cancelled.

(The foregoing is the text of A.F.O. 602/1955 altered to meet R.A.N. conditions.)

(4443/7/54)

482.

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 :-

<u>R.N. Store Reference and Description.</u>	<u>R.A.F. Ref.</u>
E.P.128 SOLENOID, Gun Safety, Mark 2 ... Assembly	8A/2355
E.P.716 BOLT, No. 2 B.A. X 0.55-in. long.	26D/12512

3. It has been decided that guns for Sea Venom aircraft only shall be equipped with the new safety device.

4. The solenoids can only be used in aircraft which have had the necessary airframe 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 of three E.P.716 BOLTS, 26D/12512, shortened to suit. The bolts should have a 1/16-in. hole drilled through their heads and should be secured by 18 S.W.G. locking wire.

6. Spare solenoids will be provided on the following basis :-

H.M.A. Ships per 8 Aircraft Squadron.	8
R.A.N. Air Station, Nowra.	12
School of Aircraft Maintenance (Engineering).	4

7. An initial allowance of 144 E.P.716 BOLTS, 26D/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 become available, issues in accordance with paragraphs 6 and 7 will be made to R.A.N. Air Station, Nowra, and S.A.M.E. by R.A.N. Armament Depot, Sydney, without demand.

9. Publications affected will be amended in due course.

10. Navy Order 674 of 1954 is hereby cancelled.

(4428/53/170)

483.

ANTI-AIRCRAFT FIRE CONTROL - A.A. AND A.A./SU FIRE CONTROL SYSTEMS - DIRECTORS, MARK 6 AND 6* - CORROSION OF RADAR AIR CONDITIONING DUCTS.

During a recent refit of a Mark 6 Director in the United Kingdom, severe corrosion was discovered in the air ducts of the radar air conditioning arrangements. The asbestos rope lagging was found to be extremely damp and the corrosion was obviously due mainly to electrolytic action through this medium.

2. Methods of keeping the lagging dry are being investigated.

3. All ships and establishments concerned should insert an item in Defect Lists for the examination and repair if necessary of these air ducts at the earliest opportunity.

(The foregoing is the text of A.F.O. 915/1955 altered to meet R.A.N. conditions.)

(4430/4/74)

484.

GUN MOUNTINGS - 4.5 MK. 6 AND 6* - SHELL AND CARTRIDGES HOIST TILTING TRAY BUFFER.

Reports from the Fleet indicate that damage to 4.5 cartridge cases is caused by the tilting tray buffer failing to operate correctly and so jamming the cartridge case between the bottom moving pawl and outer casing of the hoist.

2. Damaged cases are not to be loaded into the gun as there is a possibility that they will cause the breech to jam before it is fully closed. They are to be set aside for examination by the Gunnery Officer and are to be dealt with in accordance with BR.862(45), N.M. & E.R., Article 318.

3. Particular attention is, therefore, to be paid to the maintenance of the tilting tray buffer. The following action is to be taken :-

- Buffers are to be inspected to ascertain that the filling elbow is tight.
- Buffers are to be tested prior to the use of the hoists.

- (c) On initial filling of the buffer with O.M.35, the piston is to be worked up and down to remove air.
- (d) Buffers are to be stripped, examined and cleaned every six months, particular attention being paid to the condition of the filling elbow sealing washer.

4. Modifications to the hoist and tilting tray buffer to prevent this damage to cartridge cases are under trial. Details will be promulgated if the modifications are successful.

(4442/7/2)

485.

**NAVAL ARMAMENT STORES - LIGHTS INDICATING LIFEBOUY -
TRANSFER FROM NAVAL STORES.**

It has been decided that in future Calcium Lights, Pattern 442, Boxes for, Pattern 598 and Bolts, screw eye for, Pattern 1319, shall be dealt with as Naval Armament Stores under the new description of Lights Indicating Lifebuoy.

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 Form S.549 (B.P.4, Article 55). This Order is to be quoted as authority.

4. The Rate Book and Authorised List of Naval Stores, the Alphabetical List of Consumable Naval Stores, the Establishments of Sea Stores and Warrants of Naval Armament Stores concerned will be amended.

5. Navy Order 620 of 1954 is hereby cancelled.

(4433/91/799)

SECTION 6 - SHORE ESTABLISHMENTS

486.

REMOVAL EXPENSES - TRANSPORT OF MOTOR VEHICLES.

With reference to Navy Order 330 of 1952, paragraph (iv), where the Department is responsible for the transport of a member's motor vehicle, any extraneous charges necessarily incurred in connection with its transport to the new destination will be reimbursed by the Department.

2. No hard and fast rates have been laid down as to the precise charges which may be admitted but claims will be processed in accordance with the principle that while the Department will meet the costs of removal, it is the member's responsibility to arrange for the removal and collect the car on delivery. Only those charges which are inseparable from the costs of removal will therefore be met.

3. Generally speaking if a car is to be driven, the member should either drive it or provide a driver. If a member is obliged to travel from his new establishment to (say) Sydney to take delivery of his vehicle after transportation by ship, he should travel in his own time and will be paid the cost of his single fare to Sydney together with mileage allowance from Sydney to his new establishment provided these expenses do not exceed rail freight charges from Sydney to the new location.

(4822/8/15)

SECTION 7 - CANCELLED LIST

487.

CANCELLATION OF NAVY ORDERS.

Navy Orders 292, 525 and 667 of 1953, 155, 159, 229, 338 and 607 of 1954, having been sufficiently promulgated or no longer applicable, are hereby cancelled.

(3712/120/8)

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 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
900/54	231/54	-
931	-	244/54
932	-	245
933	223	-
935	-	248
936	224	-
937	-	292
938	249	-
940	-	331
942	296	-
947	-	436
948	357	-
950	-	221
974	206	-
978	-	233
984	-	360
985	-	344
994	-	269
999	-	240
1001	-	371
1004	-	242
1005	-	243
1007	-	247
1008	441	-
1009	303	-
1010	-	304
1011	-	C.C.N.O. 36
1019	253	-
1042	295	-
1046	-	311
1055	-	343
1056	-	361
1060	-	816
1071	-	700
1072	-	375
1074	222	-
1076	-	309
1080	-	353
1083	-	254
1084	442	-
1085	-	459
1116	-	342
1128	-	397
1130	-	134/55
1132	-	275/54
1134	-	252
1136	278	-
1137	255	-
1139	-	432
1148	336	-
1155	-	339
1181	302	-
1182	-	393
1184	288	-
1187	-	351
1189	-	579

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
1190	684	-
1192	-	572
1193	-	437
1198	-	560
1216	-	260
1241	-	359
1251	-	419
1255	-	325
1256	-	290
1259	291	-
1262	-	377
1263	-	709
1267	-	335
1269	-	379
1270	-	435
1272	-	537
1275	-	440
1299	-	321
1310	-	518
1317	546	-
1323	-	589
1324	-	363
1340	-	469
1343	-	349
1344	-	350
1345	-	326
1346	-	327
1348	-	686
1349	305	-
1350	-	336
1352	-	356
1353	-	334
1355	-	358
1357	-	452
1369	-	480
1370	-	630
1405	-	550
1406	-	420
1408	324	-
1409	-	372
1411	378	-
1413	-	822
1418	-	599
1419	-	54/55
1441	-	399/54
1444	401	-
1475	-	471
1477	499	-
1480	-	621
1482	-	478
1527	369	-
1528	-	310
1531	-	472
1532	-	373
1533	-	453
1538	-	763
1539	-	495

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
1547	-	140/55
1548	460	-
1549	559	-
1595	-	479/54
1608	370	-
1614	-	461
1615	-	83/55
1616	-	500/54
1617	392	-
1619	150/55	-
1622	-	581
1623	-	598
1624	-	380
1646	384/54	-
1653	-	466
1660	-	449
1661	-	450
1664	-	421
1665	425	-
1666	457	-
1670	-	497
1672	434	-
1673	475	-
1674	-	557
1675	-	474
1676	438	-
1677	433	-
1678	145/55	-
1700	-	464
1727	-	454
1729	473	-
1730	-	426
1734	558	-
1744	-	522
1759	-	561
1772	-	602
1791	-	491
1793	533	-
1795	-	48/55
1800	-	597/54
1822	-	604
1835	525	-
1849	-	618
1853	536	-
1859	498	-
1860	-	570
1864	521	-
1865	-	471
1892	507	-
1900	526	-
1900	-	745
1912	-	516
1914	-	568
1916	-	11/55
1917	-	620/54
1918	-	538
1920	651	-
1925	-	571

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
1952	-	619
1964	-	165
1966	-	672
1970	539	-
1973	623	-
2010	506	-
2029	-	534
2031	555	-
2075	-	578
2085	-	682
2086	551	-
2089	-	674
2090	-	673
2092	-	592
2094	554	-
2095	-	615
2100	-	642
2112	826	-
2113	-	583
2124	824	-
2131	-	326
2145	562	-
2147	-	591
2148	-	614
2153	-	640
2196	-	613
2205	624	-
2206	-	569
2219	-	322
2220	-	302
2242	-	160/55
2250	-	696/54
2256	-	4/55
2257	-	751/54
2260	-	775
2262	-	677
2265	683	-
2272	-	139/55
2298	-	764/54
2306	-	728
2311	-	791
2327	-	698
2338	-	699
2339	-	676
2340	647	-
2341	-	648
2342	-	45/55
2345	-	636/54
2346	637	-
2348	711	-
2349	-	174/55
2353	-	725/54
2354	-	760
2356	-	761
2403	-	122/55
2412	670	-
2413	-	135
2418	85/55	-
2452	-	768/54

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
2470	-	671
2471	675/54	-
2472	-	8/55
2473	-	736/54
2474	-	314
2476	-	759
2478	-	685
2480	707	-
2484	724	-
2491	-	188/55
2498	-	727/54
2516	-	15/55
2526	5/55	-
2527	752/54	-
2529	-	187
2530	-	720/54
2531	-	702
2532	-	209/55
2534	-	762/54
2535	-	780
2537	-	114/55
2551	-	98
2577	-	41
2589	-	749
2590	774	-
2593	717	-
2594	-	858/54
2595	-	719
2596	-	776
2597	-	754
2598	721	-
2603	-	805
2604	738	-
2647	-	359
2660	-	792
2661	-	75/55
2662	-	46
2663	-	777/54
2666	-	779
2670	-	212/55
2688	-	807/54
2696	-	786
2704	-	65/55
2705	-	40
2706	-	66
2724	803	-
2728	-	823/54
2730	82/55	-
2753	39	-
2755	-	785
2758	-	100/55
2765	-	834/54
2777	-	87/55
2778	-	706
2779	-	790/54
2780	-	44/55
2781	-	796/54
2783	-	846

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
2785	-	821
2786	806/54	-
2791	-	53/55
2795	-	247
2823	852	-
2827	-	161
2828	-	64
2835	-	242
2836	788	-
2845	-	839/54
2847	-	842
2852	843	-
2854	-	316
2861	-	144/55
2862	-	860/54
2873	84/55	-
2890	-	855
2901	-	166/55
2902	-	841/54
2903	-	76/55
2904	-	170
2905	-	43
2906	-	797/54
2908	-	50/55
2914	-	9
2915	863/54	-
2917	80/55	-
2941	-	814/54
2942	-	100/55
2948	-	104
2961	857/54	-
2964	-	802/54
2965	47/55	-
2966	-	49/55
2967	-	52
2969	-	861/54
2971	-	173/55
2977	81	-
2978	142	-
2979	-	137
2981	-	193
3027	-	68
3040	-	167
3042	-	311
3043	-	130
3045	-	859/54
3046	-	77/55
3048	817/54	-
3049	-	6
3051	844	-
3060	-	862/54
3062	-	191/55
3097	103/55	-
3107	129	-
3108	-	107
3110	42	-
3114	51	-
3119	-	89
3120	-	415

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
<u>1954</u>		
3154	-	123
3168	-	168
3172	-	206
3174	-	253
3182	138	-
3183	-	319
3184	-	278
3188	-	470
3194	-	146
3229	-	222
3242	-	183
3250	131	-
3252	-	225
3253	73	-
3257	-	108
3260	-	414
3262	79	-
3265	-	275
3269	-	190
3270	141	-
3309	-	223
3313	-	203
3314	-	202
3319	-	243
3320	154	-
3322	-	169
3323	-	271
3324	-	408
3325	-	229
3334	-	280
3335	350	-
3338	136	-
3339	351	-
3340	143	-
3362	-	196
3364	157	-
3374	-	239
3387	-	201
3388	151	-
3389	152	-
3391	-	243
3403	-	130
3405	155	-
3420	-	397
3425	-	236
<u>1955</u>		
31/55	153/55	-
36	-	185/55
46	156	-
48	-	211
50	-	235
80	-	305
100	-	283
103	-	249
104	-	270
105	446	-
106	-	331
112	-	320

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
114	-	210
116	-	321
148	-	329
162	-	232
163	-	230
170	349	-
176	-	340
221	-	250
222	-	334
223	-	251
226	-	292
227	-	372
229	-	368
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
279	-	315
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
394	-	384
405	-	405
408	-	443
409	344	-
410	-	366
411	345	-
413	-	335
415	-	339
421	-	338
423	-	374
468	-	328
469	-	308
476	343	-
478	-	365
483	-	313
487	-	332
488	-	370
489	346	-
492	-	394
495	-	413
510	-	119
551	-	432
555	-	404
557	-	369

A.F.O's (April, 1954 and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. OR C.C.N.O. 1954 OR 1955
561	-	431
564	-	437
567	452	-
603	-	367
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
672	-	107
673	-	403
679	-	430
682	454	-
724	-	425
728	-	416
730	441	-
744	-	402
746	-	386
748	457	-
749	-	407
751	-	388
752	-	389
753	447	-
763	-	411
767	-	469
819	442	-
833	445	-
834	-	467
837	444	-
838	-	429
844	451	-
882	-	474
917	-	468
919	448	-
1000	449	-

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 of 1954 to 474 of 1955, dated 1st June, 1954, to 30th June, 1955.)

RESTRICTED

2

488

SECTION 1 - ADMINISTRATIVE AND GENERAL

488.

NAVAL SHORE ORGANIZATION ON THE AUSTRALIA STATION.

The administration of naval shore activities on the Australia Station is to conform as far as practicable to the organization of operational areas set out in Navy Order 290 of 1953.

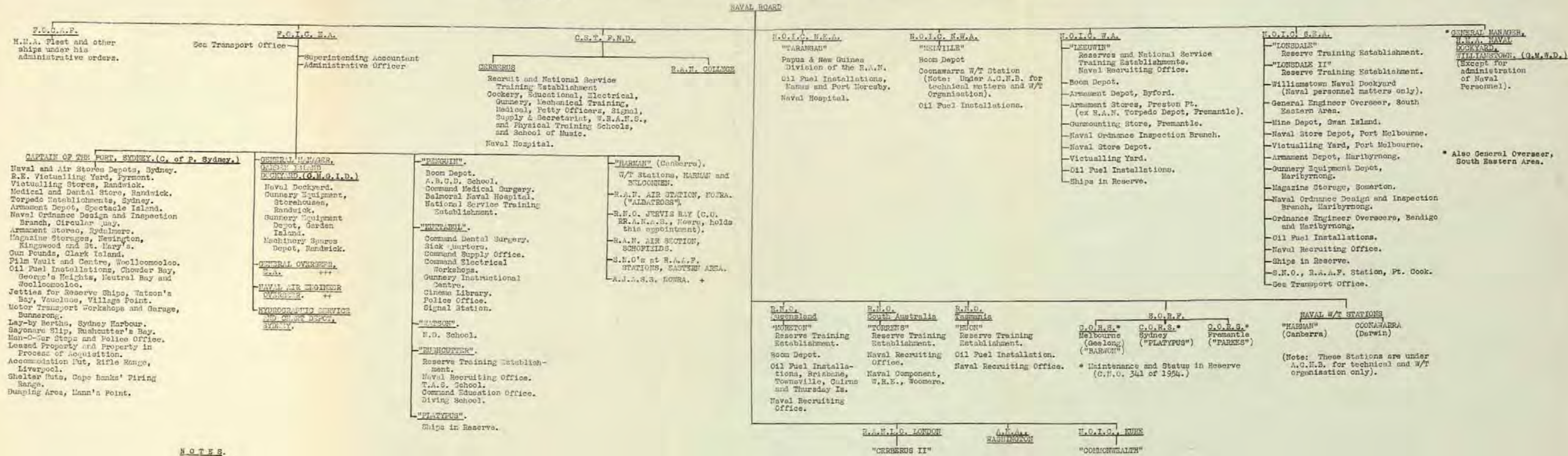
2. The administrative organization, details of which are shown in the Appendix to this Order, will, however, remain by States, Naval Officers-in-Charge and Resident Naval Officers being in general responsible direct to the Naval Board as heretofore for administration within their States.

3. Navy Orders 196 and 338 of 1952, and 96, 130, 603 and 646 of 1954, are hereby cancelled.

(3031/113/23)

ADMINISTRATIVE ORGANIZATION OF AUTHORITIES AND ESTABLISHMENTS (OTHER THAN AT NAVY OFFICE)

NOTES: (a) The Assistant Secretary, Department of the Navy, New South Wales, is located at Naval Base Headquarters, Potts Point, Sydney.
 (b) Authorities concerned are authorised to communicate direct with Navy Office on technical, civil staff, etc., matters as hereinafter.



NOTES.
 + See C.N.O. 153 of 1952.
 ++ See C.N.O. 92 of 1953.
 +++ Also Staff Officer (E) to P.O.I.C., S.A.

489.

AVIATION ORGANIZATION - ROYAL AUSTRALIAN NAVAL AIRCRAFT
MAINTENANCE EXAMINATION BOARD.

Navy Order 58 of 1955 is amended as follows :-

- Paragraph 3 - Delete "(part time)" after "An Air Engineer Officer" and add "Officer-in-Charge R.A.N.A.M.E.B."
- Paragraph 8(a) - After "R.A.N.A.S. Nowra" add "or ships and establishments in the Sydney area."
- Paragraph 8(b) - Delete from "to the Commanding Officer" to end of paragraph. Add "to reach R.A.N. Air Station Nowra for the Officer-in-Charge, R.A.N.A.M.E.B. two weeks before the date of examination. Service Certificates of candidates should be similarly forwarded one week before the examination."

(3031/13/225)

RESTRICTED

C.N.Os. 490-515/55.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

12th July, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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.

N.0098

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501	Ammunition - Propellant - Landing - Destruction - Reports.
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510	Naval Stores (Technical) (Class F, Group 1A(1)) - Obsolete W/T Stores - Disposal.
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SECTION 1 - ADMINISTRATIVE AND GENERAL

490.

TOWAGE - DANGER TO TUGS BY GIRDLING.

The attention of Commanding Officers of H.M.A. ships is drawn to the dangers to tugs, by girdling, when the ship in tow attempts to give a kick ahead or astern by use of her main engines. The use of main engines by the towed ship is especially dangerous when the tug is towing on the beam and lack of judgment in such circumstances may manoeuvre the tug into a helpless position, possibly capsizing her.

2. The following factors should be borne in mind :-

- (a) Modern tugs have large engine power in relation to their size. The strength of the tow ropes is in proportion to the engine power and, in consequence, if the tug is pulled laterally through the water with the tow rope bearing out on the beam, it cannot be guaranteed that the tow rope will part before the tug is capsized.
- (b) Although tugs are provided with slip hooks, there is some likelihood of the slipping arrangements failing to function when the tow rope is bearing athwart the tug.
- (c) Existing instructions state that slipping arrangements, for an emergency, are to be provided in the towed ship, but it should be remembered that emergency slipping from the high freeboard ship and under tension is liable to fling the tow rope down on to the crew of the tug.
- (d) Many of H.M.A. ships have large engine power, high speed and quick acceleration. The tugs have very moderate speed and are in consequence easily-over-run.

NOTE:- † A tug is said to be girdled when she is towed broadside by her own tow rope and is unable to manoeuvre out of this dangerous position.

(The foregoing is the text of A.F.O. 1040/1955 altered to meet R.A.N. conditions)

(3858/1/9)

SECTION 2 - PERSONNEL

491.

AIRCREW ENTRY - SELECTION OF RATINGS FOR TRAINING AS PILOT OR OBSERVER.

The undermentioned ratings were selected for the 15th entry of naval airmen (aircrew), the course for which commenced 20th June, 1955 -

R.E.M.(A) J.B. McNAUGHTON, O/N.45695
R.E.M. M.W.P. MAGEE, O/N.46415
A.B. P.R. JONES, O/N.45527
R/SMN. R.J. KEENE, O/N.4973 N.S.

(4019/140/883)

492.

INSTRUCTIONAL FILMS AND FILM STRIPS - MN.7304A, C AND D - "AEROLOGY" (PARTS 1, 3 AND 4) - DISTRIBUTION.

Copies of the American Training Film MN.7304A, C and D, "Aerology" (Parts 1, 3 and 4), are being obtained and distribution will be made without demand by the (Super-intending) Naval Store Officer, Sydney, on the following scale :-

H.M.A. Establishments	No. of Copies
R.A.N. Air Station, Nowra.	1
H.M.A.S. WATSON	1

2. Details of the film are as follows :-

Main Title - "Aerology"

MN.7304A - Fog and Low Stratus Clouds. - Describes upelope and frontal fogs and low stratus clouds, and explains their formations. Running time, 10 minutes. 1 spool.

MN.7304C - Flight Planning. - Shows how a pilot collects weather information for the whole of his route before planning a flight and how he keeps in touch with the weather stations en route. Running time, 19 minutes. 1 spool.

MN.7304D - Flight Planning - Jet Aircraft. - Shows how a jet pilot collects the weather information to plan a flight and how this information differs from that needed for a flight by piston-engined aircraft. Running time, 15 minutes. 1 spool.

3. The film is in colour.

(4518/61/480)

493.

COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES FOR OFFICERS' UNIFORMS - 1955-1956.

As from 1st July, 1955, the prices for the supply of Naval Officers' uniforms by the Commonwealth Government Clothing Factory will be as set out in Appendices "A" to "D" of this Order.

2. Navy Order 318 of 1954 is hereby cancelled.

(4532/91/38)

APPENDIX "A"

(1955-1956)

MADE TO MEASURE UNIFORMS FOR R.A.N. OFFICERS.

193

Rank	Superfine Cloth			Cloth for Officers' Uniforms		Lightweight Serge	Greatcoat Beavercloth (with shoulder straps)	Shoulder straps - plain - per pair 18/-
	Undress Coat *	Mess Jacket	Undress Tail Coat	Undress Coat *	Mess Jacket	Undress Coat *		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Midshipmen	16.11. 0.	13.11. 3.	-	13.19. 0.	11.12. 3.	13.11. 6.	18. 9. 0.	-
Commissioned Officer	19. 0. 6.	16. 0. 9.	-	16. 8. 6.	14. 1. 9.	16. 1. 0.	19. 7. 9.	1.16. 9.
Senior Commissioned Officer	19. 8. 3.	16. 8. 6.	-	16.16. 3.	14. 9. 6.	16. 8. 9.	19.11. 0.	2. 0. 0.
Sub-Lieutenant	19. 8. 3.	16. 8. 6.	-	16.16. 3.	14. 9. 6.	16. 8. 9.	19.11. 0.	2. 0. 0.
Lieutenant	20.15. 0.	17.15. 3.	-	18. 3. 0.	15.16. 3.	17.15. 6.	20. 0. 6.	2. 9. 6.
Lieutenant-Commander	21.12. 3.	18.12. 6.	-	19. 0. 3.	16.13. 6.	18.12. 9.	20.12. 9.	3. 1. 9.
Commander	21.18. 3.	18.18. 6.	-	19. 6. 3.	16.19. 6.	18.18. 9.	20.14. 3.	3. 3. 3.
Captain	23. 3. 0.	20. 3. 3.	29. 2. 6.	20.11. 0.	18. 4. 3.	20. 3. 6.	21. 7. 3.	3.16. 3.
Commodore 2nd Class	21.18. 0.	18.18. 3.	27.17. 6.	19. 6. 0.	16.19. 3.	18.18. 3.	20.11. 3.	3. 0. 3.
Commodore 1st Class	23. 4. 9.	20. 5. 0.	29. 4. 3.	20.12. 9.	18. 6. 0.	20. 5. 3.	25.10. 6.	7.19. 6.
Rear-Admiral	23. 4. 9.	20. 5. 0.	29. 4. 3.	20.12. 9.	18. 6. 0.	20. 5. 3.	24.13. 6.	7. 2. 6.
Vice Admiral	24.11. 0.	21.11. 3.	30.10. 6.	21.19. 0.	19.12. 3.	21.11. 6.	24.19. 0.	7. 8. 0.

* Additional cost where shanked buttons are used on the idle side of Undress Coats 6d.

NO CHARGE IS MADE FOR THE ADDITION OF DISTINCTION CLOTH.

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".

6

All Officers	Superfine Cloth	Cloth for Officers' Uniform	Lightweight Serge	White Drill	Marcella	Seamen's Serge
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Mess Jackets, white, without buttons	-	-	-	2.13. 6.	-	-
Mess Jacket, white, with buttons	-	-	-	3. 2. 9.	-	-
Waistcoat, mess, blue	5. 8. 6.	4.15. 6.	-	-	-	-
Trousers, plain	7. 8. 0.	5. 9. 0.	5. 2. 0.	2. 5. 0.	-	-
Tunic, with buttons	-	-	-	3. 0. 0.	-	-
Tunic, without buttons	-	-	-	2.13. 0.	-	-
Waistcoats, mess, white	-	-	-	-	1.19. 9.	-
Blouse, seamen's serge, working dress	-	-	-	-	-	4.12. 0.
Trousers, seamen's serge, working dress	-	-	-	-	-	4.11. 0.
Blouse, lightweight serge, working dress	-	-	5. 0. 6.	-	-	-
Trousers, lightweight serge, working dress	-	-	4.19. 6.	-	-	-
Jacket, white, bush, for Captains and above	-	-	-	5. 0. 0.	-	-
Cape, boat	14.12. 0.	11.13. 6.	-	-	-	-

Lace, gold, complete with curl ready for placing on cuffs, 1/2", per pair £1. 5. 0d.
 Lace, gold, complete with curl ready for placing on cuffs, 9/16", per pair £1.14. 0d.

7

193

APPENDIX "B"

(1955-1956)

MADE TO MEASURE UNIFORMS FOR BAND OFFICERS.

Rank	Superfine Cloth				Cloth for Officers' Uniform		Lightweight Serge	
	Tunic Full Dress	Frock Serge	Mess Waistcoat	Trousers	Frock Serge	Trousers	Frock Serge	Trousers
Commissioned Officer	£. s. d. 16. 0. 3.	£. s. d. 17.16. 3.	£. s. d. 5. 8. 6.	£. s. d. 7.13. 6.	£. s. d. 14.16. 9.	£. s. d. 5.14. 6.	£. s. d. 14. 6. 3.	£. s. d. 5.7.9.
Senior Commissioned Officer	16. 2. 3.	17.18. 3.	5. 8. 6.	7.13. 6.	14.18. 9.	5.14. 6.	14. 8. 3.	5.7.9.
Lieutenant	16. 4. 3.	18. 0. 3.	5. 8. 6.	7.13. 6.	15. 0. 9.	5.14. 6.	14.10. 3.	5.7.9.

Rank	Khaki Drill		White Drill		Cloth Scarlet
	Tunic	Trousers	Mess Jacket	Mess Waistcoat	Mess Jacket
Commissioned Officer	£. s. d. 5.14. 0.	£. s. d. 2.17. 6.	£. s. d. 3. 2. 9.	£. s. d. 1.19. 9.	£. s. d. 11.16. 9.
Senior Commissioned Officer	5.16. 0.	2.17. 6.	3. 2. 9.	1.19. 9.	11.16. 9.
Lieutenant	5.18. 0.	2.17. 6.	3. 2. 9.	1.19. 9.	11.16. 9.

APPENDIX "C"

(1955-1956)

UNIFORM OF NAVAL CHAPLAINS.

Item	Superfine Cloth	Cloth for Officers' Uniforms	Lightweight Blue Serge	Black Cloth	White Drill
Undress Coat (without gold lace)	£. s. d. 16.11. 0.	£. s. d. 13.19. 0.	£. s. d. 13.11. 6.	£. s. d. -	£. s. d. -
Trousers	7. 8. 0.	5. 9. 0.	5. 2. 0.	5. 3. 6.	2. 5. 0.
Jacket, dinner	-	-	-	16.12. 0.	-
Tunic or Coat with buttons	-	-	-	-	3. 0. 0.
Tunic or Coat without buttons	-	-	-	-	2.13. 0.
Jacket, mess, white with buttons	-	-	-	-	3. 2. 9.
Jacket, mess, white without buttons	-	-	-	-	2.13. 6.

Greatcoat, beaver cloth (with plain shoulder straps) £19. 7. 0.

Shoulder straps, plain, per pair 18. 0.

APPENDIX "D"
(1955-1956)
UNIFORM FOR W.R.A.N.S. OFFICERS.

Rank	Superfine Cloth		Cloth for Officers' Uniforms		Lightweight Serge		Blue Barathra		Great-coat (Bever cloth)	Shoulder Straps per pair
	Jacket	Skirt	Jacket	Skirt	Jacket	Skirt	Jacket	Skirt		
Chief Officer	£. s. d. 16.19. 6.	£. s. d. 5. 4. 3.	£. s. d. 14. 7. 6.	£. s. d. 3.18. 3.	£. s. d. 13.18. 3.	£. s. d. 3.13. 9.	£. s. d. 14. 8. 0.	£. s. d. 5.18. 6.	£. s. d. 18.4.0.	s. d. 13.0.
1st Officer	16.19. 6.	5. 4. 3.	14. 7. 6.	3.18. 3.	13.18. 3.	3.13. 9.	14. 8. 0.	5.18. 6.	18.4.0.	13.0.
2nd Officer	16.17. 6.	5. 4. 3.	14. 5. 6.	3.18. 3.	13.16. 3.	3.13. 9.	14. 6. 0.	5.18. 6.	18.3.0.	14.0.
3rd Officer	16.16. 0.	5. 4. 3.	14. 4. 0.	3.18. 3.	13.14. 9.	3.13. 9.	14. 4. 6.	5.18. 6.	18.2.0.	11.0.

494

MADE-TO-MEASURE UNIFORMS FOR RATINGS - COMMONWEALTH
GOVERNMENT CLOTHING FACTORY PRICES - 1955/56.

Operative from 1st July, 1955, the prices for ratings' made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory are as follows :-

Ratings - other than musicians -	£. s. d.
Blouse, seamen's serge, working dress	4.12. 0.
Blouse, lightweight serge, working dress	5. 0. 6.
Trousers, seamen's serge, working dress	4.11. 0.
Trousers, lightweight serge, working dress	4.19. 6.
Jackets, diagonal serge, double breasted, C.P.O.	9.12. 6.
Jackets, diagonal serge, double breasted, P.O.	9. 9. 0.
Jackets, diagonal serge, double breasted, other ratings	9. 2. 6.
Jacket, lightweight serge, gilt buttons, C.P.O.	9.16. 0.
Jacket, lightweight serge, gilt buttons, P.O.	9.12. 6.
Jacket, lightweight serge, horn buttons, other ratings	9. 6. 0.
Jumpers, white, drill	1.13. 6.
Jumpers, seamen's serge	3. 4. 6.
Overcoats, with gilt buttons	14. 1. 0.
Overcoats, with horn buttons	13.14. 6.
Trousers, diagonal serge, fly	4. 9. 0.
Trousers, lightweight serge	4.11. 9.
Trousers, seamen's serge, fall	4. 1. 3.
Trousers, serge, gymnastic	3.11. 0.
Trousers, white drill, fall	1.17. 9.
Trousers, white drill, fly	1.17. 6.
Tunics, white drill, with blue facings, without buttons	2.10. 6.
Tunics, white drill, without buttons	2. 7. 3.
Tunics, white drill, without buttons, C.P.O.	2. 7. 3.
Tunics, white drill, with gilt buttons, C.P.O.	2.18. 0.
Tunics, white drill, with gilt buttons, P.O.	2.11. 6.
Tunics, white drill, with white buttons	2. 8. 0.
 <u>Musicians only -</u>	
Grestcoats, khaki cloth	15. 3. 0.
Trousers, khaki drill	2. 1. 0.
Trousers, No. 1 dress, musicians'	5.14. 6.
Trousers, serge	4.11. 6.
Tunics, khaki drill, with buttons	4. 3. 9.
Tunics, khaki drill, without buttons	3.18. 0.
Tunics, No. 1 dress, musicians'	13.12. 9.
Tunics, serge	7. 9. 3.

2. Navy Orders 365 and 633 of 1954 are hereby cancelled.

(This Order will be reprinted for posting on Notice Boards)
(4532/91/35)

495

MADE-TO-MEASURE UNIFORMS FOR NAVAL DOCKYARD POLICE:
COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES - 1955/56.

Operative from 1st July, 1955, the Commonwealth Government Clothing Factory Prices for made-to-measure uniforms for Naval Dockyard Police are as follows :-

<u>Inspector and Sub-Inspector -</u>	S.	S.	d.
Jacket, diagonal serge, with buttons	12.16.	9.	
Jacket, diagonal serge, without buttons	12.14.	6.	
Jacket, khaki, drill, without buttons	5.	7.	0.
Trousers, diagonal serge	4.	9.	0.
Trousers, khaki, drill, police	2.	1.	0.

<u>Sergeants and Constables -</u>	S.	S.	d.
Jacket, diagonal serge, with buttons	9.	3.	6.
Tunics, khaki, drill, police, with buttons	4.13.	6.	
Tunics, khaki, drill, police, without buttons	4.10.	6.	
Overcoat, police	13.16.	9.	
Trousers, diagonal serge	4.	9.	0.
Trousers, khaki, drill, police	2.	1.	0.

2. Navy Order 484 of 1954 is hereby cancelled.

(This Order will be reprinted for posting on Notice Boards)
(4532/91/39)

496

RATINGS - ELECTRICAL AND ENGINE ROOM BRANCH -
CHANGE IN TITLES.

The Naval Board are of the opinion that the present titles of ratings in the Engine Room and Electrical Branches can easily give to persons unfamiliar with Naval tradition and recent developments on shipboard a wrong impression of the duties those Branches are called on to perform.

2. Her Majesty The Queen has now been pleased to approve new titles for ratings of these two branches, as shown below. The corresponding short titles are also shown.

3. Current records such as ledgers, mess books, etc., need not be amended by insertion of the new titles until new ones are written up. Service Certificates and personal documents should be altered as convenient.

4. The change of title is effective as from the 18th March, 1955.

The titles are as follows :-

Engineering Mechanic Branch

Old Titles	New Titles	New Short Titles
Recruit Stoker	Recruit Engineering Mechanic	R.M.(E).
Stoker	Engineering Mechanic, 2nd Class	M.(E).II.
Stoker Mechanic	Engineering Mechanic, 1st Class	M.(E).I.
Leading Stoker Mechanic	Leading Engineering Mechanic	L.M.(E).
Petty Officer Stoker Mechanic	Petty Officer Engineering Mechanic	P.O.M.(E).
Chief Petty Officer Stoker Mechanic	Chief Engineering Mechanic	Ch.M.(E).

Electrical Branch

Old Titles	New Titles	New Short Titles
Recruit L.B.	Recruit L.B.	R/L.B.
Electrician's Mate, 2nd Class	Electrical Mechanic, 2nd Class	E.M.II.
Radio Electrician's Mate, 2nd Class	Radio Electrical Mechanic, 2nd Class	R.E.M.II.
Electrician's Mate, 1st Class	Electrical Mechanic, 1st Class	E.M.I.
Radio Electrician's Mate, 1st Class	Radio Electrical Mechanic, 1st Class	R.E.M.I.
Leading Electrician's Mate	Leading Electrical Mechanic	L.E.M.
Leading Radio Electrician's Mate	Leading Radio Electrical Mechanic	L.R.E.M.
Electrician	Petty Officer Electrician	P.O.El.
Radio Electrician	Petty Officer Radio Electrician	P.O.R.El.

and similarly for Electrical Branch ratings in the Fleet Air Arm.

Chief Electrician, Chief Radio Electrician and corresponding "Air" ratings remain unchanged.

(The foregoing is the text of A.F.O. 824/1955 altered to meet R.A.N. conditions)

(4002/51/82)

497

UNIFORM AND CLOTHING ISSUING PRICES - ANNUAL REVISION.

The issuing prices of uniform and clothing have been revised with effect from 1st July, 1955. 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, have been forwarded to all H.M.A. Ships and Naval Establishments. Further supplies may be obtained, if required, on application to the Director of Victualling, Navy Office, Melbourne.

2. Navy Order 323 of 1954 is hereby cancelled.

(4716/2/13)

SECTION 3 - HULL, MACHINERY EQUIPMENT AND STORES

498

**BOILERS - SILVOFLEX HOSES, PATTERN 2080 - MODIFICATION
TO BRACKET POSITIONING COUPLING BLOCK.**

H. M. A. Ships

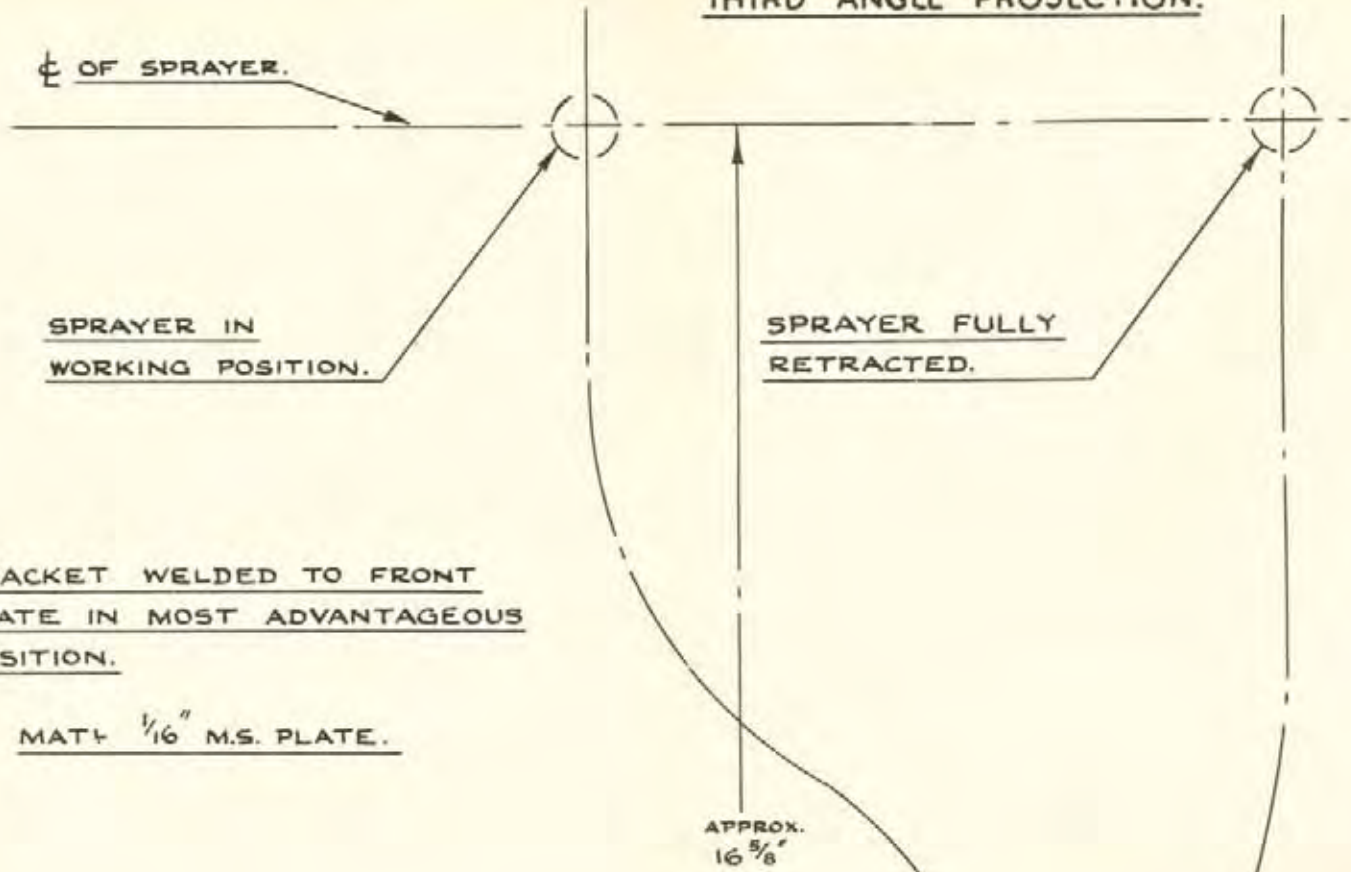
An accident occurred recently when a Pattern 2080 Silvoflex hose burst, which might have had serious consequences.

2. It has been found that in some ships using these hoses, difficulty is being experienced in obtaining the minimum radius of 5-in. mentioned in B.R.16 (Engineering Manual), Article 230A.
3. There is also evidence that some hoses are being strained excessively when being stowed in the parking clamp. It is imperative that these hoses are not subjected to a torsional strain, which, for example, would happen when moving the hose direct from sprayer to a parking clamp not in the same plane as the coupling block and sprayer.
4. A new hose is being developed which will give radii not less than 5-in. throughout the whole working range of sprayers in all types of Registers at present using Pattern 2080 hoses. As an interim measure, in ships where radii of considerably less than 5-in. are experienced, a modification to the positioning of the coupling block should be carried out as shown in Navy Order 498 of 1955 diagram. The details and angle of the required bracket will vary from ship to ship and only approximate dimensions are given. Parking clamps, which are not in the same plane as coupling block and sprayer, should be angled similarly.
5. The modification referred to in paragraph 4 hereof, should be carried out at the first convenient opportunity, an item being inserted in the ship's defect list to cover the work involved, and quoting this Order as the authority.

(The foregoing is the text of A.F.O. 552/1955 altered to meet R.A.N. conditions)

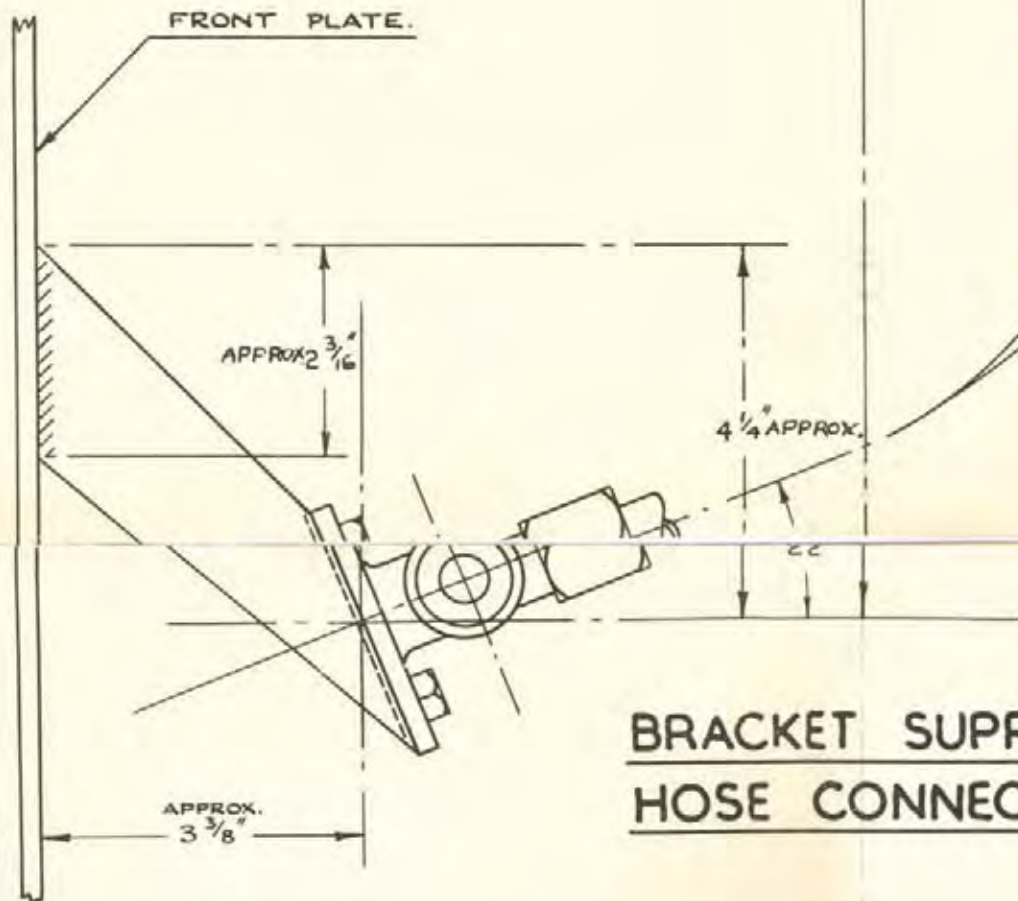
(4505/80/152)

THIRD ANGLE PROJECTION.



BRACKET WELDED TO FRONT PLATE IN MOST ADVANTAGEOUS POSITION.

MATERIAL 1/16" M.S. PLATE.



BRACKET SUPPORTING "SILVOFLEX" HOSE CONNECTION.

499

S.A.R. CRAFT - HALL SCOTT DEFENDER ENGINES - MODIFIED PROPELLERS.

Due to the increase in weight of these craft since building, it has been found necessary to modify the propellers in order not to overload the engines at full power revolutions.

2. Propellers having 2" less pitch than the standard American propeller are to be fitted at the next quarterly slipping.

3. At the time of fitting the modified propellers, brass slates are to be fitted on the bridge and in the engine room, inscribed as follows :-

S.A.R. CRAFT.

R.P.M. WITH MODIFIED PROPELLERS 21 $\frac{1}{2}$ " PITCH AND MAXIMUM DISPLACEMENT NOT EXCEEDING 60,000 LBS.

CRUISING (GENERAL)	1,700 - 21 $\frac{1}{2}$ knots
MAXIMUM CONTINUOUS	1,350 - 25 $\frac{1}{2}$ knots
MAXIMUM EMERGENCY	2,050 - 27 knots

A notation to this effect is also to be made in all copies of "Aircraft Rescue Boat Instruction Book".

(4287/101/24)

500

AMMUNITION - 2-IN. MORTAR AMMUNITION - CORROSION OF FUZES NO. 161, MARK 1/1.

Bombs M.L. 2-in. mortar H.E. fitted with fuzes No. 161, Mark 1/1 filled Chorley 12/50 and 1/51, have been found with corrosion visible between the wind shield and fuze body, and inspection has revealed that moisture had penetrated into the fuzes.

2. Bombs fitted with fuzes No. 161, Mark 1/1, filled Chorley 12/50 and 1/51 of Lots 1 to 28 inclusive (Batch Nos. B.15492 to B.15519 inclusive respectively), are to be returned to the nearest Naval Armament Depot for examination.

3. The bombs are classified as category (dd) - dangerous if used (B.R. 862(45), N.M.E.R., Article 305) and reasonable care must be taken in handling.

4. Packages containing bombs of these batch numbers which have been examined and accepted as a result of this Order will be stencilled "EXD. A.F.O. 1121/55".

5. Naval Armament Depots only - All stocks of bombs fitted with these fuzes, and loose fuzes of similar lots are to be set aside under red card for examination and sentence in accordance with T.G.I.I. No. 241 forwarded with AS/BM/239 dated 3rd May.

6. T.A.C.L. No. 489 refers.

(The foregoing is the text of A.F.O. 1121/1955 altered to meet R.A.N. conditions)

(4444/3/1)

501

AMMUNITION - PROPELLANT - LANDING - DESTRUCTION - REPORTS.

Navy Order 185 of 1955 is to be amended as follows :-

Propellant
Lot or Sub-
Lot No.

Amend WA 13603 to read WA 13605

Amend D016777 to read D16777.

(4433/51/212)

502

STORES - ANNUAL ALLOWANCE OF NAVAL ARMAMENT STORES FOR PASSIVE DEFENCE TRAINING.

Navy Order 686 of 1954 is to be amended as follows :-

Paragraph 1 -Delete

Thunderflashes, large Mark I	50	75
Short Lights	50	100

Insert

Thunderflashes, Mark I or 4	50	75
Flares practice incendiary	50	100
(see note)		

NOTE:- Lights, short, U.S., will be supplied in lieu until flares are available.

(4426/2/37)

503

TORPEDO COMPONENTS - CHESTS, COMPLETE, TOOLS AND SPARE GEAR FOR GYROSCOPES - WITHDRAWAL OF LAPS AND VALVES.

It has been decided that, in future, relay valves are to be fitted in Gyroscopes by Torpedo Depots only.

2. Accordingly the items detailed below are being withdrawn from the chests indicated, viz -

Value St. No. 5830-1

Lap St. No. 6172-1

Lap St. No. 6177-1

To be withdrawn from chests, tools and spare gear for Gyroscopes, AB, Mark 1.

3. H.M.A. Ships, etc., are to land these items at the nearest Torpedo Depot.

(The foregoing is the text of A.F.O. 921/1955 altered to meet R.A.N. conditions)

(4431/12/424)

504

TORPEDO COMPONENTS - WASHERS, ST. NO. T.1074B, T.1551, T.13332 AND DISCS, ST. NO. T.1703 - REVISED METHOD OF ACCOUNTING.

The following items, viz -

Disc, St. No. T.1703
Washer, St. No. T.1074B
Washer, St. No. T.1551
Washer, St. No. T.13332

will, in future, be issued packed in cylinders and accounted for as follows :-

	Section II	St. No.
Cylinder, complete with 8 washers.		T.531
(St. No. 1074B)		
Cylinder, complete with 8 washers.		T.532
(St. No. 13332)		
Cylinder, complete with 100 washers.		T.533
(St. No. 1551)		
Cylinder, complete with 200 discs.		T.534
(St. No. 1703)		

2. Allowances will be as follows :-

	Cylinders			
	T.531	T.532	T.533	T.534
"Darings" and Destroyers	1	-	1	1
Light Fleet Carriers	4	8	1	1

(The foregoing is the text of A.F.O. 922/1955 altered to meet R.A.N. conditions)

(4431/12/425)

505

ALTERATION AND ADDITION ITEM - H.M.A. LIGHT FLEET CARRIER.

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

Class List Item No. 274 Classification "A"

Item: "To fit relief valves to the forward 100 gallon calorifier and 400 gallon storage tank, and after 100 gallon calorifier and 400 gallon storage tank."

Compensating Weight Required: Nil.

References: (a) Commanding Officer SYDNEY's 17.3.166 of 25th February, 1955, and proposed alteration and addition item letter "D".

(b) P.O.C.A.P's A.F.360/1902/133 of 15th March, 1955.

(4278/1/61)

506

NAVAL STORES (GENERAL) (CLASS B, GROUP 9B) - LUBRICATORS,
PATTERN 4986 - DEFECT - REPORTS.

It has been reported that pressure from the grease gun has forced the phosphorbronze ball and spring out of the barrel of lubricators, Pattern 4986, owing to inadequate peening of the spring retaining lip. The lubricators were supplied by the Kingfisher Co., Ltd., and no further issues of this firm's make should be made until stocks have been surveyed.

2. In order to prevent possible damage to mechanism, lubricators of this pattern should be carefully examined before fitting to ensure that the lip of the barrel is adequately peened over the end of the spring. Any defective lubricators should be returned to the nearest (Superintending) Naval Store Officer for survey, and replacement.

3. Stocks at Naval Store Depots are to be surveyed forthwith and the number of defective lubricators reported to Navy Office by letter. The maker's name and date and source of supply should be stated if possible.

(The foregoing is the text of A.F.O. 844a/1955 altered to meet R.A.N. conditions)

(4505/91/112)

507

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - BLACKBOARD
PAINT - SUPPLY.

Following on recommendations of the Naval Paint Committee, it has been decided that future purchases of Blackboard Paint will be made to Specification C.8.1408.

2. This item will be purchased in 1 quart containers only.

3. No further purchases of proprietary materials will be made. Present stocks are to be exhausted before the new material is issued.

(4512/71/98)

508

NAVAL STORES (GENERAL) - LIQUID FUELS, LUBRICATING OILS,
GREASES AND TEMPORARY METAL PROTECTIVES - STANDARDISATION
OF CONTAINER MARKINGS.

The principal markings on containers for liquid fuels, lubricating oils, greases and temporary protectives used by the Australian Armed Forces as indicated below, are to be used on all containers filled by Contractors and Royal Australian Navy Establishments.

Stencil Markings.

2. The particulars to be stencilled on the various types of containers are given in the Appendix to this Order. With the exceptions shown, all stencil markings are to be white, unless on a white or yellow background, when they are to be black.

Colour of Containers.

3. The basic colour of containers used for the products covered by this Order, except marine lubricating oils purchased under R.A.N. contracts, will in no way indicate the contents, and may vary according to such factors as the availability of paints, camouflage requirements, etc. Containers for R.A.N. marine lubricating oils will, however, continue to be painted the following distinguishing colours :-

<u>Grade of Oil</u>	<u>Colour of Container</u>
Oil O.M.65 and O.M.100	Body and ends all green
Oil O.M.D.110 and O.M.D.111	Body and ends all dark grey
Oil OC - 160	Body - blue, ends - yellow
Oil OM - 750	Body and ends all black.

Standardisation of Colours.

4. Colours used for clips, prescapes, overseals, and as the basic colours for marine lubricating oil containers, are to conform to British Standard 3810 (1948) as follows :-

<u>Colour</u>	<u>Reference</u>
White	No reference
Black	No reference
Green	Colour 221 - (Brilliant Green)
Blue	Colour 166 - (French Blue)
Red	Colour 537 - (Signal Red)
Pink	Colour 443 - (Salmon Pink)
Yellow	Colour 355 - (Lemon)
Grey, light	Colour 631 - (Light grey)
Grey, dark	Colour 632 - (Dark Admiralty Grey)
Brown	Colour 414 - (Golden Brown)
Stone	Colour 361 - (Light Stone)
Purple	Colour 796 - (Dark Violet)

Containers filled at Establishments.

5. When containers are filled at R.A.N. Establishments they are to be marked with the particulars shown in the Appendix to this Order. Drums filled from bulk storage are to show, in particular, the name of the filling yard.

(3531/1/22)

APPENDIX

STENCIL MARKINGS ON CONTAINERS.

(a) Drums and Cans.

Marking	Size of Stencil and Location		
	20-50 gallon capacity	Under 20 gallon capacity	
<u>Designation of contents</u> - Agreed Inter-Service designation or abbreviation. Containers for aircraft - engine lubricating oil will also bear the letters "AV" as a prefix to the Joint Service designation, e.g., AVOIL OM-170.	<u>Bung end in</u> 2-in. letters and figures. In the case of aviation fuels the letters and figures may be in the identification colour of the grade.	<u>On the wall</u> in 1-in. letters and figures. In the case of aviation fuels the letters and figures may be in the identification colour of the grade.	
<u>Admiralty Pattern Number</u> or other Services' Stores Reference Number.	<u>Bung end in</u> 1 1/2-in. letters and figures.	<u>On the wall</u> in 1-in. letters and figures.	
<u>Contractor's name or initials.</u>			
<u>Contract Number.</u>			
<u>Gallage and/or net weight of contents</u> (if required for accounting purposes).			
<u>Date of filling</u> (month and last two figures of year, e.g., 2/55).			
<u>Place of filling.</u> (abbreviated if possible).	Location, size and colour of stencilling to conform with current regulations.	<u>On the wall</u> in 2-in. letters and figures.	
<u>Filling batch Number.</u>			<u>On the wall</u> in 1-in. letters and figures.
<u>Safety Markings</u> (if applicable).			
<u>Shipping Markings.</u> (Consignee, package number, etc.).	<u>On the wall</u> in 2-in. letters and figures.	<u>On the wall</u> in 1-in. letters and figures.	

(b) Jerricans.

Identification of Contents - The shoulder of the can alongside the closure is to be painted brown for aviation lubricating oils, or blue for other grades. The Joint-Service designation is to be stencilled along the chamfer at the top of one broad side of the can, and also on the coloured flash.

Special Markings for Aviation Fuel - Details of the packing date and filling batch number are to be shown in 1-in. figures on the wall of cans containing aviation fuel.

Shipping and Safety Markings - Shipping markings and, if applicable, safety markings to conform with current regulations, are to be stencilled in 1-in. figures on the wall of the can.

(c) Tins and open end drums for greases.

The designation of contents, Admiralty pattern number and such other of the particulars shown under (a) hereof as are appropriate, are to be stencilled on the wall of the container. Where tins or open-end drums for greases are packed in boxes or cartons, the particulars of contents are also to be stencilled in black on the side of the box or carton.

(The foregoing is the text of A.P.O. 3/1955 altered to meet R.A.N. conditions)

(3531/1/22)

509

NAVAL STORES (GENERAL) - OBSOLETE CAPACITORS - DISPOSAL.

The capacitors detailed in column 1 of the Appendix to this Order are now obsolete. Any stocks on board H.M.A. ships and in shore establishments are to be returned to the nearest (Superintending) Naval Store Officer who is to dispose of them and of any stocks already held. Capacitors to be issued in lieu are indicated in column 2 of the Appendix.

2. No further returns of the obsolete items are to be taken on main or repairable ledger charge.

3. The Rate Book and Authorised List of Naval Stores, etc., will be amended.

(The foregoing is the text of A.P.O. 1137/1955 altered to meet R.A.N. conditions)

(4518/42/79)

APPENDIX

Column 1 Obsolete Capacitors	Column 2 Capacitors to be issued in lieu	Column 1 Obsolete Capacitors	Column 2 Capacitors to be issued in lieu
W.114	50089	50725	Z.145281
W.120	Z.145175	50726	Z.145168
W.120A	Z.145175	50727	Z.145009
W.532	61376	50728	Z.145024
W.2547	Z.145059	50731	Z.145028
W.2564	Z.145010	50732	Z.145059
W.2798	No requirement	50750	Z.145240
W.3019	Z.145159	50751	Z.145201/Z.145200
W.3494	61789	50752	Z.145236
W.3494A	61789	50754	Z.145281
W.4548	W.4548A	50755	Z.145168
W.4550	W.6460	50756	Z.145198
W.4551	Z.145198	50757	Z.145279
W.4627	W.4627A	50758	Z.145028
W.5031	61624	50759	Z.145059
W.5936	Z.145115	50761	Z.145082
W.6288	W.6288A	50762	Z.145115
W.7062	Z.145159	50763	Z.145177
W.9381	60869	52121	Z.145015
50088	Z.145198	52312	60781
50720	Z.145224	52313	Z.145121
50721	Z.145200	52336	Z.145279
50724	Z.145159	52345	67846

510

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A(1)) -
OBSOLETE W/T STORES - DISPOSAL.

The following item is to be deleted from the Appendix to Navy Order 764 of 1954 (title as above) and all stocks are to be retained :-

Pattern 1562 Insulator.

(The foregoing is the text of A.F.O. 1025/1955 altered to meet R.A.N. conditions)

(4519/11/1041)

511

NAVAL STORES (TECHNICAL) - RADIO EQUIPMENTS - SPARES
FOR TESTING AND TUNING PURPOSES.

Whenever a radio equipment is supplied for fitting in an H.M.A. ship or shore establishment, it is accompanied by a supply of Ready Use spares consisting of the vulnerable components most likely to need replacement during the initial period of testing and tuning. The descriptions and quantities of the spares concerned are indicated in individual (F) E lists; they are issued to the fitting authority and are not accounted for by Supply Officers.

2. It has been decided that, in future, the unused spares supplied for testing and tuning purposes and shown as Ready Use Spares in (F) E lists, instead of being handed over to the user officer, are to be returned to the storing yard concerned.

3. Exceptionally, in the case of small craft classed as tenders for storing purposes, the unused Ready Use Spares are to be retained on board, as the allowances, for Ready Use purposes shown in the appropriate (F) (E) lists, are the maximum spares at present allowed for such craft.

4. Replacement demands for Ready Use Spares used during testing and tuning should be rendered by the fitting authority on the appropriate (Superintending) Naval Store Officer. Demands for permanent stores should contain a reference to the voucher returning equivalent quantities of the stores demanded. Target dates for supply should be inserted on the demands when urgency justifies them.

5. The spares returned in accordance with paragraph 2 are to be accompanied by a return voucher which should be endorsed "Unused testing and tuning spares ex H.M.A.S."

6. Ready Use Spares required by Electrical Officers for use in Electrical Maintenance Rooms in accordance with paragraph 7 of the introductory notes to B.R. 1924, are to be obtained from the Ship's Electronic Supply Officer. The quantities are to be kept to a minimum and are to be within the overall allowance of spares supplied to the ship as Supply Officer's stocks.

(The foregoing is the text of A.F.O. 3149/1954 altered to meet R.A.N. conditions)

(4519/1/227)

512

BALL AND ROLLER BEARINGS.

Ball and roller bearings for equipment appropriate to Engineer Officers' and Electrical Officers' (Part 1) Lists of Equipment, Portable Fittings, Spare Gear, Drawings and Instruction Books are demanded normally from the Officer-in-Charge, R.A.N. Central Machinery and Spares Depot, Sydney.

2. Attention, however, is drawn to the range of ball and roller bearings included in B.R. 810 - Rate Book and Authorised List of Naval Stores.

3. Ball and roller bearings included in B.R. 810 are to be demanded from (Superintending) Naval Store Officers and not Officer-in-Charge, R.A.N. Central Machinery and Spares Depot, Sydney.

4. Pending the reprinting of lists of equipment, etc., in accordance with Navy Order 391 of 1955, the Pattern Number is to be entered in Column 5, and the words "Naval Stores" entered in the Remarks column of existing Engineer Officers' and Electrical Officers' (Part 1) List of Equipment, etc., where ball and roller bearings included in B.R. 810 are shown. Such bearings are not to be accounted for in accordance with the provisions of Navy Order 207 of 1952.

5. Ball and roller bearings are to be regarded as quasi-permanent items and defective bearings should be returned to the appropriate store on board when replacements are issued. Naval Storekeeping Manual (B.R.4), Article 33(2), in regard to items dealt with as Naval Stores, and Navy Order 207 of 1952, paragraph 40, in regard to items dealt with as Machinery Spares, are relevant.

6. It is essential that all authorities concerned should exercise the utmost care in the handling and fitting of ball and roller bearings and maintain a high standard of routine maintenance for those in service to ensure that the useful life of bearings is prolonged as far as practicable.

7. Navy Order 420 of 1952 is hereby cancelled.

(3774/11/35)

513

PLIERS, CIRCLIP - INTRODUCTION OF ADDITIONAL PATTERNS AND FIRST OUTFIT QUANTITIES.

The following range of Circlip Pliers has been introduced into the Rate Book for Naval Stores under Class B, Group 11, Part D, for use with circlips in common use in aircraft and on Gun-mountings, anti-submarine and general engineering equipments :-

<u>Pattern No.</u>	<u>Description</u>	<u>Ships' Accounting Classification</u>
12938	Pliers, Circlip, Internal Straight, above 3-in. Seeger type, L.I.S.	Consumable.
12939	Pliers, Circlip, Internal Bent, above 3-in. Seeger type, L.I.B.	"
12940	Pliers, Circlip, External Straight, above 3-in. Seeger type, L.E.S.	"
12941	Pliers, Circlip, External Bent, above 3-in. Seeger type, L.E.B.	"
12942	Pliers, Circlip, External Straight, up to 3-in. Seeger type, S.E.S.	"
12943	Pliers, Circlip, External Bent, up to 3-in. Seeger type, S.E.B.	"

2. Pliers, Circlip, Pattern 12647, which are similar in all respects to Pattern 12942, will in future be dealt with as Pattern 12942, and stock holdings of this pattern should be adjusted accordingly. H.M.A. Ships and Establishments concerned should comply with Article 109(g) of B.R.4 (Naval Storekeeping Manual).

3. The first outfit quantities of the new and existing patterns of Circlip Pliers for ships and R.A.N. Air Stations are as follows, and demands should be lodged with the appropriate (Superintending) Naval Store Officer to complete holdings to this scale :-

<u>Ships or Service</u>	<u>Patterns 12938-12941</u>	<u>Patterns 8129, 8090, 12942, 12943</u>	<u>Remarks</u>	
Aircraft Carriers	2 of each pattern	4 of each pattern	Total first outfit quantities. (For use of all Departments except "Air" of the Ship or Service).	
Ships of the "Daring" class	Nil of each pattern	1 of each pattern		
Destroyers Frigates				
Surveying vessels	1 of each pattern	1 of each pattern		
Ocean Mine-sweepers	Nil of each pattern	1 of each pattern		
H.M.A. Tugs RESERVE and SPRIGHTLY	1 of each pattern	1 of each pattern		
<u>Ships or Service</u>	<u>Patterns 12938, 12939, 12940 and 12941</u>	<u>Patterns 12942 and 8129</u>	<u>Patterns 8090 and 12943</u>	<u>Remarks</u>
R.A.N. Air Stations	2	4	3	For Air purposes.
Aircraft Carriers	2	3	2	

4. H.M.A. Shore Establishments and Reserve Fleet Divisions are requested to report their requirements through the Administrative authorities to Navy Office, having regard to equipments held.

5. Dormant demands for ships undergoing construction, conversion or modernisation and those in R Class Reserve will be raised by the appropriate Storing Yard.

6. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 173/1955 altered to meet R.A.N. conditions)

(4506/12/272)

SECTION 6 - SHORE ESTABLISHMENTS

514

FURNITURE AND MOVABLE EQUIPMENT FOR SHORE ESTABLISHMENTS.

Furniture and movable equipment for use in shore establishments is obtained from the Department of Works by means of Requisitions, (Forms W.8 and W.134, as appropriate), prepared as follows :-

A. Furniture for Official Residences and Married Quarters -

- (1) Requisitions should be prepared at the Establishment concerned, showing the individual estimated cost of each item and total estimated costs, and the original and 5 copies on plain paper forwarded to Navy Office for authorisation and transmission to the Department of Works.
- (11) In the case of repairs or replacements estimated to cost not in excess of £10, the issue of sub-requisitions to cover supply may be authorised locally by the undermentioned authorities, providing the items are in accordance with the current approved standard of furnishing for the residence. Copies of all sub-requisitions coming within category (11) are to be forwarded to Navy Office monthly under a covering memorandum :-

Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

Commodore Superintendent of Training,
FLINDERS NAVAL DEPOT.

Captain of the Port,
SYDNEY.

Commanding Officer,
R.A.N. Air Station,
NOHRA.

Commanding Officer,
H.M.A.S. HARMAN.

Naval Officer-in-Charge,
NORTH EAST AUSTRALIAN AREA.

Naval Officer-in-Charge,
NORTH WEST AUSTRALIAN AREA.

Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

B. Other Furniture and Movable Equipment -

Other furniture and movable equipment requirements (the cost of which is outside the delegated authority of the Establishment) should be submitted to Navy Office indicating the quantity required, Pattern No., estimated cost, and the reason for supply of the items concerned. Requisition Form W.8 will then be issued as necessary from Navy Office.

In regard to furniture and items of movable equipment within the delegated authority of the establishment, these should be demanded on Sub-Requisition Form W.134, and copy forwarded to Navy Office for information.

2. On delivery of the furniture or items of movable equipment (electric heaters, urns, refrigerators, washing machines, etc., but not built-in items such as baths, sinks, hot water services, etc.) to the establishment concerned, the items will be accompanied by delivery notes, etc. These should be receipted after normal checking procedure, but care should be taken that where complete examination of the articles as

regards quality is impracticable at the time of delivery, the receipts given on delivery notes are qualified accordingly. In such cases arrangements are to be made for the items to be suitably examined as early as possible and any defects brought promptly to notice for adjustment. Navy Order 214 of 1953 is relevant in regard to residential furniture items.

3. In Naval Establishments, items of Naval Stores and furniture other than for official residences should be taken on charge in the Naval Store Account by means of Form A.S.549, the delivery notes being attached to the bundled copy of the voucher. In civil establishments, the normal receipt voucher should be used. Subsequent internal issues should be dealt with in the normal manner.

4. Residential furniture items are not required to be taken on charge in the Naval Store Account, but should be recorded direct on the residential furniture inventory (Form A.D.508 series).

5. Navy Order 371 of 1949 is relevant in regard to articles of movable equipment (other than for official residences) which are accountable in Lists of Equipment, Portable Fittings, Spare Gear, Drawings and Instruction Books.

6. Linoleum supplied and fitted by the Department of Works in other than Official Residences need not be recorded in the Naval Store Account. In such cases an appropriate record of the receipt of the items should be maintained, e.g., delivery dockets appropriately filed. Linoleum supplied to official residences and married quarters is, however, required to be accounted for in the furniture inventories of the residences concerned.

7. On completion of each supply on account of a requisition, the Department of Works will provide an inventory showing an itemised list of the furniture or movable equipment delivered. Interim inventories will be provided in the event of all items on the requisition not being supplied at the one time. These inventories will not include details of cost, which will continue to be advised by medium of the normal completion return.

8. Arrangements have been made for the inventories to be prepared in duplicate and distributed as follows :-

ORIGINAL - To Secretary, Department of Navy
in all cases.

DUPLICATE - To the appropriate Administrative
Authority in the locality concerned,
except as indicated in the note
hereunder, viz -

New South Wales - Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

Flinders Naval Depot - Commodore Superintendent
of Training,

New Guinea Area - Naval Officer-in-Charge,
NORTH EAST AUSTRALIAN AREA.

Victoria (other than - Naval Officer-in-Charge,
Flinders Naval Depot) SOUTH EAST AUSTRALIAN
AREA.

Western Australia - Naval Officer-in-Charge, WEST AUSTRALIAN AREA.
Northern Territory - Naval Officer-in-Charge, NORTH WEST AUSTRALIAN AREA.
Queensland - Resident Naval Officer, QUEENSLAND.
South Australia - Resident Naval Officer, SOUTH AUSTRALIA.
Tasmania - Resident Naval Officer, TASMANIA.

NOTE:- Duplicate copies of movable equipment inventories covering articles in new buildings should be retained by the Naval representative on the site when the buildings are being handed over. Duplicate copies of inventories for movable equipment provided for use in existing buildings are to be dealt with as indicated above.

9. Duplicate copies received by Administrative Authorities are to be certified that the items shown have been correctly received and taken on charge in the appropriate account and then forwarded to Navy Office under a suitable covering memorandum. Any discrepancies disclosed should be investigated locally without delay and if not satisfactorily adjusted should be reported to Navy Office when forwarding the inventory.

10. Navy Order 422 of 1953 is hereby cancelled.

11. The R.A.N. Supplement to B.R.4 will be suitably amended.
(3541/1/43)

SECTION 7 - CANCELLED LIST

515

CANCELLATION OF NAVY ORDERS.

The following Navy Orders, having been superseded or sufficiently promulgated, are hereby cancelled :-

<u>1940</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1949</u>	<u>1951</u>
176	39	223	158	429	12
	226	226	163	450	13
<u>1941</u>	412	265	165		161
44		272	173	<u>1950</u>	458
	<u>1948</u>	283	213		
<u>1944</u>	19	291	214	38	<u>1952</u>
356	27	335	256	92	29
	50	343	258	100	65
	66		259	103	112
<u>1945</u>	81	<u>1949</u>	283	151	120
316	95	108	304	204	271
442	101	114	343	274	346
	116	115	344	296	380
<u>1946</u>	123	122	345	328	395
366	174	123	385	329	401
	175	131	392	365	402
<u>1947</u>	177	145	394	373	426
35	207	157	423	381	

<u>1952</u>	<u>1953</u>	<u>1953</u>	<u>1953</u>	<u>1954</u>	<u>1954</u>
427	181	309	453	103	208
	199	392	488	150	280
<u>1953</u>	206	449		168	298
157	287	450	<u>1954</u>	179	346
			68		

(3712/120/8)

RESTRICTED

C.N.Os. 516-531/55

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
19th July, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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.

N. 0099

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RESTRICTED

3

516 - 517

SECTION 1 - ADMINISTRATIVE AND GENERAL

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517	Ships' Bells for Sale.
<u>SECTION 2 - PERSONNEL</u>	
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516

CLASSIFICATION OF H.M.A. SHIPS.

Navy Order 179 of 1955 is to be amended as follows :-
 Under Frigates: For "A.S. Frigate (Modified River)"
 Read "A.A. Frigate (Modified River)".
 (4276/4/315)

517

SHIPS' BELLS FOR SALE.

The ships' bells shown in the Appendix to this Order are available for sale to officers or men of the Permanent Naval Forces or Reserve Forces at the price noted against each plus the cost of packing and transport.

2. Applications for the bells (which should be made only by the persons actually desiring to acquire them) should be addressed to the Secretary, Department of the Navy, Navy Office, Melbourne. Applications should not be accompanied by cheques.

3. The list will remain open until 31st August, 1955.

4. Final allocations may not be decided until some time after the closing date. Information as to the method of payment, etc., will be sent to the successful applicants.

5. Preference in allocation may be given to applicants having special claims, 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.

6. Applications may be made for -

- (a) One particular bell only.
- (b) One of a number of bells listed in order of preference.
- (c) Any bell it may be possible to allocate.

(3583/71/430)

APPENDIX

Item No.	Where held	Name of ship	Patt. No.	Diam. approx. in inches	Height approx. in inches	Weight approx. in lbs.	Condition	Inscription	Price
1	Sydney	-	-	7	4½	7	Serviceable	L.R.V.1	£4. 0.0
2	Sydney	-	-	7	4½	7	Serviceable	L.R.V.3	£4. 0.0
3	Sydney	-	-	7	4½	9	Serviceable - fitted with bracket	L.R.V.6	£4.10.0
4	Sydney	L.S.T.3022	11A	10½	8½	27	Repairable - requires cleaning	L.S.T.(3) 3022	£6. 0.0
5	Sydney	M.L.815	-	7	4½	7	Repairable - requires cleaning	815	£4. 0.0
6	Sydney	M.L.431	-	7	6	18	Serviceable by cleaning fitted with bracket	H.M.M.L. 431	£4.10.0
7	Sydney	H.D.M.L. 1355	-	7	6	7	Serviceable by cleaning fitted with bracket	H.D.M.L. 1355	£4.10.0

SECTION 2 - PERSONNEL

518

EXTRACTS FROM ADVANCEMENT ROSTERS.

With reference to Navy Order 102 of 1955, half-yearly extracts of Advancement Rosters will in future be promulgated in September and March of each year.

(4008/4/101)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

519

RADAR - TYPE 275, NACELLES.

It has been reported that, in some ships, the Radar, Type 275, Nacelles are being painted or treated with duresco. This practice is to be discontinued.

2. B.R. 1768(1), (Preliminary Handbook for Type 275 - Part 1 - General Operating Instructions) (Chapter 3, paragraph 4, is being amended.

(The foregoing is the unaltered text of A.P.O. 992/1955)

(4519/31/671)

520

GUN MOUNTINGS - FUZE SETTING MACHINES - INTRODUCTION OF FUZE SETTING GAUGES INTO SERVICE.

A gauge for testing the accuracy of fuze setting and fuze transmission is being introduced into service for use with the Mark 5 series, Mark 7 series, Mark 8 Mod. O and Mark 9, Mod. O fuze setting machines. The gauge is set in the machine in the normal manner and is fitted with a vernier scale to enable the fuze number set to be read accurately, as required for testing by existing or revised test schedules.

2. The gauges will be issued without demand when available from the R.A.N. Armament Depot, Sydney. The allowance will be one outfit per ship concerned, and will comprise one gauge two pairs of setting rings and one special round for each type of calibre of 4 inch or 4.5 inch carried on board.

3. A brief description of the gauge and its use is as follows :-

- (a) The gauge is similar in shape and contour to Nos. 207 and 211 fuzes and has a vernier scale engraved on the setting rings. The first issue can be read to an accuracy of 1/5 fuze number and will be known as Gauge, Testing Fuze Setting Machine, N1, Mark 1 (reference Navy Order 520 of 1955 Diagram, Drawing NOD.7099).
- (b) The setting rings are replaceable, each having an estimated life of approximately 200 settings. The bottom ring item, 4, NOD.7099, is not normally expendable when the gauge is used with Mark 5 and Mark 7 series fuze setting machines.

- (c) A new type of top setting ring is being introduced which will provide for the gauge to be read to an accuracy of $1/15$ fuze number. The gauge will then be known as Gauge, Testing Fuze Setting Machine, N1, Mark 2.

The existing type of top setting ring will continue in use until stocks are exhausted.

- (d) For test purposes the gauge should be screwed direct into the appropriate special round without a copper/asbestos washer. The round should then be passed up the hoist or loaded into the fuze setter tray and the fuze number set in the normal manner. The test round is not to be rammed into the gun. Having removed the round from the fuze-setting machine the fuze set should be read as follows :-

- (i) Note the division on the bottom scale that is immediately to the left of or exactly in line with the zero of the vernier scale. As in all Naval fuzes this reads in terms of fuze number, e.g., the division 15.2 represents a fuze number of 152.
- (ii) Note the division on the top vernier scale that is exactly in line with any division on the bottom ring. In the Mark 1 gauge this reads in $1/5$ of a fuze number, and in the Mark 2 gauge in $1/15$ of a fuze number.
- (iii) Add the readings obtained in (i) and (ii) together.

Example 1 - Mark 1 Gauge (Fig. 1)

- | | |
|---|---|
| (a) Zero of the vernier is between 15.2 and 15.4 represents | 152 fuze numbers |
| (b) 7th graduation of vernier is in coincidence represents $7 \times 1/5$ | $1\frac{2}{5}$ fuze numbers |
| (c) Add to obtain fuze number set | <u>$153\frac{2}{5}$</u> fuze numbers |

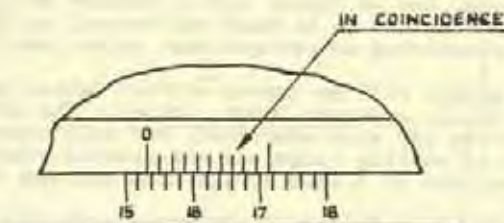
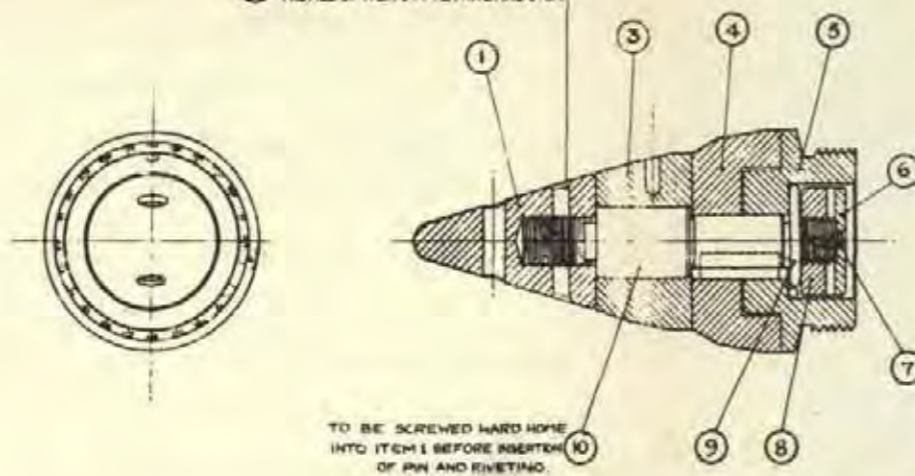


Fig 1.

Example 2 - Mark 2 Gauge (Fig. 2)

- | | |
|--|--|
| (a) Zero of the vernier is between 15.2 and 15.4 represents | 152 fuze numbers |
| (b) 17th graduation of vernier is in coincidence represents $17 \times 1/15$ | $1\frac{2}{15}$ fuze numbers |
| (c) Add to obtain fuze number set | <u>$153\frac{2}{15}$</u> fuze numbers |

2 BRASS PIN $\frac{1}{16}$ DIA. ENDS TO CONFORM WITH PROFILE OF ITEM 1 AFTER RIVETING OVER.



TO BE SCREWED HARD HOME INTO ITEM 1 BEFORE INSERTION OF PIN AND RIVETING.

GENERAL ARRANGEMENT.

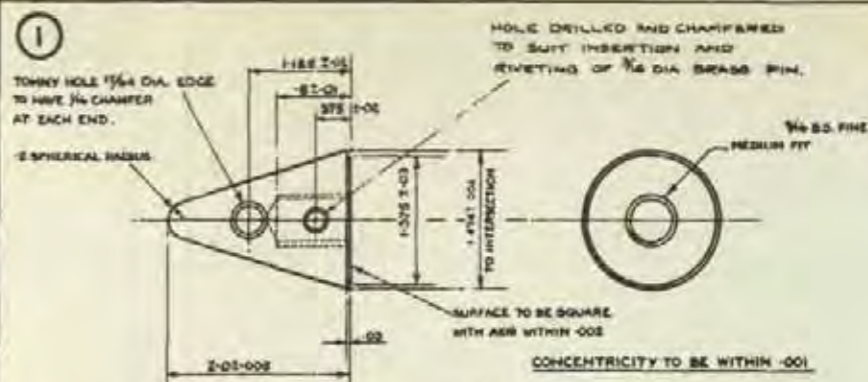
INSTRUCTIONS FOR TENSIONING.

SCREW IN ITEM 8, UNTIL ITEM 8 IS FULLY COMPRESSED UNSCREW ITEM 8 ONE HALF TURN. SECURE BY ASSEMBLING COVER PLATE ITEM 6 BY MEANS OF #2 BA SCREW. FRACTIONAL SURFACES TO HAVE VERY LIGHT FILM OF THIN OIL OR GRAPHITE GREASE.

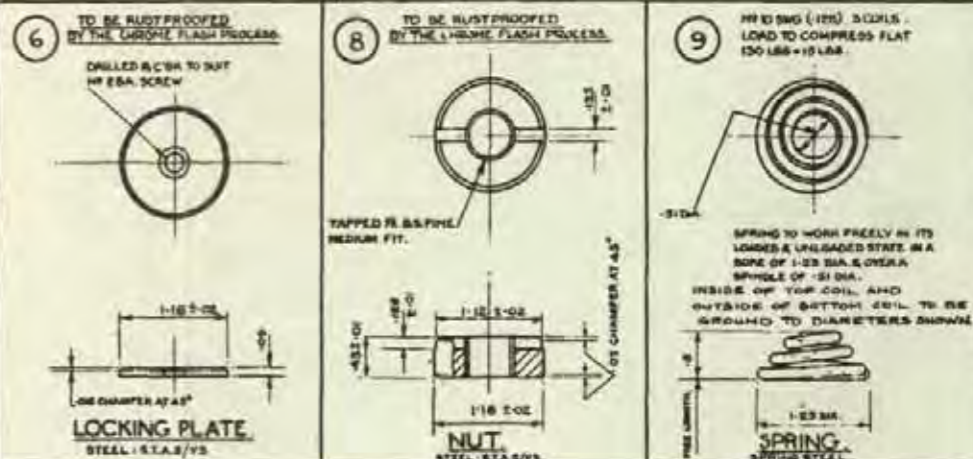


MARKING.
GAUGE, F.S.M.
N1, MK 1.
+ CONTRACTORS INITIALS OR RECOGNIZED TRADE MARK.
YEAR OF MANUFACTURE.

NOTE - AFTER TENSIONING ITEM 6 MUST NOT PROTRUDE BELOW BOTTOM FACE.



CAP
BRASS: S.T.A. 7/CZ.10 OR CZ.9.C



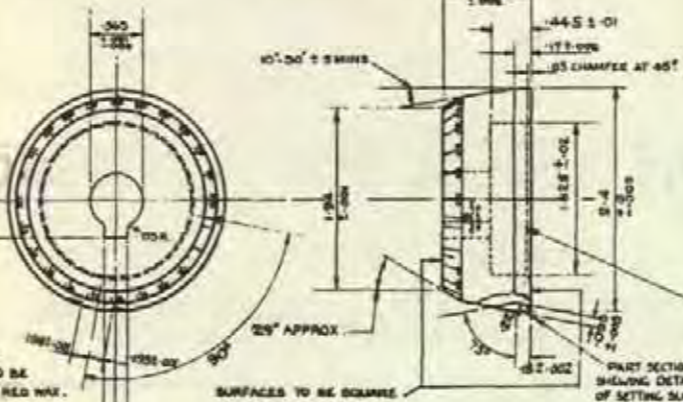
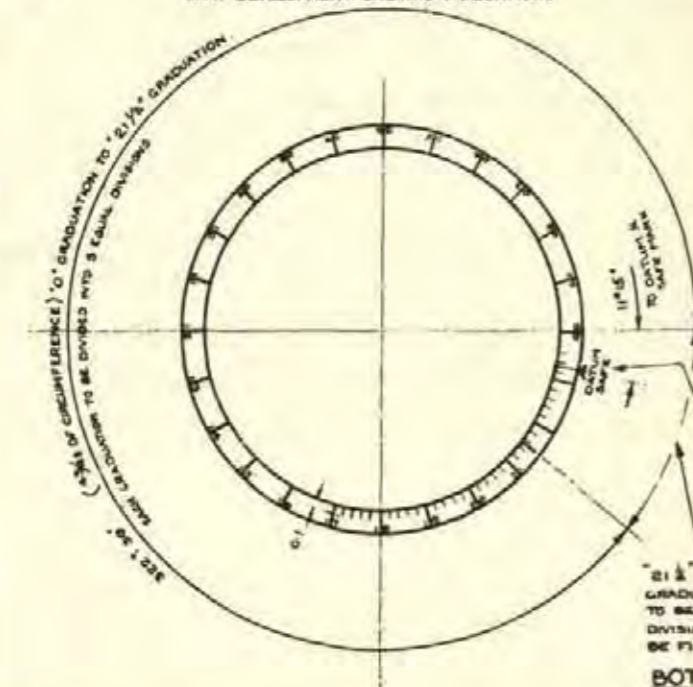
LOCKING PLATE
STEEL: S.T.A.3/V3

NUT
STEEL: S.T.A.3/V3

SPRING
STEEL: S.T.A.3/V3

4

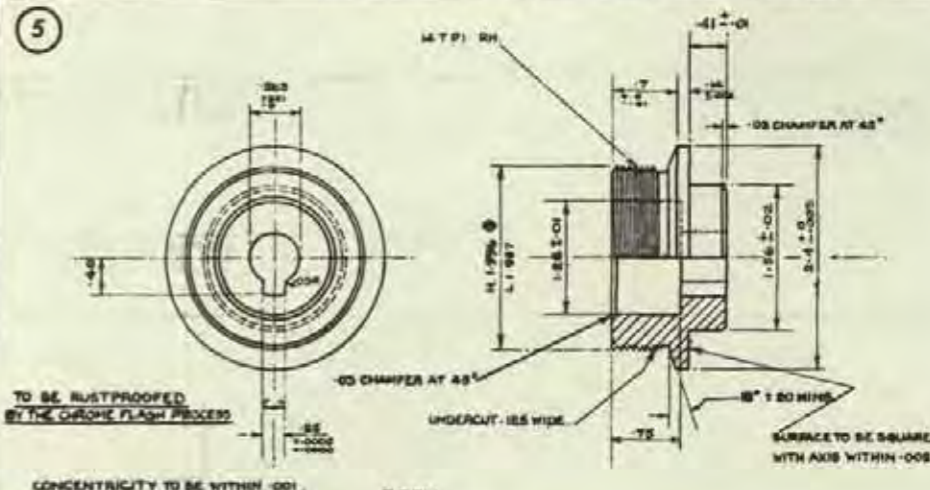
PART DEVELOPMENT SHOWING GRADUATIONS



LINES TO BE ENGRAVED AS SHOWN NOT TO EXCEED .005 WIDE NOR BE LESS THAN .005 WIDE & NOT TO EXCEED .007 DEEP NOR BE LESS THAN .004 DEEP ACCUMULATIVE ERROR IN GRADUATIONS MUST NOT EXCEED 3 MINS MEASURED FROM ZERO.
CHARACTERS TO BE ENGRAVED AS SHOWN .06 HIGH.
ALL GRADUATIONS & CHARACTERS TO BE FILLED IN WITH BLACK CELLULOSE EXCEPT WHERE OTHERWISE STATED.
THE ANGULAR RELATION OF GRADUATIONS TO KEYWAY IS UNIMPORTANT.
MARKING MUST NOT DISTORT TOLERANCED SURFACES.
SURFACES TO BE SQUARE WITH AXIS WITHIN .002.
CONCENTRICITY TO BE WITHIN .001.
GAUGE, F.S.M. N1, MK 1 TO BE MARKED ON THIS FACE.

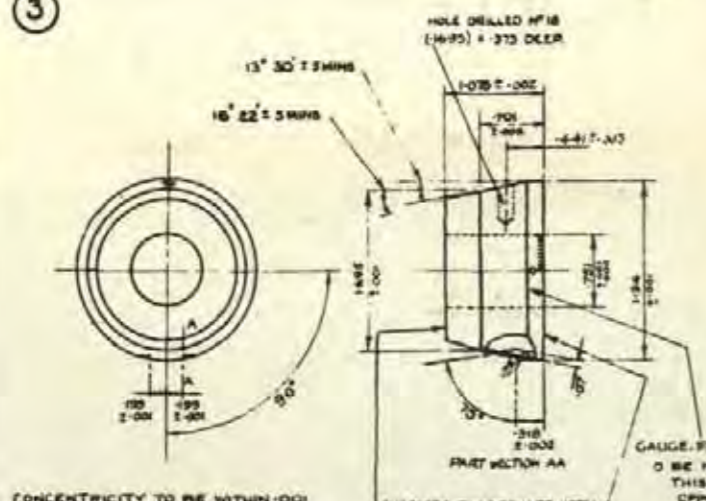
BOTTOM RING.

BRASS: S.T.A.7/CZ.10 OR CZ.9.C



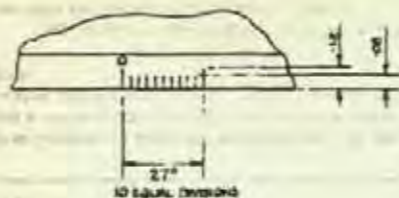
BODY
STEEL: S.T.A.3/V3

3



LINES TO BE ENGRAVED AS SHOWN NOT TO EXCEED .005 NOR BE LESS THAN .005 WIDE & NOT TO EXCEED .007 DEEP NOR BE LESS THAN .004 DEEP ACCUMULATIVE ERROR IN GRADUATIONS MUST NOT EXCEED 3 MINS MEASURED FROM ZERO.

ALL GRADUATIONS TO BE FILLED IN WITH BLACK CELLULOSE. MARKING MUST NOT DISTORT TOLERANCED SURFACES.

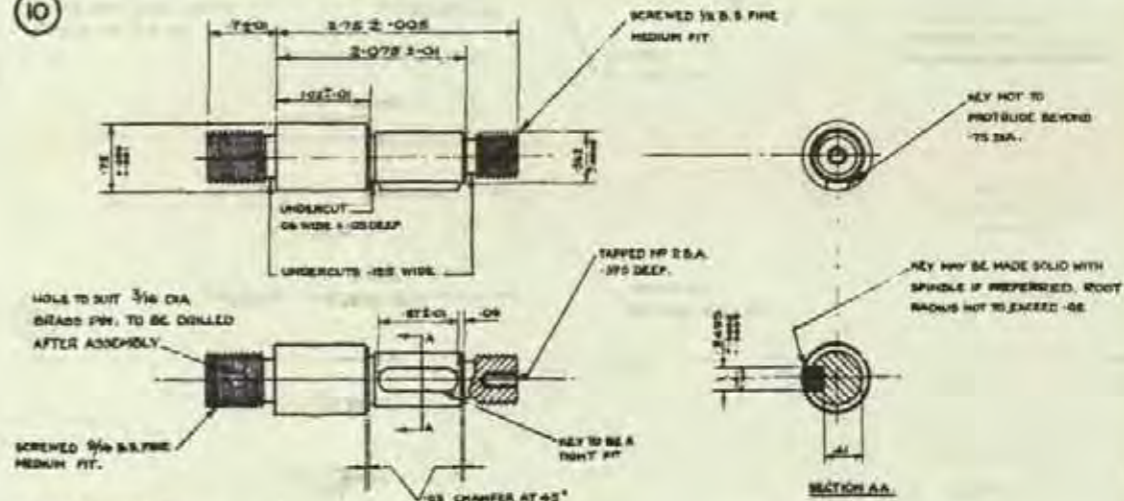


DEVELOPMENT OF GRADUATIONS.

TOP RING.

BRASS: S.T.A.7/CZ.10 OR CZ.9.C

10



SPINDLE
STEEL: S.T.A.3/V3

CONCENTRICITY TO BE WITHIN .001.

GAUGE TESTING FUZE SETTING MACHINES, N1, MK 1.

STEEL & BRASS.

"OBSOLETE FOR FUTURE MANUFACTURE."

N.O.D. 7099



Fig 2.

4. Instructions for replacing worn rings -

- (a) Unscrew 2BA Screw (Item 7) and remove Locking plate (item 6).
- (b) Unscrew and remove nut (item 8) and withdraw spring (item 9).
- (c) Withdraw Body (item 5) and Bottom and Top Rings from the Spindle.
- (d) Replace worn rings as necessary by new ones on the spindle.
- (e) Replace body, spring (small and outermost) and nut on spindle.
- (f) Screw down the nut until the spring is fully compressed, then unscrew the nut one-half turn.
- (g) Replace locking plate and secure with 2BA screw.

The design is such that a properly assembled gauge should be correctly tensioned. It is probable, however, that with new rings, the initial tension will be high, but after 3 or 4 settings it should decrease to the design figure and remain at that figure.

The final tension depends on the strength of the spring and therefore tensions higher than that designed for cannot be achieved with the existing spring.

If desired, a check on the tensioning can be made using a spring-balance on the end of a C-spanner engaging the hand-setting slots of the moveable ring, the spring balance being at a known distance (say 8-in.) from the centre of the gauge.

(The foregoing is the text of A.F.O. 997/1955, altered to meet R.A.N. conditions)

(4429/61/13)

INSTRUMENTS - STAR GLOBES, PATTERN 604 - MODIFICATION.

Star Globe, Pattern 604, shows the positions of stars for the Epoch 1920 which may introduce errors up to $\frac{1}{2}$ degree. In addition the names of certain stars and constellations differ from the nomenclature used in the current Abridged Nautical Almanac.

2. It has been decided therefore to modify the existing Star Globes by re-papering with the revised names and positions of stars for the Epoch 1975. Revised "Instructions for Use" will also be supplied with each modified Star Globe, which has been allocated Pattern 760, under Class F, Group 3A, of the Rate Book and Authorised List of Naval Stores.

3. Services should demand replacement Star Globes, Pattern 760, but hastening action should not be taken since modification of the globes will not be completed until mid 1956. Star Globes, Pattern 604, should be returned to the nearest (S)N.S.O. for modification, as soon as possible after receipt of Pattern 760 globes.

4. The following amendments may be made to Pattern 604 Star Globes held in order to facilitate their use with current navigational publications :-

- (a) Rename the stars as indicated in Appendix I. This can be done with mapping pen and black Indian ink.
- (b) Paste inside the lid of the box a typed copy of "Instructions for Use" shown in Appendix II.

(The foregoing is the text of A. P. O. 605/1955, altered to meet R.A.N. conditions)

(4518/36/323)

APPENDIX I

Old Name	New Name	Old Name	New Name
α Phoenicis	to Ankaa	θ Centauri	to Menkent
θ Eridani	to Acamar	α Centauri	to Rigel Kent.
α Ceti	to Mankar	α Librae	to Zubenelgenubi
Nath	to Elnath	Alphacca	to Alphecca
Adara	to Adhara	α Triang. Aust.	to Atria
ρ Argus	to ρ Puppis*	η Ophiuchi	to Sabik
ϵ Argus (Carinae)	to Avior	Ras Alhague	to Rasalhague
λ Argus (Velorum)	to Suhail	γ Draconis	to Eltanin
β Argus (Carinae)	to Miaplacidus	ζ Sagittarii	to Nunki
γ Corvi	to Gienah	α Pavonis	to Peacock
α Crucis	to Acrux	ϵ Pegasi	to Enif
γ Crucis	to Gacrux	α Gravis	to Al Na'ir
Benetnasch	to Alkaid	Anilam	to Anilam
β Centauri	to Hadar		

* Constellation name changed

APPENDIX II

RIGHT HAND COLUMN OF INSTRUCTIONS

The scale of Local Hour Angle of Aries is marked along the north side of the Equator in degrees of arc. (Note.—This scale is in the reverse direction since it is measured from the First Point of Aries and not from the Observer's Meridian. Correctly it is Right Ascension of the Meridian.)

* The scale of Right Ascension is marked along the globe itself along the south side of the Equator in hours and minutes of time.

The scale of Altitude is marked on the quadrants and is read using the edge of the cursor in line with the pointer as the index.

The scale of Azimuth is marked on the horizon circle and the foot of the divided edge of the altitude quadrant is used as the index mark.

The scale of Declination is marked on the globe on the four colures.

Finally the Ecliptic is marked on the globe and is divided into 360.

TO SET THE GLOBE

Set the pole of the globe to the altitude on the graduated meridian circle corresponding to the latitude; the north pole is elevated in northern latitudes and the south pole in southern latitudes.

Rotate the globe about the polar axis until the scale reading on the north side of the Equator under the edge of the meridian circle is Local Hour Angle of Aries found from the Nautical Almanac as—

$$\text{L.H.A. Aries} = \text{G.H.A. Aries} \begin{matrix} - \text{west} \\ + \text{east} \end{matrix} \text{ longitude}$$

for the instant of Greenwich Mean Time for which the globe is required. The globe is then set for time and locality.

To read off the altitude and azimuth of a star, rotate the system of vertical arcs until the point of a cursor placed on any quadrant is brought exactly in line with the star; the edge of the cursor in line with the point reads the altitude of the star, while the azimuth is read on the base-plate.

PLANETS, SUN AND MOON

Since the fixed stars only can be permanently shown on the globe owing to the other bodies' motion around the celestial sphere it is necessary to mark the position of the Planets, Sun and Moon on the globe before they can be used.

Planets.—Mark these on the globe according to their Right Ascensions and Declinations.

Sun and Moon.—From the Nautical Almanac take out the Greenwich Hour Angle of Aries and the Greenwich Hour Angle and Declination of the body for the instant of Greenwich Mean Time required. Subtract the Greenwich Hour Angle of the Body from the Greenwich Hour Angle of Aries. The body can then be plotted using this resultant along the scale of Local Hour Angle of Aries in conjunction with the declination.

ALTERATION AND ADDITION ITEM : H.M.A.S. WOOMERA.

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

"Two (2) in No. Reels Pattern No. 7 to be fitted -

(a) After Starboard side of fore-castle deck.

(b) On well deck between the two After winches."

(in accordance with Garden Island Drawing No. 474/100.)

Class Item No. 102

Classification "A"

Compensating Weight Required: 420 lbs. at accommodation deck level.

References: F.O.I.C.'s E.A. 517/505/2/3 of 11th February, 1955.
H.M.A.S. PENGUIN's letter B.N.D. 7/5/7 of 1st February, 1955.
Garden Island Drawing No. 474/100.

2. Proposals to meet the compensating weight requirements are to be furnished by H.M.A.S. WOOMERA.

(4300/10/148)

523

CABLES - ELECTRIC CABLES - CORROSION OF STEEL ARMOURING.

Severe corrosion of the armouring of ring main and control cables has occurred in one of H.M. Ships where these cables pass through wash-places. The corrosion occurred behind the protective steel plating covering the cables, where it was not readily observed.

2. Ships in which armoured cables are similarly routed are to examine the cables and where corrosion has occurred are to thoroughly clean and paint them before replacing any protective plating, as follows :-

- 2 coats red oxide zinc chromate primer, S.A.A. Int. 5A.
- 1 coat undercoat for enamel, S.A.A. Int. 226.
- 1 coat enamel marine exterior black, S.A.A. Int. 227.

3. Protective plating is only required when armoured cables may be subject to direct spray, e.g., from showers, and this plating should be made readily removable to facilitate the periodical inspection, cleaning and painting of both the cables and the structure behind them.

4. In the case of ships building, undergoing modernisation and conversion, arrangements are to be made for any such protective plating to be made readily removable.

(The foregoing is the text of A.F.O. 33/1955, altered to meet R.A.N. conditions)

(4518/13/230)

524

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLECT.

With reference to Navy Order 252 of 1955, variations to replacement costs of bedding referred to therein are as follows :-

<u>Item No.</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Amended Replacement Costs</u>
1	37	Pillows hair 28" x 18"	18.2
2	-	Pillows kapok 29" x 19" and 28" x 18"	16.11
3	37a	Covers for patt. 37 pillows	3.6
15		Mattresses coir 6' x 2'2"	£2.12.11
17		Mattresses coir 6'4" x 3' x 4"	£4. 2.10

(3190/1/87)

525

EXTRACTORS, PATTERN 5595, AND CLAWS, PATTERN 5596 - ALLOWANCES.

A.A and A.S Frigates (Modified River) and A.A Frigates (Sloop).

A bearing extractor, Pattern 5595, together with a set of claws, Pattern 5596, is to be allowed to the abovementioned H.M.A. Ships for the use of the Electrical Department.

2. Ships concerned in commission and D Class commission in reserve should forward demands for these items to the appropriate (Superintending) Naval Store Officer. Dormant demands for ships concerned in E Class commission in reserve will be raised by the appropriate storing yards.

3. The relevant Establishments of Sea Stores will be amended.

(4506/12/292)

526

HULL STRUCTURE - AUXILIARY MACHINERY SEATINGS - PRESERVATION.

Destroyers and below (Steam) I.C. Engined Vessels and Craft (excluding Submarines).

It is essential that the structure beneath auxiliary machinery seats is examined and painted at regular intervals, and periodical inspections should be carried out as laid down in the Regulations for the remainder of the hull structure.

2. In certain small ships it has been found necessary to lift various items of auxiliary machinery to obtain access to the seatings and adjacent parts of the hull structure. This entails considerable work at refits. Wherever possible the seatings should be re-arranged so that access can be obtained to the structure without lifting the machines.

3. Whenever it is found necessary during refits to lift auxiliary machinery to obtain access underneath, Dockyard Officers are to forward proposals to the Naval Board for modifying the seats in such a way as to ensure access without lifting the machines. Where modifications are relatively simple, such as enlarging or cutting additional access holes, the work should be taken in hand as a defect item in anticipation of approval, details being reported. Care is to be taken that the strength of the seats is not unduly impaired.

4. Where major modifications are necessary to enable access to be obtained, drawings are to be forwarded for approval, together with an approximate estimate of the cost. The question of whether modifications will be carried out will depend on the extent of the work involved compared with the work required in lifting the machine. In such cases it is unlikely that the work of modifying the seats, if approved, will be undertaken until the following refit.

5. Separate action is being taken for New Construction Ships.

(The foregoing is the text of A.P.O. 935/1955, altered to meet R.A.N. conditions)

(4276/2/54)

527

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 1) -
ADAPTORS FOR MINESWEEPING LANTERNS - TRANSFER TO
CLASS B, GROUP 5B.

The undermentioned items held under Class F, Group 2B, Part 1, will in future be dealt with under Class B, Group 5B. The present Pattern numbers will remain unchanged.

<u>Pattern</u>	<u>Description</u>
	Adaptors for use with Minesweeping Lantern, Pattern 8854 -
17235	For attaching lamp to floats, Orepesa, Patterns 8742, 8742M and 8761.
17236	For attaching lamp to diverters, Patterns 26933 (Type "L") and 20880 (Type "H").

2. Transfer of stocks should be arranged accordingly. H.M.A. ships should comply with B.R.4 (Naval Storekeeping Manual), Article 109(a).

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1125/1955, altered to meet R.A.N. conditions)

(4518/24/86)

528

NAVAL STORES (GENERAL) - TOOL KIT, TYPE L.3 - RADIO ELECTRICAL ARTIFICE: (AIR), CHIEF RADIO MECH. AND RADIO MECH. (AIR) - ALTERATION TO COMPOSITION OF KIT.

The Wand Aligning, Reference 10AG/19, at present included in Tool Kit, Type L.3, is to be replaced by Tool Aligning, Reference 110M/6710. The tools should be demanded from the Superintending Naval Store Officer, Sydney, to whom the Wands, Aligning, Reference 10AG/19, should be returned.

2. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 846/1955, altered to meet R.A.N. conditions)

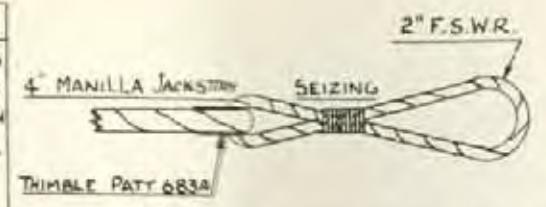
(4519/51/251)

NAVY OFFICE-MELBOURNE
 DRG No 0/2679/R1.
 DATE: MAY 1955.
 TRACING No 1 COPY No 2
 DRAWN J.D.B. PASSED P.N.A.
 TRACED J.D.B. APPROVED
 CHECKED J.A.C. D.C.N.

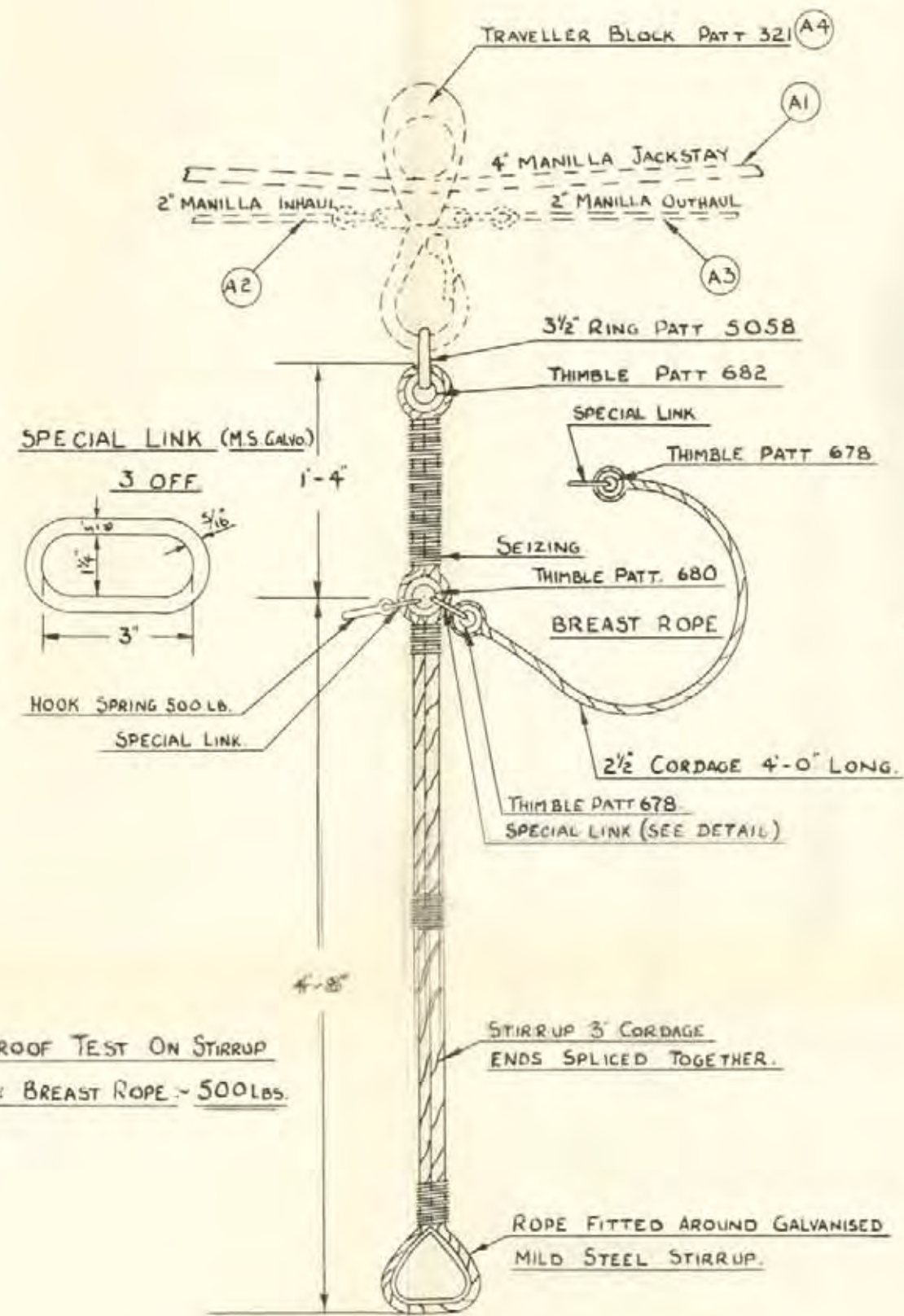
REPLENISHMENT AT SEA.

LIGHT JACKSTAY APPLIANCES.

ITEM	DESCRIPTION
A1 LIGHT JACKSTAY	4" MANILLA, 80 FMS RECEIVING SHIP END FITTED PATT 683A THIMBLE, & 2 FT LONG 2" FSW GROMMET SUPPLY END POINTED
A2 INHAUL	2" MANILLA 60 FMS. TRAVELLER BLOCK END FITTED WITH PATT 5085 THIMBLE PATT. 5443 SHACKLE OTHER END POINTED. D 2.
A3 OUTHAUL	

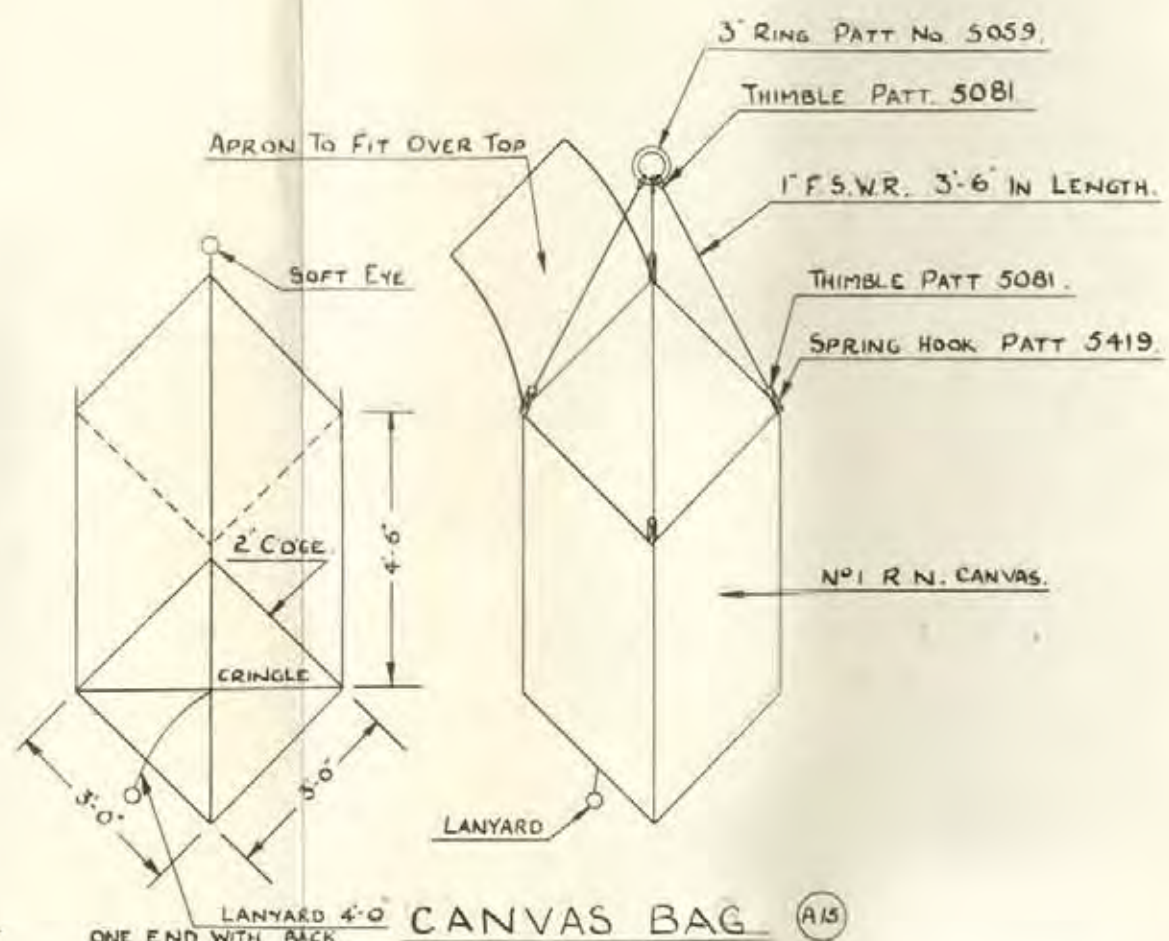


DETAIL OF GROMMET STROP. (A1)

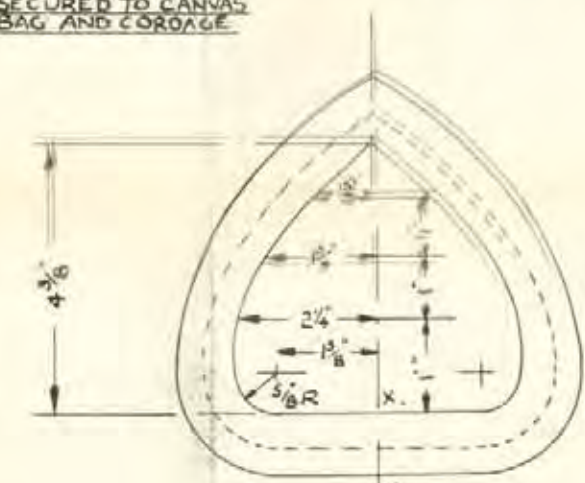


PROOF TEST ON STIRRUP & BREAST ROPE - 500 LBS.

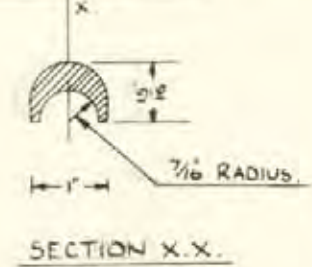
STIRRUP (A17)



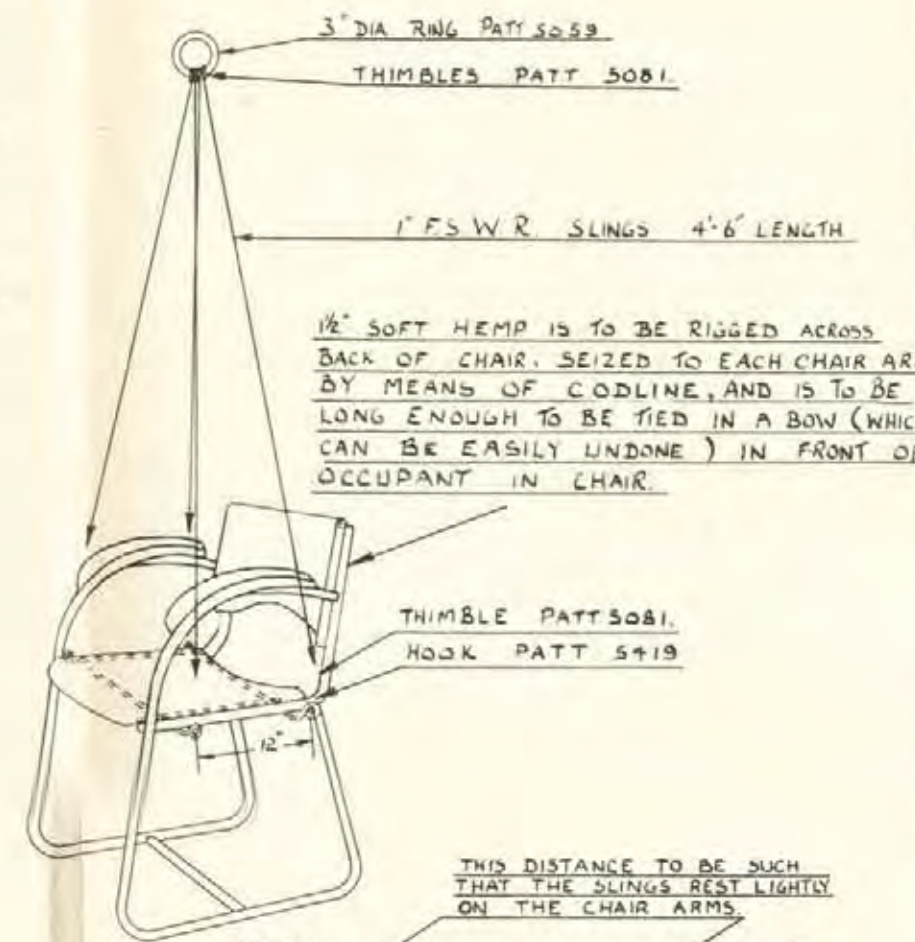
CANVAS BAG (A15)



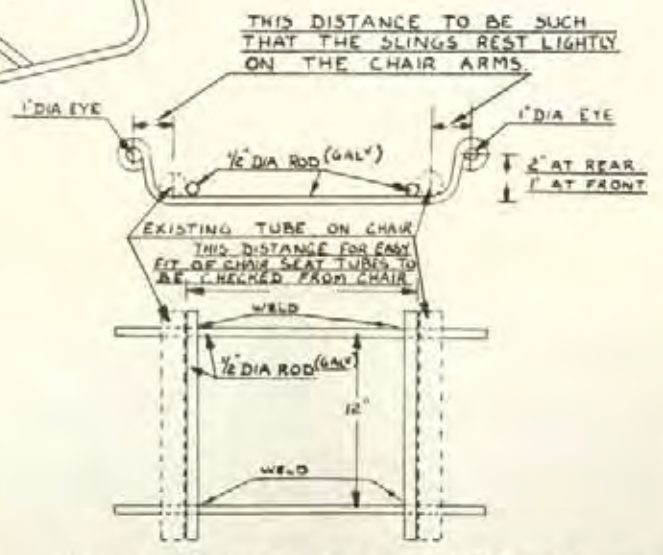
DETAIL OF STIRRUP THIMBLE FORGED M.S.



SECTION X.X.



1/2" SOFT HEMP IS TO BE RIGGED ACROSS BACK OF CHAIR, SEIZED TO EACH CHAIR ARM BY MEANS OF CODLINE, AND IS TO BE LONG ENOUGH TO BE TIED IN A BOW (WHICH CAN BE EASILY UNDONE) IN FRONT OF OCCUPANT IN CHAIR.



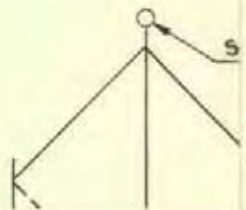
NOTE:- ARM CHAIR R.A.N. TYPE "A" TO BE USED.

CHAIR & SLING (A16)

NAVY OFFICE - MELBOURNE		
DRG N ^o 0/2679/R.I.		
DATE - MAY 1955.		
TRACING N ^o 1	COPY No 2	
DRAWN J.D.B.	PASSED	
TRACED J.D.B.	P.N.A.	
CHECKED N.A.C.	APPROVED <i>[Signature]</i> 25 5 55 D.C.N.	

F
DESCRIPTION
MANILLA, 80 FMS RECEIVING SH
LABLE, 6 2 FT LONG 2" FSW GROU
MANILLA 60 FMS. TRAVELLER
T 5085 THIMBLE PAT. 5443 SHA
D 2.

APRON



529

REPLENISHMENT AT SEA - LIGHT JACKSTAY IIG.

It has been found that certain of the fittings specified to make up the stirrup rope and method of slinging the chair shown on Diagram No. 58 of 1952, associated with A.P.O. 2520 of 1952 are unsuitable for the purpose.

2. Consequently, an improved arrangement has been devised and is shown in the attached diagram, (Navy Office Drawing No. 0/2679 R.I.). This diagram supersedes A.P.O. Diagram No. 98 of 1952.

(4523/7/98)

RESTRICTED

14

530 - 531

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

530

CONDITION OF FRESH PROVISIONS ON RECEIPT FROM H.M.A.
VICTUALLING YARDS.

If fresh provisions received from H.M.A. Victualling Yards are considered on receipt to be unsatisfactory, either in condition or quality, the (Superintending) Victualling Store Officer is to be informed immediately by telephone or signal to enable any further inspection to be made to determine the liability of the contractor.

2. If return cannot be arranged, or is not desired by the (Superintending) Victualling Store Officer, the stores are to be dealt with by survey on Form A.S.330. Where required and practicable, replacement is to be sought from the Yard. The stores, however, should not be returned to the Yard unless and until this course has been agreed to by the (Superintending) Victualling Store Officer.

(4528/1/242)

531

VICTUALLING STORES - LANYARDS, KNIFE - USE AS LANYARDS
FOR PISTOLS, REVOLVER.

Lanyards, knife, Vocab. No. 21315, are in future to be used as lanyards for pistols, revolver, instead of lanyards of local manufacture as at present. Existing lanyards fitted to pistols, revolver, are to be replaced by lanyards, knife, at the first convenient opportunity.

2. Requirements of lanyards, knife, may be demanded from Victualling Yards on the basis of one lanyard for each pistol, revolver, held.

(The foregoing is the unaltered text of A.F.O. 1146/1955)

(4532/37/28)

RESTRICTED

C.N.O 532/55.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

20th July, 1955.

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

By direction of the Naval Board,

M. J. Hawkins

*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
532	Books - Distribution of Non-Accountable Publications and Amendments During May, 1955.

532.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING MAY, 1955.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, etc., contained in the Appendix to this Order have been distributed to Ships and Services during May, 1955.

2. Navy Order 110 of 1954 is relevant.

(4139/3/102)

APPENDIX.

MAGAZINES, PAMPHLETS, ETC.

Title	Date
Aircraft Vol. 33 No. 8	May, 1955.
Aeroplane Vol. 87	July to December, 1954.
Aeroplane	4th February, 1955.
Aeroplane	11th February, 1955.
Aeroplane	18th February, 1955.
Aeroplane	25th February, 1955.
Aeroplane	4th March, 1955.
Aeroplane	11th March, 1955.
Aeroplane	18th March, 1955.
Aeroplane	25th March, 1955.
Flight Vol. LZVI	July to December, 1954.
Flight	31st December, 1954.
Flight	21st January, 1955.
Flight	28th January, 1955.
Flight	4th February, 1955.
Flight	11th February, 1955.
Flight	18th February, 1955.
Flight	25th February, 1955.
Flight	4th March, 1955.
Flight	11th March, 1955.
Flight	18th March, 1955.
Flight	25th March, 1955.
Fibres, Natural and Synthetic Vol. 16 No. 2	February, 1955.
Fibres, Natural and Synthetic Vol. 16 No. 3	March, 1955.
Joint Services Recognition Journal Vol. 10 No. 1	January, 1955.
Joint Services Recognition Journal Vol. 10 No. 2	February, 1955.
Occupational Safety and Health Vol. 4 No. 4	October to December, 1954.
United Nations Review Vol. 1 No. 8	February, 1955.
United Nations Review Vol. 1 No. 9	March, 1955.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	A.L. or Leaflet
13	A.L.100.
30 Vol. 2 2nd Edition	A.L.22.
70 Vol. 1	A.L.59.
086 Book 2 2nd Edition	A.L.47.
086 Book 6	A.L.40.
086 Book 7 2nd Edition	A.L.41.
086 Book 8 2nd Edition	A.L.29.
086 Book 9 2nd Edition	A.L.56, 57, 58 and 59.
086 Book 12 2nd Edition	A.L.61 and 62.
086 Book 13 2nd Edition	A.L.56, 57 and 58.
086 Book 15 2nd Edition	A.L.67.
095A Vol. 1	A.L.146.
095C Vol. 1	A.L.198.
095G Vol. 1	A.L.71 with Corrigendum.
095H Vol. 1	A.L.31.
182A Vol. 1	A.L.117.
182E Vol. 1	A.L.40 and 41.
234E Vol. 5	A.L.6.
275A Vol. 1	A.L.450, 451, 452, 453, 454, 455, 456, 457 and 458.
275A Vol. 2 Pt. 1	(A.L.229)-B.19, (A.L.228)-B.20.
275B Vol. 2 Pt. 1	(A.L.140)-A.23 (Alt. 1)
	(A.L.139)-A.30
	(A.L.141)-A.31.
	Technical Leaflet Instrument/RAN.2 (January, 1955).
275G Vol. 1	A.L.10.
275G Vol. 2 Pt. 1	(A.L.58)-K3.
275T Vol. 1	A.L.10.
355 Vol. 2 Pt. 1	(A.L.83)-D124 and (A.L.82)-Z121.
355A Vol. 1	A.L.51 and 52.
355C Vol. 4 Pt. 6	A.L.10.
374E Vol. 1	A.L.11.
455 Vol. 1	A.L.228, 229, 237 and 238.
464G Vol. 1	A.L.128.
492A Vol. 2 Pt. 1	(A.L.30)-D18.
538A Vol. 6 Pt. 2	A.L.2.
641F Vol. 1 Pts. 1 & 3	A.L.24.
641F Vol. 2 Pt. 1	B.11.
641H Vol. 1	A.L.24 and 25.
641F Vol. 1 Pt. 2 & Vol. 5	A.L.27.
6418 Vol. 1 Pts. 1 & 3	A.L.12.
6418 Vol. 1 Pt. 2 & Vol. 5	A.L.6.
661 Vol. 2 Pt. 1	B.13.
661B Vol. 1 2nd Edition	A.L.59.
661C Vol. 1	A.L.50.
661E Vol. 1 2nd Edition	A.L.44 and 45.
664A Vol. 2 Pt. 1	D.7.
664D Vol. 1 Pts. 1 & 3	A.L.18.
1803 Vol. 2 Pt. 1	D.71, E.64 and Z.24 (A.L.2).
1803B Vol. 2 Pt. 2	A.L.77.
1803E Vol. 2 Pt. 3	A.L.73.
1803D Vol. 1 Book 1	A.L.14.
1803D Vol. 1 Book 3	A.L.34, 35, 36 and 37.
1803D Vol. 1 Book 4	A.L.19 and 20.
1803D Vol. 2 Pt. 3	A.L.166 and 167.
1803E Vol. 1	A.L.69.
1803F Vol. 1	A.L.121.
1803N Vol. 1 Book 1	A.L.9 and 10.
1803P Vol. 1	A.L.45 and 46.
1803R Vol. 6	A.L.31.
1803S Vol. 1	A.L.52, 53, 54 and 55.
2102F Vol. 1	A.L.51.

C.N.O's 510-531/55 have not yet been issued.

532.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING MAY, 1955.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, etc., contained in the Appendix to this Order have been distributed to Ships and Services during May, 1955.

2. Navy Order 110 of 1954 is relevant.

(4139/3/10)

APPENDIX.

MAGAZINES, PAMPHLETS, ETC.

Title	Date
Aircraft Vol. 33 No. 8	May, 1955.
Aeroplane Vol. 87	July to December, 1954.
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Aeroplane	18th March, 1955.
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Flight	28th January, 1955.
Flight	4th February, 1955.
Flight	11th February, 1955.
Flight	18th February, 1955.
Flight	25th February, 1955.
Flight	4th March, 1955.
Flight	11th March, 1955.
Flight	18th March, 1955.
Flight	25th March, 1955.
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Fibres, Natural and Synthetic Vol. 16 No. 3	March, 1955.
Joint Services Recognition Journal Vol. 10 No. 1	January, 1955.
Joint Services Recognition Journal Vol. 10 No. 2	February, 1955.
Occupational Safety and Health Vol. 4 No. 4	October to December, 1954.
United Nations Review Vol. 1 No. 8	February, 1955.
United Nations Review Vol. 1 No. 9	March, 1955.

C.M.O's 516-831/55 have not yet been issued.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	A.L. or Leaflet
113	A.L.100.
830 Vol. 2 2nd Edition	A.L.22.
970 Vol. 1	A.L.59.
1086 Book 2 2nd Edition	A.L.47.
1086 Book 6	A.L.40.
1086 Book 7 2nd Edition	A.L.41.
1086 Book 8 2nd Edition	A.L.29.
1086 Book 9 2nd Edition	A.L.56, 57, 58 and 59.
1086 Book 12 2nd Edition	A.L.61 and 62.
1086 Book 13 2nd Edition	A.L.56, 57 and 58.
1086 Book 15 2nd Edition	A.L.67.
1095A Vol. 1	A.L.146.
1095C Vol. 1	A.L.198.
1095G Vol. 1	A.L.71 with Corrigendum.
1095H Vol. 1	A.L.31.
1182A Vol. 1	A.L.117.
1182E Vol. 1	A.L.40 and 41.
1234E Vol. 5	A.L.6.
1275A Vol. 1	A.L.450, 451, 452, 453, 454, 455, 456, 457 and 458.
1275A Vol. 2 Pt. 1	(A.L.229)-B.19, (A.L.228)-B.20.
1275B Vol. 2 Pt. 1	(A.L.140)-A.23 (Alt. 1)
	(A.L.139)-A.30
	(A.L.141)-A.31.
	Technical Leaflet Instrument/RAN.2 (January, 1955).
1275G Vol. 1	A.L.10.
1275G Vol. 2 Pt. 1	(A.L.58)-K3.
1275T Vol. 1	A.L.10.
1355 Vol. 2 Pt. 1	(A.L.83)-D124 and (A.L.82)-Z121.
1355A Vol. 1	A.L.51 and 52.
1355C Vol. 4 Pt. 6	A.L.10.
1374E Vol. 1	A.L.11.
1455 Vol. 1	A.L.228, 229, 237 and 238.
1464G Vol. 1	A.L.128.
1492A Vol. 2 Pt. 1	(A.L.30)-D18.
1538A Vol. 6 Pt. 2	A.L.2.
1641F Vol. 1 Pts. 1 & 3	A.L.24.
1641F Vol. 2 Pt. 1	B.11.
1641H Vol. 1	A.L.24 and 25.
1641P Vol. 1 Pt. 2 & Vol. 5	A.L.27.
1641S Vol. 1 Pts. 1 & 3	A.L.12.
1641S Vol. 1 Pt. 2 & Vol. 5	A.L.6.
1661 Vol. 2 Pt. 1	B.13.
1661B Vol. 1 2nd Edition	A.L.59.
1661C Vol. 1	A.L.50.
1661E Vol. 1 2nd Edition	A.L.44 and 45.
1664A Vol. 2 Pt. 1	D.7.
1664D Vol. 1 Pts. 1 & 3	A.L.18.
1803 Vol. 2 Pt. 1	D.71, E.64 and Z.24 (A.L.2).
1803B Vol. 2 Pt. 2	A.L.77.
1803B Vol. 2 Pt. 3	A.L.73.
1803D Vol. 1 Book 1	A.L.14.
1803D Vol. 1 Book 3	A.L.34, 35, 36 and 37.
1803D Vol. 1 Book 4	A.L.19 and 20.
1803D Vol. 2 Pt. 3	A.L.166 and 167.
1803E Vol. 1	A.L.69.
1803F Vol. 1	A.L.121.
1803N Vol. 1 Book 1	A.L.9 and 10.
1803P Vol. 1	A.L.45 and 46.
1803R Vol. 6	A.L.31.
1803S Vol. 1	A.L.52, 53, 54 and 55.
2102F Vol. 1	A.L.51.

A.P. No.	A.L. or Leaflet
2102F Vol. 3 Pt. 2 (App. "A" 2020)	A.L.20.
2102H Vol. 1	A.L.39.
2102H Vol. 2 Pt. 1	P.10 (A.L.1).
2173A Vol. 1 & 6 Pt. 1	A.L.35 and 36.
2173A Vol. 6 Pts. 2 & 3	A.L.19 and 20.
2234M Vol. 2 Pt. 1	Z.3.
2239A Vol. 1	A.L.62, 63, 64 and 65.
2239A Vol. 2 Pt. 3	A.L.84.
2240A Vol. 2 Pt. 1	Nos. 52, 63 and 65.
2240A Vol. 6 Pt. 2	A.I.L. 1/55.
2306M Vol. 1 & 6	A.L.11 and 12.
2337 Vol. 1	A.L.110, 111, 112 and 113.
2337 Vol. 2 Pt. 1	(A.L.57)-A.3 (A.L.2) (A.L.56)-A.9 and (A.L.58)-A.10.
2337 Vol. 6	A.L.23.
2463	A.L.88.
2528H Vol. 2 Pt. 1	9, 10, 11, 12 and 13.
2534E Vol. 3 2nd Edition	A.L.3.
2538M Vol. 6	A.L.4.
2544P Vol. 1	A.L.42.
2544P Vol. 2 Pt. 1	No. 56.
2656A Vol. 1	A.L.66.
2817A Vol. 1 & 6 Pt. 1	A.L.114.
2876A, B, E & H Vol. 3	A.L.4.
2879E Vol. 1	A.L.1.
2914Y Vol. 2 Pt. 1	No. 19 and No. 20.
2980A Vol. 1	A.L.43.
3282	A.L.3.
3282A Vol. 2	A.L.8.
4018A Vol. 2 Pt. 1	A.29.
4018B Vol. 2 Pt. 1	A.26 and B.22.
4089A	A.42 Issue 3 and A.56 Issue 6 (A.L.1).
4089D Vol. 1	D.414 Issue 6 (A.L.1) D.433 Issue 6 (A.L.2) D.444 Issue 1 (A.L.2) D.453 Issue 4 (A.L.1) D.413 Issue 3 (A.L.3) and D.425 Issue 7 (A.L.1). E.100 Issue 4 (A.L.1).
4089E	A.L.45.
4099J Vol. 1	(A.L.115)-Q.4.
4099J Vol. 2	
4099J Vol. 3 Pt. 2 (App. "A" 1969)	A.L.46 and 47.
4117A Vol. 1 & 6	A.L.41.
4121C Vol. 2 Pt. 1	(A.L.58)-C.2.
4146 Vol. 2 Pt. 3	A.L.73, 74, 75, 76 and 77.
4146B Vol. 2 Pt. 1	H.1.
4167B, C, D, Vol. 1	A.L.28.
4269A Vol. 1	A.L.35.
4300C Vol. 6 Pt. 1	A.L.18.
4301A Vol. 2	A.7.
4303B Vol. 2	(A.L.7)-B.2 (A.L.32)-G.9 and (A.L.33)-Q.2.
4303D Vol. 1	A.L.33.
4303E Vol. 1	A.L.22.
4320A Vol. 1	A.I.42, 46 and 47.
4328A Vol. 1	A.I.L. 1/55.
4340 Vol. 1	A.L.52.
4343A Vol. 1	A.L.24.
4343A Vol. 2	(A.L.9)-C.6.
4343B Vol. 2	(A.L.30)-X.1 (Alt. 1) and (A.L.29)-X.3.

A.P. No.	A.L. or Leaflet
4343D Vol. 1	A.L.91.
4343D Vol. 6	A.L.41 and 42.
4343E Vol. 1	A.L.55, 56, 57, 58 and 59.
4343E Vol. 6	A.L.3.
4343F Vol. 1	A.L.20.
4353 Vol. 1	A.L.10.
4360A Vol. 1	A.L.31, 34 and 35.
4361C Vol. 1	A.L.23 and 28.
4361F Vol. 3 Pt. 2 (App. "A" 2076)	A.L.3.
4389A Vol. 6 Pt. 3	A.L.2.
4400 Vol. 1	A.L.30.
4401 Vol. 1	A.L.17 and 18.
4471A Vol. 1	A.L.54.
A.P.(N) 7 Vol. 5 Pts. 2 & 3	A.L.2.
A.P.(N) 68	A.L.30.
A.P.(N) 377	A.L.74 and 75.
A.P.(N) 377 (F1)	A.L.63.
A.P.(N) 378	A.L.74 and 75.
A.P.(N) 1024	A.L.18.
N.A.M.O. Engines	A.L.17 dated 23/2/55 STI/Griffon/9 dated 3/3/55 STI/Griffon/RAN.7 (Feb. 55) STI/Goblin/RAN.1 (Feb. 55) STI/Goblin/RAN.3 (Mar. 55) and SI/Centaurus/RAN.6 (Issue 2) (Feb. 55).
N.A.M.O. Firefly	A.L.13 dated 23/2/55 STI/RAN.17 (Mar. 55) SI/RAN.12 (Feb. 55) SI/RAN.13 (Feb. 55) and RANAMO/X.4 (March, 1955).
N.A.M.O. General	A.L.32 (2 Leaves) 25/2/55 I.67 dated 5/3/55 L.62 dated 5/11/54 O.64 dated 23/2/55 RANAMO/G.7 (A.L.1) (Issue 3) (Feb. 55) RANAMO/G.11 (Mar. 55) RANAMO/W.5 (Mar. 55) and STI/Radio (Airborne Assembly) 58 dated 14/2/55.
N.A.M.O. Miscellaneous	STI/Meteor/112 dated 14/2/55, STI/Vampire Trainer/RAN.5 (Mar. 55), SI/Sycamore/RAN.7 (Feb. 55) RANAMO/Sycamore/F.3 (Feb. 55) and SI/Meteor/61A (& Diagram) dated 5/3/55.
N.A.M.O. Sea Fury	STI/RAN.25 (A.L.1) (Mar. 55) and SI/RAN.17 (Mar. 55).
N.A.M.O. Sea Venom	X.10 dated 14/2/55.
Air Clues	January, 1955, and February, 1955.
Air Pictorial	February, 1955.

<u>A.P. No.</u>	<u>A.L. or Leaflet</u>
Bulletins to Alvis Lecniden Modification Bulletins	No. 157, 158, 242, 242 Figs. 1 & 2, 243, 244, 245, 246, 247, 248, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 264, 266, 267, 270, 271, 280, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311. Index of Service Bulletins Issue 4 Index of Service Bulletins Issue 5 Index of Modification Sheets Issue 6 Index of Modification Sheets Issue 7.
De Havilland Goblin Operation, Maintenance and Overhaul Handbook	A.L.25.
I.C.A.O. Monthly Bulletin	December, 1954.
Manual of Instructions for the Auster J5G Autocar	A.L.3.
Sea Fury Modification Booklet	A.L.28.
Sperry Field Service Bulletins	6A (9/12/54) Horizon Gyro Unit Type "B", 16B (9/12/54) Zero Reader Flight Director Type X.L.1, 2A (30/9/54) Zero Reader Flight Director Type Z.L.1 No. 342 - 63 Oct. 5, 1954 No. 342 - 66A and No. 342 - 68.
A.A.P. No. 2 Group D, Sect. 1A	Sub A.L.45 (A.L.6810).
A.A.P. No. 2 Group G Sect. 6A	Sub A.L.23 (A.L.6657).
A.A.P. No. 2 Group G Sect. 5C (11th Edit.) July, 1954	Sub A.L.23 (A.L.6452).
A.A.P. No. 2 Group G Sect. 5W (1st Edit.) September, 1954	Sub A.L.1 (A.L.6644).
A.A.P. No. 2 Group G Sect. 106A	Sub A.L.15 (A.L.6867).
A.A.P. No. 2 Group Y Sect. 10AD (3rd Edit.) October, 1954	Sub A.L.5 (A.L.6688).
A.A.P. No. 2 Group Y Sect. 10AL (3rd Edit.) November, 1954	Sub A.L.5 (A.L.6751).
A.A.P. No. 2 Group Y Sect. 110D Vol. 14	Sub A.L.3 (A.L.6827).
A.A.P. No. 2 Group Y Sect. 110DB Vol. 18	Sub A.L.1 (A.L.6815).

<u>A.P. No.</u>	<u>A.L. or Leaflet</u>
A.A.P. No. 2 Group Y Sect. 110DB Vol. 20	Sub A.L.2 (A.L.6813).
A.A.P. No. 2 Group Y Sect. 110G (2nd Edit.) December, 1954	Sub A.L.5 (A.L.6773).
A.A.P. No. 2 Group H Sect. 28	Sub A.L.16 (A.L.6715).
A.A.P. No. 2 Group H Sect. 28C	Sub A.L.15 (A.L.6767).
A.A.P. No. 2 Group H Sect. 128F Vol. 4	Sub A.L.12 (A.L.6642).
A.A.P. No. 2 Group I Sect. 1, Vol. 3	Sub A.L.5 (A.L.6818).
A.A.P. No. 2 Group I Sect. 4B	Sub A.L.13 (A.L.6741).
A.A.P. 316	A.L.53 and 54.
A.A.P. 702:1	A.L.31.
A.A.P. 716:0 Vol. 2 Pt. 1	Instruction No. 31/2.
A.A.P. 721:79 Vol. 2 Pt. 1	Instruction No. 8.
A.A.P. 721:79 Vol. 2 Pt. 2	A.L.27, Mod. No. 60, Mod. No. 135, Mod. No. 136, Mod. No. 137 and Mod. No. 142.
A.A.P. 741:00 Vol. 2 Pt. 1	Instruction 01/2 and Instruction 30/1.
R.A.A.F. Armament Special Instructions	Instruction Bomb Carriers/9.
R.A.A.F. Dakota Orders	Order No. 93.
R.A.A.F. Electrical D.T.S. Special Instructions	Consolidated Index dated 1/2/55.
R.A.A.F. Helicopter D.T.S. Special Instructions.	Instruction No. 24 and Instruc- tion No. 25.
R.A.A.F. Merlin Orders	Order No. 106.
R.A.A.F. Merlin Power Plant Instructions	Instruction No. 6.
R.A.A.F. Radio Facility Charts Aust. & N.Z. Area "D"	Military Aviation Notice Serial No. 17D (26/4/55) Serial No. 18D (2/5/55) Serial No. 19D (9/5/55) Serial No. 20D (16/5/55) and Corrected to 1st May, 1955.
R.A.A.F. Repair and Maintenance General Instructions	A.L.125, 126, 127, 128, 129, 130 and 131.
R.A.A.F. Safety Equipment D.T.S. Special Instructions	Instruction No. 43 and Instruc- tion No. 44.
R.A.A.F. Summary of Aircraft Accidents	(April-June, 1954).

A.P. No.

R.A.A.F. Summary of Defect Reports

A.L. or Leaflet

Meteor A.77 Pt. 1 Oct. 52 -
July, 54
Dakota A.65 Pt. 1 Oct. 53 -
July, 54
Percival Prince A.90 Pt. 1
June, 52 - June, 54
Tiger Moth A.17 Pt. 1 Feb. 52 -
July, 54
Auster A.11 Pt. 1 June, 50 -
July, 54
Sabre A.94 Pt. 1
Bristol Freighter A.81 Pt. 1
June, 52 - June, 54
Neptune Pt. 1 Oct. 53 -
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July, 54
Mustang A.68 Pt. 1 Aug. 52 -
Jan. 54
Wirraway A.20 Pt. 1 March, 52 -
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Vampire A.79 Pt. 1 Jan. 54 -
July, 54
Canberra A.84 Pt. 1 June, 52 -
July, 54 and
Canberra Pt. 1 Nov. 51 -
June, 54.

R.A.A.F. Twin Raw Wasp
D.T.S. Special Instructions

Instruction No. 35.

R.A.A.F. Twin Wasp Power
Plant Orders

R.A.N. Supplement to Order No. 13.

R.A.A.F. Twin Wasp Orders

A.L.38 and 39.

R.A.A.F. Wasp Instructions

Instruction No. 33 (Issue 2) (Cancels and supersedes Issue 1).

R.A.A.F. Wasp Orders

A.L.14.

R.A.A.F. Wirraway Orders

A.L.85.

S.R.644/N.B.

S.R.645/N.B.

S.R.646/N.B.

S.R.647/N.B.

S.R.648/N.B.

S.R.654/N.B.

S.R.657/N.B. Sheet 1 Figs. 1 & 2

S.R.657/N.B. Sheet 2 Figs. 3 & 4

S.R.657/N.B. Sheet 3 Fig. 5

AMENDMENTS TO B.R.'S ETC.B.R.Amendment No.

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70	January, 1955, Supplement
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Lloyds Shipping Index	9th May, 1955.
Lloyds Shipping Index	16th May, 1955.
Lloyds Shipping Index	23rd May, 1955.
Lloyds Shipping Index	31st May, 1955.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

26th July, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

533.

CEREMONIAL - SALUTING BY OFFICERS AT THE RECEPTION OR DEPARTURE OF ROYALTY OR IMPORTANT PERSONAGES.

The following information concerning the procedure for saluting by officers present at the reception and departure of Royalty or important personages is promulgated for guidance.

2. When a personage is accorded a salute by a guard of honour mounted in a ship or shore establishment, all officers present should salute, except those officers who are in personal attendance upon the personage being saluted. For this purpose, officers who have joined the personage's entourage for some reason, for example, after presentation, are "in personal attendance".

3. It is therefore important that officers who are to salute should be facing the personage and that those in attendance should take up position in the rear of the personage.

4. B.R. 1834 (R.N. Handbook of Parade and Rifle Drill) will be amended.

(The foregoing is the unaltered text of A.P.O. 1085/1955.)

(3244/3/43)

534.

ROYAL CANADIAN NAVY - CANADIAN NAVAL AUTHORITIES - SHORT TITLES.

The short titles for Canadian Naval Authorities shown in the following list should be used in all communications and correspondence where an abbreviated title is required :-

Title	Short Title
Naval Headquarters	CANAVHQD
Flag Officer Atlantic Coast	CANFLAGLANT
Flag Officer Pacific Coast	CANFLAGPAC
Senior Canadian Naval Officer Afloat	CANCOMFLT
Canadian Naval Commander Newfoundland	CANCOMNEW
Naval Member of the Canadian Joint Staff (Washington)	CANAVUS
Naval Member of the Canadian Joint Staff (London)	CANAVBRIT
Naval Attache	CANAVAT
Commander First Canadian Destroyer Flotilla	CANCOMDESFLOT 1
Commander Canadian Destroyers, Atlantic	CANCOMDESLANT
Commander Canadian Destroyers, Pacific	CANCOMDESPAC
Senior Officer Reserve Fleet, East Coast	CANRESLANT
Senior Officer Reserve Fleet, West Coast	CANRESPAC
Superintendent of the Dockyard	SUPYARD
Senior Naval Officer or Naval Officer-in-Charge	CANAVCHARGE
Canadian Services College	CANSERVCOL
Royal Canadian Naval Hospital	NAVHOSP

Title	Short Title
Superintendent or Officer-in-Charge, Naval Armament and/or Ammunition Depot	NAVARMDP
Naval Air Station	CANAS
Naval Supply Depot	NSD
Naval Air Stores Depot	ASD
Carrier Air Group	CANCARAIRGRP
Movement Report Centre	M.R.C. OTTAWA
Movement Report Office	M.R.O.
R.C.N. Depot	CANDEP
Commander Canadian Destroyers, Far East	CANCOMDESFE
Commodore R.C.N. Barracks	COMBRAX
Principal Naval Overseer	PNO
Resident Naval Overseer	RNO
Naval Research Establishment, Dartmouth	NAVRESEARCH
Commanding Officer, Naval Division	CANCOND
Commodore Superintendent, Atlantic Coast	COMSUPTLANT
Commodore Superintendent, Pacific Coast	COMSUPTPAC
Joint Maritime Warfare School	CANJMWS
Base Superintendent	BASESUPT

(The foregoing is the unaltered text of A.P.O. 1088/1955.)
(3031/31/30)

SECTION 2 - PERSONNEL

535.

MEDICAL - VENEREAL DISEASE - KAHN, WASSERMANN AND PRICE TEST RESULTS.

The results of Kahn, Wassermann and Price Precipitation Reaction Tests are to be communicated as early as possible to the Medical Officer of the ship or establishment concerned in order that, where necessary, treatment may be instituted without delay.

2. If a ship has left the port before these tests have been completed, the results are to be forwarded by confidential letter by *quickest* route (air mail, if necessary), to the Medical Officer of the ship, and a copy to the Fleet Medical Officer.

(The foregoing is the unaltered text of A.P.O. 990/1955.)
(4018/4/103)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

536.

RADAR - C.R.B.F.D. AND S.T.A.A.G. - REMOVAL OF RADAR AIMING FACILITY.

The use of radar aiming in S.T.A.A.G. and C.R.B.F.D. against aircraft targets provided by the C.O's X display has for some years been considered unsatisfactory and should no longer be used.

2. The C.O's X display will not therefore be fitted in future directors or mountings with the possible exception of the C.R.B.F.D. Mark 5 where its retention for aiming against surface targets is under consideration. With that exception, the C.R.T. in C.R.U. Design 22 is to be blanked off in existing directors and mountings.

3. A minor modification will shortly be promulgated in an amendment list to B.R. 1917 "Minor Modifications to Radio Equipment", instructing ships to paint the perspex cover of the C.R.U. Design 22X display black, and to disconnect the electrical supplies in it.

(The foregoing is the unaltered text of A.P.O. 998/1955.)
(4519/31/672)

537.

H.P. AIR, OXYGEN, AND AIR-HYDRAULIC SYSTEMS - EXPLOSIONS IN, DUE TO COMPRESSION IGNITION - PRECAUTIONS - RESERVOIRS.

H.M.A. Ships (including submarines) and
Shore Establishments.

Isolated cases of explosions due to Compression Ignition effect in H.P. air and air-hydraulic systems have occurred in service. In most cases results of the explosion have been localised but the effects can be serious and cause widespread damage. The exact circumstance leading to compression ignition, sometimes referred to as "auto-ignition" or "dieselling", in such systems is not yet fully understood, but the designs of all equipment which may be prone to "compression ignition effect" are being investigated with a view to obviating or greatly reducing the risk. In the meantime the following precautions are to be taken in the operation and maintenance of all H.P. air and air-hydraulic systems in which pressures exceed 1,000 lbs./sq. in. :-

- (a) In H.P. air or air-hydraulic systems which contain mechanisms requiring lubrication, only the very minimum of oil or grease is to be used consistent with efficient operation of the equipment.
- (b) The accumulation of oil in H.P. air systems is to be avoided by regular drainage from reservoirs and separator columns, etc.
- (c) Tests on H.P. air pressure gauges reading above 750 lbs./sq. in. are to be carried out using water or air. Where it is essential to use oil for testing, the gauges are to be thoroughly degreased on completion.
- (d) Personnel are to be instructed that valves on H.P. air and air-hydraulic systems are to be cracked slowly to equalise pressures before being opened up.
- (e) Stop and release valves fitted to H.P. air pressure gauges should normally be left open, being shut only when it is necessary to remove a gauge.

2. Ships and establishments, in which it is suspected that an explosion due to compression ignition has occurred in H.P. air or air-hydraulic systems, are to forward a detailed report of the circumstances, through their administrative authorities, where appropriate. Such reports are required even when damage has been negligible and should include full details of the system, including the bore of the piping and length from point of pressure release to the point where the explosion occurred. Where it is not evident from the type of system, the probable source of oil contamination should be given.

(The foregoing is the unaltered text of A.F.O. 836/1955.)

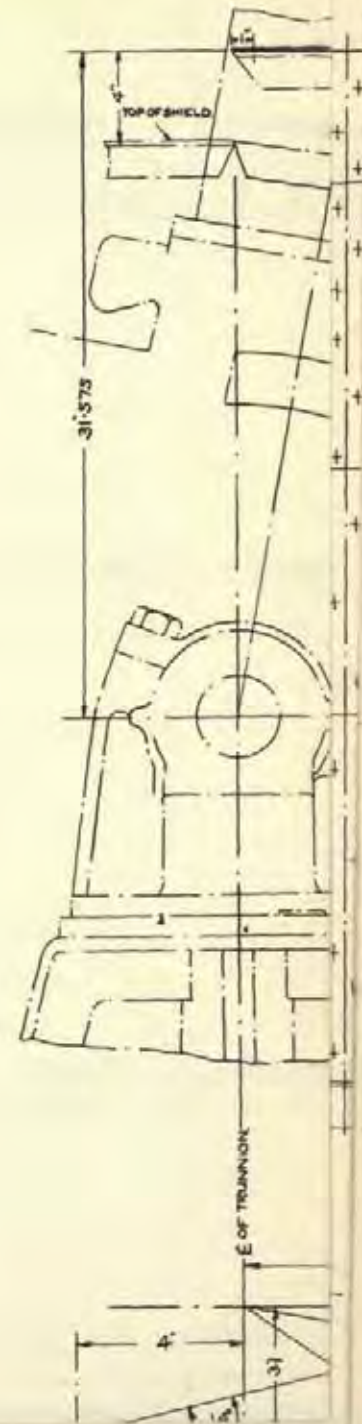
(4227/61/3)

538.

**GUN MOUNTINGS - 4-IN. A.A. TWIN MARK 19 AND R.P. SERIES -
BLAST BAGS - MODIFICATIONS TO PREVENT DAMAGE -
MODIFICATION NO. 100.**

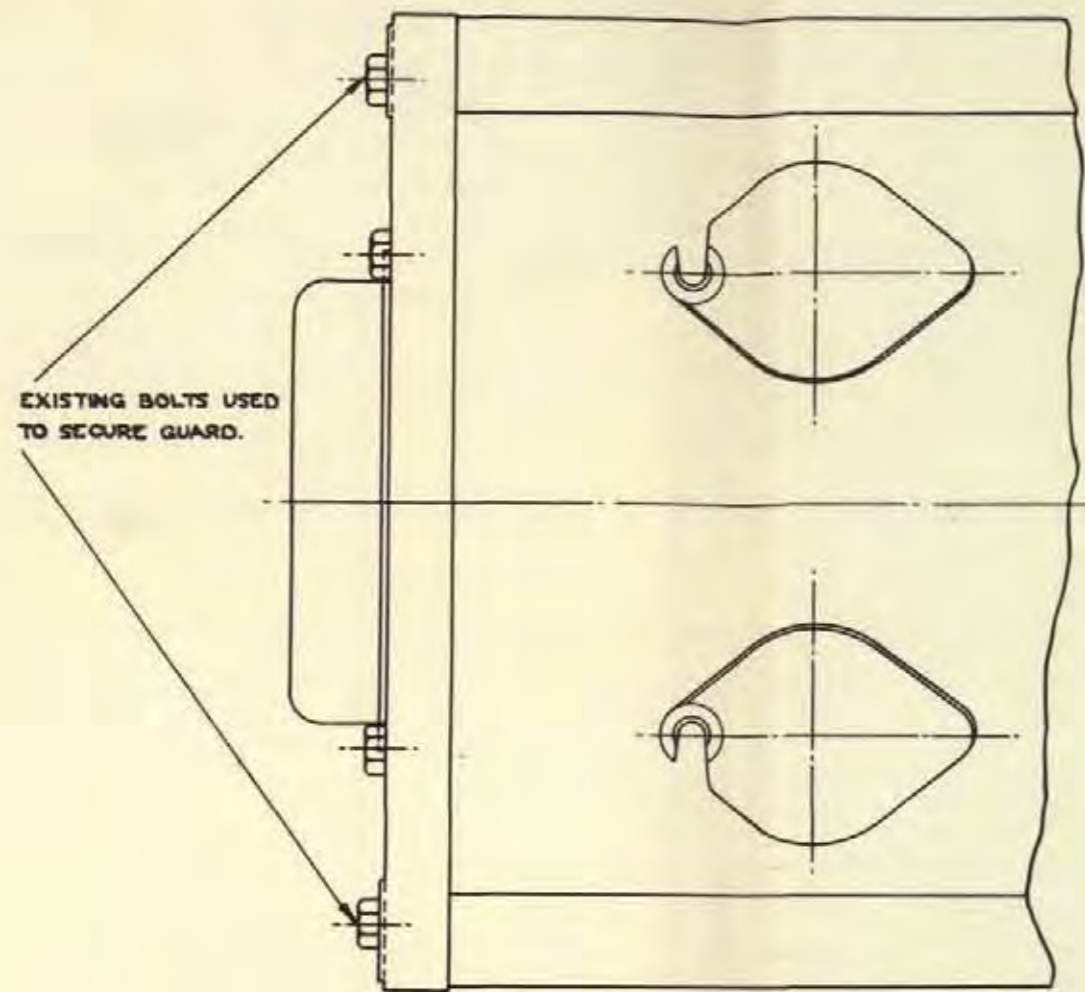
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|--|--|
| (a) Ships, Establishments and Authorities concerned. | Ships concerned, H.M. Dockyards, Gunnery Equipment Depots and Repair Establishments. |
| (b) Types and Marks of Mounting | 4-in. A.A. Twin Mark 19 and R.P. Series. |
| (c) Part of mounting affected | (i) The recuperator cover (front end).
(ii) Sight and receiver pinions.
(iii) Centre tee bar. |
| (d) Purpose of Modification | 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.
(iii) Elevating Arc. |
| (e) Nature of Modification | (i) To remove existing wing nuts on the recuperator guard and inspection cover and replace them with a light metal guard and hexagon nuts.
(ii) Fit a light metal guard over the sight and receiver pinions.
(iii) Fit a metal strip on the centre tee bar between guns. |

THIRD ANGLE PROJECTION.

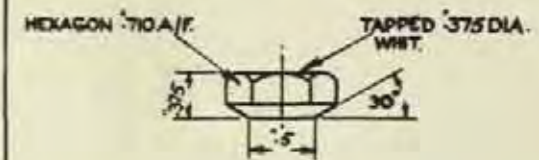
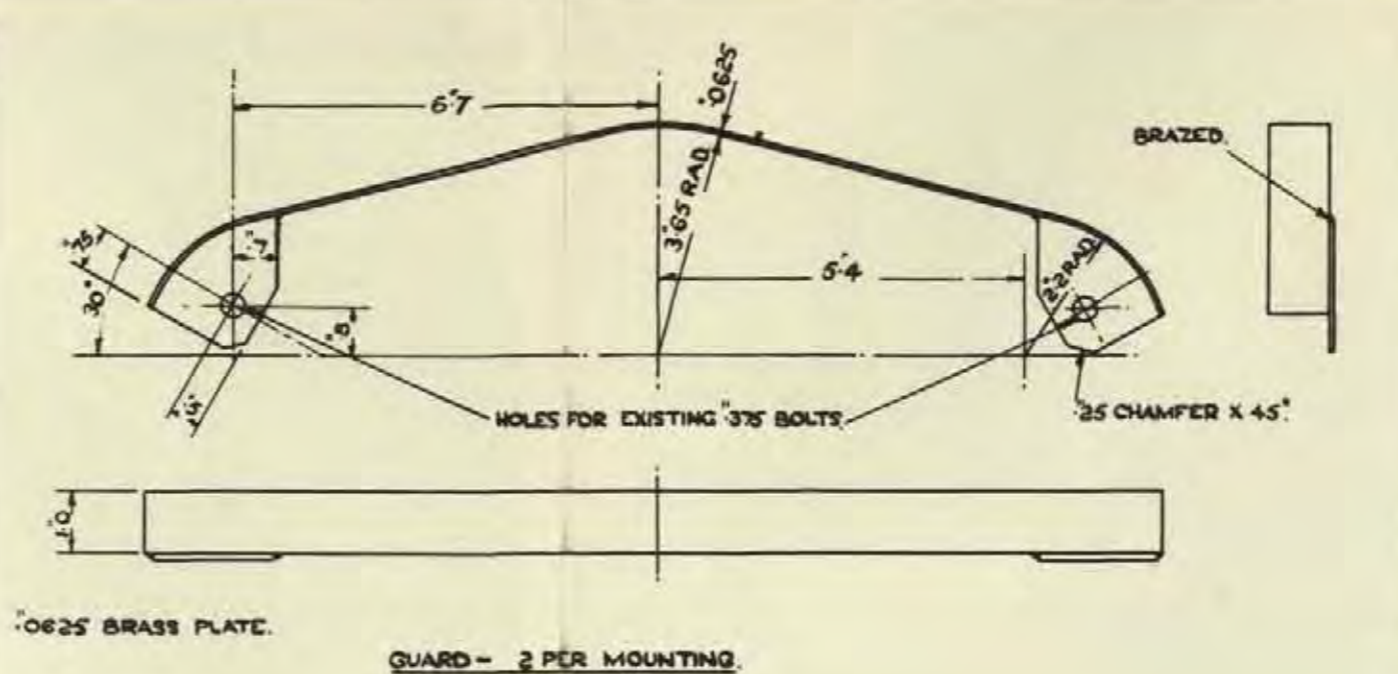
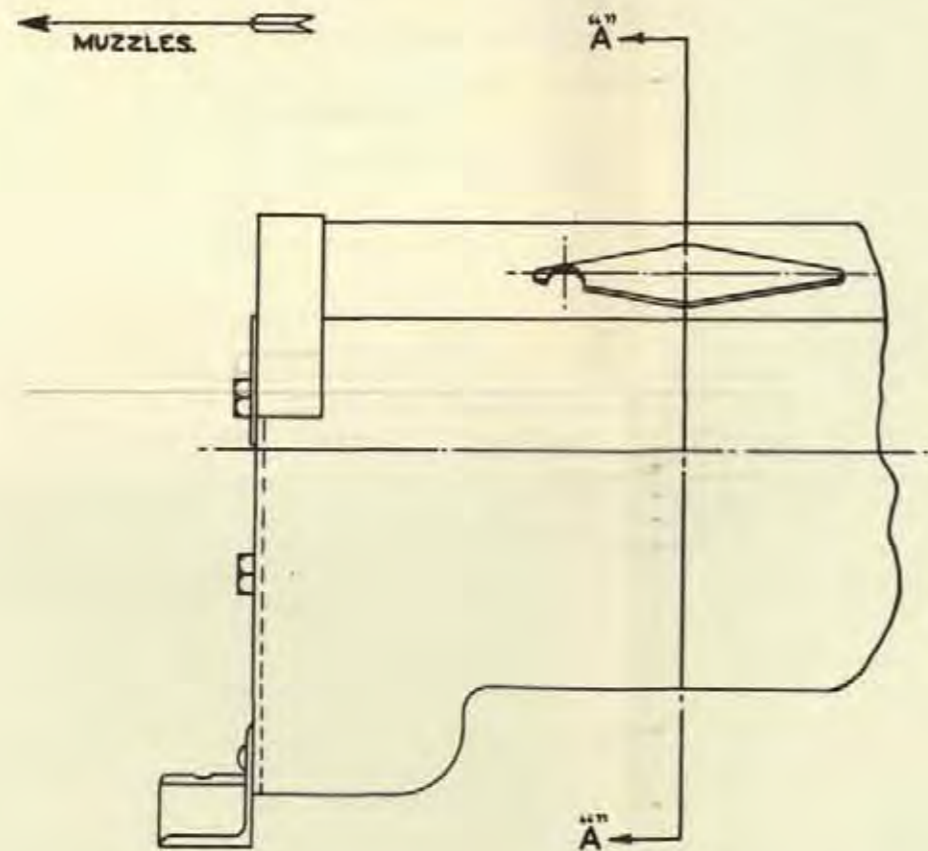


DRAWING NUMBER.
D.N.O. 9626.

THIRD ANGLE PROJECTION.

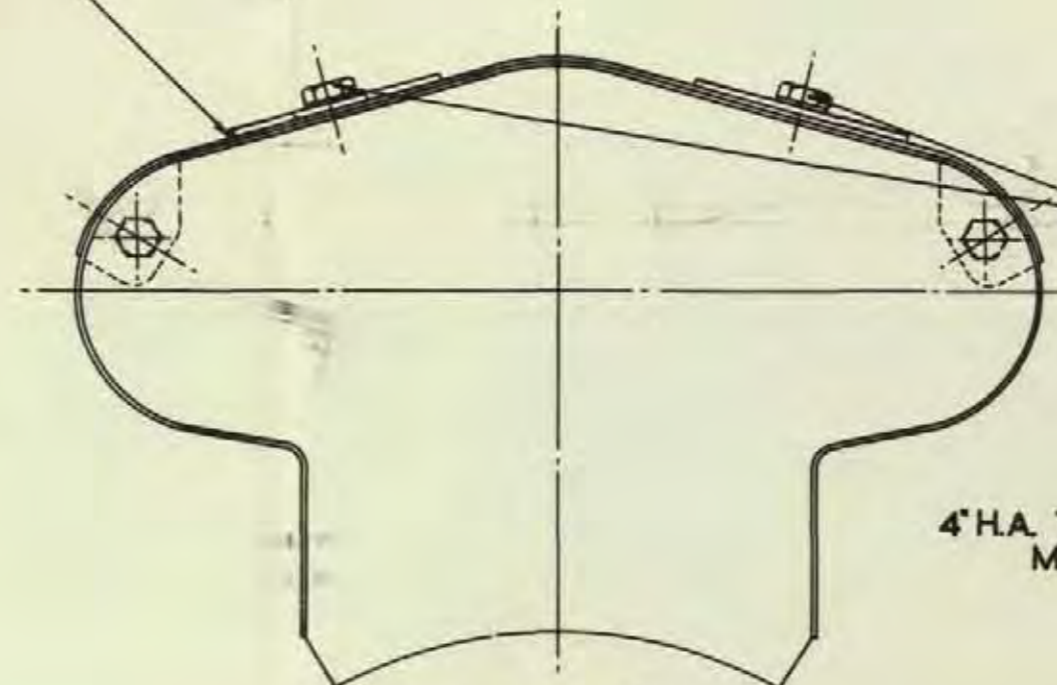


← MUZZLES.



BRASS NUT. - 4 PER MOUNTING.

THE TWO FRONT STRETCHING SCREWS, BUTTERFLY NUTS & ASSOCIATING BRACKETS REMOVED & REPLACED BY GUARD AS SHOWN.



THE TWO FRONT BUTTERFLY NUTS REMOVED & REPLACED BY NUT AS SHOWN THE SCREW TO BE FILED FLUSH WITH THE TOP OF NUT.

4" H.A. TWIN MK. 19 R.P. SERIES MOUNTINGS.
MODIFIED RECUPERATOR GUARD.

SECTION AT "A-A"

(f) Drawings or Navy Order
Diagrams

Drq. D.N.O. 9626. Navy
Order 538 of 1955 Diagram
(1).

Drq. D.N.O. 8975. Navy
Order 538 of 1955 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.

(i) How to be treated

As a defect.

(The foregoing is the text of A.F.O. 916/1955 altered to meet
R.A.N. conditions.)

(14429/29/74)

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539.

**MATERIALS - HOT DIP GALVANISED STEEL MATERIALS -
PROHIBITION OF HOT BENDING.**

Although it should be well known that hot dip galvanised steel materials when subjected to hot bending are liable to failure by cracking, a serious failure due to this cause has recently occurred in the bending of hot dip galvanised steel tubes. Failure of this kind is attributed to zinc penetration and therefore under no circumstances should steel material which has been galvanised by the hot dip process be subsequently bent hot. This does not apply to steam pipes and boiler tubes which have a relatively thin coating deposited by electro-galvanising.

2. A limited amount of cold bending may be carried out on galvanised steel material with satisfactory results provided it is not subsequently to be heated for any purpose above 400°C. (750°F.). Steel which is subsequently to be galvanised may be cold worked provided it is annealed at 650°C. prior to galvanising. If considerable working is necessary, this should be carried out hot on black material and the article galvanised afterwards.

(The foregoing is the unaltered text of A.F.O. 2968/1954.)

(4476/46/6)

540.

**NAVAL STORES (GENERAL) (CLASS B, GROUP 10g) - STEEL TUBING
FOR FUEL OIL FILLING SYSTEMS.**

Steel tubing for oil fuel filling systems will in future be supplied under Class B, Group 10g, as follows :-

Hot finish seamless steel to Specification DNO/S320 :-

Est. Diam. in.	Thickness S. W. G.	in.
3 $\frac{1}{2}$	7	.176
4	7	.176
4 $\frac{1}{2}$	7	.176
5 $\frac{1}{2}$	7	.176
6 $\frac{1}{2}$	7	.176
7 $\frac{1}{2}$	5	.212

2. In consequence, the following tubing provided under Class B, Group 2f, will be made obsolescent, but should continue to be utilised so long as stocks are available if the equivalent size under Class B, Group 10g, is not readily obtainable.

Pattern No.	Est. Diam. in.	Thickness W. D. G.
11444	3 $\frac{1}{2}$	188
11449	3 $\frac{1}{2}$	188
11452	4 $\frac{1}{2}$	250
11453	5	250
11454	5 $\frac{1}{2}$	250
11455	6 $\frac{1}{2}$	250
11456	7 $\frac{1}{2}$	312

3. The Rate Book for Naval Stores will be amended.

(The foregoing is the text of A.F.O. 494/1955 altered to meet R.A.N. conditions.)

(4506/7/70)

541.

**NAVAL STORES (GENERAL) (CLASS E, GROUP 8) - GRINDING
WHEELS - PARTICULARS REQUIRED WHEN DEMANDING.**

Great difficulty is being experienced by contractors in executing orders for grinding wheels, as the information given by demanding services is often incomplete.

2. When demanding grinding wheels, ships or services should, wherever possible, furnish the following particulars :-

- Type of wheel, makers' type No. - sketches to accompany when wheels are not of standard type.
- Size and complete dimensions of shape.
- Abrasive (type).
- Grain (size of abrasive).
- Grade (strength of wheel).
- Structure (grain spacing).
- Bond (type).
- Number required.

3. Alternatively, if wheels are required for a new operation, or the particulars of sub-paragraphs (c), (d), (e), (f) and (g) above are not available, sub-paragraphs (a), (b) and (h) above are required to be supplemented with the following information :-

- Shape, size and kind of material to be ground.
- Description of operation, i.e., cylindrical, internal or surface grinding.
- Amount of stock to be removed.
- Wheel speed.
- Work speed.
- Wet or dry grinding.
- Finish required.
- Any further relative peculiarities.

(The foregoing is the unaltered text of A.F.O. 687/1955.)

(4512/80/140)

542.

**NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 4) -
OBSOLETE ITEMS - DISPOSAL.**

H.M.A. Ships and Shore Establishments.

The stores detailed in the Appendix to this Order are now obsolete and will be withdrawn from the Rate Book. Stocks of these items are no longer required and are accordingly to be disposed of in accordance with existing instructions.

2. No further returns are to be taken on main or repairable ledger charge.

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1138/1955 altered to meet R.A.N. conditions.)

(4518/27/161)

APPENDIX

Pattern No.	Description
6	Wire, Copper DSC, 25 S.W.G.
198	Platinoid Sheets, .05-in. x 3-in.
209	Wire, Copper for feeders 1/21 S.W.G.
305	Spanner for Vulcaniser, Pattern 29.
326	Scales, Glass for Hopkinson - Thring Torsion meters.
673	Wire, Copper DSC.
1235	Cord, Copper, 173/30 S.W.G.
1272	Wire, Earth, Copper 7/21 S.W.G.
1383	Wire, Eureka, 47 SW G.
1384	Wire, Steel, 47 SW G.
1960	Wire, Copper DCC, 1 S.W.G.
1961	Wire, Copper DCC, 2 S.W.G.
1962	Wire, Copper DCC, 3 S.W.G.
1963	Wire, Copper DCC, 3 S.W.G.
1964	Wire, Copper DCC, 5 S.W.G.
1965	Wire, Copper DCC, 6 S.W.G.
2166	Wire, Copper SSC, 38 S.W.G.
2750	Wire, Copper SSC, 31 S.W.G.
2863	Short-circuiting disc for Hummer circuit.
4355	Wire, Copper, enamelled 729/38.
4356	Wire, Copper, enamelled 81/38.
4479	Elements 220V $\frac{3}{4}$ kW "Flecta" type.
4480	Elements 110V $\frac{3}{4}$ kW "Flecta" type.
5008	Elements, 120V 125W.
5020	Elements 110V 125W.
5112	Wire Copper, SCC, 10 S.W.G.
5113	Wire Copper, SCC, 11 S.W.G.
5114	Wire Copper, SCC, 12 S.W.G.
5115	Wire Copper, SCC, 13 S.W.G.
5117	Wire Copper, SCC, 15 S.W.G.
5119	Wire Copper, SCC, 17 S.W.G.
5121	Wire Copper, SCC, 19 S.W.G.
5125	Wire Copper, SCC, 23 S.W.G.
5277	Wire .0156 diam, oxydised.
5278	Wire 29 SW G. oxydised.
5448	Wire Copper, enamelled 243/38.
6251	Wire Eureka DSC, 21 S.W.G.
6457	Wire Eureka, DSC, 23 $\frac{1}{2}$ S.W.G.
6458	Wire Eureka, DSC, 28 $\frac{1}{2}$ S.W.G.
6460	Resistance Sheets or Strips $\frac{1}{16}$ -in. x 3-in.
7479	Wire, Bronze, 28/35 complete with clip.
7482	Wire, Copper, enamelled 27/36 DSC.
7620	Wire, Eureka, resistance, 36 S.W.G.
8009	Wire, Copper, DSC, .021-in. diam.
8010	Wire, Copper, DSC, .019-in. diam.
8380	Wire, Copper, enamelled 243/36 SC.
8635	Elements, low temperature, 100V.
8652	Elements, for "Magicoal" fires, 110V. $\frac{1}{4}$ kW.

Pattern No.	Description
8653	Elements, for "Magicoal" fires, 110V. 1 kW.
8654	Elements, for "Magicoal" fires, 100V. $\frac{1}{2}$ kW.
8655	Elements, for "Magicoal" fires, 100V. 1 kW.
8657	Illuminators with flicker needles, 110V.
8658	Illuminators with flicker needles, 100V.
8903	Spare coils for elements, Pattern 8652.
8904	Spare coils for elements, Pattern 8653.
8905	Spare coils for elements, Pattern 8654.
8906	Spare coils for elements, Pattern 8655.
19354	Wire, Copper, Bare, conductor.
19444A	Conduit adaptors for Radio Interference Suppressors.
19454	Suppressor Coil, 1 amp.
19455	Tubular heaters, 100V. 80W. 2-ft. long.
19456	Tubular heaters, 100V. 150W. 3-ft. 6-ins. long.
19461	Elements for heaters, Pattern 19455.
19462	Elements for heaters, Pattern 19456.
19501	Coupling nut for Radio Interference Suppression, $\frac{1}{4}$ -in.
19502	Coupling nut for Radio Interference Suppression, $\frac{7}{16}$ -in.
19504	Ferrule for Radio Interference Suppression.
19548	Toasters, 2-way, 110 volts.
19564	Heater, 2-Pdr. Mk. II *C2 kW 220V.
19565	Heater, 2-Pdr. Mk. II *C2 kW 110V.
19586	Elements for cartridge case heater, Pattern 19580.
19587	Elements for cartridge case heater, Pattern 19581.
19598	Terminal Block for radiators, Patterns 19594/5.
19609	Sparking Plug 18-mm. long.
19614	Sparking Plug 18-mm. long (U.S.A. design).
19710	Screening Plate Assembly for Suppressors, Pattern 19433T.
19711	Screening Plate Assembly for Suppressors, Pattern 19440T.
19712	Screening Plate Assembly for Suppressors, Pattern 19441T.
19713	Screening Plate Assembly for Suppressors, Pattern 19443T.
19718	Screening Plate Assembly for Suppressors, Pattern 19453T.
19720	Radio Interference Suppression Condenser.
19721	Adaptor for Radio Interference Suppression.
19722	Adaptor for Radio Interference Suppression.
19723	Adaptor for Radio Interference Suppression.
19739	Radio Interference Suppressor, 1 amp. 24 volt.
19740	Clip securing for Radio Interference Suppression.

543.

SUBMARINE PYROTECHNICS - CANDLE, SMOKE, WHITE, MARK N.5 WITH FLUORESCIN BOX ATTACHMENT AND MESSAGE CARRIER - INTRODUCTION.

An improved type of candle, smoke, white, Mark N.5, is shortly to be introduced into service. This candle is similar in appearance and method of actuation to the existing Mark 4 candle, smoke, white. The major improvement is that it can be ejected from depths down to 625 ft.

RESTRICTED

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543

2. The container is painted a light green colour with "625 feet white" stencilled on it in three places. The mark number, the letter "N", the lot number, contractor's initials and month and year of filling are stencilled on it in black.

3. The candle has no fixed time of burning; if more water enters the reagent chamber the reaction is likely to start up again, but it will normally burn for approximately 15 minutes. However it has been found in trials that the smoke produced is weak and intermittent after three minutes and the flame also after five minutes.

Fluorescein Box Attachment.

4. When a surface sees the normal white smoke and flame burning in a bright green patch, this will indicate that a message may be attached to the candle and every effort must be made to obtain this message.

5. This attachment consists of a circular box $\frac{1}{2}$ -in. deep filled with the sodium salt of fluorescein. It is completely inert and requires no special care in handling.

Message Carrier Attachment.

6. This consists of a curved tubular container with a $\frac{1}{4}$ -in. bore and slightly less than half a circle in form. It is closed at one end, and, at the other end has a screwed plug which carries a flexible rod which fits inside the container and round which the message is rolled. It is fitted to the candle by means of a spring which is attached to the ends of the container like the string of a bow.

Recovery of Message.

7. Surface ships operating with submarines should have readily available a "butterfly" type net not less than 2-ft. in diameter with the mesh made of spun yarn on a 12-ft. stave, e.g., a bearing out spar, for recovery of candles complete with message carrier.

(The foregoing is the unaltered text of A.P.O. 678/1954.)

(4444/8/4)

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C.N.Os. 544-562/55

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

2nd August, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

544.

CELEBRATIONS - GUN SALUTES - SHIPS AUTHORISED TO SALUTE - PROCEDURES.

The instructions contained in Article 83 of Q.R. & A.I. (1943) are superseded by the following :-

Ships Authorised to Salute

Unless otherwise directed by the Naval Board, salutes are to be fired by all ships larger than Destroyers which are commanded by a Captain or Commander and carry three or more Q.F. guns of the same nature suitably placed, for which saluting charges are provided. Ships which would be regarded as saluting ships when in commission are generally to be considered as non saluting ships while in reserve.

2. Frigates, when on detached service carrying out Pacific Island cruises or in foreign territorial waters, may be authorised to fire salutes if no other British Saluting ship is present, and provided that they are commanded by a Captain or Commander.

3. If, for any special reason, omission to fire a salute to a foreign nation or flag, or on the occasion of an important national event cannot be explained without giving offence, the salute is to be fired by any ship which can safely do so whether classified as a saluting ship or not.

Classification

4. The following classes of ship are to be regarded as saluting ships when in commission :-

- (a) Light Fleet Carriers
- (b) Cruisers
- (c) Daring Class
- (d) Frigates, when on detached service or in foreign territorial waters.

5. Outfits of saluting ammunition will be provided for Frigates when proceeding on Pacific Island cruises or to foreign territorial waters, providing they are commanded by a Captain or Commander.

6. Ships concerned will be informed, by amendments to their warrants, which guns - 4-in. Mark 16, 3 pounder or 40-mm. Bofors - are to be used for saluting purposes.

7. Bofors break-up shot is only to be used for saluting purposes subject to the limitations imposed by Admiralty Fleet Order 706/1954, and if proper saluting charges are not available.

8. Q.F. 40-mm. Bofors Blank Ammunition, for firing salutes, will be introduced in the Royal Australian Navy when stocks become available. Instructions for the use of this ammunition are contained in Navy Order 553 of 1955.

Procedure

9. When firing gun salutes, the following rules are to be observed by H.M.A. Ships :-

In -

- (a) operational areas,
- (b) parts of occupied territories,

and

- (c) when operating under unified command with ships of other nations,

salutes are not to be fired without prior consultation with the Senior British Naval Officer, who, before authorising them, should consult any other authority as circumstances may require.

In no circumstances may salutes be fired if there is a likelihood of their causing interference with operational requirements or if there is risk of them being mistaken for operational activities.

(3244/3/38)

545.

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

Consequent on the transfer of responsibility for maintenance of T.A.S. equipment to the Electrical and Ordnance Engineering Branches, the requirement for a T.A.S. Base Staff in Sydney no longer exists.

2. Navy Order 49 of 1953 is to be amended as follows :-

Title and line one - delete 'T.A.S.'.

(4012/131/60)

546.

ESTABLISHMENT OF NAVAL BOMBARDMENT RANGE NEAR JERVIS BAY.

Navy Order 236 of 1953 is to be amended as follows :-

Paragraph 12 (e) - add 5.25" 11,000 yards.

(4185/5/46)

SECTION 2 - PERSONNEL

547.

AIRCREW OFFICERS - ANNUAL RETURN OF FLYING.

A return in accordance with Q.R. and A.I., Article 1026, paragraph 3, is to be made annually on 1st January for both R.A.N. and R.N. officers.

(3325/3/268)

548.

OFFICERS APPOINTED TO THE U.S.A. - CASH GRANT FOR KHAKI CLOTHING - 1955/56.

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 \$41.10.0d. as from 1st July, 1955.

2. Paragraph 2 of Navy Order 466 of 1953 is to be amended accordingly. Navy Order 366 of 1954 is hereby cancelled.

(4716/31/61)

549.

OFFICERS - MEDICAL OFFICERS SERVING IN AIRCRAFT CARRIERS AND AT NAVAL AIR STATIONS - FLYING EXPERIENCE.

Medical Officers serving in Carriers and at Naval Air Stations are to be given facilities to gain flying experience whenever the nature of the flying task allows.

2. Every opportunity is to be taken by these Medical Officers to acquaint themselves with the duties of air crews and to study the medical aspects of flying.

3. Reports of such experience are to be recorded in the General Remarks of the Medical Officer's Journal (A.M.179).

(The foregoing is the text of A.F.O. 1302/1955 altered to meet R.A.N. conditions)

(4002/27/57)

550.

RATINGS - TITLES, SPECIALIST QUALIFICATIONS AND ABBREVIATIONS FOR SUCH QUALIFICATIONS - STANDARDISATION.

In order to achieve uniformity and to avoid confusion which arises from the use in reports, returns, etc., of irregular or ambiguous abbreviations of the titles and specialist qualifications of R.A.N. ratings, standard lists of the titles of ratings, of specialist qualifications, and of official abbreviations for these titles and qualifications have been prepared and are promulgated for general guidance as Appendices "A" and "B" to this Order.

2. These abbreviations are to be used in all communications, reports, returns, etc.

3. The order in which the branches appear is of first importance and the standard order, as given in the Appendices, is to be used for all purposes, schemes of complement, nominal lists, etc. For instance, if a list of requirements commences with Seamen, Signalmen, E.R.A.'s, Mechanicians, it should be safe to assume that Sailmakers and Telegraphists are not required. It should not be necessary to search through every list and form in case a Sailmaker has been inserted among the Artisans or Cooks. A further advantage will be that should the instructions be received with a part of the text mutilated, or with abbreviations misquoted, the meaning should be clear provided the correct order has been maintained.

4. Unless it is apparent from the correspondence, forms, etc., the specialist qualification is always to be shown, e.g., C.P.O.(GI), N.A.1(A.H.3).

(4002/51/85)

APPENDIX "A"

SUBSTANTIVE RATINGS	ABBREVIATIONS
Chief Petty Officer	C.P.O.
Petty Officer	P.O.
Leading Seaman	L.S.
Able Seaman	A.B.
Ordinary Seaman	Ord.
Recruit Seaman	Ret. (Snn.)
Chief Sailmaker	Ch. Slmr.
Sailmaker	Slmr.
Sailmaker's Mate	Slmr.Mate
Chief Yeoman of Signals	C.Y.S.
Yeoman of Signals	Y.S.
Leading Signaller	L.Sig.
Ordinary Signaller	Ord.Sig.
Recruit (Communication Branch)	Ret.C.B.
Chief Petty Officer Telegraphist	C.P.O.Tel.
Petty Officer Telegraphist	P.O.Tel.
Leading Telegraphist	Ldg.Tel.
Telegraphist	Tel.
Ordinary Telegraphist	Ord.Tel.
Suffixes for ratings employed on special duties	
Flying	(F)
Special	(S)
Chief Engine Room Artificer	C.E.R.A.
Engine Room Artificer, 1st Class	E.R.A.1.
Engine Room Artificer, 2nd Class	E.R.A.2.
Engine Room Artificer, 3rd Class	E.R.A.3.
Engine Room Artificer, 4th Class	E.R.A.4.
Acting Engine Room Artificer, 4th Class	A/E.R.A.4.

SUBSTANTIVE RATINGS	ABBREVIATIONS
Engine Room Artificer, 5th Class	E.R.A.5.
Recruit (Engine Room Artificer)	Rct.(E.R.A.)
Chief Mechanician	Ch.Mech.
Mechanician, 1st Class	Mech. 1
Mechanician, 2nd Class	Mech. 2
Acting Mechanician, 2nd Class	A/Mech. 2
Chief Engineering Mechanic	Ch.M(E).
Petty Officer Engineering Mechanic	P.O.M.(E).
Leading Engineering Mechanic	L.M.(E).
Engineering Mechanic 1st Class	M.(E).1.
Engineering Mechanic 2nd Class	M.(E).2.
Recruit (Engineering Mechanic)	Rot.(M(E)).
Chief Naval Shipwright	Ch. Naval Shpt.
Naval Shipwright, 1st Class	Naval Shpt. 1
Naval Shipwright, 2nd Class	Naval Shpt. 2
Naval Shipwright, 3rd Class	Naval Shpt. 3
Naval Shipwright, 4th Class	Naval Shpt. 4
Acting Naval Shipwright, 4th Class	A/Naval Shpt. 4
Naval Shipwright, 5th Class	Naval Shpt. 5
Recruit (Naval Shipwright)	Rct.(Naval Shpt.)
Chief Joiner	Ch.Jnr.
Joiner, 1st Class	Jnr.1
Joiner, 2nd Class	Jnr.2
Joiner, 3rd Class	Jnr.3
Joiner, 4th Class	Jnr.4
Acting Joiner, 4th Class	A/Jnr.4
Joiner, 5th Class	Jnr.5
Recruit (Joiner)	Rct.(Jnr.)
Chief Blacksmith	Ch.Blk.
Blacksmith, 1st Class	Blk.1
Blacksmith, 2nd Class	Blk.2
Blacksmith, 3rd Class	Blk.3
Blacksmith, 4th Class	Blk.4
Acting Blacksmith, 4th Class	A/Blk.4
Blacksmith, 5th Class	Blk.5
Recruit (Blacksmith)	Rct.(Blk.)
Chief Plumber	Ch.Plmb.
Plumber, 1st Class	Plmb.1
Plumber, 2nd Class	Plmb.2
Plumber, 3rd Class	Plmb.3
Plumber, 4th Class	Plmb.4
Acting Plumber, 4th Class	A/Plmb.4
Plumber, 5th Class	Plmb.5
Recruit (Plumber)	Rct.(Plmb.)
Chief Painter	Ch.Ptr.
Painter, 1st Class	Ptr.1
Painter, 2nd Class	Ptr.2
Painter, 3rd Class	Ptr.3
Painter, 4th Class	Ptr.4
Acting Painter, 4th Class	A/Ptr.4
Painter, 5th Class	Ptr.5
Recruit (Painter)	Rct.(Ptr.)

SUBSTANTIVE RATINGS	ABBREVIATIONS
Chief Ordnance Artificer	C.O.A.
Ordnance Artificer, 1st Class	O.A.1
Ordnance Artificer, 2nd Class	O.A.2
Ordnance Artificer, 3rd Class	O.A.3
Ordnance Artificer, 4th Class	O.A.4
Acting Ordnance Artificer, 4th Class	A/O.A.4
Ordnance Artificer, 5th Class	O.A.5
Recruit (Ordnance Artificer)	Rot.(O.A.)
Suffixes:	(W)
Weapons	(C)
Control	C.E.A.
Chief Electrical Artificer	E.A.1
Electrical Artificer, 1st Class	E.A.2
Electrical Artificer, 2nd Class	E.A.3
Electrical Artificer, 3rd Class	E.A.4
Electrical Artificer, 4th Class	E.A.4
Acting Electrical Artificer, 4th Class	A/E.A.4
Electrical Artificer, 5th Class	E.A.5
Recruit (Electrical Artificer)	Rot.(E.A.)
Chief Electrician	Ch.El.
Petty Officer Electrician	P.O.El.
Leading Electrical Mechanic	L.E.M.
Electrical Mechanic, 1st Class	E.M.1.
Electrical Mechanic, 2nd Class	E.M.2.
Recruit (Electrical Mechanic)	Rot.(E.M.)
Suffixes:	(P)
Power	(E)
Electronics	C.R.E.A.
Chief Radio Electrical Artificer	R.E.A.1.
Radio Electrical Artificer, 1st Class	R.E.A.2.
Radio Electrical Artificer, 2nd Class	R.E.A.3.
Radio Electrical Artificer, 3rd Class	R.E.A.4.
Radio Electrical Artificer, 4th Class	C.R.El.
Chief Radio Electrician	P.O.R.El.
Petty Officer Radio Electrician	L.R.E.M.
Leading Radio Electrical Mechanic	R.E.M.1.
Radio Electrical Mechanic, 1st Class	R.E.M.2.
Radio Electrical Mechanic, 2nd Class	

SUBSTANTIVE RATINGS	ABBREVIATIONS
Chief Aircraft Artificer (Airframe/Engines) or (Ordnance)	G.A.A.(A/E) or (O)
Aircraft Artificer (Airframe/Engines) or (Ordnance) 1st Class	A.A. (A/E) or (O) 1
Aircraft Artificer (Airframe/Engines) or (Ordnance) 2nd Class	A.A. (A/E) or (O) 2
Aircraft Artificer (Airframe/Engines) or (Ordnance) 3rd Class	A.A. (A/E) or (O) 3
Aircraft Artificer (Airframe/Engines) or (Ordnance) 4th Class	A.A. (A/E) or (O) 4
Acting Aircraft Artificer (Airframe/Engines) or (Ordnance) 4th Class	A/A.A. (A/E) or (O) 4
Aircraft Artificer (Airframe/Engines) or (Ordnance) 5th Class	A.A. (A/E) or (O) 5
Recruit Aircraft Artificer (Airframe/Engines) or (Ordnance)	Rct.(A.A. (A/E) or (O))
Chief Aircraft Mechanician (Airframe/Engines) or (Ordnance)	G.A.Mech. (A/E) or (O)
Aircraft Mechanician (Airframe/Engines) or (Ordnance) 1st Class	A.Mech. (A/E) or (O) 1
Aircraft Mechanician (Airframe/Engines) or (Ordnance) 2nd Class	A.Mech. (A/E) or (O) 2
Aircraft Mechanician (Airframe/Engines) or (Ordnance) 3rd Class	A.Mech. (A/E) or (O) 3
Chief Airman Fitter (Airframe), (Engines) or (Ordnance)	C.A.F. (A), (E) or (O)
Petty Officer Airman Fitter (Airframe), (Engines) or (Ordnance)	P.O.A.F. (A), (E) or (O)
Acting Petty Officer Airman Mechanic (Airframe), (Engines) or (Ordnance)	A/P.O.A.M. (A), (E) or (O)
Leading Airman Pilot's Mate	L.A.P.M.
Leading Airman Mechanic (Airframe), (Engines) or (Ordnance)	L.A.M. (A), (E) or (O)
Naval Airman 1st Class - Pilot's Mate	N.A.1. P.M.
Naval Airman 1st Class Mechanic (Airframe), (Engines) or (Ordnance)	N.A.1.M. (A), (E) or (O)
Naval Airman 2nd Class Mechanic (Airframe), (Engines) or (Ordnance)	N.A.2.M. (A), (E) or (O)

SUBSTANTIVE RATINGS	ABBREVIATIONS
Chief Airman	C.A.
Petty Officer Airman	P.O.A.
Leading Airman	L.A.
Naval Airman 1st Class	N.A.1.
Naval Airman 2nd Class	N.A.2.
Recruit (Naval Airman)	Rct. N.A.
Observer 1st Class	Obs.1.
Observer 2nd Class	Obs.2.
Probationary Naval Airman (Pilot)	P.N.A.(P).
Probationary Naval Airman (Observer)	P.N.A.(O).
Probationary Naval Airman (Aircrew)	P.N.A.(A/C).
Recruit Naval Airman (Aircrew)	Rct. N.A.(A/C).
Chief Electrical Artificer (Air)	C.E.A. (Air).
Electrical Artificer (Air) 1st Class	E.A. (Air) 1.
Electrical Artificer (Air) 2nd Class	E.A. (Air) 2.
Electrical Artificer (Air) 3rd Class	E.A. (Air) 3.
Electrical Artificer (Air) 4th Class	E.A. (Air) 4.
Acting Electrical Artificer (Air) 4th Class	A/E.A. (Air) 4.
Electrical Artificer (Air) 5th Class	E.A. (Air) 5.
Chief Electrician (Air)	C.El. (Air).
Petty Officer Electrician (Air)	P.O.El. (Air).
Leading Electrical Mechanic (Air)	L.E.M. (Air).
Electrical Mechanic 1st Class (Air)	E.M. (Air) 1.
Electrical Mechanic 2nd Class (Air)	E.M. (Air) 2.
Chief Radio Electrical Artificer (Air)	C.R.E.A. (Air).
Radio Electrical Artificer (Air) 1st Class	R.E.A. (Air) 1.
Radio Electrical Artificer (Air) 2nd Class	R.E.A. (Air) 2.
Radio Electrical Artificer (Air) 3rd Class	R.E.A. (Air) 3.
Radio Electrical Artificer (Air) 4th Class	R.E.A. (Air) 4.
Chief Radio Electrician (Air)	C.R.El. (Air).
Petty Officer Radio Electrician (Air)	P.O.R.El. (Air).
Leading Radio Electrical Mechanic (Air)	L.R.E.M. (Air).
Radio Electrical Mechanic (Air) 1st Class	R.E.M. (Air) 1.
Radio Electrical Mechanic (Air) 2nd Class	R.E.M. (Air) 2.

SUBSTANTIVE RATINGS	ABBREVIATIONS
Sick Berth Chief Petty Officer	S.B.C.P.O.
Sick Berth Petty Officer	S.B.P.O.
Leading Sick Berth Attendant	L.S.B.A.
Sick Berth Attendant	S.B.A.
Sick Berth Attendant 2nd Class	S.B.A.2.
Recruit (Sick Berth Attendant)	Ret.(S.B.A.)
Chief Petty Officer Dental Assistant	C.P.O.D.A.
Petty Officer Dental Assistant	P.O.D.A.
Leading Dental Assistant	L.D.A.
Dental Assistant	D.A.
Dental Assistant 2nd Class	D.A.2.
Recruit (Dental Assistant)	Ret.(D.A.)
Chief Dental Mechanic	C.D.M.
Dental Mechanic 1st Class	D.M.1.
Dental Mechanic 2nd Class	D.M.2.
Dental Mechanic 3rd Class	D.M.3.
Dental Mechanic 4th Class	D.M.4.
Acting Dental Mechanic 4th Class	A/D.M.4.
Chief Petty Officer Writer	C.P.O.Wtr.
Petty Officer Writer	P.O.Wtr.
Leading Writer	L.Wtr.
Writer	Wtr.
Writer 2nd Class	Wtr.2.
Recruit (Writer)	Ret.(Wtr.)
Stores Chief Petty Officer (Victualling)	S.C.P.O.(V).
Stores Petty Officer (Victualling)	S.P.O.(V).
Leading Stores Assistant (Victualling)	L.S.A.(V).
Stores Assistant (Victualling)	S.A.(V).
Stores Assistant (Victualling) 2nd Class	S.A.(V).2.
Recruit (Stores Assistant (Victualling))	Ret.(S.A.(V)).
Stores Chief Petty Officer (Stores)	S.C.P.O.(S).
Stores Petty Officer (Stores)	S.P.O.(S).
Leading Stores Assistant (Stores)	L.S.A.(S).
Stores Assistant (Stores)	S.A.(S).
Stores Assistant (Stores) 2nd Class	S.A.(S).2.
Recruit (Stores Assistant (Stores))	Ret.(S.A.(S)).
Recruit (Stores Assistant)	Ret.(S.A.).
Chief Petty Officer Cook (Ships)	C.P.O.Ck.(S).
Petty Officer Cook (Ships)	P.O.Ck.(S).
Leading Cook (Ships)	L.Ck.(S).
Cook (Ships)	Ck.(S).
Assistant Cook (Ships)	Asst.Ck.(S).
Recruit (Cook)	Ret.(Ck.).

SUBSTANTIVE RATINGS	ABBREVIATIONS
Chief Petty Officer Steward	G.P.O.Std.
Petty Officer Steward	P.O.Std.
Leading Steward	L.Std.
Steward	Std.
Assistant Steward	Asst. Std.
Recruit (Steward)	Ret.(Std.).
Chief Petty Officer Cook (Officers)	C.P.O.Ck.(O).
Petty Officer Cook (Officers)	P.O.Ck.(O).
Leading Cook (Officers)	L.Ck.(O).
Cook (Officers)	Ck.(O).
Assistant Cook (Officers)	Asst.Ck.(O).
Master-At-Arms	M.A.A.
Regulating Petty Officer	R.P.O.
Leading Patrolman	L.P.M.
Acting Leading Patrolman	A/L.P.M.
Chief Petty Officer Butcher	C.P.O.Btchr.
Petty Officer Butcher	P.O.Btchr.
Leading Butcher	L.Btchr.
Butcher	Btchr.
Chief Bandmaster	Ch.Bdmr.
Bandmaster	Bdmr.
Band Corporal	Bd.Cpl.
Musician 1st Class	Muan.1.
Musician 2nd Class	Muan.2.
Recruit (Musician)	Ret.(Muan.).
Junior Musician	J.Muan.
Bugle Sergeant	Bugle Sgt.
Bugle Corporal	Bugle Cpl.
Musician Bugler 1st Class	Muan. Bugler 1.
Musician Bugler 2nd Class	Muan. Bugler 2.
Chief Petty Officer Printer	C.P.O.Prntr.
Petty Officer Printer	P.O.Prntr.
Leading Printer	L.Prntr.
Sergeant 1st Class	Sgt.1.
Sergeant 2nd Class	Sgt.2.
Constable	Const.
Chief Wran Cook (Ships)	Ch. Wran Ck.(S).
Petty Officer Wran Cook (Ships)	P.O. Wran Ck.(S).
Leading Wran Cook (Ships)	L.Wran Ck.(S).
Wran Cook (Ships)	Wran Ck.(S).
Recruit Wran Cook (Ships)	Ret. Wran Ck.(S).
Chief Wran Regulating	Ch. Wran Reg.
Petty Officer Wran Regulating	P.O. Wran Reg.
Leading Wran Regulating	L.Wran Reg.
Wran Regulating	Wran Reg.
Recruit Wran Regulating	Ret. Wran Reg.
Chief Wran Sick Berth	Ch. Wran S.B.
Petty Officer Wran Sick Berth	P.O. Wran S.B.
Leading Wran Sick Berth Attendant	L.Wran S.B.A.
Wran Sick Berth Attendant	Wran S.B.A.
Recruit Wran Sick Berth Attendant	Ret. Wran S.B.A.

SUBSTANTIVE RATINGS	ABBREVIATIONS
Chief Wran Stores (Naval Stores) or (Victualling)	Ch. Wran S. (S) or (V).
Petty Officer Wran Stores (Naval Stores) or (Victualling)	Wran S.P.O. (S) or (V).
Leading Wran Stores Assistant (Naval Stores) or (Victualling)	L.Wran S.A. (S) or (V).
Wran Stores Assistant (Naval Stores) or (Victualling)	Wran S.A. (S) or (V).
Recruit Wran Stores Assistant (Naval Stores) or (Victualling)	Rct. Wran S.A. (S) or (V).
Chief Wran Writer (General Duties) or (Pay)	Ch. Wran Wtr. (GD) or (P).
Petty Officer Wran Writer (General Duties) or (Pay)	P.O. Wran Wtr. (GD) or (P).
Leading Wran Writer (General Duties) or (Pay), or (Shorthand)	L.Wran Wtr. (GD) (P) or (ST).
Wran Writer (General Duties) or (Pay), or (Shorthand)	Wran Wtr. (GD) (P) or (ST).
Recruit Wran Writer (General Duties) or (Pay), or (Shorthand)	Rct. Wran Wtr. (GD) (P) or (ST).
Chief Wran Steward (General)	Ch. Wran Std. (G).
Petty Officer Wran Steward (General)	P.O. Wran Std. (G).
Leading Wran Steward (General)	L.Wran Std. (G).
Wran Steward (General)	Wran Std. (G).
Recruit Wran Steward (General)	Rct. Wran Std. (G).
Wran Communications Instructor	Wran C.I.
Chief Wran Telegraphist	Ch. Wran Tel.
Petty Officer Wran Telegraphist	P.O. Wran Tel.
Leading Wran Telegraphist	L.Wran Tel.
Wran Telegraphist	Wran Tel.
Acting Wran Telegraphist	A/Wran Tel.
Wran Telegraphist Probationer	Wran Tel. Prob.
Recruit Wran Communications Branch	Rct. Wran C.B.
Prefix to rates: Acting	A/
Suffix to rates: Provisional	(Prov.)

APPENDIX "B"

SPECIALIST QUALIFICATIONS	ABBREVIATIONS
Gunnery Instructor	G.I.
Quarters Rating, 1st Class	Q.R.1.
Quarters Rating, 2nd Class	Q.R.2.
Quarters Rating, 3rd Class	Q.R.3.
Gunlayer, 1st Class	G.L.1.
Gunlayer, 2nd Class	G.L.2.
Gunlayer, 3rd Class	G.L.3.
Radar Control Rating, 1st Class	R.C.1.
Radar Control Rating, 2nd Class	R.C.2.
Radar Control Rating, 3rd Class	R.C.3.
Quarters Armourer, 1st Class	Q.A.1.
Quarters Armourer, 2nd Class	Q.A.2.
Quarters Armourer, 3rd Class	Q.A.3.
Control Armourer, 1st Class	C.A.1.
Control Armourer, 2nd Class	C.A.2.
Control Armourer, 3rd Class	C.A.3.
Torpedo Anti-Submarine Instructor	T.A.S.I.
Underwater Weapons, 1st Class	U.W.1.
Underwater Weapons, 2nd Class	U.W.2.
Underwater Weapons, 3rd Class	U.W.3.
Underwater Control, 1st Class	U.C.1.
Underwater Control, 2nd Class	U.C.2.
Underwater Control, 3rd Class	U.C.3.
Underwater Minesweeping, 1st Class	U.M.1.
Underwater Minesweeping, 2nd Class	U.M.2.
Underwater Minesweeping, 3rd Class	U.M.3.
Plotting and Radar Instructor	P.R.I.
Radar Plot Rating, 1st Class	R.P.1.
Radar Plot Rating, 2nd Class	R.P.2.
Radar Plot Rating, 3rd Class	R.P.3.
Coxswain	Cox.
Surveying Coxswain	S.Cox.
Boom Trained, 1st Class	B.T.1.
Boom Trained, 2nd Class	B.T.2.
Boom Trained, 3rd Class	B.T.3.
Surveying Recorder, 1st Class	S.R.1.
Surveying Recorder, 2nd Class	S.R.2.
Surveying Recorder, 3rd Class	S.R.3.
Staff Physical Training Instructor	S.P.T.I.
Physical Trainer, 1st Class	P.T.1.
Physical Trainer, 2nd Class	P.T.2.
Diver, 1st Class	Dr.1.
Diver, 2nd Class	Dr.2.
Diver, 3rd Class	Dr.3.
Clearance Diver, 1st Class	C.Dr.1.
Clearance Diver, 2nd Class	C.Dr.2.
Clearance Diver, 3rd Class	C.Dr.3.
Signal Instructor	S.I.
Wireless Instructor	W.I.

SPECIALIST QUALIFICATIONS	ABBREVIATIONS
Aircraft Handler, 1st Class	A.H.1.
Aircraft Handler, 2nd Class	A.H.2.
Aircraft Handler, 3rd Class	A.H.3.
Safety Equipment Worker, 1st Class	S.E.1.
Safety Equipment Worker, 2nd Class	S.E.2.
Safety Equipment Worker, 3rd Class	S.E.3.
Photographer, 1st Class	Phot. 1.
Photographer, 2nd Class	Phot. 2.
Photographer, 3rd Class	Phot. 3.
Meteorological Observer, 1st Class	Met. 1.
Meteorological Observer, 2nd Class	Met. 2.
Meteorological Observer, 3rd Class	Met. 3.
Hygiene Inspector	Hyg.
Laboratory Assistant	Lab.
Masseur	Masseur
Advanced Nurse	Adv. Nurse
Operating Room Assistant	O.R.A.
Mental Nurse	M.Nurse
X-Ray Assistant	X-Ray
Chiropodist	Chirop.
Dietitian	Diet.
Dispenser	Disp.
Occupational Therapist	Occ. Ther.
Orthoptist	Orthop.
Aviation Medicine	Av. Med.
<u>TRADES - ENGINE ROOM ARTIFICER BRANCH</u>	
Fitter	F.
Turner	T.
Fitter and Turner	F. & T.
Toolmaker	T.M.
Boilermaker	B.M.
Coppersmith	C.S.
Enginesmith	E.S.
Pattern Maker	P.M.
Moulder	M.
Motor Mechanic	M.M.
<u>OTHER QUALIFICATIONS</u>	
Motor Transport Driver	M.T.D.
Gunnery Officer's Writer	G.O.W.
T.A.S. Officer's Writer	T.A.S.O.W.
Navigator's Yeoman	N.Y.
Engineer Officer's Writer	E.O.W.
Air Engineer Officer's Writer	A.E.O.W.
Electrical Officer's Writer	L.O.W.
Shorthand Typist (Higher Grade)	Sh.T.(H.G.)
Shorthand Typist (Lower Grade)	Sh.T.(L.G.)
Air Gunner, Officer's Writer	A.G.O.W.
Boom Defence Officer's Writer	B.D.O.W.
Captain's Writer	Capt. Wtr.
Commander's Office Writer	Cdr. O.W.
Radar Plot Writer	R.P.W.
Shallow Water Diver	S.W.D.
Commander (Air's) Writer	Cdr. A.W.
Range Assessor	R.A.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

551.

AIRCRAFT - DETONATORS A/C BOMB AND DETONATOR,
BURSTERS, NO. 28 - SERVICE LIFE.

As a result of climatic storage trials the service life of all Aircraft Bomb Detonators, including No. 57, Mark 2, is increased to seven years. This life applies in temperate or tropical storage conditions and in H.M.A. Ships or R.A.N. Shore Establishments.

2. Detonator Burstern, No. 28, Mark 2, have been assigned a universal life of nine years.

3. Detonator Burstern, No. 28, Mark 1, which were withdrawn from R.N. service by Admiralty Fleet Order 1829/1953, have no age limit and will be issued to R.A.N. Air Stations only until stocks are exhausted.

4. B.R. 862 and B.R. 863, will be amended in due course.

5. Any markings on packages showing the old much-reduced life of detonators should be expunged.

(The foregoing is the text of A.F.O. 1306/1955 altered to meet R.A.N. conditions)

(4443/3/9)

552.

AUTOMATIC TELEGRAPHY - TELETYPE MAINTENANCE.

The following policy for maintenance of teletype equipment, when Radio-Teletype is fitted in H.M.A. Ships and Establishments, has been adopted in the Royal Australian Navy.

2. The personnel employed on maintenance of teletype equipment and office machinery will include Leading Electrical Mechanics (P) as well as Electrical Artificers.

3. It is intended that the L.E.M.(P) ratings will carry out daily, weekly and monthly routine preventive maintenance and effect running repairs. Seagoing ships will carry one such rating, who will be borne for teletype maintenance, as well as normal Electrical Departmental duties.

4. The E.A. will carry out major overhauls and, where applicable, supervise the work of the L.E.M.(P) rates.

5. Shore establishments, such as KUTTABUL, HARMAN and LONSDALE, will carry E.A. and L.E.M.(P) rates, while others such as CERBERUS, MELVILLE, ALBATROSS and PARANGAU will carry an E.A. only. Normally E.A.'s will not be appropriated to seagoing ships specifically for teletype maintenance.

6. Training in teletype for E.A.'s will follow the qualifying course for Electrical Artificer 3rd Class in the Electrical School.

7. In the case of L.E.M.(P) ratings, recommended volunteers will be selected and trained in teletype maintenance following successful completion of the L.E.M.(P) Qualifying Course in the Electrical School.

8. A notation is to be made on Page 1 of Electrical History Sheets of all ratings successfully completing the teletype maintenance course, and details of employment on teletype maintenance are to be entered in appropriate sections of History Sheets.

9. Names of ratings successfully completing the Teletype Maintenance Course are, to be forwarded to Navy Office (for Manning Department).

(4002/58/50)

553.

SALUTING GUNS - APPROVAL TO USE Q.F. 40-mm. BOFORS GUNS FOR FIRING SALUTES - INTRODUCTION OF Q.F. 40-mm. BOFORS BLANK AMMUNITION.

Approval is given to the use of 40-mm. Bofors guns for the firing of salutes as an alternative to the use of Q.F. 4-in. guns and Q.F. 3-pdr. guns.

2. The use of 40-mm. Bofors guns for saluting is approved for all newly constructed ships designated saluting ships.

3. When existing ammunition stocks are reduced, ships which at present salute with Q.F. 4-in. guns but are able to use 40-mm. instead may be authorised by Commanders-in-Chief to change over, such changes being reported in advance to Navy Office. Ships which give up 4-in. saluting are to return their air blast equipment to the nearest gunnery equipment store or depot and also all Q.F. 4-in. blank ammunition, components and packages to the nearest R.A.N. Armament Depot quoting this Order as authority. Ships which at present salute with Q.F. 3-pdr. guns are to continue to do so until further orders. Changes will be confirmed by amendments to warrants.

4. 40-mm. Bofors blank ammunition will be supplied as complete made-up cartridges and packed 12 per box C.190. They are assembled with 11-oz. gunpowder charges and percussion No. 12 primers, the cases are crimped at the mouth and fitted with rubber mouth covers.

5. Allowances of ammunition are as follows :-

Flagships	480
Private ships of cruiser size and larger ..	240
"Darings" and smaller ships detailed as saluting ships	120

6. The ammunition, after removal of rubber mouth covers, is made up in clips of four and loaded into the auto loader. With the gun laid at 25° elevation throughout, each round is fed on to the loading tray by placing the operating lever in the rear catch and forcing down with the wooden board as with Service ammunition. Ejection after each round has fired is achieved by pulling the operating lever right back to the "unload" position and holding it there while the round slides out of the gun down the ejection chute.

7. At Mark 10 and 11 guns (S.T.A.A.G. and Mark 5 mountings) which are fitted with loading stops, a distance piece is required to hold these stops back, for there is not time in the loading cycle to work them.

8. At S.T.A.A.G. mountings it is also necessary to remove the portable ejection chute fitted behind the guns in order to give the loading numbers more room to work.

9. When unloading a live round from S.T.A.A.G. mounting under this condition it is dangerous to permit the round to slide out of the gun and fall on to the floor of the mounting; a shot mat must, therefore, be placed under the rear of the guns to catch the round.

10. At all mountings, when unloading is necessary, it should be done with the guns horizontal, the round being removed by means of a piece of wire bent at the end into a hook which will take in the groove at the base of the cartridge.

11. The drill to be employed is given in the Appendix to this Order.

12. The distance piece, referred to in paragraph 7 above, is known as D.V. 885, PIECE distance loading stop to N.O.D. 3138/370, and the allowance is two for each S.T.A.A.G. on Mark 5 mounting used for saluting plus two spares, up to a maximum of six per ship.

13. Drill rounds of the same contour and weight as the filled blank rounds are in supply for instructional purposes. The allowance is 12 per ship.

14. Initial supplies of 40-mm. blank cartridges will be distributed when available. It is emphasised that on change-over to 40-mm. saluting all ammunition items, components and packages supplies for making up Q.F. 4-in. blank ammunition on board, are to be returned to the nearest R.A.N. Armament Depot. The rubber mouth covers and recovered fired cases from 40-mm. blank cartridges should also be returned as opportunity offers.

15. When compiling barrel memos the E.F.C. value of this cartridge is to be assessed at $\frac{1}{16}$.

16. Amendment to Drill Books and Ammunition Hand Books will be promulgated in due course.

17. The Naval Proportion Book and Gunners' Warrants will be amended.

(The foregoing is the text of A.F.O. 2722/1954, altered to meet R.A.N. conditions)

(4442/20/47)

APPENDIX

Firing Salutes with Bofors Blank Ammunition

Preparation for firing

1. At Single Mark 3, 7, 8 or 9 Mountings; normal preparations.
2. At Twin Mark 5 mountings, in addition to normal preparations, withdraw the loading stops and insert the holding-back prongs to retain these stops in the OUT position during the salute.
3. At S.T.A.A.G. mountings, in addition to normal preparations, insert the holding-back prongs as above and remove the bowl-shaped empty case chute at the rear of the guns. Place a shot mat under the rear balancing weights.
4. Clip up sufficient rounds in clips of four to cover the number of rounds required in the salute, using single rounds as necessary to make up odd number (see below).

Drill

1. Load (all types of mounting).

Lay the gun to 25 elevation - cock the rammer and place the operating lever in the rear catch - place one clip of four rounds in the auto-loader and force down with the wooden board supplied. Set the feed control lever to unload.

2. Stand by.

(i) At S.T.A.A.G. mountings.

Place the operating lever of the left gun in the front catch and the left safety lever to FIRE.

(ii) At twin Mark 5 mountings.

As for S.T.A.A.G. mountings.

(iii) At single mountings.

Place the operating lever in the front catch and the safety lever to FIRE.

3. Fire one.

A. At S.T.A.A.G. mountings and Twin Mark 5 mountings.

- (i) Fire the left gun.
- (ii) Place the operating lever of the right gun in the front catch and the safety lever to FIRE.
- (iii) Put the left safety lever to SAFE.
- (iv) Pull the left operating lever right back smartly and hold it in the "unload" position while the empty case slides out of the gun.
- (v) Place the operating lever in the rear catch and force down one round with the wooden board.
- (vi) Place the operating lever in the front catch.
- (vii) As soon as the right gun has fired, put the left safety lever to FIRE.

B. At single mountings.

The drill is similar to that given above, except that the safety lever is left to FIRE throughout the salute and the gun brought to the "READY" by placing the operating lever in the front catch.

Example of the procedure for firing a 21-gun salute in a ship of the "Daring" class.

Firing mountings	..	Port and starboard S.T.A.A.Gs.
Stand-by mounting	..	Twin Mark 5.
Commencing gun	..	Left of Port S.T.A.A.G.
Loading	..	Using the drill given above load each mounting with one clip of four rounds. Feed two more single rounds into the auto loader of the left gun of the Port S.T.A.A.G. and one more round into the other guns of both S.T.A.A.G. mountings.
Firing order	..	Left of port Left of starboard. Right of port. Right of starboard and so on in succession.

554.

ANTI-SUBMARINE - BATHYTHERMOGRAPH SLIDES - IDENTIFICATION.

When bathythermograph slides are forwarded to the Senior Officer, Hydrographic Service, under separate cover from their relevant log sheets, it is essential that some indication of their origin be included.

2. This can be done by affixing to the box a label giving the ship's name, or by enclosing a copy of the covering letter which is forwarded with the log sheets.

(The foregoing is the text of A.P.O. 1372/1955 altered to meet R.A.N. conditions)

(4518/11/255)

555.

ACCOUNTING FOR MATERIALS FOR WORK TO BE PERFORMED BY NAVAL PERSONNEL AT R.A.N. SHORE ESTABLISHMENTS.

With reference to Navy Order 370 of 1949, the following procedure is to be observed in connection with the procurement of, and accounting for, materials required for the performance of works jobs by Naval personnel, in lieu of paragraph 7 of that Order which is hereby cancelled :-

- (1) The Establishment concerned should furnish to the Administrative Authority a list of materials required to implement works projects during the ensuing quarter. Particulars of specific projects envisaged for the quarter should be indicated in support of the list.
- (1a) It is not intended that Establishments should hold large stocks of works stores, and minimum requirements only should be included in the quarterly lists, except that it is desirable to provide a small "standing" stock of items in recurring demand such as certain paints, glass sheet, electric lighting fittings, etc., to avoid delays in carrying out work.
- (2) The lists should be prepared and forwarded early in the preceding quarter in order to ensure as far as possible that supplies are available at the establishment concerned by the time they are required for use.
- (3) The approval of competent authority, vide N.F.R. & I. Article 230, is to be given before any expenditure is incurred, and such expenditure is to be met from the amount allocated for local maintenance.
- (4) After approval of the lists a Works Requisition for the materials required should be raised and forwarded to the Director of Works concerned. These requisitions should be charged to Division 126. Two copies of the requisition should be forwarded to the Administrative Authority, together with an additional copy for the Supply Officer at the Establishment concerned. The Administrative Authority should arrange for one copy of the requisition to be forwarded to Navy Office.
- (5) Upon receipt from the Department of Works the materials are to be accounted for by the Supply Officer in separate Naval Store ledgers for Works stores. The stores are to be taken on charge by means of Form A.S.549, on which the Works Requisition number is to be quoted, and to which the delivery note is to be attached.
- (6) Demands lodged with the Supply Officer by Officers requiring materials should be prepared on Forms A.S.156 which should also indicate the projects for which the stores are required. Demands A.S.156 should be checked by the Supply Officer against the specific projects referred to above.
- (7) In the event of the Department of Works being unable to supply any items requisitioned, arrangements should be made for the items to be purchased from commercial sources, care being taken to conform to the current ordering procedure and delegations set out in Navy Order 742 of 1954. Such items are to be dealt with in accordance with instructions regarding local purchases, as set out in paragraph 25 of the R.A.N. Supplement to B.R.4, and taken on charge in the separate ledgers for works stores referred to at (5) above. The cost of these stores is to be charged to Division 115-2(a) Naval Stores.

- (8) In the case of supplies normally obtained from above sources not being available for the performance of emergent repairs, and such requirements are available from Naval Store stocks held in the Establishment concerned, the latter may be used for the purpose. The stores concerned may be transferred to the separate works ledgers on Forms A.S.549 on which should be shown particulars of the works project involved. Copies of the Form A.S.549, endorsed "Works Stores chargeable to Division 115-2(a) Naval Stores", are to be forwarded to Navy Office quarterly in accordance with normal procedure.

(3161/53/67)

556.

NAVAL STORES (GENERAL) (CLASS E, GROUP 2d) - GASKETS,
SPIRAL WOUND METALLIC ASBESTOS FOR MACHINERY JOINTS,
FLANGED, STEEL.

Navy Order 373 of 1955 is amended by inserting after "½-in." in line 4, the words -

"bore, and it has been decided to introduce gaskets for pipes of ½-in."

(4512/23/72)

557.

NAVAL STORES (GENERAL) (CLASS E, GROUP 6) - PIGMENTS -
SUPPLY.

Navy Order 377 of 1955 is amended by deleting "Pigment in oil, to Specification S.A.A. Int. 2" and inserting in lieu thereof :-

Pigment, to Specification S.A.A. Int. 1.

(4512/60/178)

558.

NAVAL STORES (TECHNICAL) - ELECTRONIC SPARES -
REDUCTION IN ALLOWANCES - H.M.A. SHIPS AND
SHORE ESTABLISHMENTS.

The data relating to usage of electronic spares received by Admiralty has clearly shown that stocks maintained on board ships are vastly in excess of actual usage and action is being taken to initiate a review of the allowances of individual items and the method to be adopted in future for calculating holdings of electronic spares. The extent to which it is possible, for technical reasons, to reduce the range of spares is also being considered.

2. This need for drastically reducing the quantities of electronic components carried as spares is greater because of increasing use in the Fleet of equipments containing them, the difficulty being experienced in calculating allowances of spares on the basis of equipments fitted and the congestion in storerooms.

3. As these reviews will necessarily take some time, interim measures have been under consideration to prevent further accumulation of stocks on board ships.

4. The following modifications to present procedure in the Royal Australian Navy, are, therefore, to be introduced forthwith. It should be noted that the procedure at (a) below is applicable to both ships and establishment. The provisions of (b) and (c) below do not apply to River Class Frigates, Ocean Minesweepers, and other small ships :-

(a) Whenever a new radio equipment is fitted in a ship in commission or shore establishment, only the spares peculiar to that equipment will be supplied. A list of the total spares allowed for the equipment will, however, be forwarded to the ship or establishment by the storing yard concerned in order that demands may be lodged for any items, other than the spares peculiar, which may not already be held for maintenance of other equipment.

(b) In the case of new construction ships, or other ships storing after long refit, modernisation or conversion, initial allowances of electronic spares will be calculated on the basis shown in B.R.1924 subject to the revised reduction factor indicated below. The revised allowance will also be applicable to electronic spares (i.e., items shown in Class/Groups FLA, Part 1 and PL of the Rate Book of Naval Stores), for equipments other than radio equipments.

<u>Permanent Stores</u> (except Valves)		<u>Consumable Stores</u> (and Valves whether permanent or consumable)	
<u>Total allowances based on allowances for individual outfits fitted</u>	<u>Reduced Allowances</u>	<u>Total allowances based on allowances for individual outfits fitted</u>	<u>Reduced Allowances</u>
1	1	1	1 } See Note
2-12	2	2-3	
13-20	3	4-6	
over 20	4	7-10	4
	(maximum allowance)	11-20	5
		21-40	8
		41-70	10
		71-100	12
		101-200	15
		201-300	20
		over 300	(maximum allowance).

NOTE:- For ships on detached service where the total allowance of any valve is less than 3 No. it shall be increased to 3 No.

(c) Ships in commission should reduce stocks held on board to conform to the reduced allowances referred to at (b), in order to relieve congestion in storerooms.

5. The approval in Navy Order 368 of 1951, for a 20% additional allowance of spare valves to that shown in B.R. 1924A, to be carried in H.M.A. Ships is hereby cancelled.

(The foregoing is the text of A.P.O. 1417/1954 altered to meet R.A.N. conditions.) (4501/2/120)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

559.

BONE-OUT BEEF.

Period contracts for the supply of meat at Sydney, Melbourne and Fremantle include bone-out beef which may be purchased by destroyers and small ships in which a butcher rating is not borne, or, in special circumstances, by other H.M.A. Ships where it is necessary to obtain maximum use of refrigerated storage.

(4528/52/409)

560.

UNIFORM - AVAILABILITY OF GOLD WIRE BADGES.

With reference to Navy Order 417 of 1955, stocks of the undermentioned badges are now available on demand from the (Superintending) Victualling Store Officer, Royal Edward Victualling Yard :-

<u>Pattern Nos.</u>
N.69
N.84
N.90
N.91
N.121
N.153
N.225
N.226.

(4532/12/170)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

561.

FORMS A.S. 446, COXSAIN'S HISTORY SHEET, AND A.S. 1233B, TRADE CERTIFICATE FOR SHAMAN BRANCH - COXSAINS.

It has been decided to introduce Form A.S.446, "Coxswain's History Sheet", for use in the Royal Australian Navy in lieu of the corresponding Admiralty Form S.446.

2. Form A.S.1233B, "Trade Certificate, Seaman Branch - Torpedo or Submarine Coxswains", has been revised and re-titled "Trade Certificate, Seaman Branch - Coxswains". A copy of this form will accompany each Form A.S.446, "Coxswain's History Sheet", as issued.

3. Demands for Form A.S.446 should be addressed to the (Superintending) Naval Store Officer, Sydney.

(3526/12/1409)

562.

**FORM S.1151 SERIES - WEAPON EQUIPMENT LOG - INTRODUCTION
FORMS S.1151 AND S.1151A - REGISTER FOR NON-TRANSFERABLE
GUN MOUNTINGS - SUPERSESSION.**

The existing Forms S.1151 and S.1151A and A.S.1145Z will shortly be superseded by a new series of Forms S.1151. These will constitute the "Weapon Equipment Log", which has been designed to enable a more comprehensive record to be kept than in the past.

2. A separate log will be kept for each item of weapon equipment (excluding gunwharf stores) as detailed in Appendix 1 to this Order.

The log will provide the means of recording details of modifications, failures, trials, examinations and other matters of importance. It is intended that, where applicable, the log shall be maintained throughout the whole life of the equipment. It will no longer be necessary to forward copies of logs to Navy Office, but certain reports will nevertheless be required vide paragraph 8 of Appendix 1 and paragraph 3 of Appendix 2 to this Order.

3. These reports are required to enable the Naval Board :-

- (a) To maintain up-to-date equipment records, which are necessary to ensure the supply of correct spare parts to the Fleet.
- (b) To provide that information necessary for the reconstruction of logs which may be lost or destroyed.

4. Instructions are given in the attached Appendices for :-

- (a) The use of the new form (Appendix 1).
- (b) The changeover from the old to the new system (Appendix 2).

5. It is appreciated that the changeover to the new system will impose additional work upon the officers concerned in the early stages, but it is felt that this will be amply repaid by the very much more valuable records which will result.

6. The initial issue of logs will be made, without demand, in accordance with Appendix 3, to H.M.A. Ships in commission (except as in Appendix 1, paragraph 5), Fleet Shore Establishments, H.M.A. Dockyards, G.E. Depots and the Commanding Officers, Ships in Reserve.

7. The Commanding Officers, Ships in Reserve, are responsible that the logs are written up for Ships in Reserve when time permits. When a ship is commissioned from Reserve the log is to be brought up-to-date.

8. The logs are to be entered in the "List of Portable Fittings and Spare Gear" in the charge of the Ordnance Engineer Officer.

9. All Weapon Equipment Logs are to be produced :-

- (a) whenever an inspection is carried out by the Administrative Authority;
- (b) for inspection by the Commanding Officer in March and September, annually.

(The foregoing is the text of A.P.O. 2869/1954 altered to meet R.A.N. conditions)

(3526/12/1308)

APPENDIX 1

INSTRUCTIONS ON THE USE OF FORMS S.1151

1. **Introduction** - This log is intended to contain a complete history and record of all trials, examinations and refitting work carried out during the life of weapon equipment which would be of importance to:-

- (a) Ships' Officers on supersession or on recommissioning.
- (b) Dockyard Officers or Ordnance Engineer Overseers during dockyard or contract refits.
- (c) The recipients of equipment which is transferred to another ship, to a store or depot, or to a contractor to be refitted.

2. **Equipments for which Logs are to be kept** - A separate log is to be kept for:-

- (a) Each individual gun mounting larger than a single 2-pdr. or single 40-mm.
- (b) Each gun fire control, gun direction, A/S weapon control, and torpedo control system fitted in a ship or shore establishment. C.R.B.F. directors are included but not simple tachometric directors.
- (c) Each individual A/S weapon or torpedo tube mounting.
- (d) A single log per ship for all those smaller equipments not included in (a), (b) and (c) above.

3. **Entries** - All entries in the logs, except for sketches, are to be made in ink.

4. Responsibility for making up the Log in the first instance -

Equipment	On completion of manufacture or refit by G.E. Depots or H.M.A. Dockyards	On completion of installation in H.M.A. Ships or establishments
A Gun mountings larger than single 2-pdr. and single 40-mm. equipments, together with their associated ammunition, supply arrangements, bomb lifts.	The Officer responsible for the manufacture or refit is to make up the log.	The Officer responsible for the installation is to check that the log is correct and up-to-date before transmitting it to the ship's officers.
B Gun fire control, gun direction, A/S weapon control, or torpedo control systems where the complete system is assembled in the works of one contractor, e.g., C.R.B.F. director.		
C A.S. weapons and torpedo tube mountings (including submarine T.T. power loading gear and signal ejectors) and ammunition handling arrangements.	The Officer responsible for the manufacture or refit, of each unit of the system is to forward a report with the unit giving sufficient information so that the Officer responsible for the installation can write up the log for the system.	The Officer responsible for installation is to make up a log for each system from the reports received with each unit.
D Gun fire control, gun direction, A/S weapon control, or torpedo control systems where the complete system is assembled together for the first time during installation in the ship or establishment, e.g. MRS3 and flyplane systems.		
E Equipments or units not covered by A, B, C or D, e.g., single Bofors mountings.		

5. Responsibility for keeping the log up to date thereafter - Logs are to be kept up-to-date by the holder of the equipment except in the case of vessels in which no Ordnance Artificer is borne, when the depot ship or base is to be responsible for this work.

6. Action to be taken when equipments or units are transferred or landed, etc. - (a) The log, for equipments listed in paragraph 4A, B and C, is to remain with the equipment throughout its life and is to be forwarded with that equipment, when transferred, to the recipient.

(b) For equipment listed in paragraph 4 D and E, the log is to remain in the ship or establishment until the equipment is completely removed or changed, when it is to be forwarded to the Director of Naval Ordnance and Underwater Weapons. When an equipment or a unit of a system is landed outright, the ship's officers are to forward to the recipient, with the applicable test sheets, a report giving an extract of all useful information from Forms S.1151(d), part 2, (e), (g) and (h).

7. Description of the Log.

Form S.1151. - Cover for filing Weapon Equipment Logs with a pocket in the back inside cover for filing ship's copies of reports on Form S.1148(R) and results of Pump Capacity Tests.

Form S.1151(a). - Instructions on the use of the log.

Form S.1151(b).

- Part 1. List of equipment logs filed in the cover.
Part 2. Space for Commanding Officer's signature.

Form S.1151(c).

- Part 1. Dividing sheet with space to record details of the equipment covered by the log.
Part 2. Data sheet to record details of the units or major sections contained in the equipment that is covered by the log.

Form S.1151(d).

- Part 1. To record the completion of all trials (e.g., shop trials, O.G.O.Ts., tilt tests, equipment, calibration and discharge trials, etc.) and the location of trial reports and test sheets.
Part 2. To record references to all reports rendered on Form S.1148(R). Ship's copies are to be filed in the pocket in the rear cover.

Form S.1151(e). - Index of all approved modifications applicable, including alterations and additions. On the completion of a modification a notation is to be made in the space provided.

Form S.1151(f). - To record the completion of all monthly to yearly examinations that are carried out in accordance with B.R.292, and/or other appropriate instructions. Separate pages should be used for monthly, quarterly, half-yearly, and annual examinations. Completion of each monthly examination is to be indicated by a tick. For all other examinations the date of completion is to be recorded. Completed forms are to be kept until one full series of examinations has been carried out and recorded on the fresh sheet.

Form S.1151(g). - To record the completion dates of all 2½ to 5 yearly examinations by ship's staff or dockyard in accordance with B.R.292 and/or other appropriate instructions. It is intended that this form should last the life of the equipment and be retained as a permanent record. The responsible officer is to sign and date the log when each examination is completed. Any remarks which are considered to be of importance to the Naval Board should be forwarded on Form S.1148(R), vide current instructions. Other remarks of value to the ship's staff and refitting authorities only, should be recorded on Form S.1151(h).

Form S.1151(h). - To record information (including sketches) which does not warrant report on Form S.1148(R) but would be of value to the ship's staff or future refitting authorities, e.g., the method of carrying out repairs, notes on the general condition of equipment as revealed by the periodical examinations, change of important dimensions, tilts, etc.

Note. - Only one copy each of Forms S.1151(a) and (b) will be required with each cover Form S.1151. Remaining forms are to be used in such quantities as are necessary.

8. Reports. - (a) **Ships in commission.** - Commanding officers are to forward the following reports on the 1st of March each year through the Administrative Authority to the Secretary, Department of the Navy.

(i) Date (month and year) when all 2½-5 yearly dockyard and ship's staff examinations were last carried out.

(ii) List of all modifications (and alterations and additions) carried out during the preceding year quoting the register numbers of equipments concerned.

(b) **Ships Commissioning.** - Ships commissioning from :-

(i) Reserve Fleet.

(ii) New construction.

(iii) Modernisation/Conversion refits.

(iv) Long refits,

are to include in their first annual report a retrospective list of all modifications that have been carried out, as well as the information required in paragraph 8(a)(i). Subsequent reports are to include the information required in paragraph 8(a)(i) and (ii).

9. Replenishment of Logs and spare forms. - Future requirements of S.1151 series forms should be demanded from the (Superintending) Naval and Air Store Officer, Sydney. If supplies of any form should run out, blank foolscap sheets should be temporarily used.

APPENDIX 2

INSTRUCTIONS FOR CHANGING OVER TO THE NEW S.1151 SYSTEM

1. The new logs are to be brought into use immediately upon receipt. The old Forms S.1151 and S.1151A are to continue to be forwarded to Navy Office annually until the new Forms are in operation.

2. Notes on writing up new logs for the first time.

The following information is to be copied from the old forms, or the T.A.S. Log and Progress Books :-

- The last completion date of all quarterly to five yearly examinations.
- References and brief details of the last tilt test, O.G.C.T., equipment, calibration, and/or discharge trials, alignments, etc., are to be noted on Form S.1151(d), Part 1.
- A retrospective list of all reports on Form S.1148(R) to be made on Form S.1151(d), Part 2.
- Special remarks from all previous Forms S.1151, S.1151A and the T.A.S. Log and Progress Book, are to be noted on Form S.1151(h), having regard to the instructions for the use of the latter.
- Relevant information from previous Forms A.S.1145Z.

3. An initial report is to be rendered by commanding officers of H.M.A. ships and Fleet Shore establishments to Navy Office, through the Administrative Authority, 6 months after the receipt of the logs on board, and is to contain :-

- A list showing the date when all 2½-5 yearly ship's staff and dockyard examinations were last carried out, together with a reference to any relevant reports on Form S.1148(R).
- A retrospective list showing all modifications that have been carried out, quoting the register Nos. of equipments concerned. If as a result of examinations carried out at a later date it is discovered that other modifications have been completed, this information should be included in the next annual report as described in paragraph 8 of Appendix 1.

4. Subsequent reports by H.M.A. ships and establishments are to be rendered on the 1st of March each year in accordance with paragraph 8 of Appendix 1.

5. Old Forms S.1151, S.1151A and A.S.1145Z may be destroyed when :-

- all the required information has been transferred to the new log;
- the first annual report has been rendered.

APPENDIX 3

INITIAL ALLOWANCES OF FORMS IN THE NEW S.1151 SERIES

	No. of Copies	
	Covers	Logs
F.O.C.A.F.	1	1
F.O.I.C., E.A.	1	1
Senior Officer, Reserve Fleet	1	1
Light Fleet Carriers	2	15
HOBART	3	20
"Daring" Class and R.A.N.		
"Battle" Class	2	15
Fleet Destroyers	1	10

(See Footnote *)

No. of Copies
Covers Logs
(See Footnote *)

Frigates:		
A/S Types 12 and 15	1	6
A/S (Modified "River" Class)	1	7
A/A (Sloop)	1	4
Ocean Minesweepers	1	2
Boom Defence Vessels, Fleet and Ocean Tugs	1	1 (Only if armament is fitted)
M.L.S., G.P.V.'s, Inshore Minesweepers, Motor Water Lighters, Motor Store Lighter, Motor Refrigerator Lighter.		Logs to be issued to, and held by, the base.
Schools and Establishments (Including allowances for instructional purposes):		
C.S.T., F.N.D.	5	50
KUTTABUL (G.I.C.)	1	10
RUSHCUTTER	2	10
LONGDALE	1	10
TORRENS	1 each	5 each
LEEWIN		
MORETON		
HUON		
Dockyards:		
G.M.G.I.	5	50
G.M.W.D.	2	20
Ordnance Engineer Overseers	1	20
Gunnery Equipment Depots:		
Sydney, Maribyrnong	10 each	50 each
Byford	2	10

FOOTNOTE:- * 1 cover consists of Forms S.1151, S.1151(a), and S.1151(b) - one copy of each.

1 log (initial issue) consists of :-

- Form S.1151(a) (d) (e) - one page of each
- Form S.1151(f) - four pages
- Form S.1151(g) - two pages
- Form S.1151(h) - four pages

LIST OF ADMIRALTY FLEET ORDERS REPRICULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

(FOR PREVIOUS REPRICULGATIONS OF ADMIRALTY FLEET ORDERS SEE NAVY ORDERS 475-487 OF 1955.)

A.F.O's (April, 1954, and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. 1954 OR 1955
<u>1954</u>		
2968	539/55	-
3149	-	511/55
<u>1955</u>		
3	-	508
31	153	-
33	-	523
36	-	1851
46	156	-
48	-	211
50	-	235
80	-	305
100	-	283
103	-	249
104	-	270
105	446	-
106	-	331
112	-	320
114	-	210
116	-	321
148	-	329
162	-	232
163	-	230
170	349	-
176	-	340
220	-	368
221	-	250
222	-	334
223	-	251
226	-	292
227	-	372
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
279	-	315
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
394	-	384
405	-	405

A.F.O's (April, 1954, and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. 1954 OR 1955
408	-	443
409	344	-
410	-	366
411	345	-
413	-	335
415	-	339
421	-	338
423	-	374
468	-	328
469	-	308
476	343	-
478	-	365
483	-	313
487	-	332
488	-	370
489	346	-
492	-	394
494	-	540
495	-	413
510	-	119
551	-	432
552	-	498
555	-	404
557	-	369
561	-	431
564	-	437
567	452	-
602	-	481
603	-	367
605	-	521
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
671	-	480
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-
687	541	-
724	-	425
728	-	416
730	441	-
744	-	402
746	-	386
748	457	-
749	-	407
751	-	388
752	-	389
753	447	-
763	-	411
767	-	469
819	442	-
824	-	496
833	445	-
834	-	467
836	537	-
837	444	-
838	-	429

A.F.O's (April, 1954, and onwards)	ADOPTED IN FULL C.N.O. 1954 OR 1955	ADOPTED IN AMENDED FORM C.N.O. 1954 OR 1955
844	451	-
844a	-	506
846	-	528
882	-	474
915	-	483
916	-	538
917	-	468
919	448	-
921	-	503
922	-	504
935	-	526
969	-	475
990	535	-
992	519	-
997	-	520
998	-	-
1000	536	-
1025	449	-
1040	-	510
1085	-	490
1088	533	-
1121	534	-
1125	-	500
1137	-	527
1138	-	509
1146	531	542
		-

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 re promulgated, will be included in later monthly cumulative lists.

(Navy Orders 206 of 1954 to 543 of 1955, dated 1st June, 1954, to 31st July, 1955.)

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SECTION 1 - ADMINISTRATIVE AND GENERAL

563.

CEREMONIES - RECEPTION ASHORE OR ON BOARD H.M.A. SHIPS OF GOVERNORS-GENERAL, GOVERNORS AND LIEUTENANT-GOVERNORS - CEREMONIAL PROCEDURE.

The correct procedures for the reception ashore or on board H.M.A. ships of Governors-General, Governors, Lieutenant-Governors administering a Government and their equivalents are as follows.

2. Within their respective jurisdictions or while proceeding on the public service, the Governors-General of Canada, Australia, New Zealand, South Africa, Pakistan and Ceylon, the Commissioner-General for the United Kingdom in South East Asia and the Governor of Northern Ireland, are received on board H.M.A. ships with the order "Royal Salute - Present Arms", the band playing the first six bars of the National Anthem. For the Governor-General of Ceylon the first thirteen bars of the Ceylon National Anthem are to precede the first six bars of the National Anthem. Governors, Lieutenant-Governors administering a Government and their equivalents are received on board H.M.A. ships with the order "General Salute - Present Arms", the band playing the air "Gerb of Old Gaul".

3. Governors-General, Governors, Lieutenant-Governors administering a Government and their equivalents are received on shore at Naval establishments or elsewhere within their jurisdictions or while proceeding on the public service, with the order "Royal Salute - Present Arms". If a Naval or Royal Marine Band is present, the first six bars of the National Anthem are played, except that for the Governor-General of Ceylon the first thirteen bars of the Ceylon National Anthem only are played.

(The foregoing is the text of A.F.O. 1470/1955 altered to meet R.A.N. conditions.) (3244/1/16)

564.

FILMS - EDUCATIONAL - BORROWING FROM CIVIL FILM LIBRARIES.

A number of civil film libraries (e.g., the National Film Library, Canberra) is prepared to loan documentary and technical films which have educational or general interest value to ships and establishments free of charge for screening to ships' companies. Commanding Officers are authorized to take advantage of these facilities under the following conditions.

2. Arrangements for free loans are to be made direct with the civil film library by a responsible officer authorized by the Captain. The film is to be examined on receipt by the responsible officer or, on his behalf, by a qualified cinema operator. Any defect or damage is to be reported immediately to the library from which the film was obtained. Any defect or damage which may occur whilst the film is held on loan is similarly to be reported.

3. Any film obtained from a film library operated or sponsored by a foreign government, or governmental agency, is to be viewed by a responsible officer before being screened for the ship's company and if the film is found to contain objectionable political or other matter it is to be returned to the library without further screening.

4. As soon as possible after screening, and in any case not later than the next day, the film is to be packed securely and consigned, carriage paid, by the quickest available route to the civil library from which it was obtained.

5. The conditions under which civil libraries make their films available on free loan are, generally, as follows :-

- (a) The borrower is held responsible for damage to the film whilst in his possession or return transit.
- (b) The borrower undertakes to return the film without delay, adequately packed and carriage paid.

6. The Naval Board will not entertain claims under paragraph 5 (a) unless the instructions contained in paragraphs 2 and 4 of this Order have been strictly observed.

(4575/11/1)

565.

ORGANISATION AND METHODS UNIT.

The function of the Organisation and Methods Unit, established in the Secretariat, is to make recommendations for improvements in efficiency and economy based on independent fact-finding, and generally to critically oversight the efficiency and economy of the activities of the Department of the Navy.

2. More particularly, the Unit is responsible for -

Existing Organisation and Methods - A systematic examination of departmental activities in accordance with a cyclical Organisation and Methods review programme, encompassing such items as -

- (a) Allocation of functions.
- (b) Structure or pattern of organisation.
- (c) Management techniques.
- (d) Procedures, records and documents.

A service of advice and information on organisation and methods aspects of problems referred by senior officers.

Proposed Changes in Functions or Organisation - Recommendations relating to new organisation and methods when new functions are introduced or when significant adjustments of existing practice are proposed, including those advanced in the course of planning and development activities of the Department.

Forms - Review of existing forms, including design, layout and associated organisation and methods in accordance with a Forms Review Programme. (At present this review is done as forms become due for reprint). Agreement to the introduction of new forms and suitability of layout, etc.

Office Machine Processes - Review of all office machine processes in the Department in accordance with a Machines Review Programme. Agreement to the introduction of all machines and equipment prior to purchase action.

Accommodation and Layout - Review of office layout and accommodation and agreement to any proposed alterations.

Instructions - Concurrence in the appropriateness of instructions which affect organisation and methods of the Department.

Work Measurement - Review of work measurement or work-loading techniques used in the Department and the development of new techniques.

Work Study - Functional co-ordination and control of work-study in connexion with the Department's technical and production activities.

Staff Suggestions - Reporting on submissions under the staff suggestions scheme and overseeing the introduction of new methods following the acceptance of suggestions.

Research and Development - Fostering improvements in organisation and methods and collaboration with the Departmental Training and Welfare Officers on matters of common interest.

Implementation of Proposals - Oversight and advice on the implementation of accepted recommendations, as may be necessary.

Committees - Membership of committees and working parties whose terms of reference lead to an examination of matters affecting the organisation and methods of the Department.

Liaison - Collaboration with Organisation and Method Units in other Departments and authorities.

3. Directors, Heads of Branches and other Administrative Authorities will be advised when it is intended that the Unit undertake major investigations into matters in which they are concerned but minor ad hoc enquiries may be made without this formal approach. Officers are to co-operate fully with the Organisation and Methods Unit and are to afford all facilities required for the performance of its duties.

4. It is emphasized that the existence of the Organisation and Methods Unit in no way relieves any officer of his present responsibility for proper organisation and efficient method within his particular sphere.

5. This Order supersedes Circular Memorandum No. 57 of 1952 and Navy Order 326 of 1952, which are hereby cancelled.

(3031/13/257)

SECTION 2 - PERSONNEL

566.

TRAINING - SHIP'S ACTION INFORMATION ORGANISATION TEAM TRAINING.

Facilities are available in H.M.A.S. WATSON, subject to standard training commitments, for Team Training of Ship's A.I.O. teams. This training should normally last three days for small ships and at least five days for cruisers and above and is primarily intended to take place prior to commissioning but, if necessary, may be arranged to take place after commissioning or during a period of refit.

2. The purpose of the training is to weld the individuals into a team. It is therefore most important that the officers concerned, as well as R.P. ratings, take part.

3. Captains, who wish to do so, should apply to the Captain, H.M.A.S. WATSON for A.I.O. Team Training, giving as much notice as possible and quoting this Order in the following form :-

Navy Order 566/55.

- (a) Name of ship.
- (b) Dates on which training is required.
- (c) Number of Officers, Petty Officers and other ratings who will attend.
- (d) Whether accommodation is required.
- (e) Any other requirements.

(The foregoing is the text of A.F.O. 1425/1955 altered to meet R.A.N. conditions.)

(4006/20/43)

567.

TRAVEL ON DUTY AND ON LEAVE.

Navy Order 326 of 1953 is to be amended by deleting paragraph 9 and inserting the following in lieu :-

"9. Special use of air travel on leave (at departmental expense).

(a) Members serving in Sea-going Ships.

Personnel who are entitled to leave concession warrants and travelling leave and who are borne in Sea-going Ships in commission and whose travel to home town by surface transport would involve more than 48 hours travelling time

(including waiting time), may travel once per leave year to their homes by air, subject to their having a minimum leave entitlement of 14 days. For the purpose of this instruction, sea-going ships are those ships in which Command Money is payable continuously.

An officer or rating granted an air warrant will be allowed travelling leave for the time taken for air travel. He may be allowed one leave travel concession warrant for subsequent train travel (without travelling leave) in the same leave year.

A person who uses a rail travel concession with travelling leave will have no entitlement to air travel in that leave year.

Where air travel has been granted, suitable notation is to be made on the conduct sheet, Form A.S.239A.

(b) Other Personnel.

The use of air travel on leave by non-sea-going ships and shore establishments is to be limited to officers, Chief Petty Officers and Petty Officers, who are key personnel and whose travel to home town would involve more than 48 hours travelling time (including waiting time) and whose prolonged absence from their place of duty will be gravely detrimental to the efficiency of the ship or establishment."

(3031/81/81)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

568.

VENTILATION TRUNKING - FITTING OF WIRE MESH.

It has been brought to light as a result of recent enquiries that, in certain cases, wire mesh has not been fitted to supply and exhaust openings, mushroom tops, etc., of ventilation systems. The following extract from B.R. 1094, is reproduced for information :-

XIII - GRIDS OF GRATINGS.

- (a) All supply and exhaust openings on the weather decks, mushroom tops, bellmouths, etc., should be fitted with wire mesh as a precaution against fouling by debris. The typical drawings for mushroom tops, etc., give the type of mesh to be used. To avoid a consequent restriction the areas of openings should be increased according to the following table :-

	Per cent
$\frac{1}{2}$ -in. mesh	31
$\frac{3}{8}$ -in. mesh	26
1-in. mesh	21
$1\frac{1}{4}$ -in. mesh	14

These increases have been allowed for in the typical drawings Figs. 4/8 to 4/12 already shown.

(b) Generally, openings in ventilation trunks, should be covered with grids of $\frac{1}{2}$ -in. galvanised wire

³²
 $\frac{1}{2}$ -in. mesh. If required to be rat-proof (provision rooms, food stores, etc.) $\frac{3}{8}$ -in. mesh should be fitted. These grids, or gratings should not be painted.

(c) Flash-proof gratings for magazines, spirit and inflammable stores should be of Pattern 388A copper gauze (36 meshes per inch) and should be formed in the shape of a funnel having the equivalent area through the mesh equal to the area of the trunking.

(d) Flash-proof mushroom tops should have perforated sides with $\frac{1}{2}$ -in. diameter holes at $\frac{3}{8}$ -in. centres, making a total area of 50 per cent greater than the area of the trunking.

2. All ventilation systems of ships are to be examined for conformity with this requirement and any gratings missing or defective are to be repaired or replaced at the earliest opportunity. Should it be necessary, dockyard assistance is to be obtained at the next refit.

3. Where work is being done on weather deck openings of the ventilation system, particular attention is to be paid that wire meshes are fitted, as soon as it is possible to do so, for ships building, modernising, converting or undergoing refit.

(5172/11/5)

569.

COMPASS - MAGNETIC - SAFE DISTANCES.

The following additions should be made to the "Safe Distances" given in C.D. Pamphlet No. 11D(54), Appendix II :-

Description	Minimum Distance from Compass GRADE			
	I ft.	II ft.	III and ft.	IV ft.
Amplifier :-				
Pattern A.986	5	4		4
Pattern A.1923	4	3		3
Pattern A.1960	5	4		4
Asdic Apparatus :-				
*Board, Changeover, Pattern A.183B	4	3		3
*Board, Changeover, Pattern A.1083	4	3		3
*Board, Control, Pattern A.1312	9	8		8
Board, Indicating, Pattern 3617	2	2		2
*Board, Recorder, Synchronising, Pattern A.3337	4	3		3
*Board, Relay, Pattern A.1157	5	4		4
*Board, Resistance, Pattern A.1156	4	3		2
*Board, Telephone, Pattern A.1084	4	3		3
*Board, Telephone, Pattern A.1158	4	3		3
*Board, Terminal, Pattern A.158	4	3		2
*Box, Resistance, Pattern A.3114	6	4		4

Description	Minimum Distance from Compass GRADE			
	I ft.	II ft.	III and ft.	IV ft.
*Control, Sensitivity, Pattern A.2766	4	3		2
*Control, Training, Pattern A.2232	4	3		3
*Dummy Log Unit, Pattern A.1255	4	3		3
*Panel, Operators, Pattern A.3101, incorporating - Terminal Board, Pattern A.158 Volume Control, Pattern A.1781 Unit Control, Pattern A.3708 Lamp Indicating Board, Pattern A.184 Switches, Pattern 4087, and Pattern A.2213 Tilting Control, Pattern A.2760 Junction Box, Pattern A.3030 Recorder, Pattern A.2705, or Pattern A.384, or Pattern A.3745	14	12		12
*Recorder, Pattern A.1080	6	4		4
*Recorder, Pattern A.3162	5	4		4
*Repeater, Co. and Asdic Bearing, Pattern A.445	4	3		2
*Repeater, Co. and Asdic Bearing, Pattern A.2720B	4	3		2
*Repeater, Co. and Centre Bearing, Pattern A.1183	4	3		2
Repeater, Range, Pattern A.399	2	2		2
*Ship's Component Mechanism, Pattern A.1345	6	5		5
*Switch, Telephone, Pattern A.3646	} See Switch			
*Switch, Transmission, Selector, Pattern A.3668				
Unit, Control, Pattern A.1014	2	2		2
Unit, Control, Pattern A.3783	2	2		2
*Buzzer, Pattern 19115	4	3		3
Dimmers and Dimming Switches :-				
*Pattern 1865	4	3		2
Pattern 8931	2	1		1
*Pattern 18629	4	3		2
Echo Sounding Equipment :-				
Admiralty Type :-				
Amplifier, Pattern A.986	} See Amplifier			
Amplifier, Pattern A.1923				
Amplifier, Pattern A.1960				
*Recorder, Pattern A.989B	5	4		4
*Recorder, Pattern A.1920B	9	7		7
*Recorder, Pattern A.1926B	9	7		7
*Recorder, Pattern A.1927B	9	7		7
Engine Order Reply Gong, Pattern 871A - See Gong				

Description	Minimum Distance from Compass GRADE			
	I ft.	II ft.	III and ft.	IV ft.
Engine Room Telegraph, A. Robinson & Co.	1	1	1	
*Firing Course Receiver Gong, Pattern 871A	4	3	3	
Gyro-Compass :- Admiralty (Sperry) Mark 5 :-	7	6	6	
*Pelorous Stand, Pattern 4782	4	3	2	
*Dimmer, Pattern 1865 - See Dimmer				
*Switch, Pattern 1859 } *Switch, Pattern 5603 } See Switch				
Heater :-				
*Pattern 19472	11	9	9	
*Pattern 19594	6	5	5	
Junction Box :-				
*Pattern 61164	4	3	3	
Light fitting, Signalman's Reading, Pattern 17106	1	1	1	
Loudasound Public Address Equipment :-				
Amplifier	7	6	6	
Control Panel	7	6	6	
Microphone :-				
*Pattern 12681	4	3	3	
*Pattern 32089	4	3	3	
Pattern W.6691	2	1	1	
Minesweeping Gear :-				
*Relay Unit, Pattern 26934	4	3	2	
Motor :-				
*Kent C/V Screen, 220v D.C. Shunt	4	4	4	
Navigational Aids System :-				
Decca Navigator Company :-				
*Track Plotter, Type 350	8	6	6	
*Track Plotter Control Amplifier, Type 354	7	6	6	
Rudder Indicator Equipment :-				
Evershed :-				
Pressure-Tight Receiver, Type R.368	4	3	3	
Evershed & Vignoles :-				
Rudder Indicator R.381	4	3	3	
*Suppressor, Radio Interference, Pattern 19441T	4	3	3	

Description	Minimum Distance from Compass GRADE			
	I ft.	II ft.	III and ft.	IV ft.
Switch :-				
*Telephone, Pattern A.3646	4	3	2	
*Transmission, Selector, Pattern A.3668	4	3	2	
*Pattern 1859	4	3	2	
*Pattern 4097B	2	1	1	
Pattern 4755A	2	1	1	
*Pattern 5603	4	3	2	
*Pattern 8283	4	3	2	
*Pattern 52868	4	3	2	
Telephone :-				
*Mark 15** Pattern 32079	6	5	5	
Mark 16 Pattern 32086	6	5	5	
Underwater T.V. Equipment :-				
Marconi :-				
*Mobile Camera	11	9	9	
*Mobile Camera Control and Preview Monitor	12	10	10	
*Mobile Synchronising Generator Timer	12	10	10	
*Mobile Synchronising Waveform Generator	12	10	10	
*Receiver Monitor, 15-in.	13	11	11	
*Regulated Power Supply	12	10	10	
W/T and Radar Apparatus :-				
Equipment, Type AN/SPN-7A, Loran :-				
*Antenna Coupler, Loran	4	3	2	
*Auto-transformer, Pattern 67274 and Switch Plug, Pattern 17944, on plywood base	5	4	4	
*Power Supply, Mark 2, Mod. 2, Loran	10	8	8	
*Receiver Indicator, Mark 2, Mod. 2, Loran	4	3	3	
Marine Radar, Kelvin Hughes, Type 2C :-				
*A.C./D.C. Power Unit, Type 10A	10	8	8	
*Compass Converter, Type 2C	4	3	3	
*Display Unit, Type 2C, and Junction Box	5	4	4	
*Motor Alternator, Type 20A and Starter Unit, Type 12	15	13	13	
*Scanner Unit	7	5	5	
*Transmitter Unit, Type 2C	14	12	12	
Type 619 and CAT :-				
*Junction Box, Pattern 61164 - See Junction Box				
Microphone, Pattern W.6691 - See Microphone				
*Microphone Bracket, Pattern 57387	4	3	2	
Morse Key, Pattern 7681	1	1	1	
*Power Supply, Pattern 100340	9	7	7	
Quench Unit, Pattern 54772A	4	3	2	
*Receiver CAT., Pattern 100339	8	6	6	

Description	Minimum Distances from Compass			
	GRADE			
	I ft.	II ft.	III and IV ft.	ft.
*Switch, Pattern 8283 - See Switch				
*Transmitter, H.F., Pattern 100337	8	6	6	
*Transmitter, M.F., Pattern 100338	8	6	6	
*Type 619 and CAT mounted as one unit	13	11	11	

*Denotes items containing magnetic material or housed in magnetic cases.

2. The following amendments should also be made to O.D. Pamphlet No. IID (54), Appendix II :-

Under Echo Sounding Gear - E.R.L. Mark I and Mark I Mod. I; for "Recorder, Pattern A.3047" read "Recorder, Pattern A.3057".

Under W/T and Radar Apparatus - Marine Radar; Marconi "Radiolocator IV", for "Control Type 1478A" read "Control Panel, Type 1478A".

(The foregoing is the text of A.F.O. 558 of 1955, altered to meet R.A.N. conditions.)

(4139/40/273)

570.

NAVAL STORES (AIR) - AIRCRAFT FUELLING EQUIPMENT -
TRANSFER FROM SECTION 26 TO SECTION 27F OF
R.A.F. VOCABULARY.

The undermentioned item of Aircraft Equipment previously dealt with under Section 26 of the R.A.F. Vocabulary has been transferred to Section 27F. Stocks and records should be adjusted accordingly.

Old Section 26 Ref. No.	Part No. and Description.	New Section 27F Ref. No.
26PH/316	6010C Cook fuel, 1-in. BSP.	2003

(The foregoing is the text of A.F.O. 925/1955, altered to meet R.A.N. conditions.)

(4404/4/224)

571.

NAVAL STORES (GENERAL) (CLASS B, GROUP 4) - ALUMINIUM ALLOY
CARCASE AND TUBULAR FURNITURE - PACKAGING AND HANDLING.

Aluminium alloy furniture is easily damaged by rough handling and care should be taken at all times to ensure that the amount of handling is reduced to a minimum and that, when movement between depots and ships is necessary, it is carried out as carefully as possible and always with protective wrappings in place. These wrappings will normally consist of corrugated paper or hessian overwrapped with waterproof paper.

2. Items should not be nested or stowed one on top of the other without suitable padding being placed between them.

3. Where other than road transport is involved, additional protection should be afforded by the use of suitable cases fitted with waterproof linings.

(The foregoing is the text of A.F.O. 762/1955 altered to meet R.A.N. conditions)

(4512/40/197)

572.

TRANSMITTERS PATTERN 4351 - FITTING NEW TYPE BRUSH
CARRIAGE PATTERN 3566.

Reports from sea indicate that the existing brush carriage fitted to Transmitters Pattern 4351 has proved unsatisfactory and is the cause of arcing and burning of the transmitter drum and contacts.

2. A new type of brush carriage Pattern 3566 has therefore been introduced and it is expected that maintenance will be reduced to one third of that required with the old type.

3. Ships fitted with Transmitters Pattern 4351 (components of Multiple Transmitters Pattern 4350 and Repeater Panels Pattern 1028), are to arrange for the existing brush carriages to be replaced by Pattern 3566 carriages, when the latter become available, the work being done as a defect item quoting this Order as authority.

(4283/25/103)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

573.

INSTRUCTIONS FOR THE FLEET AIR ARM - AMENDMENT.

"Instructions for the Fleet Air Arm", Article 335, is to be amended by adding new paragraph 13 as follows :-

"(13). Occupants of aircraft are to be briefed in the methods of rescue by helicopter as laid down in current regulations."

2. This amendment will be included in R.I. series.

(4139/30/107)

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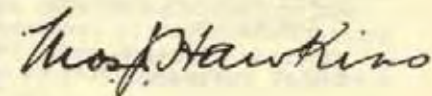
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

10th August, 1955.

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

By direction of the Naval Board,



The Flag Officer Commanding H.M.A. Fleet,
Captains 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
574.	A.B.B. 10 - R.A.N. Advancement Instructions - Amendments.

574.

A.B.R. 10 - R.A.N. ADVANCEMENT INSTRUCTIONS -
AMENDMENT.

Approval has been given for instructions contained in B.R. 1792, Signal Training Manual, Section 20, relevant to the training and advancement of R.A.N. Communication Branch ratings up to and including the Able rate, not already included in A.B.R. 10, to be incorporated therein.

2. Instructions concerning courses for higher rating and Instructor qualifications are also being included in A.B.R. 10. B.R. 1792 will remain in force, however, for guidance in standards of knowledge, examinations and passing percentages for all ratings.

3. Section 20 of B.R. 1792 is being cancelled.

4. A.B.R. 10 is being amended as follows :-

Article 90. Deletes the existing article and insert the following in lieu :-

"90. Instructors.

The following higher specialist qualifications are additional to those necessary for advancement and are, accordingly, qualifications for which extra pay is allowed -

Gunnery Instructor	}	See Article 88.
Torpedo and Anti-Submarine Instructor		
Plotting and Radar Instructor		
Staff Physical Training Instructor		
Wireless Instructor	}	See Article 225.
Signal Instructor		

2. Form D.O. 10a will be issued by the Director of Manning in each case where one of these qualifications is granted. This Form constitutes the authority for the award of the qualification and for payment of the allowance in respect thereof.

3. The award of such a qualification is to be recorded on page 2 of the rating's Certificate of Service, in brackets alongside his substantive rating. This award is to be reported to Navy Office on Form A.S. 161."

Article 150 (c) Line 1.

After the words "All recruits" insert the words "with the exception of Communication Branch ratings".

Line 5. After the words "Naval Air Station, Nowra", insert the following words "Communication Branch ratings awarded a pass in the Disciplinary Course will carry out a Recruit Professional Course of 10 weeks' duration at the H.M.A. Signal School, Flinders Naval Depot.

Delete the words "Recruit Technical" and insert in lieu the word "these".

Line 7. Delete the word "twelfth" and insert in lieu the word "last".

Delete the word "Technical".

Article 151 Line 4.

After the words "and Recruit Technical" insert the words "or Professional".

Article 153 Line 2.

After the words "Recruit Technical" insert the words "or Professional".

Article 156.

Delete entirely and insert the following in lieu -

"156. Communications Branch.

Recruits (C.B.) and Recruits (Tel.) who pass the Disciplinary Course join the Signal School and undergo a professional course of ten weeks which is divided between school, elementary visual and radio communications and all forms of practical signalling. Recruits (Tel.) receive more radio communication instruction than Recruits (C.B.) but are also taught visual signalling so that they may be transferred to the V/S branch should they prove unsuitable for further training in the Telegraphist Branch.

2. At the end of this course, the Recruit (C.B.) or (Tel.) professional examination is held - Recruits who pass this examination will be selected for the Signal or Telegraphist Sections of the Communications Branch and may be awarded "Time Gained" for advancement to Signaller or Telegraphist as follows -

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

3. The selection of Recruits (C.B.) or (Tel.) for the Signal and Telegraphist Branches is based on the following -

- Service requirements in each Branch.
- The wishes of each Recruit after passing the Recruit (C.B.) or (Tel.) professional course.
- The suitability (including practical ability, eyesight and hearing) of each Recruit for the Branch he selects.

4. After selection, Recruits (C.B.) or (Tel.) are to be advanced to the rating of Ordinary Signaller or Ordinary Telegraphist in accordance with Articles 150 (c), 151 and 152. See also Article 218, paragraph 7.

5. Provided they prove satisfactory for further telegraphist training, Recruits (Tel.) will normally be selected for the Telegraphist Branch. If they show little aptitude for Morse buzzer but are considered satisfactory in other respects, they may be transferred to the Signal Branch at the discretion of the Commodore Superintendent of Training, without loss of time, vide Article 153, subject to -

- (a) Passing the Recruit (C.B.) professional examination.
- (b) Service requirements for the Signal Branch.
- (c) The rating being a volunteer.

The Naval Board is to be informed of any such transfers on Form A.S. 161.

6. Results of examinations are to be entered on the appropriate Forms A.S. 1246 and reported on Form A.S. 161 and Forms A.S. 1124 or A.S. 1124A."

Insert the following new chapter :-

CHAPTER XX.

Training, Courses and Examinations for Communication Branch Ratings.

217. Field Training.

Field training of five days' duration is carried out at Flinders Naval Depot by all Recruits (C.B.) and (Tel.) during their disciplinary training. This course is designed to fit a Communication rating to take his place in a Ship's Landing Organisation and to be able with safety to use the Signal Pyrotechnics associated with duties at sea.

218. Part 1 - Professional Course for Ordinary Signalsman or Ordinary Telegraphist.

On completion of the Recruit professional course Ordinary Signalsmen and Ordinary Telegraphists remain in H.M.A. Signal School, Flinders Naval Depot, and undergo the Part 1 professional course of twenty weeks duration in their respective branches, on completion of which they are examined. The subjects in which ratings are examined and the standards of knowledge required are given in Sections 8 and 9 of B.R. 1792. "Opposite Subject" is included in this course. This subject is introduced at this stage so as to assist ratings to prepare themselves, after being drafted to sea, for examination in "Opposite Subject" when being examined in the Part 2 examination for Signalsman or Telegraphist vide Article 220.

2. As a result of these examinations, time may be gained as follows -

<u>Passing Percentage.</u>	<u>Grade of Pass.</u>	<u>"Time Gained".</u>
10 above average required to pass.	Very good.	1 Month.

<u>Passing Percentage.</u>	<u>Grade of Pass.</u>	<u>"Time Gained".</u>
5 above average required to pass.	Good.	½ Month.
Less than 5 above average required to pass.	Fair.	Nil.

3. The subjects to be used in calculating the "Average percentage required to pass" and the rating's "Average Percentage Results" are as follows -

Ordinary Signalsman (See B.R. 1792, Table 10).

1. Fleet work	75 percent required to pass.
4. Miscellaneous Oral	75 " " " "
5. Procedure Paper	75 " " " "
6. VS Procedure, Practical	75 " " " "
8. Cryptography, Practical	70 " " " "
18. Voice Procedure, Practical	80 " " " "

The average percentage required to pass is 75 percent.

Ordinary Telegraphist (See B.R. 1792, Table 20).

1. Organisation	75 percent required to pass.
2. Procedure	
3. Procedure, Practical (W/T)	75 " " " "
4. Voice, Practical	80 " " " "
5. Cryptographic and General Signalling Instructions	75 " " " "
6. Practical Cryptography	
9. Technical Practical	75 " " " "
10. Theory	60 " " " "

NOTE:- The combined examinations are to consist of two examinations, the subjects being grouped as shown above.

4. The average percentage required to pass is 73.35 percent. Results of examinations are to be entered on the appropriate Form A.S. 1246 and reported on Form A.S. 161 and Forms A.S. 1124 and 1124A.

5. Ordinary Signalsmen and Ordinary Telegraphists who fail in the final Part 1 professional examination are to be re-examined after back-classing, if circumstances require such action, at intervals of at least one month and advancement to Signalsman or Telegraphist is to be retarded by two months in respect of each failure. No "Time Gained" is to be awarded for this course on passing after re-examination. Should a rating fail at the third attempt to pass, the matter is to be reported to the Naval Board with a view

to his being discharged "Unsuitable for the rating of Ordinary Telegraphist or Ordinary Signaller". This action may also be taken at any time during the course in the case of ratings who clearly will not be successful.

6. On completion of their Part 1 professional courses, Ordinary Signallers and Ordinary Telegraphists will be drafted to sea. See Article 220.

7. Where back-classing of a Recruit or Ordinary rating is necessary for reasons outside his control (e.g. illness) the Commodore Superintendent of Training may direct that the man gain time in the normal manner and that the "Time Lost" be not taken into account when computing the date of his advancement to the Able rate.

219. Educational qualifications.

During their course at Flinders Naval Depot, ratings will continue to be taught "School" subjects as part of their syllabus, and will be given opportunities to sit for Educational Test Part 1 and Higher Educational Test. See Article 26 for award of "Time Gained" for advancement to the Able rate.

220. Part 2 - Examination for Signaller or Telegraphist.

On completion of their Part 1 professional courses in H.M.A. Signal School, Ordinary Signallers and Ordinary Telegraphists will be drafted to sea to gain experience and are to be employed on watchkeeping duties and given instruction to fit them for the Part 2 examination for Signaller or Telegraphist. Particular attention must be paid to practical exercises. A.B.C.D. (vide Article 30) is to be included in the instruction. Whenever practicable, Petty Officers from their respective branches should be detailed as Instructors, and regular instruction carried out.

2. The Part 2 examination for Signaller or Telegraphist is to be taken between six and twelve months from the date of passing out from H.M.A. Signal School. The standards of knowledge and passing percentages in each subject are laid down in B.R. 1792, Sections 8 and 9. Attention is drawn to B.R. 1792, Section 1.6 (b) regarding examining officers.

3. Time may be gained as a result of this examination in accordance with the following scale:-

Passing Percentage.	Grade of Pass.	"Time Gained".
10 above average required to pass, i.e. 89 percent and above.	Very good.	1 Month.
5 above average required to pass, i.e. 84 percent up to but not including 89 percent.	Good.	$\frac{1}{2}$ Month.
Less than 5 above average required to pass, i.e. up to but not including 84 percent.	Fair.	Nil.

4. The subjects to be used for calculating "average percentage required to pass" and the rating's "average percentage results" are as follows -

(a) Signaller (See B.R. 1792, Table 10).

1. Fleet work	}	80	percent	required	to	pass.
4. Miscellaneous						
5. V/S Procedure						
6. V/S Procedure, Practical	}	80	"	"	"	"
7. Cryptographic and General Signalling Instructions						
8. Cryptography, Practical	}	75	"	"	"	"
9. Wireless						
18. Voice Procedure, Practical	}	85	"	"	"	"

NOTE:- The combined oral is to consist of two examinations, the subjects being grouped as shown above.

The average percentage required to pass is 79 percent.

(b) Telegraphists (See B.R. 1792, Table 20).

1. Organisation	}	80	percent	required	to	pass.
2. Procedure						
3. Procedure, Practical (W/T)	}	80	"	"	"	"
4. Voice, Practical						
5. Cryptographic and General Signalling Instructions	}	80	"	"	"	"
6. Practical Cryptography						
7. Fleetwork (V/S)	}	75	"	"	"	"
9. Technical, Practical						

NOTE:- The combined examinations are to consist of two examinations, the subjects being grouped as shown above.

The average percentage required to pass is 79.16 percent.

5. Examining Officers are to include on Form A.S. 1124 and A.S. 1124A the examination results in "Opposite Subject" and A.B.C.D. The average percentages, grade of pass and "Time Gained" are also to be included. The results of the examinations are to be entered on the appropriate Form A.S. 1246 and reported on Form A.S. 161.

6. A rating who fails in his first or any subsequent examination is to be re-examined at intervals of two months after each failure. If he fails to pass on the third occasion he is to be reported to the Naval Board with an expression of opinion by the Captain as to suitability for retention. Advancement to Signalmen or Telegraphist is to be retarded by two months in respect of each failure. No "Time Gained" is to be awarded on results obtained on re-examination.

7. Should the exigencies of the Service prevent an Ordinary Signalmen or Ordinary Telegraphist from sitting for the Part 2 examination for Signalmen or Telegraphist within 18 months from the date of being advanced to the Ordinary rate, his seniority, if successful, as a Signalmen or Telegraphist is to be calculated from the date of completing 18 months service in the Ordinary rate (adjusted as necessary in accordance with the table of "Time Gained or Lost" in Appendix 8 (F) (1)).

221. Copy Typing for V/S Rates.

Copy typing is to be included in the examinations for all V/S rates in the R.A.N. Details of exercises and methods of marking are given in B.R. 1792, Section 9.7 to 9.9 inclusive. The standard required of all rates is 20 words per minute.

222. Course and Examination for Leading Signalmen or Leading Telegraphist.

Qualifications necessary to be recommended for the course (on Form A.S. 1303A) -

- (i) Have three months' service as Signalmen or Telegraphist. A Signalmen or Telegraphist of exceptional ability may, however, be "highly" recommended at an earlier date and will thus gain seniority on the advancement roster. (See Article 224.)
- (ii) Be a volunteer.
- (iii) Be assessed not lower than Satisfactory for efficiency.
- (iv) In the opinion of his Captain have a reasonable chance of passing the examination.

2. Qualification necessary for Signalmen to be accepted for course -

Signalmen selected for course are to be examined in practical flashing and semaphore on receipt of draft note appropriating them for the course. Names of candidates who fail to reach the required standard in this examination are to be reported by signal to the Naval Board, info. Commodore Superintendent of Training, Flinders Naval Depot, in order that replacements may be drafted if necessary. If circumstances make it impossible for such an examination to be carried out, this should be reported to the Naval Board, info. Commodore Superintendent of Training, Flinders Naval Depot.

3. The Professional Examination - Examining Officers - As detailed in B.R. 1792.

223. Course and Examination for Yeoman of Signals and Petty Officer Telegraphist.

Qualifications necessary to be recommended for the course (on Form A.S. 1303A) -

- (i) Have three months' service in the Leading rate (Acting or Confirmed). A Leading rate of exceptional ability may, however, be "highly" recommended at an earlier date and will thus gain seniority on the advancement roster. (See Article 224.)
- (ii) Be a volunteer.
- (iii) Be assessed not lower than Satisfactory for efficiency.
- (iv) In the opinion of his Captain have a reasonable chance of passing the examination.

2. Qualification necessary for Leading Signalmen to be accepted for course -

Leading Signalmen selected for course are to be examined in practical flashing and semaphore on receipt of draft note appropriating them for the course.

Names of candidates who fail to reach the required standard in this examination are to be reported by signal to the Naval Board, info. Commodore Superintendent of Training, Flinders Naval Depot, in order that replacements may be drafted if necessary.

If circumstances make it impossible for such an examination to be carried out, this should be reported to the Naval Board, info. Commodore Superintendent of Training, Flinders Naval Depot.

3. The Professional Examination - Examining Officers - As detailed in B.R. 1792.

224. Basic Date of Recommendation for Courses for Advancement to Leading and Petty Officer Rates, and for Advancement Purposes.

(a) Basic dates for courses -

- (i) The basic date by which a rating is appropriated for a course is the date on which he was first recommended for that course, i.e. the date shown on Form A.S. 1303A.
- (ii) If a rating previously recommended is subsequently not recommended, he will not be appropriated for a course unless recommended again. If so recommended his basic date, will remain the date of the first recommend.

- (iii) If a rating fails in his professional examination he loses his original basic date applicable to the course in which he has failed, and his new basic date for another course will be the date of his first recommendation for such.
- (iv) Ratings who decline to undergo a course for which they have volunteered and have been recommended are, after having been warned of the effect on advancement of such refusal, to be removed from the course roster and may not again be recommended on Form A.S. 1303A for one year. Ratings who decline the course for adequate private reasons may, however, be exempt from this penalty.

(b) Basic dates for advancement purposes -

- (i) When a rating passes a course at his first attempt his position on the advancement roster will be determined by the date of his first recommendation for the course he has just passed.
- (ii) If a rating does not pass at his first attempt, he loses his original basic date but, on subsequently passing, his position on the advancement roster will be determined by the basic date obtained from 1 (a) (iii) above.

2. Forms A.S. 1303A, rendered quarterly, are to bear the date on which the return is due, i.e. the last day of the quarter and not the date of preparation or despatch.

These forms are to contain the names of all Communications ratings recommended for course on the front of the form, and those eligible for the course but not recommended on the back of the form.

Special recommendations forwarded at times other than quarterly are to bear the date of recommend and the words "Special recommendation for course".

225. Instructors.

Qualifications necessary to be accepted for the course for Signal Instructor or Wireless Instructor -

- (a) Candidates must volunteer and be recommended on Form A.S. 1303A.
- (b) (i) Leading Signalmen of more than four years' seniority in the Leading rate, who have passed the professional examination for Yeoman of Signals, Yeomen of Signals and Chief Yeomen of Signals, are eligible to be recommended for the Signal Instructor's Course.

- (ii) Leading Telegraphists of more than four years' seniority in the Leading rate, who have passed the professional examination for Petty Officer Telegraphist, Petty Officer Telegraphists and Chief Petty Officer Telegraphists, are eligible to be recommended for the Wireless Instructor's Course.

- (iii) The basic date by which a rating is appropriated for a course is the date on which he was first recommended for that course, i.e. the date shown on Form A.S. 1303A.

2. Instructor's Examination - Examining Officers - As detailed in B.R. 1792.

3. Failure to pass the Instructor's Examination -

- (i) Ratings who fail to pass the examination may not be recommended again until 12 months have elapsed since the date of failure.
- (ii) Names of such ratings will be removed from the roster of men awaiting the course, and a further recommendation is required before they can be replaced on the roster.
- (iii) The date of this further recommendation will be the basic date for determining rating's position on the roster for course and, subject to passing, the roster for the granting of the Higher Specialist Qualification, vide Article 90.

4. Qualifications necessary for Grant of the Higher Specialist qualification (Vide Article 90).

- (i) The Higher Specialist qualification of Signal Instructor may be granted to Yeomen of Signals and Chief Yeomen of Signals only.
- (ii) The Higher Specialist qualification of Wireless Instructor may be granted to Petty Officer Telegraphists and Chief Petty Officer Telegraphists only.
- (iii) Must have passed the examination for Signal or Wireless Instructor.
- (iv) Must be competent to act as an Instructor of any V/S or Wireless (Radio Communication) subject to appropriate

APPENDIX.

Appendix 6.

(C) and (D). Delete entirely and insert the following in lieu -

"(C) and (D). See Article 223".

(F) (ii). Delete entirely and insert the following in lieu -

"(ii). For instructions regarding basic dates for courses and for advancement purposes see Articles 224 and 5".

Appendix 7.

(C) and (D). Delete entirely and insert the following in lieu -

"(C) and (D). See Article 222".

(F) (ii). Delete entirely and insert the following in lieu -

"(ii). For instructions regarding basic dates for courses and for advancement purposes see Articles 224 and 5".

Appendix 8.

Delete entirely and insert the following in lieu -

8. Telegraphist.

Signalman.

(A) Captain.

(B) (i) Eighteen months as Ordinary Signalman or Ordinary Telegraphist.

(ii) Seniority to be computed from the basic date of completing 18 months' service as Ordinary Signalman or Ordinary Telegraphist by applying "time gained" and/or "time lost" as shown in (F) (i). When advancement is deferred under (F) (iii) the amount of deferment is to be added to the "time lost".

(iii) Must pass in each of the appropriate sections shown in (F) (i) with the exception of the Educational Tests.

(C) and (D) -

Recruit Disciplinary Course - See Article 150.

Recruit Professional Course - See Article 156.

Part 1 - Professional Course for Ordinary Signalman or Ordinary Telegraphist - See Article 218.

Part 2 - Examination for Signalman or Telegraphist - See Article 220.

(E) -

(F) (i) "Time Gained or Lost", vide (B) (ii) is to be applied as follows -

Course	Grade of Pass	"Time Gained"
Recruit Disciplinary Course	Very good Good	1 Month. $\frac{1}{2}$ Month.
Recruit Professional Course	Very good Good	1 Month. $\frac{1}{2}$ Month.
Part 1 - Professional Course for Ordinary Signalman or Ordinary Telegraphist	Very good Good	1 Month. $\frac{1}{2}$ Month.
Part 2 - Examination for Signalman or Telegraphist	Very good Good	1 Month. $\frac{1}{2}$ Month.
Higher Educational Test (one subject)	-	2 Months.
Educational Test I. Certificate	-	$\frac{1}{2}$ Month. (but not in addition to the "Time Gained" for H.E.T. vide Article 26 (i)).

"Time Lost" is to be applied in respect of the Part 1 - professional course for Ordinary Signalman or Ordinary Telegraphist and the Part 2 - examination for Signalman or Telegraphist - 2 months in respect of each failure. (See Articles 218 and 220).

- (ii) Before being recommended for advancement to Signaller or Telegraphist, ratings are expected to be efficient V/S or W/T, and Voice operators under all conditions. In addition they are expected to have -
- (a) A fair knowledge of Fleetwork or Radio Communication Organisation.
 - (b) A good practical ability in cryptography.
 - (c) A fair knowledge of message handling.
 - (d) An elementary knowledge of their "Opposite Subject".
 - (e) The ability to touch type.
- (iii) Should the Captain decide that a man is not fit for advancement even though qualified as at (B) (i) and (iii), he may defer his advancement for a definite period not exceeding two months at a time. Where time has been gained, the first period of deferment may exceed two months by the amount of such time gained, as decided by the Captain in each case. Periods for which advancement is deferred are to be entered on History Sheets, and reported on Form A.S. 161.
- (iv) Should any Ordinary Signaller or Ordinary Telegraphist, after three years' service in the Ordinary rate, not be advanced to Signaller or Telegraphist, the fact is to be reported to the Naval Board.
- (v) The Field Training qualification for Signaller or Telegraphist is that obtained on successfully passing the recruit disciplinary course at Flinders Naval Depot. (See Article 217)."

5. Navy Order 31 of 1950 is hereby cancelled.

(4139/13/1496)

RESTRICTED

C.N.Os. 575-598/55.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

16th August, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

575.

DELEGATIONS OF LOCAL PURCHASE AUTHORITY.

The following variations of delegations of authority to arrange purchases without prior reference to the Contract Board or District Contract Board have been approved :-

- (a) the delegation of £50.0.0 held by the Flag Officer-in-Charge, East Australian Area, is revoked;
- (b) the delegations of £75.0.0 and £50.0.0 held by the Director of Aircraft Maintenance and Repair and the Naval Officer-in-Charge, South East Australian Area, respectively, are reduced to £25.0.0 in each case.

2. The Appendix to Navy Order 742 of 1954 is to be amended accordingly.

(3031/81/72)

576.

REPORTS OF PROCEEDINGS FROM H.M.A. SHIPS AND SHORE ESTABLISHMENTS.

Navy Order 248 of 1955 is to be amended as follows :-

"APPENDIX B - WHALE SIGHTING REPORT in accordance with Australian Fleet General Order 234".

(3712/19/90)

SECTION 2 - PERSONNEL.

577.

COURSES - P.T. BRANCH AND NAVAL AIRMEN (SAFETY EQUIPMENT) - ELEMENTARY COURSE IN LIVE PARACHUTE DESCENTS.

P.T. Instructors who have successfully completed the course in Synthetic Parachute Jumping and Wet Dinghy Drill at R.A.N. Air Station, Nowra, and who are serving, or about to serve, in a carrier or R.A.N. Air Station, may volunteer for a course in live parachute descents at R.A.A.P. Williamstown.

2. A limited number of ratings from the Naval Airmen (Safety Equipment) Branch may also volunteer for this course in live parachute descents. They will be selected, as and when required, by the Commanding Officer, R.A.N. Air Station, Nowra.

3. Applications in respect of selected candidates should be forwarded to the Naval Board for necessary action. The form of application to be used is reproduced as an Appendix to this order.

(The foregoing is the text of A.P.O. 650/1955 altered to meet R.A.N. conditions.)

(4006/20/42)

APPENDIX A

FORM OF APPLICATION TO MAKE PARACHUTE DESCENTS.

Part A

Sir,

I have the honour to request permission to carry out an elementary course of parachute descents on to land.

2. In my opinion, such training and experience would be of definite value to me in the execution of my service duties.

3. I am aware that parachuting involves a certain amount of risk of injury, and this I am prepared to accept in the normal course of duty.

4. The following information regarding my physical condition is true to the best of my knowledge :-

Number Rating Name
 (In block capitals)

Branch or trade Present duties

Age Years Months

Previous injuries

.....

Next of kin

Particulars of any disabilities likely to be prejudicial to successful parachuting

.....

Signature

To the Officer Commanding

H.M.A.S.

Date

Part B

CERTIFICATE BY APPLICANT'S MEDICAL OFFICER.

Certified that No. Rating Name
 is medically fit to carry out an elementary course of
 parachute descents. The applicant's weight (stripped)
 islb. and heightft.in.

Signature

Rank

Date

Part C

CERTIFICATE BY APPLICANT'S COMMANDING OFFICER.

I hereby authorise No. Rating
 Name to carry out an elementary course
 in parachute descents.

Signature

Rank

Date

APPENDIX BMEDICAL STANDARD REQUIRED OF APPLICANTS TO MAKE
PARACHUTE DESCENTS.

Applicants are to conform to the following standards :-

For elementary course.- (a) Visual acuity must
 not be below 6/12 in each eye (unaided).

(b) The applicant must not have had otorrhoea,
 perforation of the tympanic membranes, blocking of
 the eustachian tubes, or nasal catarrh. The
 applicant must at least be able to hear a forced
 whisper at ten feet using both ears and standing
 with his back to the examiner.

(c) The cardiovascular and nervous systems
 must be normal.

(d) There must be no abnormalities of the
 bones or joints.

578.

DUTIES - LIFE SAVING EQUIPMENT, INFLATABLE -
RESPONSIBILITY FOR MAINTENANCE.

Responsibility for the maintenance of inflatable life
 saving equipment in ships and establishments is to be borne
 by Departments as follows :-

- (a) Executive - Maintenance and minor repairs of
 cordage and rubberised fabric, and
 packing of floats in their valises.
 Periodic visual inspection and
 functional tests of valves,
 operating heads and CO₂ cylinders.
 Details are given in B.R. 1977 -
 Naval Inflatable Life Saving
 Equipment - Provisional Maintenance
 Notes and Australian Supplement.
- (b) Engine Room - Major repairs to operating heads
 and valves.
- (c) Gunnery - Signal pistols and cartridges.
- (d) Electrical - Radio and electrical equipment.
- (e) Medical - Medical equipment.

2. No special instruction is required for ratings
 carrying out the duties given in paragraph 1 (b) to (e), but
 an Able or Leading Seaman, specially trained in the
 maintenance of inflatable life saving equipment, is to be
 employed to instruct and supervise the party detailed to
 carry out the work of maintenance and repair described in
 paragraph 1 (a).

3. Able Seamen or Leading Seamen, with any or no Special
 Qualification may now be nominated for this training,
 subject to their ship or establishment being fitted with
 the Pattern 5600 Life Saving Raft and/or the R.F.D. Life
 Saving Jacket Mark 6 and to recommendation by Captains.
 The courses, of 2 weeks' duration, will take place at the
 Safety Equipment and Survival School, R.A.N.A.S., Nowra,
 as required. The courses are limited to eight ratings.
 Captains of ships or establishments should apply for
 vacancies direct to the Captain, H.M.A.S. ALBATROSS,
 R.A.N.A.S., Nowra. Able Seamen and Leading Seamen so
 trained are to be regarded as available to carry out other
 ship duties, including those required by any specialist
 qualification which they may hold.

4. The following notation is to be made on page 3 of the
 Service Certificate of ratings trained in the maintenance
 and repair of inflatable life saving equipment :-

"Date. Qualified in the maintenance and repair
 of inflatable life saving equipment." Director of
 Manning, Navy Office, is to be informed of the date
 of qualification in order to facilitate subsequent
 drafting.

5. Trained ratings will be allowed, without substantive
 increase in complement to ships on the following scale :-

Light Fleet Carriers	-	2 Leading Seamen.
Cruisers	-	1 Leading Seaman. 1 Able Seamen.

Destroyers - 1 Leading Seaman.
 Frigates, O.M.S.'s,
 Surveying ships and
 Smaller ships - 1 Able Seaman.

(3211/41/23)

579.

**INSTRUCTIONAL FILMS AND FILM STRIPS - INSTRUCTIONAL -
 FOR COMMUNICATION TRAINING.**

The Appendix to Navy Order 104 of 1955 is to be amended as follows :-

H.M.A.S. HARMAN	H.M.A.S. WATSON
13	14
1	1
1	1
1	1
1	1
1	1
1	1

(4518/61/502)

580.

**INSTRUCTIONAL FILM STRIP - SA.609, "RADIO COMMUNICATION
 ORGANISATION" (PARTS 1-2).**

Navy Order 329 of 1955 is to be amended as follows :-

<u>H.M.A. Ships and Establishments.</u>	<u>No. of Copies.</u>
H.M.A.S. HARMAN	1
H.M.A.S. WATSON	1

(4518/61/482)

581.

LIFE ASSURANCE - FLYING RISKS ON DUTY IN SERVICE AIRCRAFT.

Personnel whose duties require them to fly in Service aircraft are reminded that many Insurance Companies require an extra premium to cover the risk of death arising from an aircraft accident.

2. Failure to cover this risk may entail considerable hardship to dependants, and all concerned are strongly advised to consult their insurers if their policies do not cover flying risks while on duty in Service aircraft.

(The foregoing is the unaltered text of A.F.O. 1474/1955)

(4837/21/3)

582.

PASSPORTS.

Navy Order 106 of 1951 is to be amended as follows :-

Paragraph 4. Add the following sub-paragraph :-

" The waiving of the passport fee referred to above applies to those personnel proceeding overseas for an extended period, e.g. service in H.M.A. Naval Depot, London, courses or exchange.

The possession of a passport is not essential to personnel in H.M.A. Ships or those on draft in commercial ships when proceeding overseas to meet a specific manning requirement in a H.M.A. Ship. Statements certifying travel at Government expense are not to be issued in such cases. Personnel concerned can acquire a passport, if they so desire, at the normal cost."

Paragraph 9. Delete.

(3935/2/26)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

583.

**RADAR - TYPE 960 - AERIAL OUTFIT AQQ - SLIP RING UNIT WITH
 MAST, PATTERN 55770 - DELETION FROM SPARES ALLOWANCE.**

Admiralty have decided that it is no longer necessary for ships and establishments fitted with aerial outfit AQQ to carry a spare Slip Ring Unit with Mast, Pattern 55770, and the allowance of ship's spare in E. List No.851, will be amended accordingly.

2. However, a special allowance of a spare Slip Ring Unit with Mast, Pattern 55770, has been approved for H.M.A. Ships concerned and E. List No.851 should be noted accordingly quoting this Order as the authority.

3. Spare units held by establishments should be returned to the nearest (Superintending) Naval Store Officer, quoting this Order as the authority.

4. Separate instructions will be issued regarding modification of the returned units.

(The foregoing is the text of A.F.O. 477/1955 altered to meet R.A.N. conditions)

(4519/31/648)

584.

RADIO - SERVICE W/T STATIONS COMMUNICATING WITH AMATEUR RADIO STATIONS.

It has recently been brought to the notice of Their Lordships that amateur radio stations have been called by wireless operators of the armed services with requests to exchange signal strengths. On some of these occasions, service stations have operated in an irregular fashion.

2. Government stations are not authorized to communicate with amateur stations, except in emergencies, or if it should be necessary to inform them that they are causing interference. Amateur stations are licensed to communicate directly only with other amateurs, except in emergencies, and infringement of these regulations makes them liable to forfeiture of their licences.

3. Commanding Officers are to bring the above to the attention of all telegraphist personnel and to ensure that service stations do not contact amateur stations, except for the authorized purposes.

(The foregoing is the unaltered text of A.F.O. 1400/1955)

(3311/23/57)

585.

EXAMINATION OF BOILERS - H.M.A. SHIPS - EXAMINING OFFICER.

In the interests of efficiency and the maintenance of a uniform high standard of inspection and preservation of boilers, the Fleet Engineer Officer is, from the date of this Order, the Examining Officer responsible for carrying out the wear and waste tests of boilers in all H.M.A. Ships and vessels in commission, in reserve, and in dockyard control. He may also, as circumstances permit, undertake intermediate inspections of boilers during routine boiler cleaning periods.

2. Applications for wear and waste tests on Form A.S. 356 or Form A.S. 356(b), as applicable, are to be forwarded to the Administrative Authority as heretofore. Administrative Authorities, other than Flag Officer Commanding Australian Fleet, will then forward forms to the Fleet Engineer's Office, Naval Headquarters, Potts Point, Sydney. A minute to Flag Officer Commanding Australian Fleet, copy to Fleet Engineer Officer, Naval Headquarters, requesting that the wear and waste tests be carried out, is to be forwarded at the same time. Applications for intermediate inspection of boilers during routine boiler cleaning periods in Sydney, or in other Australian ports, are to be made by signal

addressed to P.O.C.A.F. info. P.O.I.C.E.A. As much notice as practicable should be given in each instance.

3. An Order superseding Articles 231 and 232 of B.R.16(50), will be issued shortly.

(3757/12/26)

586.

AMMUNITION - CARTRIDGES Q.F.4" MK.16* AND 21 GUNS ALLOWANCES OF AMMUNITION AND FUZZS.

Confidential Navy Order 44 of 1954, having been sufficiently promulgated, is hereby cancelled.

2. The outfit allowances of ammunition and fuzes for ships mounting Q.F.4" Mk.16* guns appear in warrants of Naval Armament Stores of the ships concerned.

(4433/113/32)

587.

ARMAMENTS - H.M. SHIPS - FITTING OF SINGLE POWER WORKED BOFORS MOUNTINGS FOR L.60 GUNS, MARKS 7.9.9* AND 9**.

Navy Order 368 of 1955 is to be amended as follows :-
For "A.F.O. 229/1955" read "A.F.O. 220/1955".

(4276/2/45)

588.

GUNS Q.F. 2 PDR. SUB-CALIBRE FOR O.Q.F. 4" MARK 16*.

As sufficient 2 pdr. sub-calibre guns for O.Q.F. 4" Mark 16* are not available for all ships concerned, they are to be demanded as required.

2. On completion of firing, the guns are to be returned to the nearest R.A.N. Armament Depot.

3. When H.M.A. ships are proceeding for service off the Australia Station, they are to demand requirements prior to departure.

4. Navy Order 178 of 1953 is hereby cancelled.

(4428/101/230)

589.

ALTERATION AND ADDITION ITEM. H.M.A. BATTLE
CLASS DESTROYERS.

The following alteration and addition item is approved
in principle for Battle Class Destroyers :-

Class List Item: No. 82 Classification: "A".

Item: "To fit a switch in the supply to the
Controller for the training motor on
all P.R. Mk. 4 torpedo tube mountings,
in accordance with drawings Portsmouth
Yard E.E.M. No. 43159/R3 (Sheets 1
and 2)".

Compensating Weight Required:

75 lbs. at Upper Deck Level.

References:

A.F.O. "A" Series No. A.1172/53.

2. Proposals to meet compensating weight are to be
forwarded.

(4280/1/251)

590.

BULKHEAD STOWAGE CLIP, PATTERN 19500 FOR LAUNDERING
IRONS - H.M.A. SHIPS.

To meet a requirement in H.M.A. Ships for suitable
stowage of electric laundering irons when not in use, the
following item was introduced as a Consumable item of Naval
Stores under Class F, Group 2B, Part IV:-

<u>Pattern</u>	<u>Description.</u>
19500	Bulkhead stowage clip for Laundering Irons.

2. A clip is to be fitted adjacent to each switch socket
provided for supplies to laundry irons.

3. Ships in commission and Commanding Officers, Reserve
Fleet Divisions, on behalf of ships in D and E Class
commission in reserve, are to demand the appropriate number
of clips from their storing yards. The clips are to be
fitted by Ships' staffs.

4. Supplies to shipbuilders for fitting in ships under
construction, modernisation or conversion will be arranged
by the appropriate storing yard in the usual manner.

(The foregoing is the text of A.F.O. 765/55 altered to
meet R.A.N. conditions)

(4518/27/159)

591.

Lifting Gear - Aircraft and Boat Cranes - Repairs.

H.M. Ships.

An incident has occurred recently in one of H.M.
Dockyards when the gear box and hoisting barrel of a crane
were removed from a ship undergoing refit and sent to a
workshop for examination and general overhaul.

2. Unknown to the refitting personnel the heavy coil
springs in the compensator barrel were under tension with
the clutch in the "engaged" position. On release of the
latter the tension of the spring caused the barrel to
revolve on its shaft at considerable speed before coming
to rest.

3. This might have resulted in a serious accident to the
men engaged on the work and to those in the vicinity.

4. The attention of ships' staffs and refitting authorities
is drawn to the necessity of ensuring that the barrel is
free and the clutch in the disengaged position before removal
of such equipment from any aircraft or boat crane so fitted.

(The foregoing is the unaltered text of A.F.O. 1124/1955)

(3778/11/78)

592.

NAVAL STORES (GENERAL) - A.B.C.D. - DAMAGE CONTROL
AND FIREFIGHTING - MUSTERING.

Losses of Damage Control and Firefighting Equipment
recently reported from H.M.A. Ships have drawn attention
to the difficulty of ensuring the safe custody of gear kept
in open stowages and the potential danger ensuing from
losses on a large scale.

2. In order to exercise closer control of Damage Control
and Firefighting Equipment the following procedure is to be
adopted in respect of stores allowed by the Establishment
of Sea Stores for Executive purposes :-

- (a) Supply Officers are to furnish the A.B.C.D. Officer
with a complete permanent loan list of all Damage
Control and Firefighting Permanent Stores.
- (b) The A.B.C.D. Officer is to prepare separate lists,
unless already available, for each Department or
Compartment of all permanent and consumable stores
distributed for Damage Control and Firefighting
purposes.
- (c) Supply Officer is to advise the Commanding Officer
when the six-monthly muster is due in accordance
with B.R.4 (Naval Storekeeping Manual),
Article 123(3).
- (d) Stand still musters are to be arranged (at the six-
monthly intervals) between the A.B.C.D. Officer and
the Departmental Officers concerned, the result
being reported to the Commanding Officer. In
addition, frequent musters are to be conducted of
the more important stores involved.

3. Stores allowed to the Electrical and Engineering Departments for Damage Control purposes are to be issued on permanent loan to the Electrical or Engineering Officer, who will remain responsible for the stores concerned.

4. Navy Order 87 of 1952 is hereby cancelled.

(The foregoing is the text of A.P.O. 562/1955 altered to meet R.A.N. conditions)

(4501/12/2)

593.

**NAVAL STORES (GENERAL) (CLASS B, GROUP 3) -
INFLATABLE LIFE JACKETS - MAINTENANCE.**

It has been decided to produce an Australian supplement to B.R.1977, "Naval Inflatable Lifesaving Equipment - Provisional Maintenance Notes". The supplement will deal with maintenance of R.F.D. Type 50N Mark 6A life jackets introduced by Navy Order 56 of 1954. Copies of the supplement will be distributed at an early date.

2. Inflatable life jackets in service and in store are to be inspected every three months and tested in accordance with the inspection instructions detailed in the Australian supplement to B.R.1977. When life jackets are stored in bulk in boxes one jacket from each box should be so tested. When life jackets are stored in racks, etc., the proportion tested should be one in fifty.

3. Maintenance of and minor repairs to inflatable life jackets on issue will be the responsibility of the Executive, and Electrical Departments as set out in Navy Order 578 of 1955.

4. Defective life jackets requiring repairs beyond the capabilities of ships' staffs are to be returned to Superintending Naval Store Officers for survey.

5. For replacement purposes a limited number of spare components will be provided. These items, which are listed hereunder, will be stored and accounted for separately. Initial outfits will be quantities equal to the percentages indicated of the number of complete life jackets carried.

<u>Class/</u> <u>Group.</u>	<u>Pattern.</u>	<u>Description.</u>	<u>Accounting</u> <u>Classification.</u>	<u>Initial</u> <u>Outfit.</u>
B9d	9469	Whistle, plastic.	Consumable	5%
E7c	-	Cylinders, CO ₂ , 29-gram (R.F.D. Part 21549).	Permanent	50%
F2a1	-	Sea Cell Battery Unit with operating cord.	Consumable	10%
F2a3	-	Bulb Unit complete with fabric patch and cover strip (R.F.D. Part 24523).	Consumable	2½%

<u>Class/</u> <u>Group.</u>	<u>Pattern.</u>	<u>Description.</u>	<u>Accounting</u> <u>Classification.</u>	<u>Initial</u> <u>Outfit.</u>
E3	-	Harness, complete (R.F.D. Part 10057).	Permanent	10%
E3	-	Pouch, complete, for R.F.D. Type 50N Mark 6A life jacket.	Permanent	10%
E3	-	Lever Type Operating Head (R.F.D. Part 21593).	Permanent	10%
E3	-	Mouth Inflation Valve Mark 15 (R.F.D. Part 21652).	Consumable	5%

6. The manufacturers of the R.F.D. Type life jackets have recommended that the items shown in the Appendix to this Order be provided per 100 jackets held for maintenance purposes. Experience may show that these details are inaccurate. Accordingly, the quantities are to be accepted as a guide only and holdings of the items concerned should be regulated in the light of experience of usage under Service conditions.

(3211/41/23)

APPENDIX

EQUIPMENT REQUIRED FOR MAINTENANCE.

<u>Class &</u> <u>Group or</u> <u>Section</u>	<u>Pattern or</u> <u>Reference</u> <u>Number</u>	<u>Description</u>	<u>Requirements</u> <u>for 100</u> <u>jackets</u>
E3	-	Fabric, rubber proofed cotton, two ply to specification DTD537;- Yellow (R.F.D. Part 20003)	2½ yds.
E3	-	Blue (R.F.D. Part 20015)	2 yds.
270	2186	Outfits, repair, for tropical use, to specification K.B.156	1 No.
E3	-	Press Studs (Carr Fastener Co. Part ET7150) (R.F.D. Part 22507)	72 sets
E3	-	End Tag, 1", complete with 2 rivets	20 sets
E3	-	Cord, nylon, to specification DTD786 Cord 1. (R.F.D. Part 21013)	20 yds.
E3	-	Line, Hemp, No.2 to B.S.4P-15 Rotproofed (R.F.D. Part 21017)	3 yds.

Class & Group or Section	Pattern or Reference Number	Description	Requirements for 100 jackets
27C	2010	Tape, rubber proofed cotton, to specification D.T.D.537:-	
E3	-	30-mm wide	15 yds.
E3	-	15-mm wide	7½ yds.
E3	-	Thread, linen, blue, to B.S.3P-34:-	
E3	-	No. 40, 2 oz. reel	1 reel
E3	-	No. 25, 2 oz. reel	1 reel
E3	-	Webbing, cotton, blue to B.S. P49:-	
E3	-	3" wide	7 yds.
E3	-	¾" wide	7 yds.
E3	-	Webbing, H.S., blue, to B.S. NF101:-	
E3	-	2" wide	7 yds.
E3	-	1" wide	7 yds.
E6	17a	Chalk, french, powdered	1 lb.
E7	388	Compound, Bostic C, adhesive, in ½ pint tins	2 tins

TOOLS REQUIRED.

Class & Group or Section	Pattern or Reference Number	Description	Requirements for 100 jackets
E3	-	Closing Tools for E.T. 7150 Press Studs (R.F.D. Part 22508)	2 sets
E3	-	Closing Tools for 1" End Tags	2 sets
E3	-	Testing adaptor for operating head (R.F.D. Part 21626)	2 No. } per ship.
1B	4429	Rollers, rubber sheet, size of roller, 2" x 2"	2 No.
E10	3524	Scissors, round end, 9"	2 No.
E11	C289	Brushes, 1" wide	2 No.
27C	2046	Spatulas, bone, 6"	2 No.
	-	Scales for weighing CO ₂ cylinders	Still under consideration.

594.

NAVAL STORES (GENERAL) (CLASS E, GROUP 6) - WHITE PAINT FOR CEREMONIAL WEB EQUIPMENT - SUPPLY.

Following upon recommendations of the Naval Paint Committee, it has been decided that future purchases of white paint for ceremonial web equipment will be made to British Standard 1053, Type A. This material will be known as "white washable oil-bound water paint" and it will be accounted for as Pattern 5395 in Class E, Group 6.

2. No further purchases will be made of proprietary whitening agents such as white "Muraltone" water paint but existing stocks of such materials should be used up.

3. Navy Order 95 of 1949 is hereby cancelled.

(4512/60/172)

595.

NAVAL STORES (MOTOR TRANSPORT) - SUB-ASSEMBLIES AND SPARES - CLASSIFICATION AS PERMANENT STORES.

The sub-assemblies and spares detailed in the Appendix to this Order are in future to be regarded as permanent Naval Stores in addition to all major assemblies for M/T vehicles, i.e. complete engine assemblies, gear boxes, front and rear axles and transfer boxes. All other descriptions of M/T spares are to be accounted for as consumable Naval Stores.

(The foregoing is the text of A.F.O. 370/1955 altered to meet R.A.N. conditions)

(4737/12/65)

APPENDIX

List of Permanent M/T Sub-assemblies and Spares.

Air compressors (Brakes)	Current controllers
Ambulance warning bells	Cutting cylinders (Trailer Mower)
Ammeters	Cylinder blocks (and barrels for motor cycles)
Armatures	Cylinder heads
Batteries	Differentials (front axle)
Bottom blades (Trailer Mower)	Differentials (middle axle)
Brake cylinders (master and wheel for hydraulic brake systems)	Differentials (rear axle)
Brake shoes	Direction indicators
Brush assemblies (Trailer Sweeper)	Distributors
Bumpers, car (for replating)	Drawbars
Camshafts	Dynamos
Carburettors	Exhausters (Mufflers)
Clocks	Flywheels
Clutch assemblies (complete)	Fog lamps
Clutch driven plates	Fork assemblies, front (Motor cycle and bicycle)
Clutch pressure plate assemblies	Fuel injection pumps (for compression ignition engines)
Connecting rods	Fuel lift pumps
Crankcases - top half	Fuel tank gauge units
Crankshafts	Handlebar assemblies (Bicycle)

Head lamps	Pumps (main delivery)
Horns	Pumps revolution indicator
Hubs	Rellumit tank filling device
Injectors	Streamline filters
Instrument Panels	Searchlights (M/T)
Magdynos	Servo units
Magnetos	Shock absorbers
Oil gauges	Speedometer heads
Oil pumps	Spot lights
Pass lamps	Starters
Power take-offs	Steering assemblies
Pressure gauges	Suspension units, front
Propeller shafts	Switch boxes
Radiator cores	Tipping gear pumps
Road springs (complete)	Tipping rams
Refueller Parts :-	Universal joints (with Hardy Spicer bearings)
Air separators	Vacuum gauges
Boom assembly	Water pumps
Fuel meters	Water temperature gauges
Gauges	Wheel assemblies (Motor cycle and bicycle)
Manifold assembly complete with valves	Winches
Nozzle, fuelling	Windscreen wiper motors

596.

STORES - ACCOUTREMENTS - WEB LEGGINGS - REPLACEMENT BY WEB ANKLETS.

It has been approved to introduce Army Pattern web anklets for use instead of Naval Pattern web leggings.

2. Substantial stocks of leggings are held at present and it is therefore intended that first issues of anklets be for ceremonial purposes only.

3. Further supplies of anklets will be ordered as stocks of leggings are used up and a further Navy Order will be issued when stocks are sufficient to permit of general use.

4. Anklets from new manufacture will be of undyed material and fitted with nickel plated buckles. There are four sizes, as in the case of leggings; size 1 being the smallest. Store references have been allocated as follows :-

F.T.157 ANKLETS, web, undyed, size 1

F.T.170 ANKLETS, web, undyed, size 2

F.T.183 ANKLETS, web, undyed, size 3

F.T.196 ANKLETS, web, undyed, size 4

Existing stocks of anklets in the Royal Australian Navy are made of khaki material and fitted with brass buckles.

5. Exchange of leggings for anklets for ceremonial purposes should be arranged with the nearest Naval Armament Depot.

6. Warrants of Naval Armament Stores and Confidential Navy Order 21 of 1955 will be amended accordingly.

(The foregoing is the text of A.F.O. 486/1955 altered to meet R.A.N. conditions)

(4428/65/66)

597.

PILLOW CASES - H.M.A. NAVAL HOSPITALS AND SICK BAYS ASHORE AND AFLOAT - INTRODUCTION AND ALLOWANCES.

It has been decided to introduce a new type of pillow case in the Royal Australian Navy for use in Hospitals and Sick Bays ashore and afloat. The Pattern 37A pillow covers at present in use for this purpose have a tendency to bulge at the taped ends, for the ticking to become exposed, and do not give the tidy appearance desired.

2. The quality and dimensions of the new pillow case are :-

"Best quality unbleached calico finish, size 30" x 20", Envelope type, with an 8" flap double seam with $\frac{1}{2}$ " seam at sides and $\frac{1}{2}$ " double hem at top".

3. The allowance of the item is as follows :-

Hospitals	6 No. for each bed plus 25% of total beds as spares.
Sick Bays Ashore	4 No. for each patient in Sick Bay.
Sick Bays Afloat	2 No. for each bed in Sick Bay.

4. The new item will be supplied for use in Hospitals and Sick Bays, as Pattern 37A pillow covers at present in use become unserviceable, and when demanding replacements, this order should be quoted on Forms A.S.134(d).

(3190/6/21)

598.

PRESENTATIONS, RELICS, TROPHIES, ETC. - ACCOUNTING FOR.

The following amendments are to be made to Navy Order 297 of 1955 :-

Paragraph 8 D. - Is to be deleted and the following inserted in lieu :-

D. Valuable articles purchased by individual messes or from Ship's Funds for general use, and amenities of a permanent nature provided from the R.A.N. Central Canteens Board.

Such items remain the property of the mess, etc. and the provisions of this Order in regard to these items are intended as a protection of ownership of articles purchased by them by providing continuity of responsibility whilst the ship or establishment remains in commission. When worn out or otherwise rendered valueless, items should be taken off charge by a certificate signed by the Commanding Officer. The Committee of the mess concerned is, at any time, entitled to dispose of the articles for the benefit of the mess. In such cases full particulars should be furnished in writing by the responsible officer concerned to the Supply Officer, who should write the items off charge and adjust the relevant Permanent Loan List as necessary. The proceeds of items sold on paying off of the ship or establishment concerned are to be devoted to appropriate recognised Naval charities. Any items not disposed of on paying off of the ship or establishment concerned should be dealt with in the same manner as items referred to at A, B and C hereof.

NOTE:

Items of little value or of a consumable nature should not be taken on charge in the Naval Store Account as the recording of valuable articles in the official accounts is required entirely to avoid ultimate disposal without the full authority of the mess or fund committee concerned.

Paragraph 8. - Is to be deleted.

Paragraph 13. - Is to be deleted and the following inserted in lieu :-

13. The general instructions for periodical stocktaking and transfer of stores from one officer to another are contained in Chapter XVI of B.R. 4, and are applicable to Presentations, Relics, Trophies, etc. Losses should be

dealt with in accordance with the general instructions relating to these items, except in regard to items referred to at paragraph 8 D and E. Losses, whether by theft, accident, or neglect, of items referred to at paragraphs 8 A, B, C and G should be reported to Navy Office by letter at the time they are discovered. Losses of items referred to at paragraphs 8 D and E may be dealt with under local authority as indicated therein. However, the disposal of such items should be included in the Annual Return referred to at paragraph 5(b)(ii).

(3583/71/410)

RESTRICTED

C.N.O. 599/55

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

17th August, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

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599.	A.B.C.D. Personnel and Stationing.

N.0108

A.B.C.D. - PERSONNEL AND STATIONING.

Reports received from sea show that there is a requirement for more information concerning A.B.C.D. personnel and their stationing than is currently available to the Fleet. Since it is unlikely that the "Ship A.B.C.D. Manual", now in preparation, will be distributed before late 1955, it has been decided to promulgate the relevant chapter from this manual together with the associated tables for advance information and general guidance vide Appendices A and B to this Order.

2. Nothing in this Order is to be taken as authority for altering the complements of H.M.A. Ships nor is it to be used as a reason for seeking increases in complement. It should also be noted that ships' quarter bills as currently issued by the Naval Board do not conform with these Appendices in all respects.

(The foregoing is the text of A.F.O. 1272/1955 altered to meet E.A.N. conditions)

(3383/42/3)

APPENDIX A.PERSONNEL AND STATIONING.

The officers and men comprising a ship's A.B.C.D. team are drawn from many departments, principally from the technical branches. This team forms the nucleus of the overall A.B.C.D. organisation. It is available for taking immediate counter-measures should damage or contamination occur, without the necessity of calling upon men actually engaged in fighting the ship.

2. The detailed composition of the A.B.C.D. team and the number of officers and men available to meet the A.B.C.D. commitments, vary with the type of ship and the manning requirements of each department. These features are taken into account when assessing the complement of a ship, and examples of the numbers considered desirable are shown in Appendix B. These provide primarily for damage control requirements, because, until further experience has been gained, A.B.C. commitments cannot be fully estimated. In framing an A.B.C.D. organisation officers concerned should be guided by the general principles outlined in this Appendix, adapting them as necessary to meet local conditions.

3. *Manning principles.* - The rules by which a ship's complement is assessed include, among the many considerations involved, the following general principles :-

- (a) Personnel are provided to deal with normal, rather than exceptional, items of work.
- (b) In action, officers and men are complemented for "active" duties rather than being merely required to stand by for possible breakdown, action damage, or casualties, except as mentioned in paragraph 5 (a).

(c) To obtain maximum fighting efficiency sufficient personnel are required, not only for the action state, but also for the defence/cruising and harbour states, in which the work of the ship's company constitutes the essential pre-requisite of full battle efficiency.

4. Departmental requirements for a particular ship are assessed for each of the manning states referred to in paragraph 3 (c) above, taking into account watchkeeping requirements, maintenance of equipment, administrative and communal duties, etc. The manning state requiring the maximum number of officers and men is taken as the basis of the complement to be provided. Whereas the action state generally governs the numbers required to man the armament, the maximum numbers of the technical and administrative branches are usually required in the defence/cruising or harbour state. In the action state this results in a surplus of personnel who are then available for A.B.C.D. or other duties as indicated in the ship's quarter bill.

5. The principles on which A.B.C.D. requirements are assessed are as follows :-

- (a) As the high degree of watertight subdivision of a modern warship considerably restricts movement within the ship when doors and hatches are closed for action, sufficient personnel are required to ensure that A.B.C.D. measures are prompt and effective.
- (b) In Damage Control State 1, which is the action state of manning as far as damage control is concerned, sufficient personnel are required to man essential positions and provide adequate fire and repair parties, including electrical ratings in each section.
- (c) In Damage Control State 3, which is equivalent to the defence/cruising state, partial manning of certain vital positions is necessary to ensure the maintenance of watertight integrity and to enable the action organisation to take over smoothly and effectively in an emergency. Officers are not provided solely for A.B.C.D. watchkeeping duties. The number of watchkeeping officers allocated for these duties is based on the maximum that the resources of the complement will permit, while making provision for individuals, some of whom may be the only officers of their branch, to be free, as far as possible, to perform their normal departmental duties. As regards ratings, provision is made for the skeleton manning of A.B.C.D. positions and for section patrols on a three watch basis, the full use being made of daymen and daywork hands available.
- (d) In Damage Control State 4, which is equivalent to the harbour state, allowance is made for maintaining the requisite records and the provision of a small number of patrols, in order to keep the necessary close check on watertight integrity.

The above remarks apply generally to cruisers and above. In destroyers and below, provision is made for two A.B.C.D. parties in the action state: they include sufficient electrical ratings to ensure the maintenance of electrical supplies. No provision is made for the other states.

6. *A.B.C. Aspects.*- Though the principles outlined above allow for manning on a damage control basis since the risk of material damage to the ship, fire, etc., is always present, the possibility of A.B.C. attack must also be considered and provision made for monitoring and decontamination requirements. The adoption of an A.B.C. state concurrently with a damage control state gives rise to the following considerations :-

- (a) In the action state the numbers available for A.B.C.D. duties are necessarily limited, since it is to be expected that quarters, etc., will be fully manned to engage the enemy. A.B.C.D. parties must therefore be prepared to deal with all forms of emergency, both within their sections and outside them whenever assistance is required.
- (b) When A.B.C. attack is likely, provision should be made for officers and men not required to man their quarters, to augment A.B.C.D. parties as required. The nucleus of trained personnel manning essential A.B.C. positions should be taken from the A.B.C.D. team.
- (c) When action damage and contamination occur simultaneously (a situation to be expected in the case of an underwater atomic explosion but less likely in the case of B or C weapons unless accompanied by hostile bombardment), measures to counter material damage will normally take precedence. Only when the safety of the ship is assured will it be possible to redirect men engaged on essential repair work to other duties.
- (d) Immediate detection and an early assessment of contamination and its effect on fighting efficiency is essential. When A.B.C. State A is adopted, monitoring personnel should be closed up in readiness. This also applies to a nucleus of personnel manning cleansing stations consisting of Supply Branch officers and ratings to organise and control the issue of clothing. The consequent reduction in the strength of available repair parties must be accepted until damage is sustained, when the relative priorities can be assessed.
- (e) Requirements for decontamination are normally of a lower priority, except in spaces where the immediate fighting efficiency of the ship is affected. These requirements will not normally be known until reports from monitoring parties have been assessed. Decontamination parties should then be provided from quarters and sections, the number and size of the parties depending on conditions prevailing at the time.

7. *Basis of organisation.*- The following conclusions can be drawn from the above :-

- (a) Under normal conditions A.B.C.D. parties are stationed on a damage control basis.
- (b) When A.B.C. State A is ordered, specially trained monitoring personnel selected from the A.B.C.D. team should take up their A.B.C. stations. A.B.C. sentries (paragraph 33) will be required at quarters and weather deck positions to give adequate warning of attack.

- (c) Decontamination parties will be required from quarters and sections when the extent of damage and/or contamination is known and the relative priorities have been assessed.
- (d) In A.B.C. States B and C, personnel closed up in headquarter positions or as patrols should be responsible for maintaining both watertight and gastight integrity. In A.B.C. State B, additional men from the duty watch or manned quarters should be stationed as A.B.C. sentries, primarily to close, in the event of A.B.C. State A being ordered, such doors, hatches, ventilation valves, etc., as may be open.

8. The responsibilities for action damage countermeasures are fully decentralized to sections and quarters and coordinated by A.B.C.D. control positions. Thus quarters crews and personnel stationed in self-contained sections such as main machinery spaces and hangars, and on the flight deck, are responsible for local A.B.C.D. measures, leaving A.B.C.D. parties free to deal with damage between decks. As a general rule the extent of the contribution which men stationed in these positions can make towards the overall post-damage organisation, will depend on whether they are actively engaged, in which case damage countermeasures may be limited to dealing with local emergencies. Section A.B.C.D. parties may be required to assist, particularly in cases involving protracted repairs, heavy contamination, or large fires. The converse also applies: it may be necessary to augment section A.B.C.D. parties in cases of serious damage, by calling on quarters crews or men stationed at other positions. Such action would be most likely when these quarters and positions are out of action (or not manned) when their crews will be available for other duties. Set rules cannot be applied: the A.B.C.D. organisation must be sufficiently flexible to deal with any form of emergency and all officers and men trained accordingly.

9. *A.B.C.D. Team.*- The A.B.C.D. team is composed of the following groups of personnel :-

- (a) The CONTROL team consisting of officers and men manning control positions such as A.B.C.D. Headquarters (H.Q. 1), Secondary Headquarters (H.Q. 2), section bases, main switchboard (M.S.B.) and unit switchboards (U.S.B.).
- (b) A.B.C.D. special parties consisting of personnel manning 'fixed' stations such as rapid flood positions, magazine floods, etc.
- (c) A.B.C.D. SECTION teams organised into mobile parties responsible for taking local action within their section boundaries under the supervision of the A.B.C.D. section officer, or for rendering assistance outside these areas when so directed.
- (d) QUARTERS crews and 'self-contained sections' responsible for dealing with local emergencies; and in main machinery spaces and hangars, and on the flight deck, for the specialized forms of firefighting, technical repairs, etc., applicable to these positions.

Personnel referred to in paragraphs (a) to (c) hereof, including hangar sections in aircraft carriers, are shown in the specimen watch and quarter bills contained in Appendix B. A.B.C.D. quarter bills are only intended as a guide; they do not prevent officers concerned from re-disposing personnel as may be necessary.

10. Subsequent paragraphs contain a more detailed examination of A.B.C.D. commitments and the numbers of officers and men required to fulfil them. They are based on conditions in which the maximum requirements exist, i.e., in the highest A.B.C.D. states of readiness. Recommendations for manning various positions, and notes on the duties of certain individuals, are given where applicable. This information is quoted for guidance only and individual ships should scale requirements in accordance with the personnel available, equipment fitted, and the organisation most suited to their layout.

THE CONTROL TEAM.

11. In framing the A.B.C.D. organisation, the first consideration must be the manning of various control positions, the numbers of officers and men required at each position being governed by its functions and the equipment fitted.

12. A.B.C.D. Headquarters (H.Q. 1). This is the nerve centre of A.B.C.D. information and control, and the position from which the overall direction of A.B.C.D. measures is co-ordinated. Officers normally stationed at this position are as follows :-

The A.B.C.D. Officer.
The Damage Control Engineer Officer.
The Shipwright Officer.
The Monitoring Officer (vide A.F.O. 452/54.-
A.B.C.D. - Organisation in H.M.A. Ships).

In addition an Electrical Officer (or senior rating) should normally be stationed in H.Q. 1 for liaison duties with M.S.B. and the second electrical position (E.P. 2).

13. Other personnel stationed in H.Q. 1 are as follows :-

- (a) *Incident Board operators.*- The incident board provides a record of damage. Sections of the board correspond to the number of A.B.C.D. sections in the ship, each section being manned by an operator with direct communication to the associated section base. The operators are responsible for plotting damage information filtered from the section base or reported direct to H.Q. 1 from other sources.
- (b) *State Board operators.* (i) The state of doors, hatches, and openings affecting watertight and gastight integrity is recorded on the Watertight Door and Hatch Board and the Ventilation Board. These boards require frequent alteration and should be permanently manned, preferably by personnel possessing the necessary ship knowledge, acquired if possible in their normal daily ship duties. (ii) The Pumping and Flooding Board, in conjunction with the Fuel State Board, provides an up-to-date record of the state of liquids carried and is used primarily in assessing stability and measures necessary to counter heel and trim.

The Services Board indicates the state of various pipe systems. Personnel manning these boards should have an intimate knowledge of the spaces, compartments and systems concerned. They come under the supervision of the Damage Control Engineer Officer.

- (c) *Information number.*- Information received and recorded in H.Q. 1 is relayed to H.Q. 2 to enable the latter to assume immediate control if required. The Information Number provides the necessary link between the two positions, having direct communication with H.Q. 2. He is responsible for relaying the information plotted on H.Q. 1 incident board and other state boards as required by the A.B.C.D. Officer.
- (d) *Stores (S) Rating.*- A senior Stores (S) rating should be stationed in H.Q. 1 to assist the A.B.C.D. Officer in all matters relating to the arrangement and contents of store rooms, the provision of emergency stores under action conditions, and the organisation of keys to locked compartments.
- (e) *T.C.R. Operators.*- Each telephone control box of the Fire and Repair and Flooding systems requires at least one operator. In some instances, depending on the number of lines or channels and the communication traffic to be expected, two operators may be necessary.

14. *Secondary Headquarters (H.Q. 2).*- H.Q. 2 is the normal action station of the Engineer Officer, who is provided with the necessary information to enable him to supervise the operation of the ship's machinery. If H.Q. 1 is out of action, the Engineer Officer assumes control over the A.B.C.D. organisation until the A.B.C.D. Officer is again able to take over control. The second electrical position (E.P. 2) which is the normal action station of the Electrical Officer, is incorporated in or immediately adjacent to H.Q. 2. The Second Shipwright Officer, or senior Shipwright Artificer is stationed in H.Q. 2 for dispersal reasons. These officers are assisted by personnel required :-

- (a) to maintain state and incident boards up-to-date,
(b) to indicate the state of electrical supplies on the ring main model,

based on information received from H.Q. 1, and M.S.B. Communication numbers are also required for manning the relevant communications which include Machinery and Fuel control T.C.B.'s (where fitted). H.Q. 2 is normally manned on a skeleton basis as far as A.B.C.D. is concerned, with sufficient officers and men present to assume temporary control should H.Q. 1 be put out of action. The Engineer Officer must have sufficient personnel to enable him to exercise his primary function, i.e., overriding control of machinery. For fully effective control these numbers would have to be augmented from elsewhere, e.g., survivors from H.Q. 1.

15. *Section Bases.*- The A.B.C.D. section base has two main functions :-

- (a) It is the position from which the Section Officer can supervise A.B.C.D. parties under his control and direct local A.B.C.D. measures within the section.

(b) Reports of damage, etc., from outstations in the sections are plotted on the section incident board and filtered to the H.Q. 1 main incident board.

16. The section base should be manned by :-

- (a) The A.B.C.D. Section Officer, in overall charge of the section.
- (b) A T.O.B. operator, for manning the Fire and Repair T.O.B., linking the section base with H.Q. 1 (and H.Q. 2) and repair outstations within the section, including magazine flood positions.
- (c) An incident board operator, for plotting and recording information on the section incident board.
- (d) A state boards operator, for maintaining the section watertight doors and hatches, ventilation and services boards up-to-date.

A Stores (S) rating is normally stationed at each base, his section duties being similar to those of the Stores (S) rating in H.Q. 1. In ships not fitted with unit switchboards, the section base incorporates the local electrical position linked to M.S.B. (and E.P.2) and to electrical outstations by the M.L. communication system. It is manned by electrical personnel.

17. Messengers.- Messengers should be available at each of the control positions referred to above, to allow for communication failures. The dependence of the A.B.C.D. organisation on its communication systems makes this provision necessary whenever numbers permit.

SPECIAL PARTIES.

18. Provision is required for the permanent manning of certain positions in action where immediate A.B.C.D. measures may have to be taken in the interests of the safety of the ship. They are :-

- (a) **RAPID FLOODS.**- Handwheels controlling valves to compartments fitted for rapid flooding are permanently manned in action by Rapid Flood Operators. The positions at which these handwheels are fitted or grouped together are termed Rapid Flood Positions. Each position is fitted with direct communication (the Pumping and Flooding line) to H.Q. 1 and duplicated to H.Q. 2. The Damage Control Engineer Officer is thus able to maintain centralised control over flooding action to correct heel and trim and to relay his instructions to the rapid flood operators without delay or ambiguity.
- (b) **MAGAZINE FLOODS.**- Each group of magazine floods and sprays are permanently manned at the primary position, where this position is outside the direct control of the quarters crews concerned. The Fire and Repair Line affords direct communication between each primary magazine flood position and the associated section base.

19. **Cleaning Stations.**- Although of a category different from the positions referred to in paragraph 18, the manning or partial manning of cleaning stations becomes a necessity when any form of A.B.C. attack is expected. Contaminated personnel must be dealt with quickly if casualties are to be prevented and morale sustained. These positions must therefore be ready to carry out their function as soon as an attack has developed when they should be fully manned as soon as practicable.

THE SECTION TEAM.

20. **A.B.C.D. Sections.**- When allowance has been made for manning control positions and 'fixed' stations, the balance of personnel available should be subdivided between sections and formed into mobile parties. These parties may be required to undertake any of the following action countermeasures :-

- Firefighting.
- General repair, shoring and leakstopping.
- Pumping and flooding (other than rapid floods and magazine floods).
- Electrical repair, restoration of power, lighting, etc.
- Monitoring.
- Decontamination.

21. Though the numbers available and requirements in different sections vary according to the class of ship, the following general notes are a guide to the organisation and stationing of these parties :-

- (a) The section team should be divided into mobile parties to achieve dispersal and to facilitate direction when dealing with several damage incidents simultaneously.
- (b) Each party should contain sufficient men, of whom a proportion should be skilled ratings (i.e., artificers, etc.), to enable it to perform the function allocated. Care should be taken to avoid undermanning a party in the interest of dispersal.
- (c) Parties should normally be stationed on the deck giving the easiest fore and aft movement, and in the vicinity of their repair posts.

The stationing of A.B.C.D. parties is to a certain extent governed by the structural arrangements of the section. Wherever possible positions should be selected with a view to dispersal and the availability of repair equipment. Direct communication with the section base (i.e., over the F.R. system) is an essential requirement for stations manned by fire and repair and mobile pumping parties. Similarly, stations manned by mobile electrical supply parties must have direct communication with their associated unit switchboards. Further details of these parties and notes on their composition and stationing are given below.

22. **Fire and Repair Parties** are mainly responsible for general repair work and firefighting. Each party should contain a nucleus of shipwright personnel whose technical knowledge and experience is needed in shoring and leakstopping operations. Other requirements include a skilled Engine Room rating for supervising pipe repairs, etc., and a nucleus of men trained in the use of self-contained breathing apparatus. The number of fire and repair parties in any section depends on the numbers of men available and is largely subject to local conditions. Ideally each Fire and Repair

party should consist of approximately 6-10 men, bearing in mind that A.B.C.D. patrols must be detailed from these parties and that when A.B.C. requirements exist, men detailed for monitoring, cleansing and decontamination may have to be withdrawn. Each section in cruisers and above is supplied with two type C damage control and two fire lockers, resulting in two main fire and repair posts, with a locker of each type sited in the immediate vicinity. It may therefore be convenient to subdivide the parties between the two positions. Where more men are available, dispersal can be better attained by forming additional parties at other outstations on the Fire and Repair communication system. A small party may also be held in the vicinity of the section base, within call of the A.B.C.D. section officer. The type A locker provided in addition for each section in cruisers and above may also constitute a repair post, though it is preferable to site this near the section base so that additional repair gear can be distributed immediately. The single type B locker supplied to cruisers and above will generally be sited amidships or in the vicinity of H.Q. 1. Its contents are not general items of repair or fire stores, but special gear for use anywhere in the ship. It is unlikely, therefore, that the type B locker would provide a suitable position for a fire and repair party. One or more artificers would, however, be required to control the use of the gear and its distribution.

23. *Pumping and Flooding Parties.*- These parties, which are invariably composed of Engine Room ratings, are a 'specialised' unit in the section team. Unlike the rapid flood parties, they come under the local jurisdiction of the section officer and should be stationed at positions having direct communication with the section base, i.e., at an outstation connected to the F.R. system T.C.B. Their duties include the rigging of portable pumping equipment and the operation of systems connected with pumping and flooding where no provision is made for permanent manning.

24. *Electrical Repair Parties.*- Mobile electrical parties are an integral part of the section team and are stationed in accordance with the electrical organisation, further details of which are contained in paragraphs 38-40.

25. *A.B.C. Parties.*- When A.B.C. State A is assumed, selected personnel from the section team who have received special training in the operation of radiac instruments and gas detectors will be required for monitoring purposes.

26. A MONITORING PARTY, consisting of the Section Monitor and an assistant (or assistants) for recording and communication purposes, will be required in each section. The monitoring party should normally be stationed at the section base position, where direct communication can be established with the Monitoring Officer in H.Q. 1.

27. DECONTAMINATION PARTIES are principally a post attack requirement. It is desirable, as far as possible, to maintain the section team as a compact organisation and the training of the section A.B.C.D. parties in decontamination procedure should be based on this principle. Existing repair parties can then be directed to contaminated areas, after being suitably dressed and equipped for the purpose, without drastically altering the formation of the section team.

28. *A.B.C.D. Patrols.*- In Damage Control State 1 or A.B.C. State A, A.B.C.D. patrols should be detailed from fire and repair parties. Ratings detailed should patrol within specified limits of their sections. They are responsible for ensuring that watertight and gastight openings between decks conform to the state of readiness ordered. They should maintain a continuous watch for fire hazards and isolated incidents.

29. *Nomenclature of A.B.C.D. Parties.*- As a rule, the section A.B.C.D. parties should be dispersed throughout the section in squads, each squad being a complete unit including technical ratings. It is convenient to number the squads on the digit principle, thus :-

Squads in No. 1 section numbered from 11 to 19.

Squads in No. 3 section numbered from 31 to 39.

Certain parties may more conveniently be known by the quarters or station to which they belong, e.g., A turret monitoring party. In cruisers it may be possible to station the squads in separate main W.T. sections, in which case it may be convenient to use the appropriate 1950 system sectional letter instead of numbers. In any case, as far as possible the location of each repair party's normal action station should be used to facilitate the direction of additional personnel to supplement these parties in an emergency.

QUARTERS PERSONNEL.

30. Personnel forming the action crew at a quarter must be prepared to take immediate A.B.C.D. countermeasures at or in the vicinity of their quarters under the direction of the officer of quarters. The quarters organisation must allow for :-

Emergency firefighting and general damage countermeasures, when closed up at action stations.

Monitoring and decontamination after A.B.C. attack.

31. Personnel detailed for the above duties should be selected from the quarters crew and specially trained in their A.B.C.D. duties, so that in the event of damage or contamination the officers and men concerned form a trained team, adapted and equipped as necessary to perform any of the above functions. The following general principles apply :-

- (a) The primary function of the quarters takes precedence over all other considerations. It may however become necessary to deplete the quarters crew to deal with a local emergency. Arrangements should be made to keep H.Q. 1 informed of damage, etc., so that, if necessary, section A.B.C.D. parties may be directed to assist.
- (b) As a general rule A.B.C.D. parties at quarters should consist of men who can most easily be spared from their action stations, so that the quarters can continue to function though at reduced efficiency.
- (c) As far as possible quarters should be 'self-contained' in carrying out their A.B.C.D. responsibilities so that section parties may be free to deal with damage between decks.

- (d) Quarters A.B.C.D. parties should be mobile in the sense that they can be detailed to assist elsewhere in the ship if the situation requires it.

32. The formation and composition of quarters A.B.C.D. parties will depend on local conditions, the arrangement of quarters, the strength of quarters crews and ammunition supply parties, etc. The aim should be to provide a competent and well trained nucleus of men from each of the major quarters or group of smaller quarters, who, though primarily concerned with local measures within their quarters could contribute effectively to the overall ship A.B.C.D. organisation in cases of serious damage.

33. A.B.C. Sentries.- When A.B.C. State A or B has been ordered, there is a requirement for a number of A.B.C. sentries. In A.B.C. state B, these ratings are required primarily for the speedy closing, in the event of State A being ordered, of such doors, hatches, ventilation terminals, etc., as may be open. In A.B.C. State A they should patrol areas of the weather deck to give warning of the presence of suspected contamination, etc., as indicated by gas detector boards or radiac instruments, or by application of the "safety rule". Sentries should normally be detailed from quarters crews and personnel stationed at weather deck positions.

34. Main Machinery Spaces.- These spaces constitute a self-contained section. A.B.C.D. measures are normally undertaken by personnel stationed within them, e.g., the main steaming watch below, auxiliary watch-keepers, etc. The whole are under the direction of the Senior Engineer who is responsible to the Engineer Officer for the action taken and for keeping H.Q. 1 and H.Q. 2 informed of the situation when damage occurs. Selected and specially trained ratings (preferably non watch-keepers) should be detailed as the section monitoring party, e.g., the machinery space monitor and assistant(s). In A.B.C. State A this party should be stationed at H.Q. 2 where :-

- (a) they are in communication with the Monitoring Officer in H.Q. 1,
- (b) the necessary information concerning the state of machinery is provided, and hence an indication of the spaces which will probably be contaminated, i.e., those containing running machinery,
- (c) they will be within the gas citadel and initially free of personal contamination.

35. Hangars and flight deck.- The risk of serious fires in hangars and on the flight deck is always present when aviation fuels are embarked and flying operations are in progress. The A.B.C.D. organisation and training of personnel stationed at these positions is governed principally by this factor. Firefighting and other A.B.C.D. measures in hangars and on the flight deck are the responsibility of the ship's Air Department, assistance being provided by section A.B.C.D. parties whenever required. Personnel manning these positions consist principally of aircraft handlers and maintenance personnel of the ship's air complement, including engine room personnel for maintaining and operating flight deck machinery, lifts, etc., supplemented by personnel attached to each squadron embarked. The complement of aircraft handlers is divided between :-

- (a) the Flight Deck party,
- (b) the Hangar Handling party.

The complement also includes a Hangar A.B.C.D. party consisting of 1 P.O. (A.H. 1) and 7 N.A. (A.H.3) for each hangar deck.

36. All hands of the flight deck party are detailed for fire duties in the vicinity of their flying stations. Those not specifically employed on handling duties during take off or landing operations should be detailed as a standing fire/rescue party. Of these a proportion dressed in protective clothing form the rescue team, the remainder being detailed to man CO₂ units and foam branchpipe points, etc. In hangars, the hangar control position is manned (i.e. by the Hangar Control Officer and communication number) in the highest state of damage control readiness, when the 'fuel danger' state is in force, and when "flying stations" have been ordered. At all times when aircraft are stowed in a hangar or when aviation fuel is embarked, a hangar sentry from the aircraft handling party should be detailed.

37. Although firefighting is the primary A.B.C.D. commitment in the Air Department organisation, requirements for monitoring and decontamination must also be provided on a similar basis to other A.B.C.D. sections. Monitoring and decontamination parties should be trained, not only for dealing with contaminated structure or personnel, but also with contaminated aircraft. A monitoring party should be detailed for each hangar and for the flight deck and island. Decontamination parties should be detailed from the flight deck and hangar handling parties. Wherever possible officers and ratings forming the nucleus of these parties should be drawn from the ship's air complement.

ELECTRICAL PERSONNEL.

38. Electrical personnel form an integral part of the A.B.C.D. team. A.B.C.D. measures for which they are responsible include :-

- (a) the control of generators,
- (b) the manipulation of hand and electrically operated switchgear from local control positions,
- (c) the manipulation of remotely controlled switchgear from centralised control positions,
- (d) the running and connecting of emergency supply cables,
- (e) the provision of temporary lighting in damaged areas, and of power supplies to portable pumps, etc.,
- (f) the limitation of damage to electrical equipment by A.B.C.D. measures and the isolation of damaged circuits,
- (g) the repair of apparatus which has failed owing to shock, etc., and the clearing of faults which may occur in the normal course of events,
- (h) the manning of electrical communication systems.

39. The performance of some of these duties, notably (a), (b) and (h) of paragraph 38 hereof, necessitates the stationing of personnel in control positions such as the M.S.B., U.S.B's, E.P.2, H.Q.1, L.P. Switchboards and, in non-U.S.B. ships, in section bases and generator rooms. They form part of the control team referred to in paragraph 9 (a). The remaining duties can be carried out by personnel stationed in strategic points throughout the ship. These parties are referred to as Electrical Repair Parties and should consist of five to six ratings, except in special cases where one or two ratings only may be stationed in important compartments such as engine rooms, T.S's, etc., to take 'first aid action'. To perform some of the duties referred to in paragraph 38 for certain equipment, such as fire control and radio apparatus, separate specialised parties are necessary, stationed in positions from which the equipment under their care is easily accessible.

40. Electrical repair parties form part of the section team in the A.B.C.D. sections to which they are affiliated. In a number of cases various duties can be performed locally without any knowledge of the overall state of the electrical system, but in others, particularly items (c) and (d) of paragraph 38, a full knowledge of the electrical system is necessary if prompt and effective action is to be taken. Only a central position can have such knowledge, and it is essential therefore that the control and direction of electrical parties should be vested in such a position for as long as possible. It follows that mobile electrical repair parties should normally be stationed at electrical outstations of the E.L. communication system, their direction being co-ordinated with the local requirements of the A.B.C.D. section officer.

MEDICAL AND FIRST AID.

41. In the action state it is necessary to man emergency operating stations and certain first aid posts in order that immediate and skilled treatment may be administered to men who have been seriously wounded. Personnel available for these duties consist of :-

- (a) The medical and sick berth staff, the numbers borne being based on the total complement of the ship.
- (b) Additional ratings in cruisers and above, on an assessed basis of three men per A.B.C.D. section.

Unskilled men attached to the medical organisation must be given special training in their first aid duties, as also should as many of the ship's company as possible; certainly some at each quarters and in each section.

42. The medical organisation is closely allied to, and forms part of, the overall A.B.C.D. organisation, particularly in such matters as the location and transport of casualties, and in assessing the overall effect on manpower, particularly under A.B.C. attack.

WATCH AND QUARTER BILLS.

43. Although it is desirable to man A.B.C.D. stations on the fullest scale practicable, this may not always be possible. Various factors may necessitate a reduction in the total complement borne; this will reduce the numbers available to carry out A.B.C.D. duties. In practice the "ideal" state of manning must be adapted to the actual numbers available. Recommendations for manning various positions contained in foregoing paragraphs would need to be modified accordingly, the Executive Officer co-ordinating the requirements of the different departments concerned.

44. A scrutiny of the A.B.C.D. watch and quarter bills in Appendix B indicates that the following departments provide the main contribution to the A.B.C.D. team in the action state :-

(a) The Engine Room Department

- (i) Steaming watches (based on a three watch system) not closed up below.
- (ii) Engine room personnel not included in the steaming watch organisation, daymen, etc.
- (iii) Engine room personnel for flight deck machinery, etc., (based on a two watch system) who are used for double banking hangar and flight deck repair parties.

(b) The Electrical Department.- Personnel manning control positions and detailed as repair parties.

(c) The Shipwright Department.

(d) The Supply Department.- Stores (S) ratings in H.Q. 1 and section bases. Personnel in Cleansing Stations (paragraph 6 (d)).

Further vacancies must be filled by personnel specified as 'may be men of other branches', who represent part of the balance of the complement in the action state referred to in paragraph 4. Included in this number in cruisers and above are ratings of the Regulating Branch and Musicians who are normally allocated to the A.B.C.D. and action first aid organisation.

45. In framing a ship's A.B.C.D. quarter bill the following points should be considered :-

- (a) The quarter bill should name all officers and ratings concerned whatever their branch, indicating their stations in A.B.C.D. State 1A. The A.B.C.D. quarter bill and the quarter bills of the departments referred to in paragraph 44 are complementary.
- (b) In cases of ratings working in watches (e.g., engine room steaming watches) the same number of name columns as watches will be necessary. It is important that such men should be given the same A.B.C.D. duty, if possible, whichever steaming watch is below.
- (c) Officers and ratings detailed for specific A.B.C. duties should be indicated accordingly.

SMALL SHIPS.

46. In destroyers and other small ships, the comparatively simple arrangement of sub-division, the proximity of various manned positions, and the less comprehensive control system required, considerably simplifies A.B.C.D. manning requirements and the stationing of the A.B.C.D. team. It is convenient to regard the ship as being divided into forward and after sub-sections with the main machinery spaces separating the two. Each section should contain a repair post with suitable communication with the headquarters position. A damage control locker and fire post should be sited in the vicinity of each position. Men detailed for A.B.C.D. duties should be sub-divided between the forward and after repair positions and constitute the "Forward and After A.B.C.D. Parties". Each A.B.C.D. party should be a composite team of men including the necessary Engine Room and Electrical ratings. Although parties are detailed for each repair post individuals of each party should be reasonably dispersed in the vicinity of the repair position to reduce casualties if the ship is hit.

47. Provision should also be made for specially trained monitoring parties, and for manning cleansing stations in the event of A.B.C. attack. A monitoring party should be available in the vicinity of each repair position and in communication with the officer detailed for monitoring duties.

48. The number of men available for A.B.C.D. duties in small ships is severely limited. It is of particular importance that quarters personnel should be trained in all A.B.C.D. measures so that they can make an effective contribution to the ship A.B.C.D. organisation in the event of an emergency.

APPENDIX B.

*Typical A. B. C. D. Watch and Quarter Bills**General.*

In compiling these watches and quarter bills - which are for *guidance only* - the following general principles have been borne in mind :-

- (a) The figures given in each case are based on ideal requirements and are unlikely to be completely realisable in peace when reduced complements are borne.
- (b) Except for State 1A, the examples given are for damage control states only. If A.B.C. State C is superimposed on D.C. State 3 or 4, no extra personnel are required. If A.B.C. State B or A is ordered certain personnel from quarters, etc., will be required as A.B.C.D. sentries.
- (c) In D.C. States 3 and 4 the figures are based on a 3 watch system for ratings. One officer only is required in H.Q. 1 and the officers for this duty should be in the greatest number of watches that the resources of the complement will permit since the officers available will in many cases be the only officers in their branches.
- (d) In State 3, section base T.O.B's must be manned in war. In peace it may be sufficient to have the A.B.C.D. patrols reporting at regular intervals.

- (e) In State 1A, one selected rating in each section is required to be trained in monitoring duties. (N.B. - In addition, one rating from each quarters, and selected ratings for machinery spaces will be required to be trained as monitors.)
- (f) If and when required, decontamination parties and ratings to augment the manning of cleansing stations are to be drawn first from the sections, backed up as necessary by any ratings available from ammunition supply parties, quarters not in use, etc.
- (g) When A.B.C. State A is ordered, a nucleus is required to man cleansing stations. As the first duty of this nucleus will be to organise and control the issue of clothing, it should be drawn from the Supply Branch.
- (h) First Aid parties are not included in these quarter bills. In State 1 (or 1A) they consist of the Sick Berth staff with the addition, in cruisers and above, of 3 ratings to each A.B.C.D. section. Musicians surplus to A.B.C.D. requirements may be included in these numbers.

2. *Ship's Quarter Bill (S. 255).*

- (a) Page 3 of the Ship's Quarter Bill indicates the overall surplus available from all departments for other action stations. This surplus is used to meet the deficiencies in certain departments (e.g., gunnery): any personnel left over after this are available for A.B.C.D. duties.
 - (b) Page 8 of the Ship's Quarter Bill shows the officers and ratings employed on A.B.C.D. duties in State 1, these numbers being over and above any who may become available from the surplus mentioned in (a) above.
 - (c) The A.B.C.D. Officer, the Shipwright Officer, Shipwright Artificers and Engineering Mechanics, 1st Class, for duty with the Shipwright Department, are shown only on page 8. Engineer Officers and Engine-room ratings and Electrical Officers and ratings are shown also on pages 9 and 6 respectively under their own departments.
 - (d) In State 1, the bulk of the A.B.C.D. parties will be drawn from the Shipwright Department, the two non-steaming watches of Engine-room ratings, and certain Electrical ratings.
 - (e) In allocating personnel in State 3 for watch-keeping duties (T.C.B's and patrols) it is of great importance that they should have similar duties as far as possible in State 1.
3. *Notes included in the ensuing typical Watch and Quarter bills.*
- (a)*The Engineer Officers and Engine-room ratings required for A.B.C.D. duties are also shown in quarter bills as are the Electrical Officers and Electrical Branch ratings, the Supply Officer and Stores ratings. They are included here in order to show the complete organisation of A.B.C.D. personnel.
 - (b)†Up to 25 per cent of these parties are "required in war only".

A.B.C.D. PERSONNEL—TYPICAL LIGHT FLEET CARRIER (3 SECTIONS + HANGAR)—contd.
DAMAGE CONTROL STATE 3 (3 WATCHES)

Quarters or Duty	Officers			Engine Room Ratings*				Electrical Branch Ratings*				Shipwright's Dept. Ratings		Stores Ratings*			Totals		Remarks						
	Lieutenant	Exec. Snr. Cd. or Cd. Officer	Engineer Officer*	Other Non-Exec. Officers*	C.E.R.A. or Ch. Mech.	E.R.A. or Mech.	Chief M.(E)	P.O.M.(E)	L.M.(E)	M.(E) I or J.M.(E)	Ch. Electrician or P.O. Electrician	L.E.M.	E.M. II	C.E.A.	E.A.	Ch. Shipt. Art.	Shipwright Art.	M.(E) I		Stores C.P.O.(S) or P.O.(S)	L.S.A.(S) or S.A.(S)	Stores P.O.(V), L.S.A.(V) or S.A.(V)	May be men of other branches	Officers	Ratings
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
H.Q. 1 ..	1																					5(j)	6	6	(j) To include 2 P.Os.
H.Q. 2 and E.P. 2																									(k) Required in war only.
M.S.B.									3(k)																(l) 2 men in 3 watches in war (one T.C.B. and one patrol).
No. 1 Section ..																						6(l)			1 man in 3 watches in peace (patrol).
No. 2 Section ..																						3(l)			
No. 3 Section ..																						6(l)			
Hangar Section ..																						9(l)			
Rapid Floods ..																						(m)			
Ventilation Control ..																						9(k)			(m) To be provided from Ship's Air Complement.
Totals ..	1		1	4					3		6	4	14		3		1					38	6	69	

DAMAGE CONTROL STATE 4 (3 WATCHES)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
H.Q. 1 ..																						3(n)		3	(n) To be P.Os.
W.T.I. Patrols ..																						6		6	
Hangar Patrols ..																						3(m)		3	
Totals ..																						12		12	

If men of branches complemented to provide for daywork are employed in State 3, the numbers shown will have to be augmented to enable them to be organized in not less than four watches.
As section Electrical Branch Ratings are employed in their sections while watchkeeping, ratings required for T.C.Bs. and A.B.C.D. patrols are shown in column 23.

A.B.C.D. PERSONNEL—TYPICAL LIGHT FLEET CARRIER (3 SECTIONS + HANGAR)
A.B.C.D. STATE 1A

Quarters or Duty	Officers			Engine Room Ratings*				Electrical Branch Ratings*				Shipwright's Dept. Ratings		Stores Ratings*			Totals		Remarks						
	Lieutenant	Exec. Snr. Cd. or Cd. Officer	Engineer Officer*	Other Non-Exec. Officers*	C.E.R.A. or Ch. Mech.	E.R.A. or Mech.	Chief M.(E)	P.O.M.(E)	L.M.(E)	M.(E) I or J.M.(E)	Ch. Electrician or P.O. Electrician	L.E.M.	E.M. II	C.E.A.	E.A.	Ch. Shipt. Art.	Shipwright Art.	M.(E) I		Stores C.P.O.(S) or P.O.(S)	L.S.A.(S) or S.A.(S)	Stores P.O.(V), L.S.A.(V) or S.A.(V)	May be men of other branches	Officers	Ratings
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
H.Q. 1 ..	2(a)																								
H.Q. 2 and E.P. 2																									
M.S.B.																									
No. 1 Section																									
No. 2 Section																									
No. 3 Section																									
Hangar Section																									
H.C.P.																									
Fire and Repair																									
Mag. and Gasoline																									
Floods																									
Rapid Floods and General Pumping																									
Elect. Repair ..																									
Totals ..	2	1	5	7	1	1	1	4	14	33	7	6	21	1	5	2	14	4	1	3	4	26	14	165	

Officers and ratings for Cleansing Stations are to be provided from other quarters when required.

(a) Includes Monitoring Officer, may be an Officer of any branch, and is to be provided from other quarters when required.
(b) Snr. Cd. or Cd. E.O. (L) and Snr. Cd. or Cd. Shipt.
(c) Commander (L).
(d) Lt.-Cdr. (L) or Lt. (L).
(e) To be provided from Ship's Air Complement.
(f) Including flight deck and island.
(g) Officer of Supply Branch.

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A.B.C.D. PERSONNEL—TYPICAL LIGHT FLEET CARRIER (3 SECTIONS + HANGAR)—*contd.*
 DAMAGE CONTROL STATE 3 (3 WATCHES)

A.B.C.D. PERSONNEL { FLEET DESTROYER
 FRIGATE
 FLEET MINESWEEPER

A.B.C.D. STATE 1A

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
FLEET DESTROYER																											
H.Q. 1 ..	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forward Repair Party	—	—	—	—	—	—	1	—	1	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
After Repair Party	—	—	—	—	—	—	1	—	1	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Midships and for C.S.A.	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cleansing Station ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1(e)	—	—	—	—	
Totals ..	—	—	1	—	—	—	2	—	3(e)	2	9(d)	3	2	—	—	—	—	—	—	—	—	—	—	—	—	—	
FRIGATE																											
H.Q. 1 ..	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forward Repair Party	—	—	—	—	—	—	—	—	2	1	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
After Repair Party	—	—	—	—	—	—	—	—	2	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cleansing Station ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Totals ..	—	—	1	—	—	—	—	—	4(e)	1	10(d)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
FLEET MINESWEEPER																											
H.Q. 1 ..	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forward Repair Party	—	—	—	—	—	—	1	—	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
After Repair Party	—	—	—	—	—	—	—	—	1	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cleansing Station ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Totals ..	—	—	1	—	—	—	1	—	3	1	4(e)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

(a) In Captain (D) ship add 1 Ch. Shipt. Art. and reduce 1 Shipt. Art.
 (b) To include 1 C.P.O. or P.O.
 (c) Includes 1 required in war only.
 (d) Includes 2 required in war only.
 (e) To be provided from other quarters when required.

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SECTION 1 - ADMINISTRATIVE AND GENERAL

600.

CLASSIFICATION OF SHIPS IN COMMISSION AND SHIPS IN RESERVE.

The following revised classification of ships in commission and ships in reserve has been approved :-

SHIPS IN COMMISSION FOR SEA SERVICE:

- Class "A" - Ships which are manned with full complements in time of peace.
- Class "B" - Ships manned by reduced or special complements which in time of peace are able to go to sea, but would require their complements amended or completed in case of war or emergency.
- Class "B" (Modified) - Ships manned by reduced or special complements which are insufficient to enable them to go to sea in peace but can be made ready for sea in peace at 7 days' notice.

SHIPS IN COMMISSION IN RESERVE:

- Class "C" - Ships which are fully stored and can be made ready for sea in time of emergency in 48 hours.
- Class "D" - Ships which are fully stored (including mess traps) except for inflammables, certain valuable and perishable stores and explosives, and are at notice for operational service not exceeding 30 days.
- Class "E" - Ships which are not fully stored. A suffix shows the number of months in which the ship can be made ready for sea in time of emergency, e.g., "E.1" = 1 month; "E.4" = 4 months.
- Class "E" (Modified) - Applicable to small craft, vide I.P.R. Article 101.

SHIPS NOT IN COMMISSION:

- Class "F" - Ships held or in preparation for sale or disposal.
- Class "G" - Ships under construction.

2. Instructions applicable to ships in Class "B" (Modified) commission are contained in Confidential Navy Order 38 of 1949.

3. Consolidated Orders and Regulations, Article 31, will be amended in due course.

4. Navy Orders 337 and 388 of 1949 are hereby cancelled.

(4276/4/326)

601.

PRESENTATIONS, RELICS AND TROPHIES AVAILABLE FOR RE-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 1st October, 1955.

2. Administrative Authorities are requested to consider the possible requirements of ships which are expected to commission in the near future.

(3583/71/399)

APPENDIX

SHIP	ITEM	QUANTITY
H.M.A.S. PENGUIN	Photograph H.M. King George VI.	1 No.
	Photograph H.M. Queen Elizabeth.	1 No.
	Photograph Captain Stokes Rees.	1 No.
	Portrait Captain Arthur Phillip, R.N.	1 No.
H.M.A.S. RUSHCUTTER	Photograph, framed, R.A.N.R. Band 1916.	1 No.
	Photograph, framed, R.A.N.R. Diamond Jubilee 1897.	1 No.
	Photograph, framed, Late R.A.N.R. Rating Baker.	1 No.
	Photograph, framed, Late Private Hedges.	1 No.
	Photograph, framed, Late R.A.N.R. Rating Moffatt.	1 No.
	Photograph, framed, Mobilisation of Officers and Men 1914-1915.	1 No.
	Photograph, framed, Naval Artillery Volunteers 1885.	1 No.
	Photograph, framed, N.S.W. Brigade Rifle Team 1905.	1 No.
	Photograph, framed, Captain Brownlow, R.A.N.R.	1 No.
	Photograph, framed, Captain, Staff and Reserve Officers 1938.	1 No.
	Photograph, framed, Commander Stevens, R.A.N.	1 No.
	Photograph, framed, Newcastle Whalers Crew 1912.	1 No.
Photograph, framed, McKenna Manuscript.	1 No.	
Photograph only White Star Training Ship "MERSEY".	1 No.	
Photograph only Australia's effort in the Great War.	1 No.	
Photograph only Commodore R. Daglish.	1 No.	

SHIP	ITEM	QUANTITY
H.M.A.S. RUSHCUTTER	Photograph only Commodore Grace.	1 No.
	Coloured Print H.M. King Edward VIII.	1 No.
	Coloured Print Captain A. Phillip, R.N., 1788-1792.	1 No.
	Shield, blackwood, for Pulling, Sailing, Cricket, Rugby, Tug-O-War 1918.	1 No.
	Shield, blackwood, for Pulling and Sailing with 11 No. Small Shields attached.	1 No.
	Shield, Australian Steamship Owners' Federation Shield for Annual Competition by Senior Naval Cadets, in a case.	1 No.
	Bronze replica of King's Trophy mounted on oak 15" x 24".	2 No.
	Bell, Bronze, inscribed with Chinese Characters, Boxer Rebellion 1900-1901.	1 No.
	Ensign - Japanese - Medium.	1 No.
	Crest, large, "Non Sibi sed Patriae".	1 No.
	Pyrometer, Japanese.	1 No.
	Shield, Junior Imperial Challenge.	1 No.
	Picture H.M.A.S. AUSTRALIA.	3 No.
	Picture H.M.A.S. SYDNEY.	2 No.
	Picture H.M. King George V.	1 No.
	Picture H.M.A.S. TINGIRA.	1 No.
	Picture "Launching of Ship".	1 No.
	Picture Memories of H.M.A.S. AUSTRALIA.	1 No.
	Picture R.A.N.R. Band 1923.	1 No.
	Photograph, coloured - King George VI.	1 No.
Photograph, coloured - Queen Elizabeth.	1 No.	
Reproduction of Captain James Cook Manuscript.	1 No.	
H.M.A.S. MCRESBY	Boat's Badge, Metal.	1 No.
H.M.A.S. WATERHEN	Silver Commemorative Medal 1 1/2" diameter with bust in relief of Frank Abney Hastings on one side and on reverse side inscription in Greek 1828-1928, Rising Sun, surmounted by laurel and wreath.	1 No.

SECTION 2 - PERSONNEL

602.

FLAG OFFICERS AND COMMODORES, FIRST CLASS - ISSUE OF CEREMONIAL SWORDS AND SWORD BELTS.

Navy Order 462 of 1955, paragraph 4, is to be amended by deleting "170/2" and inserting "170/1" in lieu.

(4716/51/2)

603.

R.A.N. CENTRAL CANTEENS COMMITTEE.

With reference to Navy Order 62 of 1954, a meeting of the R.A.N. Central Canteens Committee was held at Naval Headquarters, Sydney, on Tuesday, 14th June, 1955.

The following were present :-

Captain R.I. Peek, Director of Personal Services (Chairman).
 Captain (S) J.B. Foley, Director-General of Supply and Secretariat Branch.
 Captain (S) E.H. Leitch, Representing C.S.T., F.N.D.
 Captain (S) R.P. Hatherell, Representing F.O.C.A.F.
 Lieutenant-Commander (S) R. Ralston Smith, Representing F.O.I.C., E.A.
 Chief Petty Officer L.T. Fargher, Representing Sydney Establishments.
 Chief Petty Officer R.J. Fleming, Representing Flinders Naval Depot.
 Chief Bandmaster G.R. Ball, Representing H.M.A.S. SYDNEY.
 Petty Officer L.M. Prosser, Representing Frigate Squadron.
 Commander (S) A.L. Freer, Secretary.

Director of Personal Services in the chair opened the meeting and the Committee proceeded to the following items appearing on the agenda :-

HOSPITAL BENEFITS FUND.

The Secretary reported progress in the establishment of the Fund and stated that it would come into operation on completion of the necessary formalities.

RATE OF CONTRIBUTION TO THE CENTRAL FUND.

Arising out of the minutes of the meeting held on 21st June, 1954, the rate of contribution to the Central Fund was discussed.

The Secretary presented a financial statement as follows :-

Estimated Annual Income	£29,000.
Annual expenditure on Fixed Commitments -	
White Ensign Club	£ 600
Film Freight	1,200
Insurance	600
R.A.N. Relief Trust Fund	10,000
Estimated annual expenditure on irregular commitments. (Grants to Sports Fund, purchase of amenities, etc.)	£ 1,000.
Estimated annual surplus	£16,000.
Assets.	
Loans to Canteens and R.A.N. Relief Trust Fund	£26,150.
Commonwealth Bonds	£15,779.
Cash at Bank	£ 6,020.
Liabilities.	
Navy Health Benefits Fund (on formation)	£15,000.

It was decided not to recommend any change in the present rate of contribution.

HIRE OF RECREATIONAL FILMS.

A proposal from H.M.A.S. BARCOO that the Central Canteens Fund bear portion of cost of hiring of recreational films for small seagoing ships in remote areas was considered.

After discussion it was decided to recommend that during the surveying season, when operating in remote and inaccessible areas, 33% of the film hire should be refunded to surveying ships.

The question of making a similar recommendation regarding other small seagoing ships was considered but it was felt that as such ships normally have access to ports where films could be received and despatched by air freight which is already paid by the Central Fund, the concession should be confined to surveying ships in the circumstances stated.

FREIGHT CHARGES ON CANTEN STORES FOR H.M.A.S. TARANGAU.

A proposal from the Welfare Committee of H.M.A.S. TARANGAU through N.O.I.C., N.E.A., that the Central Fund bear the cost of freight on Canteen stores shipped to remote areas was considered.

It was decided not to recommend the proposal.

AMOUNT OF ADVANCE TO SHIPS TO ESTABLISH SERVICE SYSTEM CANTEENS.

This item for the consideration of the Committee was put forward by the Flag Officer Commanding, Her Majesty's Australian Fleet.

The Secretary stated that the principle adopted by the R.A.N. Central Canteens Board was that the advance for purposes of establishing a Service System Canteen would be £3 per head of complement. He quoted figures to show that in recent cases this amount had proved sufficient.

Captain (S) Hatherell stated that in the case of H.M.A.S. SYDNEY the Welfare Committee had found that in order to take full advantage of cash discounts on initial purchases of stock and at the same time purchase equipment a larger advance was necessary.

The Committee appreciated that SYDNEY was a special case because the Canteen was already fitted out with equipment which normally would not have been purchased until funds became available. It was considered most desirable that the Service System Canteen should not compare unfavourably with the Canteen maintained by the tenant. It was desirable therefore that the Ship's Welfare Committee should be in a position to purchase the equipment in situ or similar new equipment. In either event an advance above the normal was required.

It was decided to recommend that the principle of advancing £3 per head of complement be not varied but that as a special case SYDNEY should be advanced an additional £2,000 to be repaid in twelve months.

R.A.N. RELIEF TRUST FUND.

A request from the R.A.N. Relief Trust Fund Committee for a further advance payment of £5,000 to meet commitments in the nature of Housing and Furniture loans was considered.

It was decided to recommend that the additional advance of £5,000 be made.

ITEMS FOR AGENDA.

The Chairman referred to his remarks made at the conclusion of the meeting of the Committee held on 4th November, 1954, namely, that proposals regarding amenities to be undertaken by the Central Canteens Fund, e.g., building of clubs, cinemas, etc., should be forwarded in time for inclusion in the agenda of the next meeting of the Committee and that at that meeting the Committee should be prepared to recommend an order of priority for such projects as may be accepted.

He pointed out that no proposals for either long or short term projects had been received and urged that representatives should take active steps to get Welfare Committees to consider this requirement and put up ideas or proposals. He reminded them that items for the agenda of the November meeting should reach Navy Office by 31st August.

(3238/3/28)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

604.

RADAR - TYPE 242 - FIRE RISK.

Reports from sea have indicated that due to the under-rating of certain components, Transmitter 7AD Patterns W.4832/A fitted with Type 242 can constitute a fire risk.

2. In view of the obsolescence of this equipment and its impending removal from H.M.A. Ships it is not intended to introduce any further modifications.

3. To guard against possible component failure causing burning of a transformer, the watchkeeper in the radar office is to be instructed to pay particular attention to the Transmitter 7AD and to switch off at the first indication of overheating.

(The foregoing is the text of A.F.O. 1564/1955 altered to meet R.A.N. conditions.)

(4227/1/9)

605.

RADAR - TYPE 262M AND TYPE 262P - NEED FOR IMPROVED MAINTENANCE.

The attention of Commanding Officers is drawn to the special problem of maintaining Type 262M at Sea. Investigation has shown that the difficulties experienced by ship's staffs are due partly to the inherent shortcomings of the equipment itself, partly to the lack of certain facilities, and partly to the neglect of certain vital aspects of maintenance.

2. It is expected that these difficulties will be alleviated by the improved design of Type 262P (shortly to be introduced into service) and by the provision of :-

- (a) a hand operated lift or other facilities for transporting the 262 Units between the R.M.R. and the mounting/director;
- (b) a modified Oscillator G229 to ships at present issued with Test Set Type 205;
- (c) a new handbook which will include Schematic flow diagrams showing the link up of the whole system.

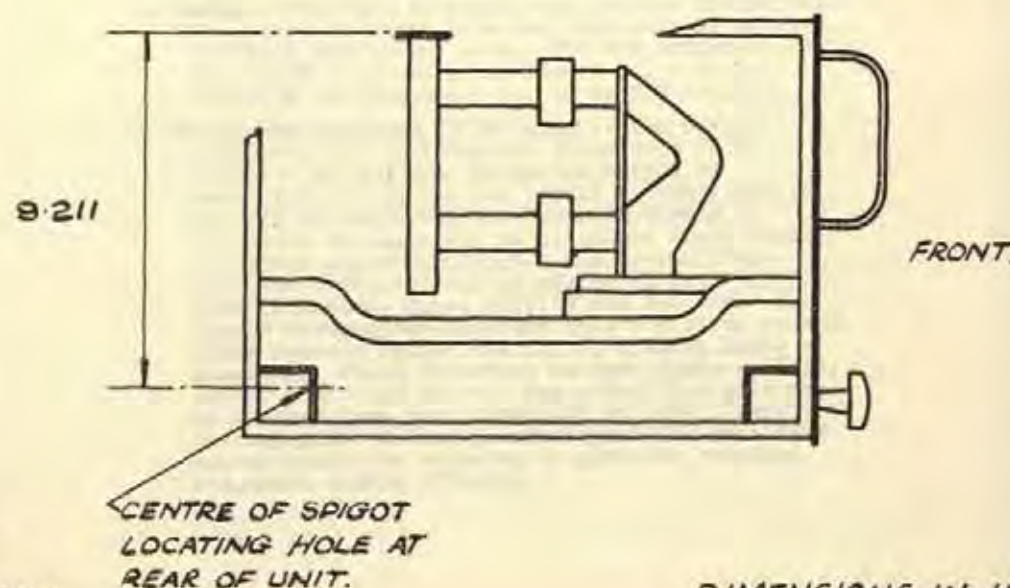
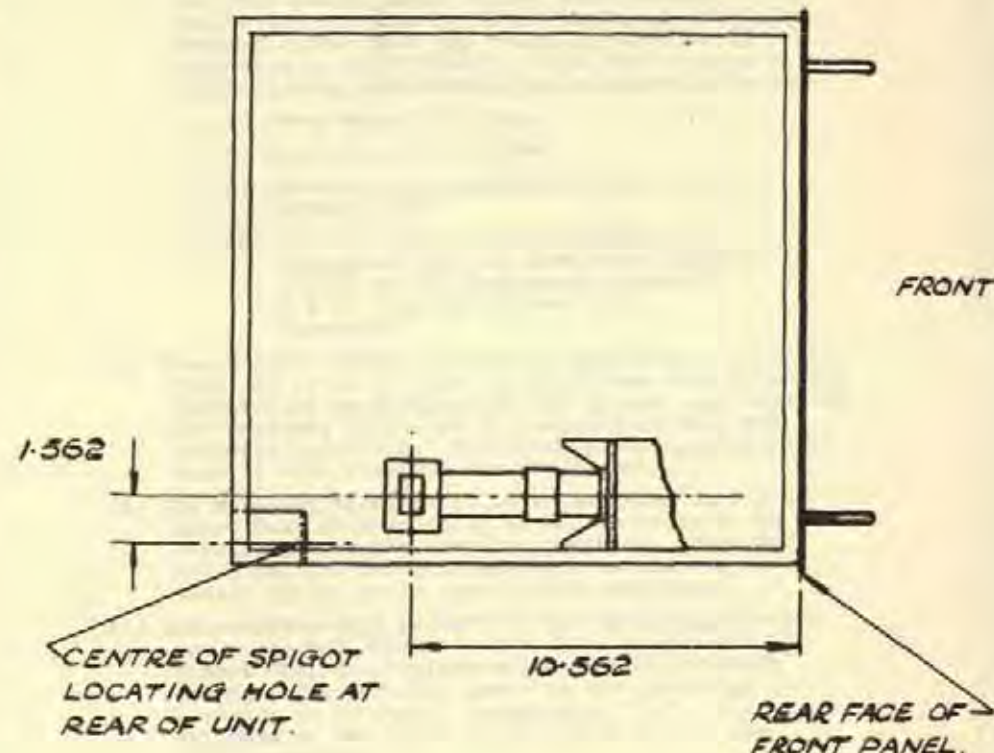
Nevertheless the full benefit from these improvements will only be obtained if proper attention is given to those general aspects of Type 262 maintenance which have been prone to neglect in the past.

3. The following points are, therefore, to be brought to the attention of all personnel concerned with the maintenance of Type 262M and Type 262P :-

- (a) All tests of the equipment whether at the mounting/director or in the R.M.R. are to be carried out at the correct supply operating voltage and frequency of 80 v. 1500 cycles. The supply at both positions is to be checked at least weekly using the same measuring instrument.
- (b) Comparative figures for overall receiver sensitivity are to be obtained by using the same pair of Transmitter-Receiver and Auto Strobe Units on each occasion of test. For this purpose, the serial number of each pair is to be recorded.
- (c) At least once a month, units are to be interchanged between the mounting/director, the R.M.R. and the Stowage Racks.
- (d) During operational flying periods, opportunity is to be taken to adjust the Integral and Amount Terms. These adjustments must be made on relatively fast aircraft, but never on stationary targets or helicopters. The readings must be recorded on the card fitted on the front of the servo units.
- (e) The correct procedure for lining up the oil system relative to the Radar must be carried out *before* the maglips or the Radar are adjusted. If this precaution is not observed, much time may be wasted by attempting to remove from the Type 262 equipment faults which in reality are due to the mounting/director.

TYPE 262M. TRANSMITTER-RECEIVER

SKETCH TO SHOW DIMENSIONS FOR THE ALIGNMENT OF THE WAVEGUIDE OUTPUT FLANGE.

**NOTE.**

THESE DIMENSIONS MUST BE MEASURED WITH THE RESILIENT MOUNT TRANSIT PLATES REMOVED AND THE UNIT IN A NORMAL HORIZONTAL POSITION.

(f) If doubt exists as to whether a particular fault is due to the Type 262 or to the mounting/director, the matter is to be decided by applying the full R.M.R. tests to the Radar Units. If no faults are revealed by these tests, it should be assumed either that the mounting/director is defective or maladjusted or that one or more of the following adjustments are incorrectly made :-

- (1) Power Supply Voltage.
- (ii) Elevation Search Rate.
- (iii) Velocity lag Compensation and A.L.O. Amount Term.
- (iv) Local Oscillator manual Control to compensate for any frequency pulling caused by the difference between R.M.R. Load and Mirror Input Impedance.

(g) Form S.1631 which is issued to all ships fitted with Type 262 is to be used for obtaining data regarding comparative performance of the system, and also for the analysis of faults in conjunction with the relevant handbooks. This form is being revised to make it more suitable for use at sea.

(h) The mounting/director is to be switched on for at least half an hour daily to enable tests to be carried out in the Standby condition. Whenever possible, the mounting/director is also to be tested in the fully operational condition.

(i) Anti condensation heaters in the mounting/director are connected direct to the ships supply and to ensure that the equipment does not deteriorate during refit periods, power to the mounting/director is to remain permanently "on". All switches on the mounting should be put to the "off" position.

4. The following additional points are to be emphasised :-

(a) **Tuning**.- The tuning procedures for the Transmitter-Receiver of Types 262M and 262P must be carried out with the utmost care. The new procedure for Type 262M is given in Amendment No. 6 to B.R. 1766(1)A and Amendment No. 10 to B.R.1766(2)A.

(b) **Waveguide Alignment (262M only)**.- The correct alignment of the waveguide telescopic joint relative to the T.R. waveguide output is essential. Cubicles are rarely at fault but if trouble is suspected the Dockyard should be requested to carry out an alignment check using alignment gauge A.P.59998. The transmitter-receiver resilient mounts may be at fault (A.F.O. 1340/54 Radar - Types 262(1)M and 262(2)M - A.P. #9480B Transmitter-Receiver Unit - Fitting of A.P. 67882 Transit Plates and A.F.O. 2526/54 Radco - Mountings, Shock/Vibration Pattern Numbers 66651, 66652, 66653 and 61321-- Use refer) but this can be checked from Navy Order 605 of 1955 Diagram; if the waveguide output is misaligned the resilient mounts should be adjusted to give the required alignment within 1/32-in.

It is of the utmost importance to appreciate that the position of the waveguide in the cubicle from the front face of the cubicle is jiggered with reference to the front face of the cubicle and that the waveguide in the T/R unit is jiggered from the front panel of the T/R unit. If, therefore, the unit cannot be screwed fully home in the cubicle so that its front panel bears up hard on the front face of the cubicle, then the two waveguide faces will be out of alignment - this condition will occur if at some time the Jones plug assembly frame in the cubicle has been secured too far forward. When this is the case the securing bolts of the Jones plug frame should be slackened and the frame moved back far enough to allow the T/R unit front panel to bear up against the front face of the cubicle, the Jones plug frame being secured in the new position.

(c) Lining up the Sight Lines .- Misalignment of the sight line will cause tracking errors; the lining up should be checked as frequently as possible. Full details are given in A.F.O. 1304/55 (Radar - Types 262 M/P - Alignment of S.T.A.A.G. and C.R.B.F. Director Aerial Systems). This alignment must be checked after firmly bolting the flare to the guard.

It should be borne in mind that the aerial flare is not bolted to the mirror and consequently if the aerial guard to which the flare is bolted is mishandled (e.g., ratings standing on it or the waveguide when putting on the mounting canvas cover) the aerial alignment will be upset.

(The foregoing is the text of A.F.O. 1365/1955 altered to meet R.A.N. conditions.)

(4519/31/694)

606.

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. H.M.A. Ships which are unable to comply within three months from the date of this Order are to report the fact specially to Navy Office for instructions.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant nature and size</u>	<u>Nature of gun ammunition which may be involved</u>
RNC 278	SC 048	Q.F. 4.7 in. (S.L.); Q.F. 4-in.; Q.F. 3-pdr.
RNC 280	SC 103	B.L. 6-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 341XA	SC 061	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A.); Q.F. 12-pdr. 12 cwt.
RNC 353XA	SC 103	B.L. 6-in.; Q.F. 4.5-in.; Q.F. 4-in.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant nature and size</u>	<u>Nature of gun ammunition which may be involved</u>
RNC 354XA	SC 061	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A.); Q.F. 12-pdr. 12-cwt.
RNC 1055XA RNC 1457XD	HSC/T 124-058 HSC/T 124-058	Q.F. 12-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 2170XR	SC 140	B.L. 6-in.; impulse torpedo.
RNC 2191XR	SC 109	B.L. 6-in.; Q.F. 4.7-in. (S.L.).
RNC 2207XR	SC 061	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A.); Q.F. 12-pdr. 12-cwt.
RNC 2980XA RNP 228RXC RNP 1288RXH	NF/S 164-048 NF/S 164-048 NF/S 164-048	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4-in.
WA 13750	NA 029	Q.F. 4-in.
X 2479XD	N/S 164-048	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. 1215/1955 altered to meet R.A.N. conditions.)

(4433/51/234)

607.

GUNNERY EQUIPMENT SPARE GEAR - SURVEY DURING MUSTER.

A set of gunnery equipment spare gear has been found unserviceable owing to deterioration whilst carried on board in an unsuitable stowage.

2. Strict attention should be paid to the condition of all gunnery equipment spare gear during the routine muster undertaken in accordance with B.R.292, Chapter 2, paragraph 14. Primary wraps should be removed from packaged items only to confirm a suspicion that deterioration has occurred.

3. If confirmed the item should be returned and a replacement demanded in accordance with established gunnery equipment storekeeping procedure.

4. B.R.292 will be amended.

(The foregoing is the text of A.F.O. 1368/1955 altered to meet R.A.N. conditions.)

(4429/1/157)

608.

GUNS - MISSFIRES IN ACTION - PROCEDURES.

The missfire interval in Naval guns is laid down as 30 minutes before the breech of the gun may be opened. This long margin is designed to cover the remotest possibility of a hangfire, the risk of which is not acceptable in peace time.

2. In battle it is essential to keep as many guns as possible in action; and the effect on material and morale of a hangfire igniting on opening the breech must be weighed against the need to maintain the maximum output.

3. A review has been made of the various guns and mountings now in service, and the probable effect of opening the breech of a missfired gun has been assessed as follows :-

Gun and Mounting	Means of Ignition	Probability of Charge igniting on opening breech	Effect on Mounting
6-in. B.L. turret	1-in. tube, no igniter	Very unlikely	Dockyard repairs
4.5-in. turret	Electric primer	Quite possible	Possibly dockyard repairs, certainly out of action for some hours
4.7-in. open mountings 4-in. open mountings	Electric and percussion primer	Quite possible	Damage not serious
3-in. 50 cal. open mounting	Electric primer	Quite possible	Damage not serious
3-in./70 turret	Electric primer	Quite possible	Possible dockyard repairs, certainly out of action for some hours

4. In general, enclosed mountings are likely to suffer serious damage, and men in the gunhouse are certain to become casualties if the charge ignites on the breech being opened, while at open mountings little or no damage and few, if any, casualties are likely to result. Enclosed mountings therefore require a Command decision based on the tactical situation, while at open mountings it is appropriate for the decision to be made by the O.O.Q. according to the situation at the mounting.

5. The following drills are hereby introduced for use at guns which missfire in action.

Missfires in Action - Turret Mountings

6. The O.O.Q. is to carry out the missfire drill laid down in the appropriate drill book. When tests have failed to locate the cause of the missfire and all auxiliary methods have failed to fire the gun, he is to report to the Command, where the decision will be taken whether to open the breech during the first lull in the action or to wait the full 30 minutes.

If it is decided to open the breech, the O.O.Q. is to :-

- Stop all turret machinery, unload the top position of the cordite hoists.
- Close all flash doors, where fitted.
- Return R.U. cordite to lockers, close and clip the doors.
- Stop gunhouse fans and open all turret doors and hatches.
- Arrange the shortest and clearest route to throw the charge over the side, employing the minimum number of men.
- Evacuate gunhouse and working chamber or gunbay, and remove the crews to a safe distance.
- Rig a hose to the breech of the gun and keep the valve manned.
- Warn magazine and shell room; then open the breech, drown the charge in the chamber, and remove, employing as few hands as possible to pass it over the side.
- Ensure adjacent turrets, where applicable, are warned and that they are trained in such a way as to minimise the risk of damage should anything go wrong.

Missfires in Action - Open Mountings

7. The O.O.Q. is to carry out the missfire drill laid down in the appropriate drill book. When tests have failed to locate the cause of the missfire and all auxiliary methods have failed to fire the gun he is, at the first lull in the action in the case of a twin mounting, to :-

- Re-stow R.U. ammunition and clip locker doors.
- Close adjacent hoists or hand ups.
- Arrange the shortest and clearest route to throw the charge over the side, employing the minimum number of hands; train breech outboard where possible.
- Rig a hose and keep the valve manned.
- Remove unwanted hands to a safe distance from the mounting.
- Open the breech and remove the charge. Two hands only are required for this.

(The foregoing is the text of A.P.O. 1433/1955 altered to meet R.A.N. conditions.)

(3386/11/61)

609.

GUNS - Q.F. 4.5 IN. MARK 5 - MODIFICATION TO BRACKET, CONTROL, AIR BLAST AND INTRODUCTION OF FUNNEL, FILLING, AIR BLAST CONTROL OIL RESERVOIR.

Navy Order 345 of 1955 is to be amended as follows:-

- Amend "R.N. Armament depots" to read "R.A.N. Armament depots".
Amend "H.M. Ships" to read "H.M.A. Ships".

(4428/26/123)

610.

GUNS - Q.F. 40-MM., MARKS 4, 4/1, 10 AND 11 - LOADING STOP - MODIFICATION.

The following modification is approved :-

Guns	Q.F., 40-mm., Marks 4, 4/1, 10 and 11.
Part affected	DT 257 HEAD, Mark 2, loading stop Mark 2.
Purpose	To prevent confusion, particularly in the dark, between the knob of the loading stop and the knob of the operating cover rear catch.
Nature of Modification	Removal of metal from the head of the loading stop to provide three flats.
Drawing	N.O.D. 3138/333.
Navy Order Diagram	610 of 1955.
New parts required	NIL.
By whom to be done	R.A.N. Armament Depots.
When to be done	When convenient.

2. Schedule of Modifications, Part 1 :

Guns	Q.F., 40-mm., Mark 4 and 4/1 and accessories. add Serial No. 52.
	Q.F., 40-mm., Mark 10 and accessories. add Serial No. 31.
	Q.F., 40-mm., Mark 11 and accessories. add Serial No. 23.

3. R.A.N. Armament Depots only :-

Stocks of DT 257 HEAD are also to be modified.

(The foregoing is the text of A.F.O. 1369/1955 altered to meet R.A.N. conditions.)

(4428/43/253)

611.

O.Q.F. 40 MM. BOFORS - BARRELS FOR FIRING BREAK-UP SHOT.

40-mm. Bofors barrels which have been provisionally condemned for ordinary firings on reaching the normal condemning limits for wear may be sentenced "serviceable for firing break-up shot only". Such barrels are identified by a 6 inch white band painted on the muzzle end.

2. A pool of these barrels is being established at the Gunnery Instructional Centre, Woolloomooloo, Sydney, and H.M.A. Ships requiring them for practice firings are to demand from that establishment and return them on completion of firings.

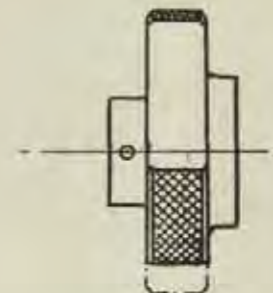
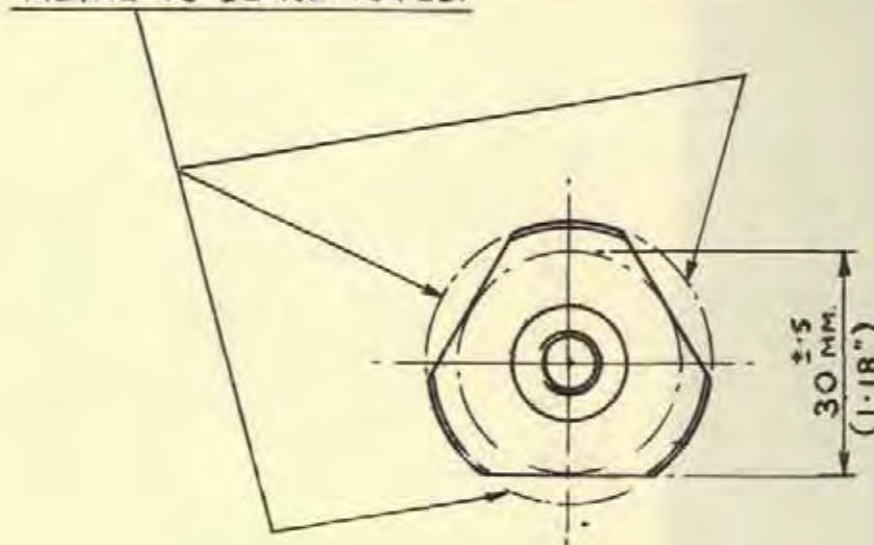
3. Barrels at present available are for use with Mark 1 type (air-cooled) guns only.

(4428/43/226)

THIRD ANGLE PROJECTION.

MODIFICATION TO HEAD, MK.2 (DT 257) OF LOADING STOP TO PREVENT CONFUSION WITH ADJACENT HEAD (DT 218) OF OPERATING COVER CATCH.

METAL TO BE REMOVED.

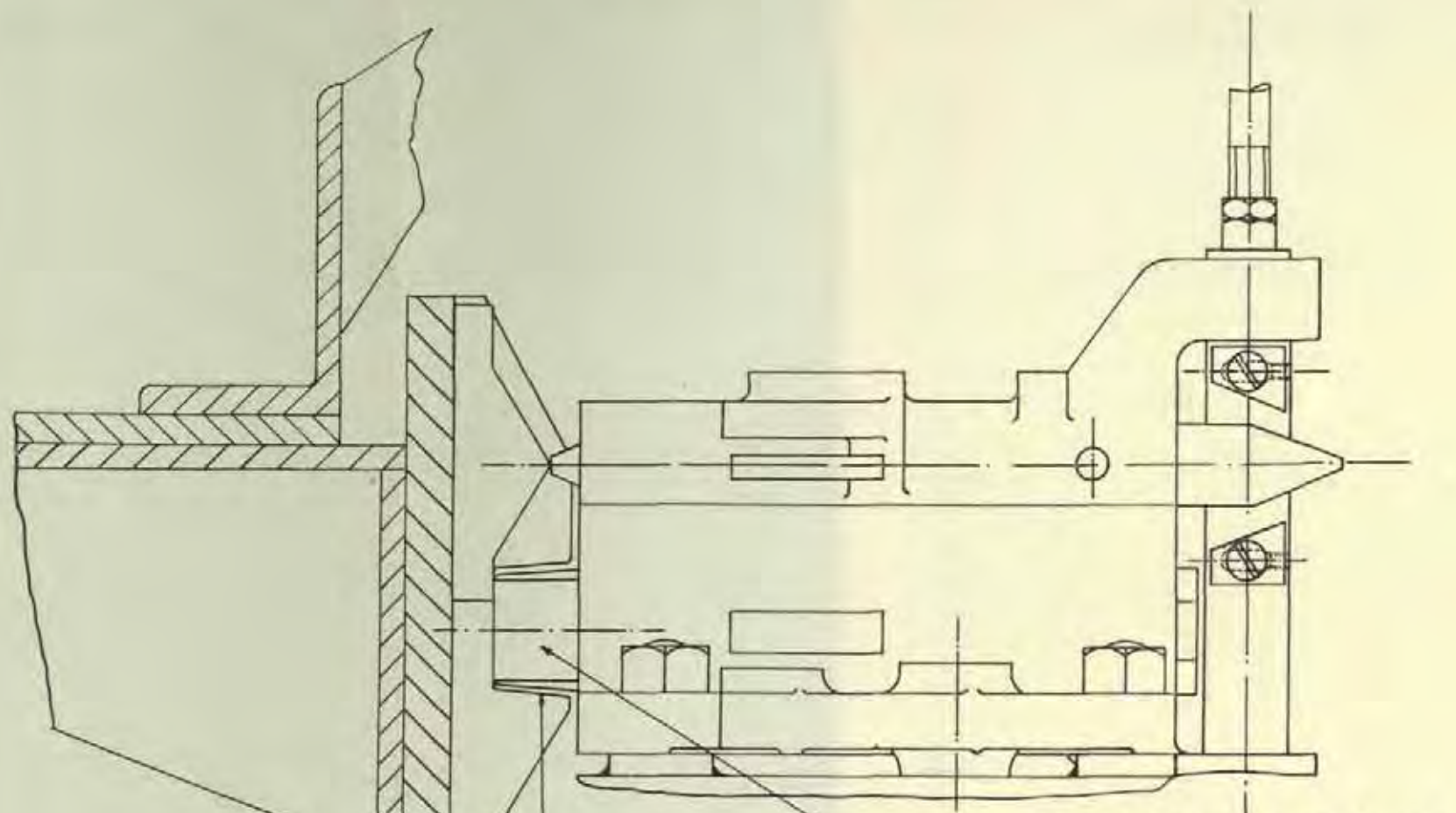


3 FLATS EQUALLY SPACED.

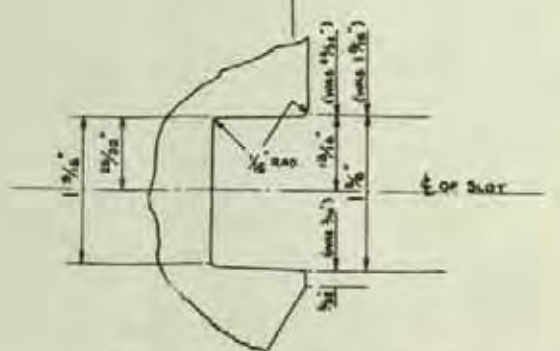
PROTECTIVE FINISH
PHOSPHATE OIL.

DRAWING NUMBER

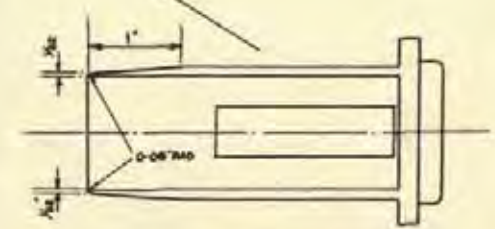
N.O.D. 3138/333



PART ASSEMBLY AT N° 3 TIER.



SCRAP VIEW SHOWING MODIFICATION TO SLOT IN STOP BRACKET FITTED TO LIFT TRAY



MODIFICATION TO STOP, AT ALL TIER POSITIONS.
(STOP WAS PARALLEL FOR WHOLE LENGTH)

612.
A/S WRAPONS - A/S MORTAR, MARK 10 - LOADING EQUIPMENT
IN TYPE 15 FRIGATES MODIFICATION NO. 2.

The earlier design of tray plunger stop and stop bracket fitted to the A/S Mortar, Mark 10 projectile lifts installed in Type 15 Frigates requires a very critical adjustment of the stop cut-off gear in order to obtain the required alignment of the lift-tray with the loading-rack tiers.

2. An examination of the equipment is to be made in the ships concerned and the following work is to be carried out where necessary.

- | | |
|--|---|
| (a) Ships, Establishments and Authorities concerned. | Type 15 Frigates, H.M.A. Dockyards, G.E. Depots, O.E.Os. |
| (b) Type of Equipment | Projectile lift, Mark 1. |
| (c) Part of Equipment affected | Projectile tray stop gear. |
| (d) Purpose of Modification | To facilitate adjustment and operation of projectile tray. |
| (e) Nature of Modification | Tray stop-bolt to be tapered. Stop bracket to be tapered in way of stop-bolt entry. |
| (f) Drawings, etc. | U.C.W.20445/24, item 2.
U.C.W.20445/12, item 2.
Navy Order 612 of 1955 Diagram. |
| (g) By whom to be carried out | Ships' staff with Dockyard assistance. |
| (h) When to be carried out | At the earliest opportunity. |
| (i) How to be treated | As a defect. |

(The foregoing is the text of A.P.O. 1219/1955 altered to meet R.A.N. conditions.)

(4283/1/165)

613.
NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - HEAT RESISTING PAINT FOR EXTERNAL PAINTING OF STEAM PIPES, ETC.

A heat-resisting paint, required to withstand temperatures up to 850°F., has been introduced into the Rate Book and Authorised List of Naval Stores (B.R. 810) as Pattern Number 7070 under Class E, Group 7. This paint is for use on the external surfaces of steam pipes, boiler drums, uptakes, etc., prior to the application of lagging materials.

2. Three coats of this material are normally required, six hours drying time being allowed between applications.

3. A first outfit quantity of 1 quart will be supplied to all steam driven ships, A.A. and A.S. Frigates and above, in commission, and 'D' Class commission in reserve. Ships concerned should forward demands to the appropriate (Super-intending) Naval Store Officer. Dormant demands for ships concerned under construction, modernisation and conversion and ships in 'E' Class commission in reserve will be raised by the appropriate storing yard in the normal manner.

(4512/71/89)

614.

**NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 1) -
INTRODUCTION OF NEW BATTERIES FOR FIRE CONTROL PURPOSES.**

H.M.A. Ships concerned, excluding Submarines

The following new batteries and accessories have been introduced for fire control purposes, and added to the Rate Book and Authorised List of Naval Stores under Class F, Group 2A, Part 1 :-

<u>Pattern No.</u>	<u>Description</u>	<u>Ships accounting classification</u>
14227	Battery, 12 volt, 115 amp hour	Portable Fitting
14228	Tray for 14227	Portable Fitting
14229	Battery, 12 volt, 285 amp hour	Portable Fitting
14230	Tray for 14229	Portable Fitting
14231	Battery, 4 volt, 620 amp hour	Portable Fitting
14232	Tray for 14231	Portable Fitting

The following Resilient Mountings held under Class B, Group 10, Part B, will be required for mounting the battery trays :-

For each tray 14228 ..	4 Resilient Mountings, pattern 7776
For each tray 14230 ..	4 Resilient Mountings, pattern 7778
For each tray 14232 ..	4 Resilient Mountings, pattern 7777.

2. These batteries will be specified for certain new construction vessels, modernisations and conversions, and will eventually replace the older type in existing ships. Sea store allowances of spares to ships concerned will be promulgated in due course.

3. As a result of the introduction of the new batteries and trays the following existing cells and components will be marked "X" in the Rate Book :-

5466	Cell 550 amp hour
5530	Cell 400 amp hour
5532	Cell 250 amp hour
5534	Cell 150 amp hour
5535	Cell 100 amp hour
5459	Cell 60 amp hour
5537	Tray for 4 cells 5530
5538	Tray for 6 cells 5532
5539	Tray for 6 cells 5534
5540	Tray for 6 cells 5535
5457	Crate for 6 cells 5459
5458	Crate for 4 cells 5459

14100	Connector intercell for cells 5466
14101	Connector end-cell for cells 5466
14102	Sockets, cable for cells 5466
14103	Connector for intercell for cells 5530
14104	Connector end-cell for cells 5530
14105	Sockets, cable for cells 5530
14106	Connector intercell for cells 5532
14107	Sockets, cable for cells 5532
14108	Connector intercell for cells 5534
14111	Sockets cable for cells 5534, 5535 and 5459
14109	Connector intercell for cells 5535
14110	Connector intercell for cells 5459
8606	Separators, perforated ebonite
8607	Separators, perforated ebonite

4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 3412/1954 altered to meet R.A.N. conditions.)

(4518/20/190)

615.

**NAVAL STORES (GENERAL) (CLASS F, GROUP 3B) -
BRUSH-HOLDERS FOR MOTOR GENERATORS AND DYNAMOTORS -
RE-ARRANGEMENT.**

As a measure of economy, it has been decided to re-arrange and restrict the number of brush-holders in use for Motor Generators, Patterns 1919, 1919A, 5100 and 5101, and Dynamotors, Patterns 5200 and 5201. These items, which are held under Class F, Group 3B, of the Rate Book and Authorised List of Naval Stores, will be re-arranged as follows :-

(a) To be made obsolescent (marked "O") :-

<u>Pattern</u>	<u>Description</u>	<u>Remarks</u>
5121	Holder, brush, for motor generators, Patterns 5100 and 5101.	Pattern 5221 is to be used in lieu.
5222	Holder, brush, for motor generators, Patterns 1919 and 1919A, and dynamotors, Patterns 5200 and 5201 (generator end).	Pattern 5220 will be re-introduced, with the same description shown for Pattern 5222, for use in lieu.

(b) Pattern 5221 will be given the following new description :-

"Holder, brush, for motor generators, Patterns 5100 and 5101, and dynamotors, Patterns 5200 and 5201 (motor end)".

(c) Existing springs, for association with these holders, will be re-designated as follows :-

<u>Pattern</u>	<u>Description</u>
5131	Spring, for holder, brush, Pattern 5221
5231	Spring, for holder, brush, Pattern 5220.

2. No further purchases of Patterns 5121 and 5222 will be made, but services should continue to demand these items, and stocks should be utilized until exhausted.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 931/1955.)

(4518/37/170)

616.

PAINTING OF H.M.A. SHIPS.

Except as indicated in later paragraphs, H.M.A. Ships are to be painted to conform to the following standard colour scheme :-

(a) Sides and Upper Works	Light Grey	Colour No. 631. Pattern No. like 49410.
(b) Topmast Yards and Tops	White	Pattern No. like 4940.
(c) Lower Masts and Supports to tops of struts and yards.	Light Grey or Black at discretion of Administrative Authority.	Colour No. 631 Pattern No. like 49410, or Pattern No. like 5340.
(d) Gun barrels, reel covers, &c.	At discretion of Administrative Authority.	

2. SURVEYING VESSELS

(a) Ships side Superstructure, Masts, Yards, &c.	White	Pattern No. like 4940.
(b) Funnel	Light Buff	Colour No. 358 Pattern No. like 512.

3. BOOM DEFENCE VESSELS

(a) Ship's side, funnels, horns, superstructure and lower masts.	Light Grey	Colour No. 631 Pattern No. 49410.
(b) Aprons	Black	Pattern No. like 5340.
(c) Topmast and Yards	White	Pattern No. 4940.

4. S.A.R. CRAFT

(a) Hull	Black	Pattern No. like 5340
(b) Decks and Superstructure except for (c)	Golden Yellow	Colour No. 356 Pattern No. like 3551.

(c) Deck under Bridge and Cockpit	Middle Brunswick Green	Colour No. 226 Pattern No. like 3558.
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NOTE:- Last letter of four letter Call Sign is to be painted on Cabin in Black.

5. HARBOUR CRAFT

(a) Overall	Light Grey	Colour No. 631 Pattern No. like 48410.
(b) Masts and Wheel House	White	Pattern No. like 4940.

6. LANDING SHIPS AND CRAFT to conform with the scheme in paragraph 1.

7. SHIPS' BOATS

- (a) Oxford Blue is reserved for the Barge and any other personal boats of the Flag Officer Commanding, Her Majesty's Australian Fleet. The Barge of Flag Officer-in-Charge, East Australia Area, is to be painted Middle Brunswick Green in accordance with Navy Office letter 19201 dated 4th June, 1953, to Flag Officer-in-Charge, East Australian Area (copy to Flag Officer Commanding, Her Majesty's Australian Fleet) only.
- (b) Other boats may be painted any colour or combination of colours at the discretion of the Administrative Authority.
- (c) 14 ft. Sailing Dinghies should be varnished not painted.

8. Navy Order 325 of 1952 is hereby cancelled.

(4276/4/308)

617.

WELDING OF FITTINGS TO SHIP'S STRUCTURE.

H.M.A. Ships, Dockyards and Refitting Authorities.

Unfavourable reports have been received from H.M.A. Ships regarding the use of intermittent welds for the attachment of fittings to structure. The welded fitment forms a centre of inaccessible corrosion, which leads to discoloration of paint due to rust streaks, and increases the maintenance problem.

2. It has been decided, therefore, that in future, fittings, which are to be welded to structure, are to be secured by continuous welds, which completely seal the attachment. This order applies to fittings throughout the ship, in addition to weather deck fittings.

3. When existing fittings, which have already been attached by intermittent welding, are removed for any purpose and replaced, they should then be secured by continuous welding, after any deterioration of the structure due to corrosion has been made good.

617 - 619

22

4. Arrangements should be made for outstanding work to be included in defect lists and progressed as far as possible at each refit.

(The foregoing is the text of A.F.O. 1062/1955 altered to meet R.A.N. conditions.)

(4760/21/1)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

618.

B.R. 2051 SERIES.

Supply of B.R.2051(1)(A) The "Creed" Relay Models 27, 27V and 27V216, B.R.2051(1)(B) The "Creed" Relay Models 27 and 27V Parts Lists 1036, B.R.2051(3)(A) The Morse Transmitter, Model No. 11, B.R.2051(3)(B) The Morse Transmitter, Model No. 11, Parts List 1014, B.R.2051(4)(A) The Morse Keyboard Perforator, Model No. 9, B.R.2051(4)(B) The Morse Keyboard Perforator, Model No. 9, Parts List 1016, B.R.2051(5)(A) The Morse Perforator, Model 7W/3, B.R.2051(5)(B) The Morse Perforator, Model 7W/3, Parts List 1020, are on order from the United Kingdom and will be issued, on demand, by the (Superintending) Naval Store Officer, Sydney, when available.

2. Requirements for each ship or establishment should not exceed two copies of either publication relevant to the equipment at present held.

(The foregoing is the text of A.F.O. 1743/1954 altered to meet R.A.N. conditions.)

(4139/13/1300)

SECTION 6 - SHORE ESTABLISHMENTS

619.

LIFTING GEAR - TESTING OF LIFTING APPLIANCES IN H.M.A. DOCKYARDS AND SHORE ESTABLISHMENTS.

The maximum load to be applied, when testing cranes and lifting appliances in H.M.A. Dockyards and Shore Establishments, in accordance with Article 892 of Home Dockyard Regulations, with the exception of hand lifting blocks of the hook-on or runway types, is to be reduced from 50 per cent to 25 per cent in excess of the maximum working load.

2. The reduced test load is to be applied to both existing and new appliances, but in no case is the working load of an appliance, to which a 50 per cent overload test has been applicable up to the present, to be increased without specific Naval Board approval. In cases, however, where cranes, etc., to which a 25 per cent overload test is normally applied, e.g., mobile cranes, have been derated, i.e., the working load has been reduced to enable a 50 per cent overload test to be applied, the working load of these cranes, etc., is to be raised to that for which the cranes, etc., were designed. The uprating of any such crane should not be effected without the authority of the General Manager of the dockyard concerned, or prior to tests, by officers appointed by the General Manager, special attention being given to cranes handling nets, etc., such as Boom Defence Work, involving combined lifting and dragging.

3. The necessary amendments will be made to Home Dockyard Regulations.

4. The reduced test load is to be incorporated in future specifications.

5. Cranes and lifting appliances, for which an overload test of less than 25 per cent above working load has already been approved, are not affected by this Order.

(The foregoing is the text of A.F.O. 522/1955 altered to meet R.A.N. conditions.)

(3778/1/13)

620.

HIRE OF MOTOR TRANSPORT - FOR USE BY H.M.A. SHIPS.

The attention of H.M.A. Ships requiring hired transport for official use is drawn to the necessity for economy in the use of hired vehicles at ports visited, and particularly to the necessity for the elimination of as much waiting time as possible consistent with actual official requirements.

(4677/23/54)

SECTION 7 - CANCELLED LIST

621.

CANCELLATION OF NAVY ORDERS.

Navy Order 487 of 1955 is to be amended as follows :-
For "Navy Order 667 of 1953" read "Navy Order 667 of 1954".

(3712/120/8)

RESTRICTED

C.N.O. 622/55.

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

24th August, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
622	Books - Distribution of Non-Accountable Publications and Amendments during June, 1955.

622.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING JUNE, 1955.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous, etc., contained in the Appendix to this Order have been distributed to Ships and Services during June, 1955. Navy Order 110 of 1954 is relevant.

(4139/3/102)

APPENDIX

MAGAZINES, PAMPHLETS, ETC.

TITLE	DATE
Aircraft Vol. 33 No. 9	June, 1955.
Aeroplane	1st April, 1955.
Aeroplane	8th April, 1955.
Aeroplane	15th April, 1955.
Aeroplane	22nd April, 1955.
Post Office Guide, Supplement No. 28	March, 1955.
Post Office Guide, Supplement No. 29	April, 1955.

AMENDMENTS TO AIR PUBLICATIONS

A.P. NO.	A.L. OR LEAFLET
1181 Vol. 2	(A.L.5)-B.4
1182A Vol. 2 Pt. 1	Safety Equipment/RAN.2
1275A Vol. 2 Pt. 1	(A.L.230)-B.17 (A.L.1)
1275E Vol. 2 Pt. 1	(A.L.108)-D.23 (A.L.109)-H.26
1492A Vol. 2	(A.L.31)-D.20
1538 Vol. 2 Pt. 1	J.3 (A.L.2 incorp.)
1664A Vol. 2 Pt. 1	A.42
1803 Vol. 2 Pt. 1	D.67, F.15 (A.L.1), J.6
2102F Vol. 2 Pt. 1	RAN/FF/33
2102H Vol. 2 Pt. 1	RAN.10 Issue 2 (March, 1955)
2234E Vol. 2 Pt. 1	(A.L.29)-Z.2
2239A Vol. 2 Pt. 1	RAN.1 Issue 2 (March, 1955)
2240A Vol. 2 Pt. 1	No. 46
2538HA Vol. 2 Pt. 1	(A.L.32)-B.25, (A.L.33)-B.26
3000A Vol. 2 Pt. 1	M.1 (A.L.1 incorp.)
4099ML	A.L.5
4117A Vol. 2 Pt. 1	Z.3 (with correction slip)
4121C Vol. 2 Pt. 1	(A.L.61)-Q.10 (Alt.1)
	(A.L.62)-E.3, (A.L.63)-G.5,
	(A.L.60)-N.8, (A.L.59)-N.9.
4300C Vol. 6 Pt. 1	A.I.L.1/54 (with Marker Card)
4302 Vol. 6	A.L.11
4302B Vol. 3 Pt. 1	A.L.5 and 6
4320B Vol. 2	(A.L.34)-G.7 (Alt.1)
	(A.L.36)-K.5, (A.L.35)-Q.3,
	(A.L.37)-E.2, (A.L.38)-G.9
	(A.L.10)-O.5
4343A Vol. 2	A.L.92
4343D Vol. 1	(A.L.9)-P.1
4343D Vol. 2	A.L.14
4343X Vol. 1	(A.L.12)-A.1 (Alt.1)
4343X Vol. 2	

A.P. NO.	A.L. OR LEAFLET
4361F Vol. 3 Pt. 2 (App. "A" 2076)	A.L.4 and 5
4389A Vol. 1	A.L.32
4487A Vol. 1	A.L.25
A.P.(N) 376	A.L.33
A.P.(N) 377	A.L.76 and 77, Errata to A.L.76
A.P.(N) 378	A.L.65, 76 and 77, Errata to A.L.76
	A.L.76
A.P.(N) 383	A.L.79
A.P.(N) 1023 (6)	A.L.9
A.P.(N) 1024	A.L.17
S.A.L. 383	A.L.80
A.D.4434 Sheets 1-8	A.L.1
A.D.5037 (Issue 4) Sheet 1 July, 1954	
A.D.5052 (Issue 2) Sheet 1 November, 1953	
Air Diagrams	S.R.640/N.B., S.R.642/N.B., S.R.643/N.B., S.R.649/N.B., S.R.655/N.B., S.R.667/N.B., S.R.668/N.B., S.R.671/N.B., S.R.673/N.B., S.R.674/N.B., S.R.675/N.B., O.N.1015F/N.B., O.N.1163/N.B., O.N.1181/N.B., O.N.1208/N.B.
N.A.M.O. Engines	STI/Goblin/14 (21/3/55)
N.A.M.O. Firefly	SI/28 (Two Leaves) 5/3/55
	SI/27 11/3/55
N.A.M.O. General	RANAMO/A.6 (April, 1955)
	RANAMO/G.12 (March, 1955)
	RANAMO/O.9 (April, 1955)
	RANAMO/W.6 (April, 1955)
	R.44 (17/3/55)
	R.45 (16/3/55)
	STI/Misc./220 (11/3/55)
	STI/Flying Clothing/10 (15/3/55)
N.A.M.O. Miscellaneous	RANAMO/Vampire Trainer/A.2 (March, 1955)
	RANAMO/Vampire Trainer/A.3 (April, 1955)
	RANAMO/Vampire Trainer/A.4 (April, 1955)
	RANAMO/Vampire Trainer/F.1 (April, 1955)
	RANAMO/Vampire Trainer/X.1 (April, 1955)
	SI/Vampire Trainer/RAN.3 (March, 1955)
	SI/Vampire Trainer/RAN.5 (April, 1955)
	STI/Vampire Trainer/RAN.6 (April, 1955)
	SI/Sycamore/RAN.8
	RANAMO/Sycamore/G.1 (A.L.2) (April, 1955)
	RANAMO/Sycamore/S.2 (April, 1955)
	RANAMO/Sycamore/X.2 (April, 1955)
N.A.M.O. Sea Vampire	A.18 (11/3/55)
De Havilland Goblin Operation, A.L.26	
Overhaul & Maintenance Manual	

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
Sperry Field Service Bulletins	Bulletin No. 69, Bulletin No. 342-43B, Bulletin No. 342-70
A.A.P.850	Revision List 3/54, Revision List 4/54, Revision List 5/54
A.A.P.382	A.L.2 and 3
A.A.P.702.1	A.L.32, 33, 34, 35, 36 and 37
A.A.P.721:79 Vol. 2 Pt. 1	Instruction No. 11
A.A.P.721:79 Vol. 2 Pt. 2	Modification No. 125 Modification No. 144 Modification No. 152
A.A.P.741:00 Vol. 2 Pt. 1	A.L.4
A.A.P.741:00 Vol. 2 Pt. 2	A.L.4
R.A.A.F. Armament Special Instructions	Instruction Bomb Carriers/10 Instruction Depth Charges, Mines, Torpedoes & Components/1
R.A.A.F. Dakota D.T.S. Special Instructions	Instruction 73 and 74
R.A.A.F. Instrument D.T.S. Special Instructions	Instruction 158, 159 and 160
R.A.A.F. Radio Facility Charts, Aust. & N.Z. (Area 'D') 1/6/55	Military Aviation Notices No. 21D (23/5/55) Military Aviation Notices No. 22D (30/5/55)
R.A.A.F. Summary of Defect Reports	Engines No. 4/54 Pt.2 (1/10/54- 31/12/54)
R.A.A.F. Vampire D.T.S. Special Instructions	Consolidated Index (10/3/55) Instruction 89 Instruction 90
R.A.A.F. Viper D.T.S. Special Instructions	Instruction No. 1 Instruction No. 2 Instruction No. 3
R.A.A.F. Wirraway D.T.S. Special Instructions	Instruction No. 74

AMENDMENTS TO B.R.'S, ETC.

<u>B.R.</u>	<u>AMENDMENT NO.</u>
11/54	4
79	18
281/41	28
669	A.F.O. "P" 126/55
669(1)	A.F.O. "P" 158/55
672/51	9
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1921	38
2017(2)	1
2032(1)	3
2034	3
O.U.5225(3)	135
A.C.P.118 R.N. Supplement to	Change 4

<u>TITLE</u>	<u>DATE</u>
Lloyds Shipping Index	6th June, 1955.
Lloyds Shipping Index	13th June, 1955.
Lloyds Shipping Index	20th June, 1955.
Lloyds Shipping Index	27th June, 1955.

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Librarian
C.N.Os. 623-647/55.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

30th August, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

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623.

A.B.C.D. TRAINING POLICY.

Naval Board policy on A.B.C.D. Training is as follows:-

- (a) A Specialist Officer who has completed the Standard and Advanced A.B.C.D. Course in H.M.A.S. PENGUIN is appointed to the Training and Staff Requirements Directorate, Navy Office, and is to advise the Naval Board on matters of general policy and co-ordination of training.
- (b) Standard, Advanced and Instructor courses are carried out in the A.B.C.D. School, H.M.A.S. PENGUIN, and it is intended that the A.B.C.D. School, Flinders Naval Depot, will be enlarged to cope with Standard and Advanced Courses.
- (c) Officers' training is carried out as follows:-
 - (i) Executive Officers specialising and Acting Sub-Lieutenants will undergo the Standard A.B.C.D. course in the United Kingdom prior to their return to Australia.
 - (ii) All Engineer Officers, on completion of their course at the Royal Naval Engineering College, Mansdon, will undergo the four weeks D.C.(E).O. course in H.M.S. PHOENIX.
 - (iii) Officers on completion of other courses or on visits to the United Kingdom will be given the opportunity to undergo the A.B.C.D.O. or D.C.(E).O. courses as appropriate.
 - (iv) Officers on completion of Staff Courses in the United Kingdom will undergo A.B.C.D.O. or Inter-Service Civil Defence Courses if the knowledge gained is likely to be of use in the subsequent appointment of such officers
 - (v) Although R.A.N. courses for A.B.C.D.O. and D.C.(E).O., vide Navy Order 523 of 1953, are not as long nor as comprehensive as their R.N. counterparts, these courses will qualify officers to carry out those duties in H.M.A. Ships and should not be considered merely as refresher courses.
 - (vi) All new entry and newly promoted Branch Officers of the Executive, Electrical, Engineering, Instructor, Medical and Supply Departments will undergo the Preliminary Defence course of one week.

(d) Ratings' training is carried out as follows:-

- (i) Courses for Damage Control and A.B.C. Instructors will continue to be held in H.M.A.S. PENGUIN.
- (ii) All Shipwrights and Artisans (except Dental Mechanics) are to complete Standard D.C. courses before confirmation in the 3rd class rate.
- (iii) A.B.C.D. subjects will continue to be included in the professional examination for advancement to higher rate in accordance with the existing instructions of Navy Order 155 of 1954. The provisions of Navy Order 606 of 1954 will apply however to Supply, Medical and Dental Branches.
- (iv) All recruits will complete the Preliminary Defence course before being drafted to sea in accordance with current practice.
- (e) Reserve Officers and ratings are to be instructed by their own officers, but every assistance is to be given by staffs of the A.B.C.D. Schools.

2. Ships requiring periods for A.B.C.D. training at sea and in H.M.A.S. PENGUIN are to arrange details direct with Flag Officer Commanding, Her Majesty's Australian Fleet.

(4006/20/40)

624.

BOOKS - LIBRARIES - CENTRAL REFERENCE LIBRARIES.

In order to make available to naval personnel a wider range of reference books and textbooks than can be provided in Ships' Libraries, Central Reference Libraries are maintained by the Director of Naval Education Service in ALBATROSS, CERBERUS and PENGUIN. These libraries are under the immediate control of the Senior Instructor Officer of the respective establishments.

2. The Central Reference Libraries contain books covering a wide variety of subjects and are intended for the use of both officers and ratings who desire to improve their technical knowledge, to study subjects which may be of value to them on return to civil life, or to extend their general knowledge. A catalogue is in course of preparation and will be distributed to Instructor Officers and Education Officers when ready.

3. Applications to borrow books from a Central Reference Library should be addressed to the Senior Instructor Officer of the establishment in which the library is located. Books will normally be issued singly for short period loans but may also be borrowed in batches and/or for long periods by arrangement with the Senior Instructor Officer in charge of the library. The Officer in charge of the library is to keep a detailed record of all issues and returns.

4. Officers or ratings serving in the establishment where a Central Reference Library is located may borrow books individually on application to the Officer in charge of the library. Such books are to be returned by the borrower before he leaves the establishment in the event of his being appointed or drafted away.

5. Officers or ratings in other ships or establishments must apply for the loan of books through the Instructor Officer (or, where no Instructor Officer is borne, the Education Officer) of their own ship or establishment. Books will then be issued from the library to the Instructor Officer (or Education Officer) of the ship or establishment concerned for re-issue on loan to the individual. The Instructor Officer will then be responsible to the library for the eventual return of the book and he is to see that all Central Library Books are recovered from officers or ratings who are appointed or drafted away from the ship or establishment.

6. A six-monthly muster of Central Reference Libraries, by titles, is to be carried out on or about 30th June and 31st December each year as for Ships' Libraries. An additional muster is to be carried out on change of custody. Books on loan need not be recalled for the purpose of muster but the officer in charge of the library is to obtain a certificate of muster from each Instructor Officer (or Education Officer) to whom books have been issued covering the books which are on loan at the time of the muster. A standardised Certificate of Muster for this purpose will be supplied to Central Reference Libraries by Director of Naval Education Service.

7. Losses detected either at the muster or at other times are to be dealt with as for losses from Ships' Libraries and are to be covered by forms A.S.126 approved in each case by the Captain. In the event of loss occasioned by the negligence of the borrower, the value of the book, at cost price, is to be recovered from the borrower on Form A.S.126.

8. On each occasion of muster a certificate of muster is to be forwarded, through the Captain to the Director of Naval Education Service in the following form:-

H.M.A.S.

Date

CENTRAL REFERENCE LIBRARY - CERTIFICATE OF MUSTER.

The Central Reference Library has been mustered on (date) against the approved catalogue of books and { * has been found complete

{ * Forms A.S.126 are forwarded herewith to cover all losses.

* Delete as necessary.

Signed
Senior Instructor Officer.

Approved and forwarded.

Signed
Captain.

Date
The Director of Naval Education Service,
Navy Office,
MELBOURNE.

9. New books will be added to the Central Reference Libraries from time to time by Director of Naval Education Service without demand.

10. Navy Order 400 of 1954 is to be amended by deleting paragraph 26 in its entirety.

(4575/52/30)

625.

BRANCH OFFICERS - COMMISSIONED OFFICERS (BRANCH LIST) - AGE LIMITS FOR PROMOTION THERETO.

The age limit for promotion to Branch Officer in all branches is now between the age of 25 years and 34 years (except for Upper Yardmen candidates, executive, not selected for Acting Sub-Lieutenants who are eligible for promotion to Commissioned Officer (Branch List) provided they have attained the age of 25 years and are qualified under current regulations).

2. There are certain exceptions to the general rule in paragraph 1 which affect the maximum age for promotion. The position in each Branch is as set out below:-

- | | | |
|-----------------------------|----|--|
| (a) Gunner | .. | .. |
| Gunner (T.A.S.) | .. | .. |
| Boatswain | .. | .. |
| Boatswain (P.R.) | .. | .. 34 |
| Communications | .. | .. |
| Airman | .. | .. |
| Shipwright | .. | .. |
| (b) Regulating (New Roster) | .. | .. 34 |
| (c) Regulating (Old Roster) | .. | .. { 35. Until 30th April, 1955.
34½. Until 31st October, 1955..
34. After 31st October, 1955. |
| (d) Engineer | .. | .. Must be not more than:-
34 years of age on 15th August of the year in which the candidate successfully passes the annual February examination. |
| (e) Mechanician* | .. | .. 34 years of age on 15th August of the year in which he passes the annual examination |
| (f) Air Engineer* | .. | .. 34 years of age on 15th August of the year in which he pass passes the annual examination |
| (g) Ordnance Engineer | .. | .. 34 years of age on 15th August of the year in which the candidate successfully passes the annual May examination. |
| (h) Electrical | .. | .. 34 years of age on 30th September following the qualifying examination. |
| (i) Wardmaster | .. | .. |
| (j) Writer | .. | .. |
| Stores | .. | .. |
| Cookery | .. | .. |
| Catering | .. | .. |
- For the present there will be no upper age limit for promotion to the appropriate Branch rank.

*NOTE:- Notwithstanding the age limits laid down herein no Mechanician or Aircraft Mechanician will be deprived of at least one opportunity of promotion to Branch rank provided the professional examination is taken at the first opportunity after attaining the necessary Service qualification.

(The foregoing is the unaltered text of A.F.O. 1178/1955.)

(4008/3/50)

626.

CASH SUB-ADVANCES TO CHIEF PETTY OFFICER WRITERS.

Subject to the covering approval of the Captain, Supply Officers may, should they so desire, delegate authority to a Chief Petty Officer Writer but to no other rating to act as Sub-Accountant under the following conditions:-

- (a) Chief Petty Officer Writers may be provided with a sum not exceeding two hundred pounds at any one time, for the purpose of paying minor travelling expenses and other voucher payments, not exceeding twenty pounds in each case, after authorisation by the Supply Officer.
- (b) Chief Petty Officer Writers may also be authorised to make casual payments to men up to twenty pounds in any one case on their own authority and initiative out of the sum entrusted to them under sub-paragraph (a). The entries in the Casual Payments Book of the names of the ratings drawing these casual payments and the amount of such payments are normally to be made by a responsible rating other than the Chief Petty Officer Writer. Casual payments in excess of twenty pounds are to be made by a Supply Officer.
- (c) The sum entrusted to the Chief Petty Officer Writer under sub-paragraph (a) is to be checked by the Supply Officer at least once a week when reimbursing the Chief Petty Officer Writer with the amount he has paid out against receipts.

2. Chief Petty Officer Writers may be supplied with keys of money chests. It is to be impressed on Chief Petty Officer Writers authorised to handle cash under this Order who are consequently entrusted with the keys of money chests, that they must invariably keep them in their personal custody securely attached to their persons. Should they so desire, they should be afforded facilities for the safe custody of the keys at night.

3. Chief Petty Officer Writers are not authorised to receive cash from officers or men nor to conduct Savings Bank business.

4. When a Chief Petty Officer Writer holding a sub-advance is superseded, the advance is to be adjusted before he relinquishes office. If the adjustment is made by transfer to a successor, both parties are to sign a certificate of transfer. The certificate is to be retained by the Supply Officer.

5. The foregoing provisions will be embodied in a general review of Naval Account Regulations and Instructions.

(4801/4/29)

627.

FREE AND ASSISTED LEAVE TRAVEL - MEMBERS SERVING IN NEW GUINEA - LEAVE TRAVEL TO WAU LEAVE CENTRE.

The Territorial Public Service has made the Leave Centre at Wau available to Service personnel serving in the Papua/New Guinea area (under similar conditions to those applied to civilian personnel) to enable officers and men and their wives and families to take leave of two weeks' duration in the New Guinea Highlands.

2. The centre comprises six weatherboard cottages each provided with tank and running water and sewerage facilities. The cottages contain a lounge-dining room, 2 bedrooms, kitchen, laundry, etc., with essential furniture equipment, linen, cutlery, blankets, etc. Six natives (1 to each house) are available for washing, cleaning and other domestic duties. The cottages will be let as self-contained units for periods of 14 days, the rental being £9.10.0 per fortnight inclusive of charges for electricity.

3. (a) The Department will meet the fares of officers and men and their wives and families, if any, less a contribution of £10 by a married member and £7/10/- by a single member.

(b) For Naval personnel utilising this facility, the following procedure applies:-

- (i) The member pays the contribution of £10, or £7/10/-, either by charge against ledger account or in cash (through cash account).
- (ii) A departmental leave concession warrant for the journey will be issued, such warrant being endorsed "special leave travel to Wau - £ (amount) recovered "at Account (List and Account No.) in ledger of TARANGAU to (Quarter ending)

or

 paid through cash account TARANGAU (Month and Year) Dr.
 Voucher O.R.

(c) The same conditions will apply to a member who proceeds to Wau whilst on sick leave, or to the wife and family of a member if they travel unaccompanied to Wau and a medical certificate is furnished to the effect that a holiday in a cooler climate is necessary for health reasons.

(d) No allowance for excess baggage will be made in any case.

4. The provisions for assisted leave travel to Wau will not affect the provisions already existing for free or assisted leave travel from Papua/New Guinea to the mainland. However, leave at Wau should be taken as far as practicable midway between periods of mainland leave and may be availed of on only one occasion in each two years.

5. Members desiring to spend a period of recreation leave at the Wau Leave Centre should forward their applications through the Naval Officer-in-Charge, North East Australian Area, not more than three weeks before the proposed date of departure to the Public Service Commissioner, Port Moresby, for allocation of accommodation.

N.112-2.

6. Further details including the facilities available at Wou and the furniture and fittings included in the cottages may be obtained on application to the Naval Officer-in-Charge, North East Australian Area.

(This Order will be reprinted for posting on Notice Boards.)
(4022/1/135)

628.

RECEIPTS IN SUPPORT OF CLAIMS FOR REIMBURSEMENT OF PETTY EXPENDITURE.

Approval has been given to dispense with the necessity for the production of receipts for petty expenditure when the amount claimed does not exceed ten shillings (10/-).

2. Naval Account Regulations and Instructions, Article 53, will be amended accordingly.

(4801/7/9)

629.

UNIFORM - INTRODUCTION OF MODIFIED SERGE WORKING DRESS.

It has been decided, in the interests of standardisation and economy, to modify slightly the design of officers' working dress and aircrew working dress so that they conform closely in design with the Army/R.A.A.F. battledress. Stock-size garments of the new design will be available from Victualling Yard for issue on repayment to officers and to ratings undergoing training for aircrew.

2. Stocks of seamen's serge garments are already held; lightweight serge garments are in course of procurement and their availability will be promulgated by Navy Order at a later date.

3. The size range and measurements of the new garments are set out in the Appendix to this Order. The size numbers quoted are those applying to Army garments of corresponding size. The full range of fittings provided for Army battledress will not be adopted for Naval Working Dress.

4. The issuing prices operative for both lightweight serge and Seamen's serge garments for the year ending 30th June, 1955, are:-

Blouse .. £3.15.0d.
Trousers .. £4. 1.3d.

(4532/92/173)

APPENDIX

TROUSERS, WORKING DRESS, SERGE.

SIZE	HEIGHT ft. ins.	WAIST ins.	SEAT ins.	LENGTH OF SIDE SEAM ins.	WAIST ins.	SIZE ROUND SEAT ins.
2	5 3 to 5 4	30 - 31	35 - 36	41	32	41
5	5 5 to 5 6	31 - 32	37 - 38	43	33	43
8	5 7 to 5 8	32 - 33	38 - 39	44½	34	44
9	5 7 to 5 8	34 - 35	40 - 41	44½	36	46
9x	5 7 to 5 8	37 - 38	40 - 41	44½	39	46
11	5 9 to 5 10	33 - 34	39 - 40	46	35	45
12	5 9 to 5 10	35 - 36	41 - 42	46	37	47
14	5 11 to 6 0	35 - 36	41 - 42	47½	37	47
15	5 11 to 6 0	37 - 38	43 - 44	47½	39	49
17	6 1 to 6 2	36 - 37	42 - 43	49	38	48

630.

VOLUNTEER LONG SERVICE AND GOOD CONDUCT MEDAL - RETENTION OF OR OTHERWISE, IN EVENT OF AWARD OF ACTIVE SERVICE, LONG SERVICE AND GOOD CONDUCT MEDAL.

Under the provisions of Q.R. & A.I., Articles 1887, 1 (a) and 4645 (c), ex members of the Citizen Naval Forces, who subsequently enter the Permanent Naval Forces, are permitted to count periods of Reserve Service on full pay, except broken periods individually of less than six months' duration, towards the award of the Active Service, Long Service and Good Conduct Medal.

2. In cases where an Active Service, Long Service and Good Conduct Medal is awarded, taking into account Reserve mobilised service which has previously been calculated towards the award of the Volunteer Medal, the Volunteer Medal must be surrendered on award of the Active Service Medal as the same period of service cannot count towards the award of both Medals.

(3593/2/80)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

631.

RADAR - TYPES 262M/P - ALIGNMENT OF S.T.A.A.G. AND C.R.B.F. DIRECTOR AERIAL SYSTEMS.

Cases have recently come to light of misalignment between the Aerial and Reflector Sight systems of S.T.A.A.G. mountings and C.R.B.F.D. Errors in alignment may be due to several causes each of which can be eliminated by a systematic approach to the problem.

The following procedures are to be used to check for misalignment in the above systems.

2. Full lining-up procedure.- (a) Check the alignment of Pattern 56587 waveguide flare in accordance with B.R.1766(1) (2)A, chapter 21, paragraphs 28-32.

(b) Check the alignment between the G382 (Beam aligning telescope) and the G332 (Aerial reflector telescope) in accordance with B.R.1865A, chapter IV, 4.9., on an object at least 4,000 yards distant.

(c) With radar "On", lock on to a target and check that the G332 telescope cross wires are on the target. If not, the waveguide flare is suspect and should be replaced.

(d) With radar in "Standby", press "Reset" push and check that relay S3 in the Search Unit has operated. Set "Local/Remote" lever to "Local". Check the alignment of the G332 telescope cross wires and the reflector sight spot on an object at least 4,000 yards distant. If incorrect proceed as follows:-

- (i) Carry out an acceleration displacement test in accordance with B.R.1865A, Chapter V, Test XIA.
- (ii) Disconnect the 50 cycle magclip supply and adjust the lag transmitters in the tachometric box to their zero pegged position.
- (iii) Remove any aerial creep by adjustment of the servo hunter zero.
- (iv) Reconnect the 50 cycle supply. If an error still exists between the G332 telescope and the reflector sight spot, rack the aerial magclip reseters to remove the error.

3. Limited lining-up procedure.- (a) With radar "On", lock on to a target and check that the G332 telescope cross wires are on the target. If not, full lining-up procedure as in 2 must be carried out.

(b) With radar in "standby", press "Reset" push and check that relay S3 in the Search Unit has operated. Set "Local/Remote" lever to "Local". Check the alignment of the G332 telescope cross wires and the Reflector Sight Spot on an object at least 8,000 yards distant. If incorrect, proceed as in paragraph 2(d)(i)-2(d)(iv) above.

4. Commanding Officers of ships fitted with S.T.A.A.G. Mountings and/or C.R.B.F. Directors are to arrange for the Aerial and Reflector sight systems to be checked in accordance with the procedure laid down in paragraph 2 above, on receipt of this Order. Form S.1631 will be amended to ensure that it is carried out whenever a mounting/director is newly installed or refitted. Limited lining up procedure is to be carried out as frequently as possible whenever a suitable target is available.

5. The above procedures will shortly be published as an amendment to B.R.1766(1)A (2)A.

(The foregoing is the unaltered text of A.F.O. 1304/1955.)

(4519/31/683)

632.

GUN MOUNTINGS - 40-MM. S.T.A.A.G. - WITHDRAWAL OF ELEVATION LOCKING BOLT WHEN GUN BARRELS ARE UNSHIPED.

H.M.A. Ships concerned, Shore Establishments, Dockyards, R.A.N. Armament Depots and Gunnery Equipment Depots

The withdrawal of an elevation locking bolt from a 40-mm. S.T.A.A.G. Mounting while the gun barrels were unshipped resulted in the cradle swinging down and trapping a man beneath the rear end.

2. To obviate further accidents, arrangements should be made to ensure that adequate safety precautions are taken when work is being done on cradles, when the balance has been disturbed by the removal of gun barrels or balance weights.

3. When mountings are transported with the cradles out of balance for any reason, arrangements should be made for the cradles to be adequately checked.

(The foregoing is the text of A.F.O. 1548/1955 altered to meet R.A.N. conditions.)

(4429/42/106)

633.

SAFE CUSTODY OF SMALL ARMS AND SMALL ARMS AMMUNITION.

Navy Order 178 of 1955 is to be amended as follows:-

Navy Office Drawing No. O/2610, Revision No. 1 dated December, 1954, attached to Navy Order 178 of 1955, is superseded by Navy Office Drawing No. O/2610, Revision No. 2 dated June, 1955.

(5301/1/2)

634.

METEOROLOGY - SEA STATE CODE.

In recent years the state of the sea has been logged and reported by ships in terms of wave height (in feet) and period (in seconds).

2. Since the abolition of the numerical codes for logging and reporting the state of the sea, the only sea state table now remaining is provided for use by meteorological reconnaissance aircraft, whose observers are unable to assess wave heights and periods. (This is Code 75 in "Radio Weather messages for use in Naval Weather Service" - Form W.7 - which is reproduced in the Appendix to this Order.)

3. This code is also used by the Commonwealth Meteorological Branch, and it may be necessary for H.M.A. Ships to use the code during joint exercises with the R.N., the R.A.F., or the R.A.A.F.

4. There is no objection to the use by naval personnel of the numerical code, when referring generally to the state of the sea, but logging and reporting of wave heights and periods is to continue as at present.

(The foregoing is the text of A.P.C. 1619/1955 altered to meet R.A.N. conditions.)

(3138/1/24)

APPENDIX

STATE OF SEA

Code Figure	Description	Mean maximum height of sea waves in feet (APPROX.)
0	Calm (glassy)	0
1	Calm (rippled)	0-1
2	Smooth (wavelets)	1-2
3	Slight	2-4
4	Moderate	4-8
5	Rough	8-13
6	Very rough	13-20
7	High	20-30
8	Very high	30-45
9	Phenomenal*	over 45

* As might exist at the centre of a hurricane.

635.

ALTERATION AND ADDITION ITEM - OCEAN MINESWEEPERS.

The following alteration and addition item is approved in principle for Ocean Minesweepers, Comprehensive and Limited:-

Item: "To remove salt water sanitary tank, hand pump and associated piping and to supply sanitary system through a pressure reducing valve led from the firemain."

(a) Ocean Minesweepers (Comprehensive)

Class List Item No. 609 Classification 'A'

(b) Ocean Minesweepers (Limited)

Class List Item No. 509 Classification 'A'

Compensating Weight Required: The removal of the sanitary tank will result in a surrender weight equivalent to 3340 lbs. at upper deck level or 1210 lbs. at forecattle deck level.

References: F.O.I.C. E.A's 243/505/25/1, dated 24th January, 1955.

H.M.A.S. WAGGA's letter unnumbered dated 26th October, 1954.

(4284/1/195)

636.

ACCOUNTING FOR NAVAL STORES ISSUED ON PERMANENT LOAN.

The modified procedure for recording naval stores, issued on permanent loan, set out in Admiralty Fleet Order 839/1955, will not apply in the Royal Australian Navy at present, pending consideration of a new method of accounting for stores on permanent loan in destroyers and smaller ships. A further Navy Order will be issued in due course.

(4476/6/60)

637.

EDUCATIONAL STORES - SUPPLY AND ACCOUNTING.

1. To assist in the stimulation of general and cultural education in ships and establishments of the Royal Australian Navy a limited range of educational stores will be supplied, on demand, by the Director of Naval Education Service. Educational stores will not, in future, be supplied by the Command Instructor Officer, H.M.A.S. RUSHCUTTER, or by the Instructor Officer, H.M.A.S. LKEUWIN. Regular items of educational stores will include gramophone records of classical and semi-classical music, foreign-language records, electric gramophone units, and materials and equipment for handicrafts classes. Other items may be supplied exceptionally at the request of Commanding Officers so long as it can be established that they will contribute to the general education of ships' companies.

ACCOUNTING.

2. Educational stores are to be taken on charge by the Instructor Officer and are to be recorded in an Inventory Account (Form A.S.1099). Where no Instructor Officer is borne the officer appointed by the Captain to be Education Officer under the provisions of Q.R. & A.I., Article 4305, is to be responsible for educational stores.

3. Educational stores are to be strictly supervised and an account of issues on loan and of returns is to be kept. These stores are provided by the Naval Board as an amenity which can only be maintained if due care to avoid damage and/or loss is observed.

4. The officer who has custody of educational stores is to carry out a muster on every occasion of mustering the Ship's Library (Navy Order 400 of 1954, paragraph 11), i.e., at six-monthly intervals on or about 30th June and 31st December and whenever a change of custody occurs. On each occasion of muster a certificate of muster is to be forwarded through the Captain to the Director of Naval Education Service in the following form:-

EDUCATIONAL STORES - CERTIFICATE OF MUSTER.

All Educational Stores held in H.M.A.S.
have been mustered on (date) and

*have been found correct.

*attached Forms A.S.126 have been raised for items found deficient.

* Delete as applicable.

Signed

Rank

Education Officer.

Approved

(Date) Captain.

Director of Naval Education Service,
Navy Office,
MELBOURNE.

5. When a muster of educational stores is occasioned by a change of custody, the officer assuming custody of the stores is to furnish a receipt to the officer relinquishing custody and a duplicate of this receipt is to be forwarded to the Director of Naval Education Service as an enclosure to the certificate of muster.

LOSSES.

6. Cases of loss or damage by borrowers of educational stores 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 article lost is to be recovered from the borrower on Form A.S.126 which is to be completed by the Instructor Officer (or Education Officer) and submitted for the approval of the Captain. Naval Financial Regulations and Instructions, Article 9, is relevant.

7. Losses by accident involving no culpability of individual personnel are also to be covered by Form A.S.126, approved by the Captain, but no recovery of the value of the stores is to be made in this case.

8. One copy of relevant Forms A.S.126 is to be attached to the certificate of muster (see paragraph 4 hereof) on the next occasion of its being rendered to the Director of Naval Education Service.

DISPOSAL OF STORES.

9. When a ship pays off, or when the stores are no longer required in a ship or establishment for any other reason, educational stores are to be returned direct to Director of Naval Education Service. Educational stores are not to be returned to Naval Store Depots except as may be specially directed by the Director of Naval Education Service in the case of items surveyed as "unserviceable - bring to arisings" (see paragraph 10).

10. When an item of educational stores (e.g., gramophone records), becomes unserviceable a report of survey is to be prepared on Form A.S.331 by a board consisting of an Instructor Officer and two other officers and is to be rendered to the Director of Naval Education Service for approval. This report should include a recommendation of the surveying officers for the disposal of the unserviceable items, e.g., "bring to arisings" or "useless - no value, destroy".

CONSUMABLE STORES.

11. In addition to the foregoing items of permanent stores certain consumable items such as pamphlets, wall charts, etc., are issued direct by the Director of Naval Education Service to Instructor (or Education) Officers for educational purposes. These items are to be regarded as non-accountable, but are to be used to best advantage for the purpose of furthering the general education of ships' companies.

12. Navy Order 44 of 1952 is hereby cancelled.

(4575/1/25)

638.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3B) - SPEED
CORRECTOR FOR GYRO-COMASSES - RE-DESIGN.

An improved design of Pattern 6900 Corrector, speed, has been introduced into current compass production. Although interchangeable with the existing corrector, the new unit is heavier and requires a separate balance weight when assembled to the Master Gyro-compass, Patterns 1005 and 2005.

2. In view of this difference, a separate pattern number has been allocated to the new design speed corrector, which will be added to the Rate Book and Authorised List of Naval Stores under Class F, Group 3B, as follows:-

<u>Pattern</u>	<u>Description</u>	<u>Ship's Accounting Classification</u>
6920	Corrector, speed, and balance weight	Permanent

3. Pattern 6900 is now obsolescent, but services should continue to demand this pattern and existing stocks are to be utilised until they are no longer economically repairable.

4. The following components and accessories will be suitable for the new corrector:-

<u>Pattern</u>	<u>Description</u>
6901	Screw, attachment, speed corrector.
6918	Nut, screw attachment.
6919	Washer, attachment.
*6906	Roller, cosine ring.

The prefix letter "R" has been deleted.

5. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1229/1955.)
(4518/37/178)

639.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART G) -
CONDUIT TUBING - AMENDMENT OF PATTERN NUMBERS.

The undermentioned pattern numbers for Conduit Tubing under Class B, Group 10G, have been superseded by the Joint Services Catalogue Numbers indicated.

<u>Old Pattern Number</u>	<u>Description</u>	<u>Joint Services Catalogue No.</u>
	Conduit Tubing, Electrical, Rigid Steel, Class B.	
	<u>Ext. Dia.</u>	
10801	$\frac{1}{4}$ -in. Galv. solid drawn	400162
10802	$\frac{3}{8}$ -in. Galv. welded	400178
10803	$\frac{1}{2}$ -in. Enam. welded	400170
10804	1-in. Galv. solid drawn	400163
10805	1-in. Galv. welded	400179

<u>Old Pattern Number</u>	<u>Description</u>	<u>Joint Services Catalogue No.</u>
10806	1-in. Enam. welded	400171
10807	$\frac{1}{4}$ -in. Galv. solid drawn	400164
10808	$\frac{1}{4}$ -in. Galv. welded	400180
10809	$\frac{1}{4}$ -in. Enam. welded	400172
10810	$\frac{1}{2}$ -in. Galv. solid drawn	400165
10811	$\frac{1}{2}$ -in. Galv. welded	400181
10812	$\frac{1}{2}$ -in. Enam. welded	400173
10813	2-in. Galv. solid drawn	400166
10814	2-in. Galv. welded	400182
10815	2-in. Enam. welded	400174

2. Records should be amended accordingly.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1584/1955.)
(4506/7/72)

640.

SOLDERING IRONS "ORYX" TYPE - INTRODUCTION.

In order that efficient maintenance and repairs of miniaturised UHF equipment may be undertaken on occasion demands, it has been decided to adopt in the Royal Australian Navy the "ORYX" type miniature soldering iron, size 6 Volt, 12 watt with $\frac{3}{16}$ " diameter removable bit.

2. The interim allocation, as shown in the Appendix to this Order, to ships (in which Radio Electrical maintenance personnel are borne) and services fitted with Type 591/CUH, in addition to certain repair Authorities, has been approved.

3. This allocation is additional to the allowance of the "Scope" soldering iron as set out in Navy Order 30 of 1955.

4. Admiralty Pattern 67897 (or like) Transformer (16 V.A. Single phase, 50 cycle/sec., Primary 230 V., Secondary 6.3 V., 2.5 amps.) is suitable for use with the "ORYX" soldering iron, and 1 No. transformer will be supplied with each "ORYX" iron initially issued. However, stocks of these transformers are not readily available and some time may elapse before supply can be effected.

5. The iron and its ancillary parts should be accounted for as a Consumable Naval Store item under Class F, Group 2B, Part 4, but Article 33(2) of the Naval Storekeeping Manual B.R.4 should be applied. The transformer should be accounted for as a Permanent Naval Store item under Class F, Group 1A, Part 1.

6. The initial supply of the irons and transformers will be effected by the Superintending Naval and Air Store Officer, Sydney, without demand, as stocks become available.

(4518/27/146)

APPENDIX

SHIP OR SERVICE	QUANTITY
Aircraft Carriers	4 No.
Cruisers	4 No.
Daring Class Ships	4 No.
Battle Class Destroyers	3 No.
Tribal Class Destroyers	3 No.
A.S. Frigates (Converted Fleet)	3 No.
River Class Frigates	2 No.
A.A. Frigates (Sloop)	2 No.
O.M.S. Vessels	1 No.
Fleet Tugs	1 No.
Flinders Naval Depot:-	
Electrical School	3 No.
Signal School	1 No.
H.M.A.S. KUTTABUL:-	
Port Radio Workshop	4 No.
Garden Island W/T Station	1 No.
G.M., G.I.D. - for Radio Test Room	6 No.
G.M., W.D. - for Radio Test Room	2 No.
H.M.A.S. WATSON	2 No.
Headquarters Ship of the Sydney Division of the Reserve Fleet Command	2 No.

641.

SPANNERS, INSULATED, SINGLE-ENDED - INTRODUCTION.

A range of six insulated, single-ended spanners has been introduced for use of Electrical Action Repair Parties in the Damage Control Organisation as follows:-

CLASS AND GROUP	PATTERN NO.	DESCRIPTION	SHIPS' ACCOUNTING CLASSIFICATION
B.11.E	12360	Spanner, insulated, S.E., $\frac{3}{8}$ " B.S.W.	Consumable
	12361	Spanner, insulated, S.E., $\frac{3}{8}$ " B.S.W.	
	12362	Spanner, insulated, S.E., $\frac{1}{4}$ " B.S.W.	
	12363	Spanner, insulated, S.E., $\frac{11}{16}$ " B.S.W.	
	12364	Spanner, insulated, S.E., $\frac{7}{16}$ " B.S.W.	
	12365	Spanner, insulated, S.E., $\frac{5}{16}$ " B.S.W.	

2. These spanners will replace Patterns 25A or 25B, 34A or 34B, 35A or 35B, 40A, 42A and 43A which have been made obsolete.

3. Ships concerned in commission, and D Class commission in reserve should demand the new Pattern spanners on their storing yards, to replace modified Pattern 25A, 25B, 34A, 34B, 35A, 35B, 40A, 42A and 43A spanners held for Electrical Action Repair Parties, on a one for one basis. Dormant demands for ships in E Class commission in reserve will be raised by the appropriate Storing Yard. Supply to ships under construction, modernisation or conversion, should be arranged by Storing Yards in the normal manner.

4. Spanners, Patterns 25A or 25B, 34A or 34B, 35A or 35B, 40A, 42A and 43A, should be returned to the appropriate Storing Yard where they should be surveyed, the serviceable spanners being retained for conversion by insulation to the new type spanner and the balance disposed of in the normal manner.

5. The relevant publications will be amended. The new type spanners should be substituted for the obsolete spanners in Navy Order 100 of 1953.

(The foregoing is the text of A.P.O. 1233/1955 altered to meet R.A.N. conditions.)

(4506/12/301)

642.

REPLENISHMENT-AT-SEA OPERATIONS - TELEPHONE COMMUNICATIONS WITH SHIPS OF OTHER NAVIES.

H.M.A. Ships

For a number of reasons, the normal British arrangements for establishing telephone communication between supply and receiving ship when replenishing at sea are not applicable when one of the ships belongs to another nation. This Order details the special arrangements which it has been agreed shall be used when a British ship is supplying a ship of any other navy and vice-versa.

2. These arrangements provide for:-

- One line for inter-bridge communication.
- One line for each transfer point.

This entails provision of the following numbers of lines in every British ship which may be required to act as a supply ship, i.e., all ships listed in this table:-

TYPE	INTER-BRIDGE LINE	DUMP LINE	SPARE DUMP LINES
R.F.A. Tankers and Supply and Issue Ships	1	6	2
Battleships	1	2	1
Fleet and Light Fleet Carriers	1	2	1
Cruisers (except "Dido" and modified "Dido" Classes) ..	1	1	1

3. Following on reports from sea it has been decided to use Field Telephone A.P.13152 for both the Inter-bridge Line and the Dump Lines in lieu of the previous arrangements employing telephones, Patterns 13231A and 13734A, etc.

4. Details of the individual lines are:-

(a) *When Acting as a Supply Ship:-*

(1) *Inter-Bridge Lines.*- A separate line is passed consisting of 120 yards of electric cable (Army Type Electric D3, Mark 6, Twisted) from a cable reel, Army Type No. 1, Mark 2. Each end of the line is taken up to the bridge in the respective ships and the bare ends connected to the terminals in a field telephone A.P.13152. The telephone for the receiving ship end is passed across from the supply ship.

(11) *Dump Lines.*- The Dump Line arrangements will be similar to those in paragraph (1) and will terminate in a field telephone A.P.13152 at each of the Dump positions.

(b) *When Acting as Receiving Ship:-*

Inter-Bridge Dump and Lines.- The supply ship will pass a line across to the receiving ship for inter-bridge communication and an additional line for each transfer point, all lines to be complete with sound powered telephones.

5. No direct use is made of the normal replenishment communications fitted in the British ship except by verbal relay at the bridge or dump positions.

6. Ships concerned in commission are to demand from the appropriate (Superintending) Naval Store Officer, any items required to complete to the quantities shown in the following table. Dormant demands for ships under modernisation will be raised by the appropriate Storing Yards in the usual manner.

Class of Ship	Cable Reel,	*Cable, Army Type,	Field
	Army Type, No. 1, Mark 2	Electric D3, Mark 6, Twisted	Telephones A.P.13152
Light Fleet Carriers	4	480 yards	8
Cruisers	3	360 yards	6
R.A.F.A. Tankers, Supply and Issue Ships	4	1,080 yards	18

* **NOTE:-** The introduction of a more robust twin cable to replace Cable, Army type, electric D.3, Mark 6, twisted, is being investigated.

7. As the Field Telephone A.P.13152 is not watertight, ships' staffs are to provide a suitable bag for use during transfer of this instrument.

8. On implement of the foregoing, the following items previously provided, and now no longer needed for replenishment at sea purposes, may be retained, if required as spares for internal communications. Such items, however, particularly the telephones and plug boxes, will not be replaced when defective:-

Telephones, Patterns 13231A, 13734A and 12500A.
Plug Boxes, Pattern 12562.
Crocodile Clips, Bulgin, No. G.R.28.
Simmonds and Stokes Sockets, Niphan type, No. N.650.
Plugs, Niphan type, Pattern 5208.

9. The Establishment of Sea Stores for Executive Purposes, B.R.358(1), and the Establishment of Deck Stores in R.F.As., will be amended.

(The foregoing is the text of A.F.O. 568/1955 altered to meet R.A.N. conditions.)

(3384/98/3)

643.

PACKING CASES AND CRATES ISSUED TO REPAYMENT SERVICES.

The following amendments of Naval Financial Regulations and Instructions, Article 219, Clause 1, have been approved to operate forthwith.

FIRST SCHEDULE.

Instruction (b) is to be amended by:-

- the deletion of the rates "3/6 cubic foot" and "2/6 cubic foot" appearing under the Headings "Cases" and "Crates" respectively and the insertion in lieu thereof of the rates "4/- cubic foot" and "3/- cubic foot"
- the deletion of the phrase "plus 5%" in the ninth line.

SECOND SCHEDULE.

Instruction (b) is to be amended by the deletion of the phrase "plus 5%" in the ninth line.

THIRD SCHEDULE.

Instruction (b) is to be amended by:-

- the deletion of the rates "3/6 cubic foot" and "2/6 cubic foot" appearing under the Headings "Cases" and "Crates" respectively and the insertion in lieu thereof of the rates "4/- cubic foot" and "3/- cubic foot".
- the deletion of the phrase "plus 5%" in the ninth line.

These amendments will appear in R.I. Series in due course.

(3318/3/81)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

644.

MEDICAL STORES.

The following items are being added to the Scale of Medical Stores for general anaesthetic purposes:-

TRICHLOROETHYLENE (Trilene) - for Royal Australian Naval Hospitals only.

ETHYL CHLORIDE - for Royal Australian Naval Hospitals and the Service Afloat where a medical officer is borne.

2. Employment of the two items is confined to the circumstances outlined in Orders for their use by medical officers in the Royal Australian Navy, issued separately as "Medical Technical Instruction No. 45". The Instruction is to be studied carefully before either anaesthetic agent is used.

3. Scale amendments will be issued in due course.

(4482/1/211)

645.

PREPARED CAKE AND PUDDING MIXES.

Following successful trials it has been decided to introduce Prepared Cake and Pudding Mixes for use in the Royal Australian Navy. It is intended that these mixes be utilised in preference to the purchase of cake from Service contractors and not to supplant the standard Service recipes which should be used to the greatest extent practicable.

2. Supplies of mixes will be available on demand from H.M.A. Victualling Yards and directions for preparation are provided by the manufacturer.

3. Accumulation of stocks is to be strictly avoided as these mixes have a limited storage life even under the most favourable conditions and, as far as practicable, demands are to be limited to immediate requirements.

(4528/16/36)

646.

SWORDBELTS, UNDRESS, LIGHTWEIGHT.

Supplies of lightweight undress swordbelts are now available from Victualling Yards. These belts are of white web material with patent leather slings.

2. The sizes stocked are 32", 34", 36", 38", 40" and 42" waist measurements, with a standard sling of 28" by 14".

3. The issuing price is £3.12.5d.

(4533/25/20)

SECTION 6 - SHORE ESTABLISHMENTS

647.

MOTOR TRANSPORT - PAINTING OF MOTOR VEHICLES.

Paragraph 1(d) of Navy Order 325 of 1955 is to be deleted and the following revised paragraph inserted in lieu:-

1(d) R.A.N. Air Stations -

Vehicles (other than (b) and (c) above).	Employed regularly in an aerodrome movement area.	Golden yellow (Colour 356 of B.S.381C)
Agricultural machinery.		
Ambulances at Naval Air Stations.		

For the purpose of this Order the movement area is defined as the area bounded on runway aerodromes by the inner edge of the perimeter track, or on grass aerodromes by the landing boundary markings.

(4737/4/458)

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DEPARTMENT OF DEFENCE Os. 648-675/55.
LIBRARY.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th September, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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

N. 0113

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10. To avoid any possibility of confusion with codewords, a
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650. *Battle Honours & Awards. extra*
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 course in Local Defence, vide syllabus included in Article
 166, will then be appropriated to a Naval Air Station for
 the Flight Servicing Course, i.e., second section of Part
 1 training, for which marks will be awarded as a fraction
 of 40. These marks are to be entered in ink in the History
 Sheet by the Electrical Officer, R.A.N. Air Station,

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667	Naval Stores (General) (Class B, Group 9) - Allocation of New Pattern Numbers.

10. To avoid any possibility of confusion with codewords, a nickname must invariably consist of two words, neither of which is to be a colour.

11. The danger that a nickname may be duplicated is emphasised. For this reason, the use of nicknames should be avoided wherever possible.

(The foregoing is the text of A.P.O. 1399/1955 altered to meet R.A.N. conditions.)

(3311/45/1)

650.

MEDICAL DIRECTOR-GENERAL.

The title "Director of Naval Medical Services" has been altered to "Medical Director-General", short title M.D.G.

2. Correspondence, etc., should be addressed accordingly.

(3031/13/258)

SECTION 2 - PERSONNEL

651.

ADVANCEMENT - ELECTRICAL BRANCH RATINGS.

Approval has been given for A.B.R. 10, R.A.N. Advancement Instructions, to be amended as follows :-

Delete Articles 178, 179 and 180 entirely and insert the following in lieu :-

"178. PART 1 QUALIFICATIONS FOR: ELECTRICAL MECHANIC 1ST CLASS, RADIO ELECTRICAL MECHANIC 1ST CLASS, ELECTRICAL MECHANIC (AIR) 1ST CLASS, RADIO ELECTRICAL MECHANIC (AIR) 1ST CLASS.

On completion of the Recruit Technical Course ratings of the Electrical Branch will undergo Part 1 Technical Electrical Courses, in their respective groups, in the Electrical School, on completion of which they will be examined.

The results gained at examinations by E.M's 2 and R.E.M's 2 for the Technical Electrical (Part 1) course are to be entered in their History Sheets in ink.

In the case of E.M's (Air) 2 and R.E.M's (Air) 2, however, the technical course at the Electrical School will form the first section only of Part 1 training and marks will be awarded as a fraction of 110 for E.M's (Air) 2 and 270 for R.E.M's (Air) 2. These marks are to be entered in ink in the History Sheet by the Electrical School, Flinders Naval Depot. These ratings having completed the one week's course in Local Defence, vide syllabus included in Article 166, will then be appropriated to a Naval Air Station for the Flight Servicing Course, i.e., second section of Part 1 training, for which marks will be awarded as a fraction of 40. These marks are to be entered in ink in the History Sheet by the Electrical Officer, R.A.N. Air Station.

who by combining them with the marks awarded in the Electrical School, will establish the final percentage for the Technical Electrical (Part 1) course, which will be used as a basis for assessing "time gained".

All results together with "time gained" or "time lost" awarded as below are to be reported to Navy Office on Form A.S. 161.

2. On completion of appropriate courses and examinations "time gained" for advancement to E.M.1., R.E.M.1., E.M. (Air) 1, or R.E.M. (Air) 1 will be awarded as follows :-

Total Marks	Grade of Pass	"Time gained"
65% to 74%	Fair	Nil
75% to 79%	Good	$\frac{1}{2}$ month
80% and over	Very Good	1 month

3. Ratings who fail to qualify will be back-classed and re-examined at intervals of at least one month and their subsequent advancement to the Able rate will be retarded by two months in respect of each failure.

Failure of E.M.'s (Air) 2 and R.E.M.'s (Air) 2 at section 1 or 2 of the Part 1 training will involve back-classing and loss of 2 months time in respect of each failure. Failures at Technical Electrical Course are to be recorded on History Sheets, in ink, as "Technical Electrical Failed" and "time lost" recorded in pencil. The Electrical Officer, Naval Air Station, is to record in ink the final assessment of "time lost" on successful completion of the Flight Servicing Course.

Should an E.M.2 or R.E.M.2 fail to qualify at a third attempt his name is to be reported to the Naval Board with a view to his being discharged as "Unsuitable for the rating". The same action is to be taken in the event of E.M.'s (Air) 2 or R.E.M.'s (Air) 2 failing at third attempt to pass in either section 1 or 2 of his Part 1 training. No "time gained" will be awarded on results obtained on re-examination.

4. The Electrical School, Flinders Naval Depot, is to be informed by letter of all final marks and assessments in respect of E.M.'s (Air) 2 and R.E.M.'s (Air) 2.

179. PART 11 QUALIFICATIONS FOR: ELECTRICAL MECHANIC 1ST CLASS, RADIO ELECTRICAL MECHANIC 1ST CLASS, ELECTRICAL MECHANIC (AIR) 1ST CLASS, RADIO ELECTRICAL MECHANIC (AIR) 1ST CLASS.

On completion of Technical Courses, E.M.'s 2 and R.E.M.'s 2 will be drafted to sea, and E.M.'s (Air) 2 and R.E.M.'s (Air) 2 will remain in a Naval Air Station or be drafted to an Aircraft Carrier, and should be employed on such varied duties within their branch as to fit them for their respective Part 11 examinations. Petty Officer Instructors should, when practicable, be specially detailed for this purpose.

2. (a) E.M.'s 2 and R.E.M.'s 2, may take the Part 11 examination at any time between six and twelve months after qualifying in Part 1. The examination is to be conducted by qualified Electrical Officers of the appropriate branch and is to include a section on A.B.C.D. vide Article 30.

(b) E.M.'s (Air) 2 and R.E.M.'s (Air) 2 may take the Part 2 examination (Qualification to sign Form A.700) not less than three months nor more than twelve months after qualifying in Part 1. This examination is to be conducted by qualified Electrical Officers of the appropriate branch, and is to include a section on A.B.C.D. vide Article 30.

(c) Results of examinations are to be graded "Very Good", "Good" or "Fair" and entered on History Sheets or Forms A.S. 435, 436, 437 or 438 as appropriate and reported on Form A.S. 161. "Time Gained" for advancement to E.M.I., R.E.M.I., E.M. (Air) 1 or R.E.M. (Air) 1 will be awarded as follows :-

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

3. Failures in the Part 11 examinations are to be re-examined at intervals of not less than two months and advancement retarded by two months in respect of each failure. Should any rating fail on a third occasion his name is to be reported to the Naval Board with an expression of opinion by the Captain as to the suitability of the rating for retention in the Service. The amount of "time lost" is to be entered on the History Sheet and reported on Form A.S. 161. A report by letter is also to be made to Navy Office when an E.M. (Air) 2 or R.E.M. (Air) 2 becomes qualified to sign Form A.700.

180. SENIORITY AS ELECTRICAL MECHANIC 1ST CLASS, RADIO ELECTRICAL MECHANIC 1ST CLASS, ELECTRICAL MECHANIC (AIR) 1ST CLASS, OR RADIO ELECTRICAL MECHANIC (AIR) 1ST CLASS.

On advancement seniority in the 1st Class rating should be computed from the basic date of completing eighteen months' service in the 2nd Class rating by applying "time gained" and "time lost" as set out below. Where advancement is deferred by the Captain (see Appendix 56 (P) (1)), the amount of deferment is to be added to the "time lost".

	Grade of Pass	"Time Gained"
Disciplinary Course	Very Good	1 month
	Good	$\frac{1}{2}$ month
Recruit Technical Course	Very Good	1 month
	Good	$\frac{1}{2}$ month
Part 1	Technical Course	Very Good
	Electrical Course	Good
	Flight Servicing Course	Very Good
	Good	$\frac{1}{2}$ month
Part 11 examination	Very Good	1 month
	Good	$\frac{1}{2}$ month
Higher Educational Test (one subject)		2 months

<u>Course</u>	<u>Grade of Pass</u>	<u>Time Gained</u>
Educational Test Part I Certificate		½ month (but not in addition to the "time gained" for Higher Educational Test vide Article 26 (1)).

"Time Lost"

<u>Course</u>	<u>Time Lost</u>
Part I { Technical Electrical Course Flight Servicing Course	2 months in respect of each failure. 2 months in respect of each failure.
Part II examination	2 months in respect of each failure.

2. A.B.R. 10 will be amended by R.I. series in due course.

(4008/4/122)

652.

INSTRUCTIONAL FILMS AND FILM STRIPS BC. 1093, "ALL INFORMED" - DISTRIBUTION.

Copies of the new film BC. 1093, "All Informed" are being obtained and distribution will be made without demand by the (Superintending) Naval Store Officer, Sydney, on the following scale :-

<u>H.M.A. Establishments</u>	<u>No. of Copies</u>
Flinders Naval Depot	1
R.A.N. Film Library, Sydney	1
H.M.A.S. HARMAN	1
H.M.A.S. WATSON	1

2. This film gives the account of an imaginary operation of war in which all, including the enemy, were informed of the outline plan, as the result of breaches of security and mistakes in communications procedure. Running time: 33 minutes, 2 spools.

(The foregoing is the text of A.F.O. 1281/1955 altered to meet R.A.N. conditions.)

(4518/61/500)

653.

MESS GEAR - UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS' AND SEAMEN'S MESSSES - REPLACEMENT ALLOWANCES FOR 1955/56.

With reference to Consolidated Orders and Regulations, Article 419, free replacement of consumable items of mess utensils will be allowed for Chief Petty Officers', Petty Officers' and Seamen's Messes in H.M.A. Ships and Establishments during the financial year 1955/56 up to the following amounts :-

(a) Chief Petty Officers and Petty Officers -
£1.13.9d. per head

(b) All other ratings -

(1) Using earthenware plates - £1.0.6d. per head

(ii) Using cafeteria trays - 9.9d. per head.

2. All consumable stores drawn against the above allowances are to be valued at the price shown in the "Official Memorandum - Fixed Issuing Price List for Mess Gear" dated 1st July, 1955.

3. Navy Order 446 of 1954 is hereby cancelled.

(4530/1/128)

654.

OFFICERS' MESS TRAPS - REPLACEMENT ALLOWANCES 1955/56.

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 1955/56 are as follows :-

<u>Mess</u>	<u>In Stationary Ships and Establishments</u>	<u>In Seagoing Ships</u>
	£. s. d.	£. s. d.
Flag Officer	-	106.11. 3
Commodore or Captain	56. 6. 6	67.12. 0
Flag Captain	-	39. 1. 0
Commander or Lieutenant- Commander in Command	31. 6. 0	37.11. 3
<u>Ward Room</u>		
Mess of one officer	9. 7. 3	11. 4. 0
Mess of two officers	16.14. 9	20. 1. 9
For every officer borne in excess of two	3.18. 9	5. 9. 6.

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the "Official Memorandum - Fixed Issuing Price List for Mess Gear" dated 1st July, 1955.

3. Calculation of Replacement Allowances.

(a) Seagoing Ships. - When calculating replacement allowances, only officers actually borne for victuals are to be included, but where officers borne are supernumerary to complement, for training, etc., the replacement allowances are to be calculated on the basis of the average daily number borne during each quarter.

(b) Stationary Ships and Shore Establishments. -

- (i) Replacement Allowances are to be calculated on the basis of either average daily number victualled during each quarter or a figure calculated in accordance with the succeeding sub-paragraphs, whichever is the greater.
- (ii) In the case of ALBATROSS, NIRIMBA, CERBERUS, TARANGAU and MELVILLE, the alternative figure is to be arrived at by deducting 25% from the average daily numbers borne for pay during each quarter.
- (iii) In the case of stationary ships and shore establishments other than those named in the preceding sub-paragraph, the alternative figure is to be arrived at by deducting 33% 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 further reviewed in the light of experience gained. In the interim the provisions of Consolidated Orders and Regulations, Article 488, Section I (1) and Section III (1), have been suspended.

5. Navy Order 447 of 1954 is hereby cancelled.

(4530/1/128)

655.

PROMOTION FROM 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.

Navy Order 788 of 1954 (title as above) is to amended as follows :-

Delete "Detailed Navigation Syllabus" and insert the following in lieu :-

Detailed Navigation Syllabus

General Navigation

Shape of the Earth, courses and bearings. Brief description of the Mercator Chart. The ship's track, D.R., E.P., allowance for tidal stream/currents. Cross bearing and running fixes. Vertical and horizontal danger angles. Use of station pointer.

Signs and abbreviations used on Admiralty Charts. Practical Chartwork, fixing papers.

Navigational aids (not radio aids), lights, buoys, etc.

Rhumb line sailing and great circle sailing (both by plotting only with a mention of the existence of Traverse Tables).

Compass

Gyro Compass designed to point to true north - small errors due to ship's movement - settings - checking by transit.

Magnetic Compass - behaviour of free magnetic needle - magnetic poles and meridians - direction of earth's field - variation, deviation - conversion of courses and bearings - deviation by bearings of shore objects.

Astronomical Navigation

The Celestial Sphere - definitions - knowledge of the quantities used in working sights - elementary spherical trigonometry - solution of spherical triangles using H.D.486.

Time - Apparent solar time - G.M.T., L.M.T., Zone Time.

Stars, Planets and Moon - Sidereal time - G.H.A. Aries - G.H.A. Sun, Moon and Planets "v" - S.H.A. stars - obtaining L.H.A. of sun, moon, planets and stars.

Position lines and azimuths - Marc St. Hilaire method - Azimuths by H.D.486 and Weir's Azimuth diagram.

Altitude - observed and true altitudes - corrections.

Sights - standard lay-outs and working, using H.D.486 and the "chosen position" for sun, stars, planets and moon. Plotting of sights - Latitude by observation of the sun on the meridian. "T" -

Choice and identification of stars and planets using the star globe.

Latitude by observation of the Pole star - use of Pole star tables.

Rising and setting problems including twilights.

Error of the compass by azimuth of H.B. using H.D.486 and Weir's azimuth diagram.

Sextant

Principle (briefly) - errors and their correction - practical use of the sextant.

Tides

Definitions - Tide - Tidal Stream - Current - H.W. - L.W. - Height of the tide - Range of the tide - Chart Datum - Spring and Neap Tides.

Basic causes of tides and hence tidal streams - phases of the moon - tide levels and datums.

Use of A.T.T. European Waters for standard ports only and use of Tables I and II.

Explanation of Tidal Atlas (for tidal streams only).

Use of tidal stream tables on Admiralty Charts.

Relative Velocity

Speed triangle - changing station - opening and closing on a steady bearing.

(The foregoing is the text of A.P.O. 1766/1955 altered to meet R.A.N. conditions.)

(4007/30/83)

656.

BATINGS - TRAINING OF ARTIFICER DIVERS.

A limited number of Artificers in the Royal Australian Navy will be trained in underwater welding and general internal and external underwater inspection and repair.

2. Selection of Candidates.- Courses will be restricted to volunteers of the Engine Room Artificer, Mechanician and Shipwright categories who are already able to weld. They must be under 30 years of age on the date they apply and must be medically fit in accordance with Navy Order 36 of 1949.

3. Training.- Training will take place in H.M.A.S. RUSHCUTTER. The course lasts five weeks, during which time the Artificers will be trained to carry out their duties in self-contained diving gear.

4. Syllabus.- The syllabus for the Artificer Divers' Course is as follows :-

<u>Period - days</u>	<u>Subject</u>	<u>Venue</u>
5	Introduction to course and Standard Damage Control.	A.B.C.D. School, H.M.A.S. PENGUIN.
5	Shallow Water Diving in self-contained apparatus.	Diving School, H.M.A.S. RUSHCUTTER.
2	Practical Underwater Damage Control.	A.B.C.D. School, H.M.A.S. PENGUIN.
13	Advanced practical instruction including Underwater Welding and Cutting, use of Cox gun, etc.	Diving School, H.M.A.S. RUSHCUTTER.

25 Days (5 weeks).

5. Practice.- In addition to the monthly dip, every opportunity should be given to successful candidates to obtain practice in this form of diving. Refresher courses will also be arranged if this is found to be necessary.

6. Notation on Service Certificates.- Ratings who successfully complete the course are to have the notation "qualified as Artificer Diver" entered on their Service Certificates.

7. Complements.- Initially one Artificer Diver will be included in the complements of -

H.M.A.S. MELBOURNE	Captain (D), 10th Destroyer Squadron
H.M.A.S. SYDNEY	Captain (P), 1st Frigate Squadron.
H.M.A.S. RUSHCUTTER	

This number may be increased to two if sufficient volunteers are trained. There will be no increase in the number of Artificers borne. When Divers 1 are allowed in the complement of such vessels, Artificer Divers should be in addition to, and not instead of, these divers.

Complement returns are to show the number of Artificer Divers borne.

8. Pay.- On completion of training, successful candidates will be eligible for diving pay on the same basis as other Naval Divers, but they will not receive a retaining allowance.

9. Commencement dates of Artificer Divers' Courses will be promulgated in Navy Orders.

10. Navy Order 285 of 1955 is hereby cancelled.

(4006/42/40)

657.

UNIFORMS - BATINGS - CLEANING OF SEAMEN'S CAPS.

Stocks of white plastic paint, for the cleaning of seamen's white duck caps, are available on demand from H.M.A. Victualling Yards. The paint is packed in jars of half-pint capacity which bear specific instructions for use.

2. The issuing price is 3/5d. per jar.

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

(4532/56/85)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

658.

RADIO - TEST EQUIPMENT - COMMON NAVAL RADIO TEST EQUIPMENT (OUTFITS TAB/C/D/E/H/K) - INTRODUCTION.

(H.M.A. Ships, and Establishments other than Shore Wireless Stations).

Common Naval Radio Test Equipment (C.N.R.T.E.) in the TK series issued in accordance with Establishment List E.1015, will be converted to TA series outfits, details of which are to be found in Preliminary Establishment List PE.1115, Part 1 and Appendix.

The allocation of TA series outfits will be as shown in the table hereunder :-

TA OUTFIT	ALLOCATION	CONVERTED TK OUTFIT
TAB	Light Fleet Carriers, Cruisers, H.M.A.S. WATSON (N.D. School), H.M.A. Electrical School, F.N.D.	TKA
TAC	Darings, Battles, Tribals, Converted "Q" Class, Modified River Class.	TKB
TAD	O.M.S., H.M.A.S. WARREGO, H.M.A.S. SWAN, H.M.A.S. LONSDALE, H.M.A. Signal School, H.M.A. Gunnery School.	TKC

TA OUTFIT	ALLOCATION	CONVERTED TK OUTFIT
TAP	Tugs, B.D.V., Miscellaneous craft, Mobile Radio Unit, H.M.A.S. KUTTABUL (for Gl/WT and (M.S.O.)).	TKC
TAH1	H.M.A. Naval Dockyard, Garden Island.	TKD
TAH3	H.M.A. Naval Dockyard, Williamstown, Port Radio Workshop, Sydney. D.N.S.O. I/C Fremantle (for Radio Repair Base).	TKD
TAK	R.A.N.A.S. Nowra.	TKG

2. FE.1115, Part 1 and Appendix, is being distributed. On receipt, ships and establishments concerned are to formulate requirements and forward demands to the appropriate (Super-intending) Naval Store Officer only for such additional items as are required to complete to the FE.1115, Part 1 and Appendix, allowances.

Pattern Nos. or Service Ref. Nos. shown in Col. 4 of FE.1115, Part 1, are to be quoted.

3. The allowances of test equipment authorised herein are under review. Additionally, the establishment of allowances of other "common" test equipment items, not included in FE.1115, Part 1 and Appendix, is being undertaken. A further Navy Order on the subject will be issued on completion of these investigations.

4. Test instruments peculiar to a specified equipment, shown in Establishment List E.506, Appendices (B) onwards, have been incorporated in the E List of the equipment concerned and the relevant (F) E Lists have been amended.

5. As from the date of receipt of Establishment List FE.1115, services are to regard the test outfits (TK series) they hold, less the items detailed in paragraph 4, as being TA series. In subsequent reports of radio equipment, Forms A.S.1116, 1117 and A.S.1118 series, the instruments deficient from the appropriate outfits as shown by FE.1115, Part 1, should be indicated.

(4519/1/203)

659.

**CABLES, GLANDS AND WIRING - TOUGH RUBBER SHEATHED
ELECTRIC CABLES - UNSUITABILITY FOR USE IN
CONTACT WITH OIL OR HYDRAULIC FLUID.**

Attention is drawn to the fact that tough rubber sheathed cables are not suitable for use in contact with oil or hydraulic fluid.

2. In certain instances polychloroprene (neoprene) sheathed cables have superseded tough rubber sheathed cables, but the latter cable may still be offered until stocks are exhausted. Demands for polychloroprene sheathed cable for services which involve a risk of contact with oil or hydraulic fluid should clearly indicate that the superseded tough rubber sheathed cable is not suitable.

3. If it is necessary in any particular instance to fit T.R.S. cable for such a service the cable should be replaced at an early opportunity by polychloroprene (neoprene) sheathed cable.

4. Early replacement should be made of any cable whether polychloroprene or tough rubber sheathed in contact with oil or hydraulic fluid as soon as swelling or softening of the sheaths is evident.

5. This policy is to apply, in general, to all gun mountings. In particular, ships fitted with Bofors, Mark 7 mountings, should ensure that spare slip ring units are wired with A.P.12370 and A.P.13114 cables before being put into service.

(The foregoing is the unaltered text of A.P.O. 1429/1955.)

(4518/13/244)

660.

**AIRCRAFT - AMMUNITION - ROCKET (A/C AND MOTOR) - HEADS,
FLASH, 60-LB.**

Paragraph 3 of Navy Order 386 of 1956 is to be amended as follows :-

After fuse No., in line 7 - for "878 Mark 2 and 1"
read "878 Mark 2 and Mark 1".

(4443/13/22)

661.

**AIRCRAFT - AMMUNITION - R.P. MOTORS, HEADS, ETC. -
JIGGING WITH NO. 8, MARK 4, SADDLES.**

When jiggging No. 8, Mark 4, saddles, the Type B locator arm should be used for positioning the lower front saddles, in the same manner as for No. 5 saddles described in A.P. 2802B, Volume 1.

2. Care must be taken that the locating projection on the arm does not slip out of engagement with the notch on the saddle when tightening the clamping bolts.

3. A.P.2802B and A.P.(N)84 will be amended in due course.

(The foregoing is the unaltered text of A.P.O. 1546/1955.)

(4443/14/17)

662.

**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. H.M.A. Ships which are unable to comply within three months from the date of this Order are to report the fact specially to Navy Office for instructions.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant nature and size.</u>	<u>Nature of gun ammunition which may be involved.</u>
RNO.287	SC.061	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5- in.; Q.F. 4-in. (F.A.); Q.F. 12-pdr. 12-cwt.
RNC.295	SC.122	B.L. 6-in.; Q.F. 4.7-in. (S.L.); Q.F. 4.5-in.
RNO.359XA	SC.103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNO.1059XA	HSC/T 124-058	Q.F. 12-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC.2237XR	SC.048	Q.F. 4.7-in. (S.L.); Q.F. 4-in.; Q.F. 3-pdr.
RNC.2253XR	SC.103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC.2995XA	NF.059	Q.F. 4.7-in. (S.L.); Q.F. 4.5-in.; Q.F. 4-in.; Q.F. 12-pdr.
RNC.3004XA		
RNC.3006XA		
RNC.3016XA		
WA.13770	NA.029	Q.F. 4-in.
WA.13925XA		

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. 1616/1955 altered to meet R.A.N. conditions.)

(4433/51/241)

663.

**GUNS - Q.F. 40-MM. MARKS N1, N1/1, N1/3, 4, 4/1, 9, 10
AND 11 - DT 285 LUBRICATOR - REPLACEMENT.**

Due to difficulties in obtaining supplies of DT 285 LUBRICATOR with metric thread, 10-mm., it has been decided to change over to British Standard lubricators. In guns of new manufacture, i.e., Marks 10 and 11 Regd. No. S.34624 and onwards, AA 497 LUBRICATOR (Ad. Pattern 4986) has been or will be fitted. In all other guns, except Marks N1/1 and N1/3, DT 285 LUBRICATOR is fitted and when present stocks of this lubricator are exhausted DT 675 LUBRICATOR (Ad. Pattern 5747) or AA 497 LUBRICATOR (Ad. Pattern 4986) and AA 510 LUBRICATOR (Ad. Pattern 5743) are to be used as applicable for replacement purposes.

2. Mark N1/1 and N1/3 Guns may be found fitted with any of the following three alternative lubricator assemblies, but all guns should be modified to take AA 510 LUBRICATOR (Ad. Pattern 5743) when the existing lubricators require replacement and if no further stocks of DT 285 LUBRICATOR are available :-

(a) DT 285 LUBRICATOR - 4 No.

(b) DT 675 LUBRICATOR and DT 729 ADAPTOR - 4 No.

(c) AA 510 LUBRICATOR - 4 No. and DV 767 WASHER - 2 No.

3. The following modification is approved :-

GUN	Q.F. 40-mm. Marks N1, N1/1, N1/3, 4, 4/1, 9, 10 and 11 except Marks 10 and 11 numbered S.34624 and onwards.
Part affected	Casings, breech.
Purpose	To introduce British Standard lubricators.
Nature of modification	Drill and tap existing holes, except those on the top side of rear portion of casings of Mark 4, 4/1, 9, 10 and 11 guns, to $\frac{1}{2}$ -in. B.S.P. and fit AA 510 LUBRICATOR and where appropriate DV 767 WASHER. On the top side of rear portion of casings of Mark 9 and 10 guns replace DT 285 LUBRICATOR with DT 729 ADAPTOR and DT 675 LUBRICATOR. On the top side of rear portion of casings of Mark 4, 4/1 and 11 guns replace DT 285 LUBRICATOR with DT 716 ADAPTOR and AA 497 LUBRICATOR.
Drawing	N.O.D. 3138/544 and 546.
New parts required ..	DT 675 LUBRICATOR 1 for Mark 9 and 10 guns. AA 510 LUBRICATOR 4 for Mark N1, N1/1 and N1/3 guns. 2 for Mark 4, 4/1, 9, 10 and 11 guns. DT 729 ADAPTOR 1 for Mark 9 and 10 guns.

New parts required .. DT 767 WASHER 2 for Mark N1,
N1/1 and N1/3
guns.
1 for Mark 10
guns.
1 for Mark 11
guns, if
necessary.
DT 716 ADAPTOR 1 for Mark 4,
4/1 and 11 guns.
AA 497 LUBRICATOR 1 for Mark 4,
4/1 and 11 guns.

By whom to be done .. R.A.N. Armament Depots.

When to be done .. When necessary.

4. R.A.N. Armament Depots only.- Existing stocks of DT 285 LUBRICATOR are to be reserved to meet ships' requirements as far as possible.

5. Schedule of Modifications Part 1.

Guns .. Q.F. 40-mm. Mark N1 and Accessories Add Serial
No. 31.
.. Q.F. 40-mm. Mark 4 and Accessories Add Serial
No. 53.
Q.F. 40-mm. Mark 9 and Accessories Add Serial
No. 22.
Q.F. 40-mm. Mark 10 and Accessories Add
Serial No. 32.
Q.F. 40-mm. Mark 11 and Accessories Add Serial
No. 24.

(The foregoing is the text of A.F.O. 1617/1955 altered to meet R.A.N. conditions.)

(4428/43/254)

664.

ANTI-SUBMARINE - EMERGENCY UNDERWATER TELEPHONE - TYPE 183 - INTRODUCTION AND ALLOWANCES.

The Type 183, Emergency Underwater Telephone, is being introduced for service in the Fleet.

2. It is to be used to establish voice communication between a submerged submarine in difficulties and a surface vessel and to facilitate escape from a submarine if need arises.

3. The set consists of a transducer and a transmitter receiver with its associated power supplies.

4. (a) In Submarines.- A complete Type 183 will be permanently mounted near each escape hatch in two water-tight boxes containing the transceiver and the power supplies, the transducer being mounted outside the pressure hull, flush with the casing.

(b) In Surface Vessels.- The set, Type 183P, will be portable as indicated by the suffix "P", the transducer being lowered into the water as required. The ship, therefore, has to remain stopped while the transducer is in the water.

5. The set has an operating range of 500 yards. At greater ranges intelligibility diminishes but communication is still possible out to ranges of 1,000 yards.

6. The set operates independently of the submarine's own power supplies and is able to transmit for 12 hours continuously and to receive for 72 hours.

7. Type 183P sets will be allocated as follows :-

H.M.A.S. RUSHCUTTER: 1 set (for inclusion in "Submiss"-
"Subsunk" stores).

Captain P.1 for 1st Frigate Squadron: 1 set.

Captain D.10 for 10th Destroyer Squadron: 1 set.

The sets allocated for use in the destroyer and frigate squadrons should be transferred from ship to ship to ensure that, in normal circumstances, one of the ships exercising with a submarine carries a Type 183P set. If necessary, such transfer should be effected through H.M.A.S. RUSHCUTTER.

8. The handbook of Type 183 will be B.R.1288 now in course of production.

9. Appendix I to this Order contains the tests and examinations to be used on these sets. These will also be included in B.R.1288.

(The foregoing is the text of A.F.O. 3261/1954 altered to meet R.A.N. conditions.)

(4518/15/327)

APPENDIX I

TESTS AND EXAMINATIONS

A. Type 183P

Monthly.- (1) Check battery voltages at Test Socket. Values must not be below those quoted in the Handbook. If any voltage is down, change ALL batteries.

(2) Take two sets. Separate them so that the operators working them cannot hear each other speak directly. Unship the transducer from one set, carry it over to the other set and loop a bight of its cable over the other transducer. Plug test batteries into the Monitor Plug on both sets and test communication between the two sets. Good clear communication should be obtained. Both transducers should squeak when their respective operators are talking quietly into their microphones, and the SEND light must glow. If communication is bad, carry out the series of tests laid down in the Handbook.

Six-Monthly.- Unplug the transducer, insert the Adaptor, Testing, Pattern A.3986, and plug in the transducer again. Plug test batteries into the Monitor Plug.

(1) Connect a signal injector, A.P. A.2177, to the terminals of the Adaptor, Testing, Pattern A.3986; switch the set to "Receive", and inject a signal of 25/uV. at 9.5 kcs. A whistle should be heard in the earphone with the gain control set to maximum. The whistle should have a clear tone, and should increase in pitch as the signal injector frequency is increased, finally fading at about 11 kcs.

- (2) Connect an Avometer across the terminals of the Adaptor, Testing, Pattern A.3986, and switch it to the 230 volts A.C. range. Switch the set to "Send". A loud whistle into the microphone should produce a voltage of at least 180 volts.

If either of these tests is unsatisfactory, carry out the series of tests laid down in the Handbook.

B. Type 183

Monthly. - (1) Check battery voltages at Test Socket. Values must not be below those quoted in the Handbook. If any voltage is down, change ALL batteries.

(2) Take a Type 183P set on the casing, unship the transducer and lay it over the Type 183 transducer. Plug test batteries into the Monitor Plug in both sets and test communication between the two sets. Good clear communication should be obtained. Both transducers should squeak when the respective operators are talking quietly into their microphones, and the SEND light must glow. If communication is bad, carry out the series of tests laid down in the Handbook.

Six-Monthly. - Remove the screws cover nut from the part of the combined junction box and pressure hull gland inside the submarine. Plug test batteries into the monitor plug.

- (1) Connect a signal injector, A.P. A.2177, to the terminals inside the junction box, switch the set to "Receive" and inject a signal of 25/uV. at 9.5 kcs. A whistle should be heard in the earphone with the gain control set to maximum. The whistle should have a clear tone, and should increase in pitch as the signal injector frequency is increased, finally fading at about 11 kcs.

- (2) Connect an Avometer across the terminals in the junction box and switch it to the 230 volts A.C. range. Switch the set to "Send". A loud whistle into the microphone should produce a voltage of at least 180 volts.

On completion of tests replace screw cover nut on the junction box with new leather if necessary. Apply suitable jointing compound and screw down firmly.

If either of these tests is unsatisfactory, carry out the series of tests laid down in the Handbook.

On Diving Each Day

Check communication between forward and after sets, using test batteries.

C. Type 183 and Type 183P

Batteries must be changed if Monthly Test (1) is unsatisfactory, and at the date shown on the tally behind the window in the Battery Box. On each occasion of changing the batteries, when the new batteries are fitted, carry out Monthly Test (2), using the internal batteries of the set. To do this, the spare key must be drawn to unlock the "ON-OFF" switch. When carrying out this test, make the transmissions in each direction as short as possible, to avoid running down the new batteries. DO NOT FORGET TO INSERT THE DATE FOR CHANGING BATTERIES.

665.

ALTERATION AND ADDITION ITEM - H.M.A. BATTLE CLASS DESTROYERS - GEAR MOUNTINGS, 4.5" MK. 6. FITTING OF SELF-CONTAINED ACCELERATION COMPENSATION UNIT TYPE 3.

The following alteration and addition item is approved in principle for H.M.A. Battle Class Destroyers :-

Class List Item No. 84 Classification: "A".

Item: "To fit self contained Acceleration Compensation Units Type 3 to 4.5 inch Mark 6 Gun Mountings."

Work to be completed by ship's staff with dockyard assistance.

Compensating Weight Required: 570 lbs. at upper deck level.

2. FITTING INSTRUCTIONS. - Instructions for fitting and setting up this equipment will be forwarded, when available, to ships concerned.

3. SUPPLY OF EQUIPMENT. - The necessary equipment will be supplied without demand.

(4429/23/192)

666.

LIQUID INSECTICIDE SPRAYER - INTRODUCTION AND ALLOWANCE OF NEW TYPES.

A new type hand sprayer for liquid insecticide known as the "Rega" has been introduced to replace the Pattern 5017 (Atomizer Tin) (but see paragraph 5 hereof) for use in spraying compartments, etc., for the eradication of insects. The item will be accounted for as follows :-

<u>Class & Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Classification</u>
BLOD.	Like Pattern 12127	Liquid Insecticide Sprayer (Rega type)	Permanent.

2. The authorised allowance of the sprayer is as follows :-

H.M.A. Ships

Light Fleet Carriers	.. .. .	12 No.
Cruisers	.. .. .	6 No.
Daring Class Ships	.. .. .	4 No.
Destroyers (all Classes)	.. .. .	2 No.
Frigates (all Classes)	.. .. .	2 No.
O.M.S. Vessels	.. .. .	2 No.
H.M.A.S. SWAN	.. .. .	4 No.
Survey Ships, Boom Defence Vessels and Inshore Minesweepers	.. .. .	4 No.
Miscellaneous vessels: e.g., G.P.V's, Tugs, etc.	.. .. .	1 No.
Reserve Fleet Commands:-		
Headquarters Ship of the -		
Sydney Division	.. .. .	4 No.
Melbourne Division	.. .. .	2 No.

NOTE:- Any of the allowances as in paragraph 2 which are in excess of those shown in the relevant Admiralty Printed Establishments of Sea Stores are to be regarded as an R.A.N. special allowance.

H.M.A. Naval Establishments.

The "Rega" sprayer will be supplied to Shore Establishments for use in messes, sleeping quarters, etc. Establishments concerned should state requirements, reports being forwarded to Navy Office through the Administrative Authority.

3. Ships in commission and in "D" Class commission in Reserve should lodge demands on the appropriate Storing Yard to complete to the above allowances. Dormant demands for snips under construction, modernisation or conversion and in "E" Class commission in Reserve will be raised by the appropriate Storing Yard in the normal manner.

4. On receipt of the "Rega" type sprayer, services concerned should return to the appropriate Storing Yard their holdings of Pattern 5017 (Atomizer Tin) which, with existing stocks, will be utilised to meet the requirements set out in paragraph 5 below.

5. The Pattern 5017 (Atomizer Tin) will continue to be issued for the purposes covered by Navy Order 132 of 1954, i.e., for mobile troops in malarious areas.

(4506/4/77)

667.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9) - ALLOCATION OF NEW PATTERN NUMBERS.

To facilitate accounting by eliminating duplicated pattern numbers, new numbers have been assigned to the items under Class B, Group 9, of the Rate Book and Authorised List of Naval Stores as detailed in the Appendix to this Order.

2. Records should be amended accordingly. H.M.A. ships and fleet establishments are to adjust their ledgers in accordance with Article 109 (g) of B.R.4 (Naval Storekeeping Manual).

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1627/1955 altered to meet R.A.N. conditions.)

(4505/1/338)

APPENDIX

Old Pattern No.	Description	Revised Pattern No.
Group 9A.		
321A	Chimneys, blown glass, for overhead Lantern, Pattern 320A	3753
Group 9B.		
310	Cans, copper, hot water, 2 quarts ..	3745
74	Lids, copper, for	3746
4040	Terminals, upper for buildings ..	4756
4041	Clamps, test, for carrying upper terminals, Pattern 4756	4757
4043	Clamps, test (screw down type), for conductors	4758
4048	Clips for flexible connections ..	4759
5001	Blocks, single with swivel eye, sheet	3504
5002	Blocks, single with fixed eye in line of sheave	3505
5003	Blocks, single, with fixed eye at each end in line of sheave ..	3506
5005	Blocks, snatch, with swivel eye and shackle for use with "Thomas Grab"	3507
5006	Blocks, single, with eye reverse of sheave, for main and for halcyards of 14-ft. sailing dinghies	3508
5007	Blocks, with eye each end, reverse of sheave for main sheet of 14-ft. sailing dinghies	3509
851	Linings, gunmetal, for rowlocks of launches and pinnaces	3529
1374	Yokes, boats, gunmetal, with sheaves	3758
179	Union nuts, gunmetal, for 2-in. diam. pipes	3798
180	Fillets, gunmetal, for 2-in. diam. pipes	3799
3783	Hose clips for hoses over 2-in. up to and including 2½-in.	5681
5636	Hook ends for cable, Pattern 1890 ..	4936
5637	Hook ends for cable, Pattern 1887 and 4593	4937
5638	Hook ends for cable, Pattern 1888 ..	4938
Group 9C.		
201	Pins, drop, Naval, brass, for guard stanchions	2893
203	Pins, drop, Naval, brass, for guard stanchions stay	2894
110	Bolts, slide, straight, 3-in. ..	2896
111	Bolts, slide, straight, 4-in. ..	2897
810C	Hooks, settle-bed or side, right or left, with eyes 1-in.	810C (right) 2342 (left)
812	Hooks, settle-bed or side, right or left, with eyes 2-in.	812 (right) 2343 (left)
Group 9D.		
327A	Ochain, brass, for magazine telegraph and general light purposes ..	3514
1346	Wire, copper, on 28 lb. coil, 21 S.W.G. not tinned, annealed ...	3288

Old Pattern No.	Description	Revised Pattern No.
Group 9D.		
1350	Wire, copper, on 28 lb. coil, 16 S.W.G. S.W.G. annealed	3289
1350	Wire, copper, on 28 lb. coil, 16 S.W.G. S.W.G., tinned, annealed	3290
1352	Wire, copper, on 28 lb. coil, 13 S.W.G. S.W.G., annealed	3291
1355	Wire, copper, on 28 lb. coil, 10 S.W.G., annealed	3292
1359	Wire, copper, on 28 lb. coil, 6 S.W.G., annealed	3293
1361	Wire, copper, on 40 lb. coil, 4 S.W.G., tinned, not annealed	3294
2	Wire, lead, round, soft, in 2 lb. reels, 16 S.W.G.	3528

668.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PARTS C AND D) - (A) INTRODUCTION OF CHISELS AND RE-INTRODUCTION GOUGES AND FILES - (B) TOOL KIT, TYPE S1, SHIPWRIGHTS - ALTERATION IN COMPOSITION OF KIT.

To improve the performance of work undertaken by Shipwright Artificers, one each of the following is to be added to Tool Kit, Type S1 :-

- Chisel, firmer, handled, bevelled edge, $\frac{1}{4}$ -in., Pattern 13250, and chisel, firmer, handled, bevelled edge, $\frac{3}{4}$ -in., Pattern 13251, which have been introduced and added to the Rate Book for Naval Stores specifically for use in the S1 Tool Kit.
- Gouge, external ground, $\frac{3}{4}$ -in., Pattern 1119, which has been re-introduced into the Rate Book for Naval Stores specifically for use in the S1 Tool Kit.
- File, taper 3-in., Pattern H873, which has been re-introduced into the Rate Book for Naval Stores for general use.
- Gouge, external ground, $\frac{1}{2}$ -in., Pattern H1117, and Gouge, external ground, 1-in., Pattern H1120.

2. Chisel, paring, handled, bevelled, $\frac{3}{4}$ -in., Pattern 432, and Chisel, paring, handled, bevelled, 1-in., Pattern 433 are to be withdrawn.

3. Demands to complete to the new allowance should be forwarded to the appropriate Storing Yard.

4. The chisels to be withdrawn should be returned to the nearest Storing Yard.

5. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1232/1955 altered to meet R.A.N. conditions.)

(4506/12/300)

669.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - GASES AND GAS CYLINDERS - ALLOCATION OF PATTERN NUMBERS.

H.M. Ships (including Submarines) and Shore Establishments concerned.

The undermentioned pattern numbers have been assigned to the gases and gas cylinders now in general use for other than medical purposes.

Description of Gas	Pattern number assigned	Gas
Oxygen, 99.5 per cent. purity, for breathing purposes - 100 cu. ft.	9023	8979
Oxygen - 100 cu. ft.	9012	8980
200 cu. ft.	9013	
Acetylene - 100 cu. ft.	9000	8981
200 cu. ft.	9001	
Argon - 100 cu. ft.	9002	8982
Butane, for lighting, heating and cooking in Galor equipment - 32 lb.	9003	8983
Carbon Dioxide - 36 lb.	9004	
7 lb. for life rafts	9019	8984
Compressed Air - 100 cu. ft.	9005	
200 cu. ft.	9006	8985
Refrigerant C. Cl 2, F.2 - 15 $\frac{1}{2}$ lb.	9007	
52 lb.	9008	8986
22 lb.	9021	
30 lb.	9022	
Hydrogen - 100 cu. ft.	9009	8987
200 cu. ft.	9010	
Nitrogen - 100 cu. ft.	9011	8988
200 cu. ft.	9020	
Sulphur Dioxide - 22 lb.	9016	8989
32 lb.	9017	
Helium - 100 cu. ft.	9014	8900
200 cu. ft.	9015	
Ammonia - 10 lb.	9024	8991
Chlorine	Contractors Cylinders	8992
Propagas/Propane	Contractors Cylinders	8993

2. Further information will be promulgated in due course regarding patternisation of gases and gas cylinders for medical purposes.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 843/1955.)

(4512/70/240)

670.

TOOL KITS, TYPE E.4 - ENGINE ROOM RATINGS.

Paragraph 1 (a) of Navy Order 31 of 1955 is to be amended as follows :-

Wheel spanner 9" to read Wheel spanner 6".

(4506/18/8)

SECTION 4 - DENTAL STORES, MEDICAL STORES
VICTUALLING STORES

671.

BREAD WITH INCREASED SALT CONTENT.

A convenient method of increasing the consumption of salt by personnel in areas where salt deficiency may give rise to health disorders is through the medium of bread. Investigations show that a satisfactory and palatable loaf can be produced, provided the salt content does not exceed 3 lb. salt to 100 lb. flour, and arrangements should be made for bread baked to contain this proportion of salt to flour, during periods of hot weather in tropical areas.

2. The decision to commence or stop the making of bread with increased salt should be taken in consultation with the Medical Officer, if borne, and the Medical Officer should also determine the duration of the periods during which provision of salt increased bread is considered necessary.

3. It should be understood that in conditions where salt deficiency is likely to be severe this measure will not do away with the need for salt in tablet form. In this regard it may be mentioned that in the event of the salt intake becoming greater than bodily needs the excess will be harmlessly eliminated from the system.

4. A recipe and process which has been found satisfactory on the Far East Station is described below together with an alternative recipe which produces a palatable loaf. Provided, however, that the basic requirement of 3 lb. salt of 100 lb. flour is met, the recipes may be amended to suit the bakery routines of ships and establishments concerned, yeast quantities and dough times being varied as necessary, and due allowance being made when flour of Australian origin is used.

Far East Recipe

Flour	- 100 lb.
Malt flour	- 12 oz.
Sugar	- 12 oz.
Salt	- 3 lb.
Compressed yeast	- 1 lb. 14 oz.
Water	- 5 gallons 2½ pints (approx.)

Finished dough temperature 75° F.

Dough time 4 hours (approx.). Cut back at 3 hours.

(a) The following formula should be used for finding the temperature of the water :-

(1) Multiply the finished dough temperature by 3. $75 \times 3 = 225$.

- (11) Add together the temperature of the flour and the temperature of the bakery. Gay flour 84 + bakery 84 = 168.
- (11i) Subtract answer of (11) from answer of (i) $225 - 168 = 57$.
- (1v) For small doughs as above, subtract 4, e.g., $57 - 4 = 53$.
- (v) Another factor which must be taken into consideration when calculating the temperature of the finished dough is the amount of heat imparted to the dough during the actual dough mixing period, particularly when doughs are machine mixed. Any rise in temperature should be carefully noted and the temperature of the water for the next dough regulated accordingly. Temperatures play an important part in producing bread of a consistent quality and great care should be taken when assessing the temperature of the water to be used.
- (vi) Dough mixed in a temperature of 80° or above will increase in temperature by 4° to 8°, according to the size of the dough, during the mixing period. This rise in temperature should be watched very carefully, and the temperature of the water regulated accordingly. Thermometers should always be available for use during bread-making.

Alternative Recipe

Dough (set at 80° F.).

280 lb. flour	Mix into a dough but do not
6½ lb. yeast	"clear", i.e., do not mix
14 gallons water (approx.)	to a smooth consistency.

Leave at 80° F. for 2½ hours; add 8½ lb. sieved salt by sprinkling dry on top of the dough and mix thoroughly for 7-10 minutes. Leave for a further 2½ hours with a knockback at 1½ hours, scale and mould. Rest for 15 minutes, remould and give a final proof of 80 to 85 minutes. For 2 lb. loaves, bake at 450° F. for 50 to 55 minutes.

(4528/16/37)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

672.

BOOKS - SQUADRON ORDER BOOK.

The Squadron Order Book is intended to facilitate reference by squadron personnel to the following types of Orders :-

- (a) Squadron Orders,
- (b) Special Flying Orders,
- (c) Miscellaneous Orders,

and is divided into three corresponding sections.

2. Squadron Commanders are responsible for deciding which orders are inserted in their individual Squadron Order Books and are to ensure that these are read by all concerned. The number of orders should be kept to a minimum.

3. The Squadron Order Book is distributed by the (Super-intending) Naval Store Officer, Sydney, without demand on the basis of one book per squadron, and will consist of a cover (R.A.F. Form 3949) together with appropriate signature sheet (R.A.F. Form 3949A), divider sheets (R.A.F. Form 3949B) and contents sheet (R.A.F. Form 3949C). Amending cover and instruction sheets are also supplied.

4. The responsibility of the Commander (Air) of an Aircraft Carrier or R.A.N. Air Station for the promulgation of orders relating to flying remains unchanged.

(The foregoing is the text of A.F.O. 2543/1955 altered to meet R.A.N. conditions.)

(3526/51/34)

673.

FORMS - S.317, S.1477 AND S.1610A - ABOLISHED.

Periodical reports are no longer required on the following forms which are rendered obsolete by the issue of this Order :-

- S.317. Report of examination of Hydrophone Installation.
- S.1477. Report of non-sighting of Smoke Candles.
- S.1610A. Annual Report of Asdic Equipment.

(The foregoing is the unaltered text of A.F.O. 1487/1954.)

(3526/12/1403)

SECTION 6 - SHORE ESTABLISHMENTS

674.

NAVAL STORES (MOTOR TRANSPORT) (CLASS EE, GROUP 2A) -
MULTI-PIECE ROAD WHEELS - PRECAUTIONS TO BE TAKEN
BEFORE RE-ASSEMBLING AND BEFORE INFLATION OR
REMOVAL OF TYRES.

When R.A.N. M/T vehicles are not equipped with tyres and indivisible wheel rims of the well-base type, the flat-base wheel rim equipments, to which straight sided tyres are fitted, fall within one of the following categories :-

- (a) Two-piece Wheel - A wheel, the rim of which comprises :-
 - (i) a rim base including a fixed flange;
 - (ii) a detachable flange which is split, the ends dovetailing into each other when assembled.
- (b) Three-piece Wheel - A wheel, the rim of which comprises :-
 - (i) a rim base including a fixed flange;
 - (ii) a detachable flange;
 - (iii) a spring lock-ring which contracts into a groove in the rim base thus securing the detachable flange.
- (c) Four-piece Wheel - A wheel, the rim of which comprises :-
 - (i) a rim base;
 - (ii) an inner detachable flange;
 - (iii) an outer detachable flange;
 - (iv) a spring lock-ring which contracts into a groove in the rim base thus securing the outer detachable flange.
- (d) Divided Wheel - A wheel consisting of two main parts which when bolted together form a complete wheel embodying a rim having two fixed flanges. These wheels are fitted with two circles of bolts, the inner for attaching the wheel to the vehicle and the outer for holding the component parts of the wheel together. The nuts and/or bolt heads on the outer circle are to be painted bright red.

2. Before any attempt is made to remove any tyre from any of the rims of the wheels described or to undo the red nuts of the clamping bolts on divided wheels (paragraph 1(d)), the tyre must be fully deflated and the valve core or "inside" removed from the valve. If for any reason breakage of any of the studs fitted with red nuts is suspected on divided wheels (paragraph 1(d)), the valve core or "inside" should be removed before the nuts on the inner circle are undone.

3. The following precautions are to be taken before re-assembling multi-piece wheels :-

- (a) Clean off all burrs, rust, dirt, grease, etc., from all components which come into contact with the tyre, and from grooves for the spring locking-rings where fitted.
- (b) Examine all detachable parts for distortion or damage, and ensure that any spring locking-rings are a "snap" fit into their grooves.
- (c) Examine clamping bolts and/or studs securing the two halves of divided wheel (paragraph 1(d)) for breakage and damaged or stripped threads.
- (d) Apply to all parts of the rim, and to the contacting surface of the tyre, two coats of liquid grate polish (Class E, Group 8).
- (e) Remove all traces of paint from the two contacting faces of divided wheel (paragraph 1(d)) and also from the counter-bores on any of the wheels into which coned nuts fit. The contacting faces of divided wheel (paragraph 1(d)) may have a thin coating of grease.
- (f) Ensure that the coned surfaces of all clamping bolts and nuts and counter-bores on divided wheels are perfectly clean and unpainted. The nuts should not be a tight fit on the bolt threads.

After fitting of tyres and tightening of clamping bolts on divided wheels, but before inflation, the cleats should be inspected for fracture or distortion and it should be ensured that the tongues are registering correctly at the bottom of the bolt head slots. Action should be taken to replace any wheel on which cleats are defective or missing.

4. Whenever tyres are fitted on these multi-piece wheels, they should be placed behind a suitable guard before the tyres are inflated. Inflation should proceed slowly at first and at 3 lb. per sq. in., locking-rings, etc., should be checked.

It is important that tyre pressures should be correct for the load carried and in no circumstances exceed the maximum pressure for the size of tyre.

5. Navy Order 674 of 1955 Diagram shows the general details of a suitable guard which should be manufactured from mild steel flat 2-in. x $\frac{3}{4}$ -in. with interior dimensions of the guarded space as follows :-

Height	52-in.
Depth	15 $\frac{1}{2}$ -in.
Width across uprights	15-in.

6. Suitable warning notices regarding the red nuts on divided wheels (paragraph 1(d)) and the use of the guard should be displayed in all R.A.N. M/T garages. Requirements of these notices should be demanded from the (Superintending) Naval and Air Store Officer, Sydney. Supplies are being obtained and issue will be effected upon receipt.

(The foregoing is the text of A.F.O. 1458/1955 altered to meet R.A.N. conditions.)

(4737/6/150)

Navy Order 674 of 1955 Diagram.



SECTION 7 - CANCELLED LIST

675.

CANCELLATION OF NAVY ORDERS.

"Index of Navy Orders 1st July, 1951, to 31st March, 1954" is to be amended on page 54, Column 1, by deleting "439" and substituting "434".

(3712/20/18)

LIST OF ADMIRALTY FLEET ORDERS REPROMULGATED AS
COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

(FOR PREVIOUS REPROMULGATIONS OF ADMIRALTY FLEET
ORDERS SEE SCHEDULE IN NAVY ORDERS 475-487 OF
1955.)

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
<u>1954</u>		
1419	-	558
1743	-	618
2722	-	553
2869	-	562
2968	539	-
3149	-	511
3412	-	614
<u>1955</u>		
3	-	508
31	153	-
33	-	523
36	-	185
46	156	-
48	-	211
50	-	235
80	-	305
100	-	283
103	-	249
104	-	270
105	446	-
106	-	331
112	-	320
114	-	210
116	-	321
148	-	329
162	-	232
163	-	230
170	349	-
176	-	340
220	-	368
221	-	250
222	-	334
223	-	251
226	-	292
227	-	372
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
279	-	315
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
343	-	373

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
347	347	-
349	352	-
352	-	299
368	-	396
370	-	595
394	-	384
405	-	405
408	-	443
409	344	-
410	-	366
411	345	-
413	-	335
415	-	339
421	-	338
423	-	374
468	-	328
469	-	308
476	343	-
477	-	583
478	-	365
483	-	313
486	-	596
487	-	332
488	-	370
489	346	-
492	-	394
494	-	540
495	-	413
510	-	119
522	-	619
551	-	432
552	-	498
555	-	404
557	-	369
558	-	569
561	-	431
562	-	592
564	-	437
567	452	-
568	-	642
602	-	481
603	-	367
605	-	521
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
650	-	577
671	-	480
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-
687	541	-
724	-	425
728	-	416
730	441	-
744	-	402

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
746	-	386
748	457	-
749	-	407
751	-	388
752	-	389
753	447	-
762	-	571
763	-	411
765	-	590
767	-	469
819	442	-
824	-	496
833	445	-
834	-	467
836	537	-
837	444	-
838	-	429
844	451	-
844a	-	506
846	-	528
882	-	474
915	-	483
916	-	538
917	-	468
919	448	-
921	-	503
922	-	504
925	-	570
931	615	-
935	-	526
969	-	475
990	535	-
992	519	-
997	-	520
998	536	-
1000	449	-
1025	-	510
1040	-	490
1062	-	617
1085	533	-
1088	534	-
1121	-	500
1124	591	-
1125	-	527
1137	-	509
1138	-	542
1146	531	-
1178	625	-
1212	-	606
1219	-	612
1233	-	641
1272	-	599
1302	-	549
1304	631	-
1306	-	551
1364	-	604
1365	605	-
1369	-	610
1372	-	554
1386	-	607
1400	584	-
1425	-	566

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
1433	-	608
1470	-	563
1474	581	-
1548	-	632
1584	639	-
1619	-	634
1622	638	-

NOTE:- A.P.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 number, subsequently re-promulgated, will be included in later monthly cumulative lists.

(Navy Orders 206 of 1954 to 647 of 1955, dated 1st June, 1954, to 30th August, 1955.)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

13th September, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

676.

MERCHANT NAVY - ATTACHMENT OF R.A.N. OFFICERS TO CERTAIN SHIPPING COMPANIES.

Arrangements have been made for the attachment of R.A.N. Executive Officers of the rank of Lieutenant and Lieutenant-Commander to Shipping Companies for a short period in Merchant Ships

The aim of the scheme is to provide R.A.N. officers with an opportunity of gaining experience of the day-to-day work of the Merchant Navy, and thus foster in peacetime a close liaison between the Royal Australian Navy and the Merchant Navy.

At present the scheme will entail executive officers, who can be spared, being appointed to Australian ships for coastal trips for a period of two to three weeks. It is hoped to extend the scheme eventually to include officers of other branches.

2. The R.A.N. officer selected by the Naval Board will be signed on nominal articles of the Shipping Company concerned, as a Supernumerary Navigating Officer, or other appropriate capacity. The Master of the Merchant Ship will be instructed to ensure that the officer is given the fullest opportunity of seeing and understanding the working of the ship, and participating as a supernumerary in all duties including watchkeeping, loading and discharging of cargo, engine-room routine, wireless duties, etc. He will be authorised to study any books of standing instructions, Fleet books or other handbooks normally provided for a Master.

3. Whilst on board, the R.A.N. officer is to consider himself under the command of the Master of the ship, and is to comply with the instructions given him by the Shipping Company or the Master. During any period of the attachment when he is not on board, he is to comply with the instructions given him by the Shipping Company.

He will be victualled and accommodated in the ship and will not, therefore, be entitled to payment of Provision Allowances or Living-Out Allowance during such period. He will, however, be allowed the privilege of purchasing tobacco and drinks at the prices paid by Ships' officers.

4. He is normally to wear naval uniform whilst on board. When in harbour and employed on dirty work in the holds, etc., he may wear clothes suitable to the occasion; in this matter, however, he is to be guided by the custom of the ship's officers.

5. A Naval Identity Card is to be carried.

6. Officers will be appointed "H.M.A.S. LONSDALE for duty outside Navy Office and for liaison duties with the Merchant Navy".

7. The period of attachment will be noted in the officer's service record.

(5062/21/56)

677.

NAVAL SHORE ORGANISATION ON THE AUSTRALIA STATION.

Navy Order 488 of 1955 is to be amended as follows :-

"HARMAN" (Canberra). Under W/T Stations, HARMAN and BELCONNEN, insert "(Under A.C.N.B. for technical matters and W/T Organisation)".

Under "KUTTABUL" for "Command Supply Office" read "Supply Office (Tenders)".

(3031/113/23)

678.

REGISTRATION FOR AUSTRALIAN CITIZENSHIP.

Personnel recruited for the Royal Australian Navy from the United Kingdom, who have been serving for a period of not less than twelve months, and who desire to take out Australian Citizenship but who have not registered under the Commonwealth Nationality and Citizenship Act, 1948-1955, should apply to the Department of Immigration, Canberra, or nearest capital city, for the necessary Form of Application as required under the aforesaid Act.

(This Order will be reprinted for posting on Notice Boards),
(3856/2/1)

SECTION 2 - PERSONNEL

679.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH - (1955-1956).

The following are the prices operative until 30th June, 1956, at which ratings' made-to-measure uniforms may be obtained from the Sydney and Perth contractors viz., T. Morrissey and Co., 283 Elizabeth Street, Sydney, N.S.W. and Wende Bros. Bon Marche Arcade, Perth, W.A.

Item	T. Morrissey & Co. Sydney	Wende Bros. Perth
Jacket, diagonal serge, double breasted, for :-	£. s. d.	£. s. d.
(a) Naval Dockyard Police, with white metal buttons.	10. 8. 0.	8. 3. 1.
(b) Chief Petty Officer's, with gilt buttons.	10.15. 0.	8.13. 2.
(c) Petty Officer's, with gilt buttons.	10.12. 0.	8. 7. 8.
(d) Other ratings, with black horn buttons.	10. 7. 0.	8. 1.11.
Trousers, diagonal serge, fly	4. 8. 4.	4.15. 2.
Jacket lightweight serge, double breasted for :-		

Item	T. Morrissey & Co. Sydney	Wende Bros. Perth
	£. s. d.	£. s. d.
(a) Naval Dockyard Police, with white metal buttons.	10.10. 0.	8. 6. 8.
(b) Chief Petty Officer's with gilt buttons.	11. 0. 0.	8.15.10.
(c) Petty Officer's with gilt buttons.	10.14. 0.	8.12. 8.
(d) Other ratings with black horn buttons.	10. 9. 0.	8. 4. 7.
Trousers lightweight serge, fly.	4. 8. 4.	4.17. 9.
Jumpers, seamen's serge.	4. 3. 0.	4. 6. 0.
Trousers, seamen's serge, fall.	4.14. 0.	4. 2. 8.
Overcoats, cloth, for Chief Petty Officer's and Petty Officer's, with gilt buttons.	13. 0. 0.	12.15. 3.
Overcoats, cloth, for other ratings, with black horn buttons.	12. 9. 0.	12. 5. 8.
<u>Extra Charges</u>		
Sewing on badges and chevrons.	3. 6. (maximum)	1. 6.
Taping of bottom of trousers with dark material to tone with serge.		1. 6.

NOTE:- The price quoted by T. Morrissey & Co., for trousers seamen's serge w/fall includes, if desired, the supply and attachment of zip fasteners.

2. The conditions of the contracts are :-

- (a) When ordering garments, the rating must present to the contractor a written authority, on Form A.8. 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 authorised to be purchased.

Unless Form A.8. 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 in full on delivery.
- (c) The garments ordered must be made by the contractor to the measurements of the rating, and are to be tried on at the contractor's premises at least once in the basted or unfinished condition and again in the finished state.

- (d) The garments are to be made to the complete satisfaction of the rating, but must conform to Service requirements and specifications held by the contractor. Certain extras are, however, permissible, if desired, and these are as set forth in paragraph 1.
- (e) Completion of garments is to be effected within at least fourteen days from date of measurement of the rating, or as otherwise arranged by mutual consent between the rating and the contractor, the delivery period to be subject to the rating attending for a try-on on the date specified by the contractor.
- (f) Delivery of garments is to be taken at the contractor's premises, otherwise at the rating's expense.

3. Ratings are warned that they themselves are responsible for ensuring that uniforms obtained under the contracts or from private outfitters are made strictly to the approved patterns and that they are liable to disciplinary action if incorrect uniform is worn.

4. In addition to the supply of personal requirements of made-to-measure garments, the contracts provide for the supply of garments against official orders in circumstances where this may be necessary. In these circumstances the following conditions shall apply :-

- (a) Orders shall be placed by Supply Officers on Treasury Form 21, accompanied by properly completed self-measurement form (if ratings are unable to attend for measurement) and Form N.A.4.
- (b) Garments shall be completed within fourteen days of receipt by the contractor of the official order and delivered by parcels post to the address shown thereon, postal charges being to the account of the ship or establishment concerned.
- (c) Unsatisfactory garments supplied against official orders shall be returned to the contractor to be altered to the complete satisfaction of the ordering officer and at the contractor's expense, including forwarding charges each way.

5. Navy Order 524 of 1954 is hereby cancelled.

(This Order will be reprinted for posting on Notice Boards).
(4532/91/37)

680.

FEEs PAYABLE TO MEDICAL PRACTITIONERS.

Paragraph 2 (f), second column, of Navy Order 588 of 1954, is to be amended by substituting £1.11.6. for £1.11.0.

(4801/8/20)

681.

UNIFORM - BADGES - BAND BRANCH.

The Appendix to Navy Order 69 of 1955 is cancelled and the following is to be inserted in lieu :-

(4716/1/230)

APPENDIX

BADGES - BAND BRANCH

Vocab. No.	Pattern No.	Description	For wear by
		Devices for helmets Badges, cap Letters R.A.N. for shoulder straps	All officers and ratings (officers wear also a metal crown above the cap badge).
		Stars, gilt Army type	All officers, as badges of rank, as follows :- 3 stars - Band- master Lieut- enant. 2 stars - Senior Com- missioned Bandmaster. 1 star - Com- missioned Bandmaster.
<u>Lyres for Collars</u>			
	M.292	Gold Wire on scarlet	All officers, Chief Band- masters and Bandmasters
35924	M.274	Gilt	
	M.292A	Yellow on scarlet	Band Corporals and below
35911	M.274A	Gilding metal	
<u>Lyre, Wreath and Crown</u>			
31923	M.314	Gold wire on blue	Chief Band- masters as badges of rank
32923	M.317	Red on blue	
86923	M.315	Khaki on khaki serge	
87923	M.316	Khaki on khaki drill	
35923	M.318	Gilding metal For wear on wrist strap	

Vocab. No.	Pattern No.	Description	For wear by
<u>Lyre and Wreath</u>			
	M.124	Gold wire on blue	Bandmasters as badges of rank
	M.124A	Red on blue	
	M.124C	Khaki on khaki serge	
	M.124D	Khaki on khaki drill	
	M.124E	Gilding metal for wear on wrist strap	
<u>Chevrons</u>			
31931	M.400	Gold on scarlet 2 bars	(a) By Band Corporals (2 bars) above the elbow as badges of rank; and
33009	N.11D	Blue on white 2 bars	
86931	M.408	Khaki on khaki serge 2 bars	
32930	M.401	Red on blue 1 bar	(b) By other ratings below the elbow, point up, as good conduct badges.
32931	M.402	Red on blue 2 bars	
32932	M.403	Red on blue 3 bars	
35876	M.404	Yellow on scarlet 1 bar	NOTE:- Yellow on scarlet chevrons are not worn by Bandmasters or Band Corporals; Gold on scarlet chevrons are not worn by Musicians 1st or 2nd Class.
35877	M.405	Yellow on scarlet 2 bars	
35878	M.406	Yellow on scarlet 3 bars	
87930	M.410	Khaki on khaki drill 1 bar	
87931	M.411	Khaki on khaki drill 2 bars	
87932	M.412	Khaki on khaki drill 3 bars	

Badges are worn by Musician ratings as follows :-

	Blue Tunics			Khaki Tunics	Action/ working shirts	Tropical Shirt
	No. 1	No. 2	No. 3			
<u>Chief Bandmasters and Bandmasters</u>						
Badges of Rank	Gold wire	Gold wire	Red	K on K drill	Gilding metal on wristband	Gilding metal on wristband
Lyres	Gold wire	Gilt	Gilt	-	-	-
<u>By Band Corporals</u>						
Badges of Rank (Chevrons 2 bars)	Gold wire	Gold wire	Red	K on K drill	Blue on white	K on K drill

	Blue Tunics			Khaki Tunics	Action/ working shirts	Tropical Shirts
	No. 1	No. 2	No. 3			
<u>By Band Corporals</u>						
Lyres	Yellow	Gilding metal	Gilding metal	-	-	-
<u>By Other Ratings</u>						
Lyres	Yellow	Gilding metal	Gilding metal	-	-	-
G.C. Badges	Yellow	Yellow	Red	K on K drill	-	-

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

682.

AMMUNITION - PYROTECHNICS - AGE LIMITS.

Navy Order 552 of 1954 is to be amended by showing an age limit of 8 years in lieu of 10 years for the following Naval Aircraft Pyrotechnics :-

Cartridges, signal 1½-in., green, red and yellow	} all combinations
Cartridges, signal 1½-in., double star	
Cartridges, signal 1½-in., G.R. types	
Cartridges, signal 1½-in., brown smoke puff	

(4433/91/690)

683.

A/S WEAPONS - A/S MORTAR, MARK 10 - CH496 BOX, SOCKET AND CONNECTION - OMISSION OF SHORTING WIRE.

It has been reported that some sockets fitted to CH496, Box, socket and connection, are not fitted with a shorting wire between the line terminals Nos. 2 and 3.

2. R.A.N. Armament Depots are to examine sockets in store and those fitted to barrels mounted and held in Gunnery Equipment Depots and arrange as necessary to have the shorting wire fitted. The wire is to be 70/.0076 P.V.C., 3.3-in. in length and is required to be connected to the line terminals numbers 2 and 3, the wire to pass over the insulating block.

3. H.M.A. ships are to examine the sockets of CH496, Boxes, held as spares on board and fit the wire referred to above where necessary. Sockets fitted to A/S Mortars, Mark 10, mounted in H.M.A. ships have already been corrected.

(The foregoing is the text of A.F.O. 1435/1955 altered to meet R.A.N. conditions).

(4428/33/13)

684.

MINE COUNTER-MEASURES - ACOUSTIC SWEEPS - A.D. MARK 3
UNIT - WATERTIGHTNESS.

Experience with Sweep A.D. Mark 3 has disclosed that in some instances the studs in the Gland bodies on the Inspection Cover Plate are not watertight.

2. Normally the Gland bodies are supplied with the studs welded in, but due to an oversight some have appeared in service with the welding omitted.

3. Investigation shows that sweeps with serial numbers between 1 and 167 are defective in this detail.

4. Ships and authorities concerned are to examine all A.D. Mark 3 sweeps on their charge and those found to be of the serial numbers quoted above, are to have the three in number studs withdrawn, covered with manganisite or other suitable jointing compound, and reassembled.

(The foregoing is the unaltered text of A.F.O. 1374/1955).
(4431/40/2)

685.

ALTERATION AND ADDITION ITEM - OCEAN MINESWEEPERS.

The following alteration and addition item is approved in principle for Ocean Minesweepers (comprehensive) :-

"To remove davits Port and Starboard and heel fittings on upper deck at 71 station."

Class Item: No. 611 Classification: 'A'

Compensating Weight: The removal of davits and heel fittings will result in a surrender weight equivalent to 1390 lbs. at upper deck level.

References: F.O.I.C. E.A's 1204/505/1/12, dated 30th March, 1955.
H.M.A.S. COOTAMUNDRA's letter 339/41/12, dated 6th December, 1954.

(5168/4/38)

686.

CARBON BRUSHES - SUPPLY OF.

With reference to Navy Order 467 of 1951, the Naval and Air Store Branch will be responsible in future for the procurement and supply of all carbon brushes for use in H.M.A. Ships and Establishments.

2. Carbon brushes should be demanded from the (Superintending) Naval and Air Store Officer, on Forms A.S.134, in accordance with normal procedure. Where brushes conform to a Rate Book description, the pattern number should be inserted on the demand, otherwise sufficient details to ensure the correct brushes are supplied, e.g., dimensions, grade of carbon, whether fitted with pigtail, etc., should be shown on the demand.

(4518/20/192)

687.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A/1) -
W/T CONTROL OUTFITS - DISPOSAL.

W/T Control Outfits, Types KBA-K, KCA-J, KON-Q, KOT, KOW-Z, KDA-E, KGA-E and KJA-B, are now obsolete.

2. Any stocks of the items detailed in the Appendix to this Order 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. No items referred to herein require mutilation for security reasons before disposal.

3. 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.

4. The Rate Book of Naval Stores (B.R.810) and Demand Forms (D.162) etc., will be amended.

(The foregoing is the unaltered text of A.F.O. 1666/1955).
(4519/11/2083)

APPENDIX

Pattern	Description	Pattern	Description
W.113	*Switch unit	W.433	Tally
W.279	*Control unit	W.538	Tally
W.280	*Base for control unit	W.592	*Control unit
		W.600	Relay unit
W.309-10	*Plug and socket	717	*Switch
318	Moulding	1456	*Board, local change-over
320	Moulding	2305	*Control unit
W.331	Bracket for tally	2307	Base for control unit
W.370-2	Tally		
W.373	Tallies, set	2308	Control unit
W.374-9	Tally	2309	Base for control unit
W.380-1	Tally		
W.382	Tallies, set	4943-7	*Board, distributing
W.387	*Board, emergency control	4949	*Switch-fuse
W.388	Mounting	5169	Tally
W.389	*Socket with lead	5221	Key, magnetic
W.392	*Box, junction	5222	Contacts, spare
W.393	*Switch	5223	Moving system
W.395	Socket	W.5318	Switch
W.429	Microphone	W.5360-1	*Microphone exchange
W.430	Transformer		

Pattern	Description	Pattern	Description
5457	Rack for tallies	57742	*Relay unit
5755	*Box, connecting	57764	*Panel relay
6171	Frame for card	57920-2	Transformer
6180/A	Card, dialling	57923	*Transformer
6181	Cards, operators information	57990	*Box of Lables
6182	Label for tally	58014	Rack assembly, Design 1
6185-6	Frame for card	58154	Sleeve, heating
6499/A	*Master control unit	58210	Rack assembly for KGC
6649-50	*Exchange control unit	58301	Retard coil unit
6651	*Support	58322	Rectifier unit
6652-3	*Filter unit	58385	Panel transformer
6663	*Filter unit	58443-5	Connection, flexible
6664	*Rectifier	58487	*Transformer
6781	Base for master control unit	58494	Box, junction
7096	Holder and bracket	58567/A	*Switch
W.7553	Key	58636	Panel
W.8183	Switch	58690	Attenuator unit
W.8416-8	Switch	58743	Box, junction
W.8419	*Switch	58918	Box, junction
50740	Rectifier	59014	Micro-telephone
52384	Switch	59015	*Micro-telephone
51466	Switch	59016	*Connection
52693	Rectifier	59079	Relay unit
52959	Switch	59239	Box of 20 plugs, coding, Patterns 59241-59260
53324	*Switch unit	59240	Socket, coding, 30-way
53614	Socket	59241-60	Plug, coding, 30-way
54295	*Converter unit	59261-70	Socket, sequence, 31-way
54438	Transformer	59271	Box of 10 sockets, Patterns 59261-59270
54442	*Relay unit	65386	*Rack assembly, Vogad, Design 5
55379	Switch unit	65489	Rack, Design 10
55547	Switch unit	65491	Rack, Design 12
55590	Test set, Design 5		
55796	Coil, retardation		
55826	Thermostat unit		
55832	Connection, flexible		
56209	Rectifier		
56211	Rectifier		
56615	Socket		
57349	*Microphone		
57389	Transformer		
57577	Motor, single phase		
57578	Gear-box, for Pattern 57577		
57579	Switch unit		

688.

NAVAL STORES (TECHNICAL) - RADAR - OBSOLETE STORES - DISPOSAL.

The stores detailed in the Appendix to this Order are now obsolete. Any stocks on board H.M.A. Ships and in Shore Establishments should be returned to the nearest (Superintending) Naval Store Officer who should dispose of them and any stocks already held as surplus to requirements. None of the items require mutilation before disposal.

2. Strict adherence to the pattern numbers quoted is essential, e.g., no "A" pattern is to be considered surplus where a "Plain" pattern only is shown.

3. No further returns of the items in the Appendix 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. 1331/1955 altered to meet R.A.N. conditions).

(4519/31/685)

APPENDIX

Pattern No.	Description	Pattern No.	Description
W.7278	Control Unit	100140	Switch
W.7847	Motor	100170	Cover Assembly
65828	Dia Perspex	100171	Plug
67407	Motor	100173	Socket
100010	Echo Box D.C.	100176	Filter Box Unit
100016	Echo Box A.C.	100178	Motor
100085	Perspex Cover	100182	Fuseholder
100105	Protection Cover	100185	Brush-holder
100132	Socket	100194	Capacitor.

689.

SPRAY PAINTING EQUIPMENT - ALLOWANCES TO R.A.N. SERVICES.

Consideration has been given to the type of spray painting equipment most suitable for use in the Royal Australian Navy, and the allowances thereof which will apply to H.M.A. Ships and Shore Services.

2. It has been decided that the set of equipment, which will henceforth be standard in the Royal Australian Navy and is to be dealt with as Sea Stores, will consist of the following items :-

- 1 No. Samson A.1 gun with F.5, F.7 and F.18 attachments.
- 1 No. 2 gallon pressure pot single control, double gun.
- 2 No. Insert for pressure pot.
- 1 No. "M" type air conditioner. (Samson)
- 2 No. 30' lengths of $\frac{1}{2}$ " air hose with fittings.
- 2 No. 30' lengths of $\frac{3}{8}$ " material hose with fittings.
- 1 No. 50' length of $\frac{1}{2}$ " air hose with fittings.
- 2 No. 30' lengths of $\frac{1}{2}$ " air hose with fittings } for mask
- 2 No. 10' lengths of $\frac{1}{2}$ " air hose with fittings }
- 1 No. 30' length of $\frac{3}{8}$ " material hose with fittings } spares
- 1 No. 30' length of $\frac{1}{2}$ " air hose with fittings }
- 1 No. Pressure Cup. (Samson)
- 1 No. Air Wash Mask and Air Filter.
- 1 No. Compressor Unit.

NOTE:- A - Extension guns will be provided as follows :-

<u>No. of Sets Allowed</u>	<u>No. of Extension Guns to be Provided</u>
1 to 3	1
4 to 6	2
7 to 9	3

B - The mask and filters referred to above will consist of the following items :-

Air Wash Mask 1 No.
Charcoal Filter - 1 No.

C - Where additional guns are provided to any Service, an extra 30' length of both $\frac{1}{2}$ " air hose and $\frac{3}{8}$ " material hose and an additional mask with filters will also be provided for each additional gun. The additional gun will be supplied with only F.18 set up.

3. The allowances to H.M.A. Ships (except the Headquarters ship of the Sydney Division of the Reserve Fleet Command) and to Shore Establishments and Services will be as follows :-

(a) Ships

	<u>No. of Sets Allowed</u>
Carriers	6 sets - plus 6 extra guns
Cruisers	4 sets - plus 4 extra guns
Daring Class Ships	3 sets - plus 1 extra gun.
<u>Destroyers</u>	
Tribal Class	2 sets - plus 1 extra gun
Battle Class	2 sets - plus 1 extra gun.
<u>Frigates</u>	
A.S. (Modified River)	2 sets - plus 1 extra gun
A.S. (Converted Fleet)	2 sets - plus 1 extra gun
A.A. (Modified River)	2 sets - plus 1 extra gun
A.S. (Sloop)	2 sets - plus 1 extra gun.

Ocean Minesweepers

Bathurst Class 1 set.

Headquarters Ships of the Reserve

Fleet Divisions :-

Melbourne 2 sets (without compressors) - plus 1 extra gun and 2 No. F.1 nozzle set ups for each gun

Fremantle 1 set (without compressor).

(b) Shore Services

Captain Cook Dock 4 sets (without compressors)
R.A.N. Air Stations 1 set.

Boom Defence Depots:-

Darwin 1 set
Brisbane 1 set
Sydney 1 set
Fremantle 1 set
Gunnery School - 1 set
Flinders Naval Depot
R.A.N. Torpedo Establishment 1 set

Boom Defence Depots :-

Garden Island Dockyard	6 sets (without compressors)	For use by ships as may be convenient when alongside and for issue on loan for short periods to other Services as required.
Williamstown Dockyard	4 sets (without compressors)	
Naval Officer-in-charge, West Australian Area	1 set	

4. The allowances of spray painting equipment to the Headquarters Ship of the Sydney Division of the Reserve Fleet Command will be as follows :-

(a) For Spraying Liquid Envelope

6 No. A.1 guns fitted with F.1 Nozzle attachments.
3 No. 2 gallon single control double gun pressure pots.
6 No. Inserts for above.
1 No. Pressure attachment for Samson A.1 spray gun.
3 No. 20' lengths of $\frac{1}{2}$ " Air hose } Complete with fittings
6 No. 40' lengths of $\frac{1}{2}$ " Air hose }
6 No. 20' lengths of $\frac{3}{8}$ " material }
8 No. 50' lengths of $\frac{1}{2}$ " Air hose }
6 No. F.1 Nozzles (Spares).
3 No. "M" type Air Conditioners.

(b) For Spray Painting

6 No. Samson A.1 Guns fitted with F.18 Nozzles attachments.
6 No. F.7 Nozzles Attachments for Samson A.1 Guns.
3 No. 2 gallon Single Control Double Gun Pressure Pots.
6 No. Inserts for Pressure Pots.
12 No. 30' lengths of $\frac{1}{2}$ " Air hose } Complete with fittings
12 No. 30' lengths of $\frac{3}{8}$ " Material Hose }
8 No. 50' lengths of $\frac{1}{2}$ " Air hose }
12 No. 30' lengths of $\frac{1}{2}$ " Air hose with fittings } For mask
12 No. 10' lengths of $\frac{1}{2}$ " Air hose with fittings }
6 No. 30' lengths of $\frac{3}{8}$ " Material Hose with fittings } Spares
6 No. 30' lengths of $\frac{1}{2}$ " Air Hose with fittings }
6 No. Pressure Cups for A.1 Guns.
1 No. Samson Extension Gun.
4 No. Air Wash Masks and associated Filters.
3 No. "M" type Air Conditioners.

5. Design of the compressor unit referred to has not yet been completed, and some time will elapse before the item can be supplied. In the meantime it is intended to issue the remainder of the equipment on stocks becoming available in order that ships may make use of it when circumstances permit, e.g., when alongside where compressors would be available. Also, certain services already hold suitable compressors.

6. Services holding spray painting equipment of a type other than standard should retain such equipment in full or part satisfaction of the allowances detailed in paragraph 3 hereof until it becomes unserviceable.

7. In order that the equipment, when received, will be used to the best advantage, and that adequate maintenance will be carried out, it has been decided that first supply of the equipment to Ships and Establishments which have not previously been issued with Spray Painting equipment will not be effected unless some ratings who will be using the equipment have had previous experience of spray painting, or until a number of ratings have undergone a short course of instruction. Ships are to make their own arrangements for the training of their spray painting team. It will be the responsibility of the Administrative Authority to decide in all cases whether the equipment is to be issued or not.

8. Subject to the foregoing, Ships and Establishments should lodge Demands (Forms A.S.134) on the appropriate (Superintending) Naval Store Officer, through the Administrative Authority, for any equipment required to complete to the allowances in paragraphs 3 and 4 hereof. Demands for ships under construction, modernisation, conversion, etc., and dormant demands for ships in reserve will be prepared by the Storing Yard concerned in the normal manner, but supply will not be effected until the concurrence of the Administrative Authority, on commissioning, has been received.

9. A separate Navy Order will be promulgated setting out instructions for use and maintenance of the equipment and precautions to be observed during its operation. In the meantime the information contained in the Appendix to Navy Order 310 of 1948, with the exception of paragraph 7, should be generally applied.

10. Details of spares to be carried for the compressor unit will be promulgated later.

(4505/30/142)

690.

VEE BELTS AND BELTING - SUPPLY OF.

It has been decided that, in future, the responsibility of the Naval Store Branch in regard to supply, accounting, etc., of Vee belts and Vee belting will be confined to :-

- (a) Those shown in the current Rate Book of Naval Stores.
- (b) Those required for small electrical appliances, e.g., floor polishing machines, vacuum cleaners.
- (c) Those required for Motor Transport.

2. Supply of all other Vee belts and Vee belting will be the responsibility of the R.A.N. Machinery Spares Organisation.

3. Arrangements have been made for stocks of Vee belts and Vee belting, other than those referred to in paragraph 1 above, to be transferred to the Central Machinery and Spares Depot, Sydney, to which demands for future requirements should be forwarded in accordance with Navy Order 207 of 1952.

4. Navy Order 467 of 1951 should be noted accordingly.

(3774/12/8)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th September, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

4

691-693

SECTION 1 - ADMINISTRATIVE AND GENERAL

691.

CLASSIFICATION OF H.M.A. SHIPS.

Navy Order 179 of 1955 is to be amended as follows :-

Delete particulars listed under Frigates and substitute :-

A.S. Frigates	(Modified River)
A.S. Frigates	(Converted Fleet)
A.S. Frigates	(Sloop)
A.A. Frigates	(Modified River)

2. Navy Order 516 of 1955 is hereby cancelled.

(4276/4/315)

SECTION 2 - PERSONNEL

692.

INSTRUCTIONAL FILMS AND FILM STRIPS - A.264, "THIS FILM IS DANGEROUS" - OBSOLETE.

The instructional film entitled "This Film is Dangerous", (Serial No. A.264), has now been declared obsolete. All copies of this film are therefore to be withdrawn from service and destroyed locally.

(The foregoing is the text of A.P.O. 1346/1955 altered to meet E.A.N. conditions).

(4518/61/510)

693.

INSTRUCTIONAL FILMS AND FILM STRIPS - S.A.508, "THE SQUID", (PART 1-2) - DISTRIBUTION; "THE SQUID", (PARTS 1-3) (SERIAL NO. S.A.177) - OBSOLETE.

Copies of the instructional film strip S.A.508, "The Squid", (Parts 1-2), 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. Establishments	No. of Copies
Flinders Naval Depot (for "L" School)	1
E.A.N. Film Library, Sydney	1(a)
H.M.A.S. HUON	1
H.M.A.S. LONSDALE	1
H.M.A.S. LONSDALE II	1
H.M.A.S. LEEUWIN	1
H.M.A.S. MORETON	1
H.M.A.S. RUSHCUTTER	2(a)
H.M.A.S. TORRENS	1.

(a) Indicates one copy of part 1 already held.

2. Details of the strips are as follows :-

Part 1 gives a general description of the "Squid" mounting and its control, and the projectiles, their stowage and handling. It is suitable as an introduction to the subject for both Officer and Rating Classes. Issued with 43 frames. The classification is "Restricted".

Part 2 describes the sequence of events during the reloading cycle for single and double squid, including the continuity test. It is suitable for both Officer and Rating Classes. Issued with 44 frames. The classification is "Restricted".

3. Part 2 completes the film strip S.A.508, which supersedes Parts 1, 2 and 3 of the original strip bearing the same title (Serial No. S.A.177). Copies of the latter are to be withdrawn from service and disposed of locally or at sea.

4. Navy Order 362 of 1954 is hereby cancelled.

(The foregoing is the text of A.P.O. 1484/1955 altered to meet E.A.N. conditions).

(4518/61/514)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

694.

ELECTRICITY - SHORE SUPPLIES OF ELECTRICITY TO H.M.A. SHIPS (EXCLUDING SUBMARINES).

General -

For the safety of personnel and to avoid damage to a ship's equipment, the connection of a "shore supply" to a ship's electrical system is to be governed by the precautions set out below, it being observed that there may be occasions when H.M.A. ships are placed at berths where the characteristics of the shore supply are different from those of the ship's electrical system.

The whole operation of connecting or disconnecting a shore supply to a ship's electrical system is a combined one for the Ship's Officers and Dockyard Officers.

It is to be the Dockyard Officers' responsibility to connect or disconnect the shore end and to assist as necessary the Ship's Officers at the ship end. The Ship's Officers are to render all reasonable assistance in handling and securing the flexible shore supply cables. The Ship's Officers are to be finally responsible for the correct sequence in which the whole operation of connecting or disconnecting is carried out.

The flexible cables used for the purpose of providing the external supply will be supplied and maintained by Dockyard staff for ports where such staff is available. In other cases, the Authority providing the external supply should normally provide these cables.

An external source of supply should never be used in parallel with a ship's generator.

2. *Instructions to Ship's Officers.* - It is to be ascertained that the shore supply available is of the same nature as the ship's electrical system, i.e., D.C. or A.C. of suitable voltage and frequency.

Where the available shore supply has not the same characteristics as the ship's electrical system, the following points should be observed :-

- (a) An external source of supply, the voltage of which exceeds that of the ship's electrical system, is not to be connected.
- (b) In an emergency where a ship requires D.C. and the external source of supply is A.C. or vice versa, and providing the voltage is suitable, it may be possible to make use of the external supply, for lighting and for heating but excluding forms of heating employing thermostats. It is to be borne in mind, however, that there is a risk of damage to other electrical equipment under such conditions, and proper precautions are necessary to ensure the isolation of all unsuitable circuits. Such unsuitable circuits include those for electric motors, meters and generally for all apparatus involving magnetic circuits such as solenoids, relay coils and transformers.

The best method of ensuring the isolation of unsuitable circuits will vary considerably in different ships and must be left largely to the discretion of Ship's Officers but the following points should not be overlooked :-

- (i) Circuit breakers which have to be left in circuit must be locked "ON" and the operating under-voltage and reverse current coils of both A.C. and D.C. breakers disconnected. As automatic protection will thus not be afforded, suitable alternative protection by fuses will have to be provided.
- (ii) In larger ships where the use of the normal shore supply connections would necessitate a great deal of disconnecting of subsidiary circuits it may be simpler to take the external supply cables straight to the emergency terminals of those junction boxes directly connected to essential lighting and heating circuits.
- (iii) The shore supply circuit is to be made "dead" on shore before the shore supply cables are connected to or disconnected from the ship's shore connection box or terminals.
- (iv) The ship's circuits which are to be connected to the external source of supply are to be checked before connection is made to ensure that they are free from faults.

- (v) It is to be ascertained from the Dockyard Officers that the shore supply is 2 wire unearthed D.C., or 3 phase 3 wire unearthed A.C. as applicable, and that it is suitably protected. D.C. supplies may be protected by a circuit breaker or switch fuses, whilst A.C. supplies should be protected by a circuit breaker.
- (vi) It must be made certain that the flexible cable connections at the ship's "shore connection box" or "terminals" are correct for polarity in the case of D.C. supplies and phase rotation in the case of 3 phase A.C. supplies.
This applies particularly when U.S.N. ships are provided with Australian shore supplies or R.A.N. ships with U.S. shore supplies. The U.S. and British Standard phase colourings do not correspond and connections made on the basis of similar colours between the two systems will lead to incorrect phase rotation.

- (vii) In the case of 60 cycle 3 wire A.C. ships receiving a 50 cycle 3 wire A.C. shore supply of suitable voltage it should be possible to connect rather more of the ship's electrical system, e.g., ventilating fans and certain other motors and switchgear. It is to be ascertained in such cases, however, that the resulting different speed and output of motors is not detrimental and a careful check must be kept on all apparatus to see that overheating does not take place.

The line voltage of a 3 wire 50 cycles A.C. shore supply should not exceed 400 for ships having a 440 volts 3 wire 60 cycles A.C. system, due allowance being made for the voltage drop in the shore supply cables.

- (viii) In any case of doubt the advice of Dockyard Electrical Officers is to be sought. Where Dockyard staffs are not available, the provisions of paragraph 3 are to be brought to the notice of the Authority providing the shore supply.

3. *Instructions to Dockyard Officers.* - (a) The shore supply to a ship is normally to have the same characteristics as the ship's electrical system. Where such a supply is not available a supply of different characteristics may be given subject to the limitations and precautions referred to in this Order.

- (b) Where the distribution system ashore is an "earthed" system, an "unearthed" supply is to be obtained through the provision of a motor-generator in the case of a D.C. system or a double wound transformer in the case of an

A.C. system before connection is made to the ship's electrical system. An "unearthed" D.C. supply from an external A.C. system should normally be obtained through a mercury arc rectifier or rotary converter incorporating a double wound transformer, or through a motor-generator.

- (c) The supply is to be given through a protective device suitably graded for the load to be supplied. Circuit breakers or switch fuses may be used for D.C. supplies but switch fuses are to be avoided wherever possible for 3 phase A.C. supplies because of the danger of single phasing.

The protective device is to be located on shore in the most convenient accessible position adjacent to the ship receiving the supply.

- (d) The maximum fault capacity of the shore supply should not be in excess of that for which the ship's protective gear is suitable.
- (e) An external supply, the voltage of which exceeds that of the ship's electrical system is not to be connected. In this connection, however, due allowance should be made for the voltage drop in the shore supply cables.
- (f) It is to be confirmed from the Ship's Officers that the ship's electrical system has been tested to ensure that it is free from fault before any shore connection is made.
- (g) Assistance is to be given as necessary to the Ship's Officers to ensure the correct polarity in the case of D.C. supplies and the correct phase rotation in the case of 3 phase A.C. supplies.

(The foregoing is the altered text of A.P.O. 1456/1955 altered to meet R.A.E. conditions).

(3463/1/1)

695.

MACHINERY - MOTOR BOATS - PROPELLER SHAFT BEARINGS - RE-METALLING.

H.M.A. Ships, Shore Establishments and Dockyards.

Ships and refitting authorities are informed that normal Admiralty Whitmetal (A.P. 4029, E.-in-C. Spec. 2 B.M.1) should be used when re-metalling grease lubricated bearings of boats fitted with H.T. brass propeller shafts.

2. In certain cases Underwater Whitmetal (A.P. 7117, E.-in-C. Spec. 2B.M.2) had been specified for this application; it is in fact only suitable for use with steel shafts and should not be used in conjunction with brass or bronze.

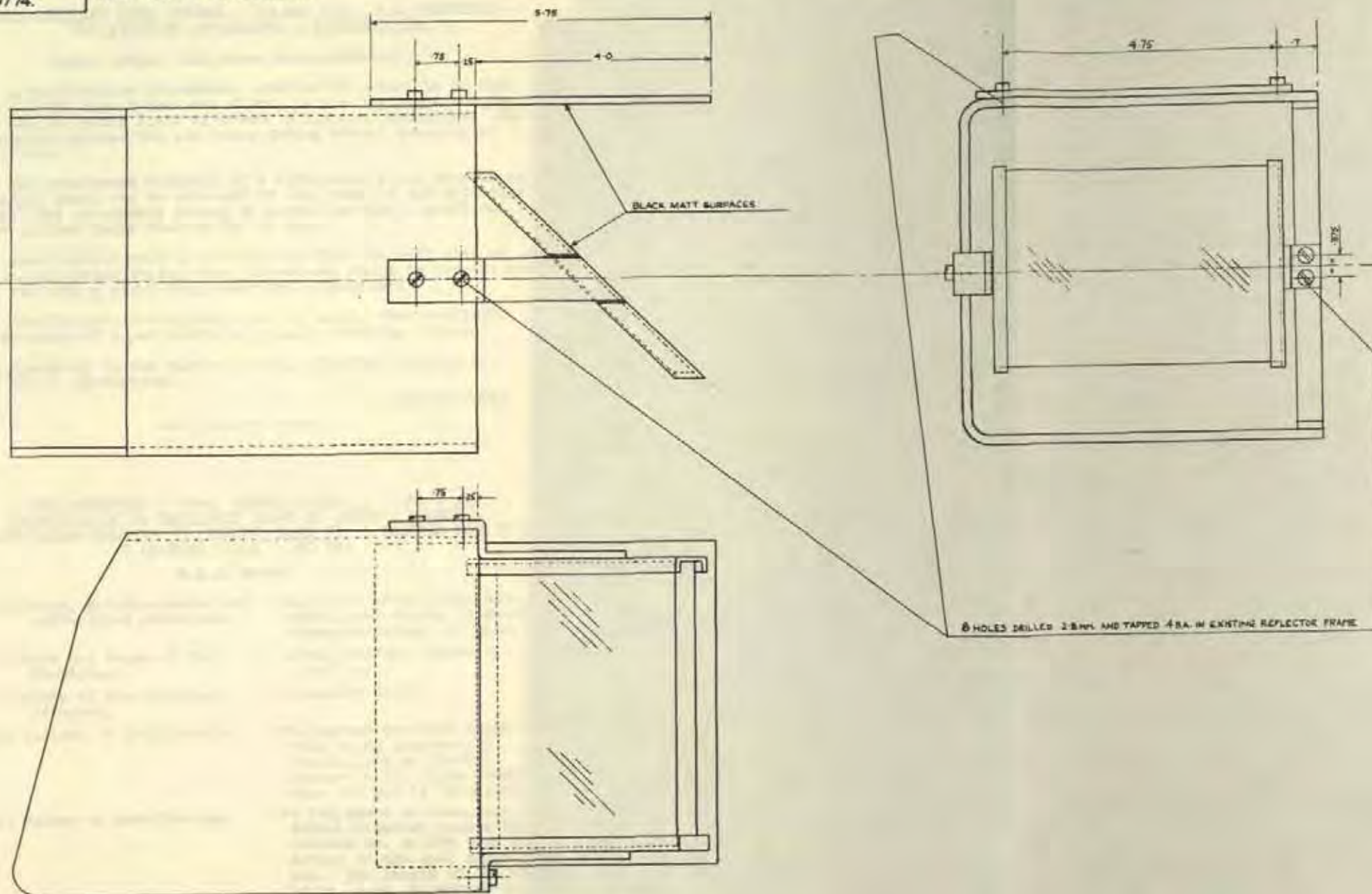
3. Where existing bearings are known to be of Underwater Whitmetal, however, no action is necessary until they become due for re-metalling in the ordinary course of events.

(The foregoing is the text of A.P.O. 1615/1955 altered to meet R.A.N. conditions).

(3771/11/123)

DRAWING NUMBER.
D.N.O. 9774.

THIRD ANGLE PROJECTION.



G.A. OF STAAG VERIFICATION
ATTACHMENT.

696.

ANTI-AIRCRAFT FIRE CONTROL - 40-MM. S.T.A.A.G. MOUNTING -
VERIFICATION ATTACHMENT - INTRODUCTION.

H. M. A. Ships, and Shore Establishments

A Verification Attachment, similar in principle to that used for the Type 6 Gyro Gun Sight, is now available for use with the Reflector Sight of 40-mm. S.T.A.A.G. mountings. The Attachment enables the aim taken during visual tracking to be checked.

2. The attachment consists of a reflecting glass mounted in a bracket which can be attached to the frame of the Reflector Sight. The attachment should be fitted by ship's staff as shown in Navy Order Diagram 696 of 1955.

3. Verification must be carried out from the left side of the sight; during firing runs, therefore, there is insufficient room for both a right Gun Loader and a Verifier.

4. Verification Attachments will be issued when available on the basis of 1 per 40-mm. S.T.A.A.G. mounting fitted.

(The foregoing is the text of A.P.O. 1779/1955 altered to meet R.A.N. conditions).

(1429/42/109)

697.

GUN MOUNTINGS - 40MM. BOFORS MARKS 7, 9 AND 9*.
MODIFICATION TO EMERGENCY SIGHT TO PREVENT DAMAGE -
MODIFICATION NUMBERS 55 (BOFORS, MARK 7); 4 (BOFORS MARK 8*);
7 (BOFORS MARKS 9 AND 9*).

H. M. A. Ships

- | | |
|--|---|
| (a) Ships, Establishments and Authorities concerned. | Ships and Shore Establishments, and depots in which these mountings are held. |
| (b) Type and Marks of Gun Mountings. | 40-mm., Bofors, Marks 7, 9 and 9*. |
| (c) Parts of Gun Mounting affected. | Emergency Sight. |
| (d) Purpose of Modification | To prevent the open sight from being incorrectly housed, and so prevent damage to the sight bracket when the gun is depressed. |
| (e) Nature of Modification | To fit piece of 1-in. internal diameter copper tube Pattern No. N.1055 over the spring of the open sight bar. The length of the tube to be 1½-in. to ensure that whilst the sight bar can be pulled to the rear far enough for the positioning pin to clear the positioning recesses, it is still restrained from full rotation by the stop pin. Replace existing split pin by one 1½-in. long. |

- (f) Drawing or diagram. Nil.
 (g) By whom to be done. Ships staff.
 (h) When to be done. At the first opportunity.
 (i) How to be treated. As a defect.

(The foregoing is the text of A.F.O. 1618/1955 altered to meet R.A.N. conditions).

(4429/41/187)

698.

COMPASSES - MAGNETIC - SAFE DISTANCES.

The following additions should be made to the "Safe Distances" given in C.D. Pamphlet No. 11D(1954) :-

Description	Minimum Distance from Compass			
	GRADE			
	I	II	III and IV	
	ft.	ft.	ft.	
Asdic Apparatus :-				
*Range Re-transmission Unit, Pattern A.3238	4	3	3	
*Recorder, Pattern A.3240	6	5	5	
*Recorder, Pattern A.1132B	6	5	5	
*Repeater, Bearing, Pattern A.3516	4	4	4	
*Repeater, Bridge, Pattern A.3077	4	3	3	
*Starter, A.C.U., Pattern A.3071	4	4	4	
Helmsman, Automatic :-				
Marconi, "Martinet" :-				
*Compass Unit	6	6	6	
*Motor Unit, Type AFM-1	11	9	9	
*Relay Box	5	4	4	
*Switch Unit	4	3	2	
Heater :-				
*Pattern 19634	4	3	3	
Horn :-				
Klaxon with leather pull, Type H.K.C.	3	3	3	
W/T and Radar Apparatus :-				
Marine Radar, Decca Navigator Co., Type 212 :-				
*Display Unit, Type 4219M	4	3	3	
*Motor Alternator, Type 4213B	14	11	11	
*R.F. Unit, Type 4215 (with steel cover around magnetron magnet)	7	6	6	
*R.F. Unit, Type 4215 (cover removed or different to above)	14	11	11	
*Scanner Unit	8	7	7	
*Switch, Type 4212	4	3	2	
Marine Radar, Marconi, "Que Vada" :-				
*Aerial, Type 1494A and Pedestal, Type 1501B containing Transmitter, Type 1486	11	9	9	

Description	Minimum Distance from Compass			
	GRADE			
	I	II	III and IV	
	ft.	ft.	ft.	
*Aerial, Type 1494A, and Pedestal, Type 1501B without Transmitter	8	6	6	
*Compass Stabilisation Unit, Type 1514A	4	3	2	
*Display Unit, Type 1418	4	3	3	
*Motor Alternator, Type 1499A (110v)	9	7	7	
*Motor Alternator, Type 1499B (220v)	9	7	7	
*Power Unit, Type 1490A	8	7	7	
*Transmitter, Type 1486	16	13	13	
Type 618 and CAS :-				
*Bracket, Pattern 7466A	4	4	4	
*Headphones comprising Headgear, Pattern 4966 and receiver, Pattern W.621	4	4	4	
*Power Pack, Pattern 100336	10	8	8	
*Receiver Outfit CAS, Pattern 100335	8	6	6	
*Receiver Outfit CAS and either Transmitter mounted as one Unit	11	9	9	
*Transmitter, HF, Pattern 100333	8	6	6	
*Transmitter, MF, Pattern 100334	8	6	6	
*Type 972, Seamew II (Marconi), Trans/Recr. with associated power unit	9	7	7	
Handset	5	4	4	
*Type 1115A/1117A, Albatross (Marconi), Trans/Recr. with associated power units	12	10	10	
Handset	5	4	4	
*Type 1158A, Gannet (Marconi), Transmitter	10	9	9	
Handset	5	4	4	
*Type 1167A, Guillemot (Marconi), Transmitter	10	8	8	
Handset	5	4	4	
*Type 1193A, Guardian (Marconi), Receiver	9	7	7	
*Guardian mounted on Guillemot as one unit	10	9	9	
*Type T.V.5, Seagull (Marconi), Trans/Recr. with associated power unit	10	8	8	
Handset	5	4	4	
*Denotes items containing magnetic material or housed in magnetic cases.				

2. The following amendment should be made to C.D. Pamphlet No. 11D (1954) :-

Page 27. Lines 42, 43, 44, Type T.V.5 (Marconi). Delete all reference.

(The foregoing is the unaltered text of A.F.O. 1852/1955).

(4139/40/273)

699.

DIVING - RECOMPRESSION CHAMBERS AND SUBMERGED DECOMPRESSION CHAMBERS.

Recompression chambers are used to simulate the pressure to which a diver is subjected whilst working. The main functions are :-

- (a) For periodical exercises for divers where depth is simulated by increased pressure.
- (b) For pre-diving pressure tests to ascertain the suitability of diving equipment or diving candidates.
- (c) For the carrying out of Surface Decompression to dispense with the necessity of the diver spending long periods on the shot rope during an ascent from depth.
- (d) For use in the preventive treatment of personnel surfacing from a disabled submarine.
- (e) For use in curing Decompression Sickness.

Submerged Decompression Chambers are used for decompressing a diver when carrying out Deep Diving Operations and can also be used in an emergency as Recompression Chambers.

2. B.R. 155/43, Chapters 6 and 7, are relevant.

REGULATIONS

- (1) The same supervision is to be exercised over divers under pressure in the R.C.C./S.D.C. as for divers exercising under the water.
- (2) Medical examinations of all divers must be up to date in accordance with B.R. 1750(A)/50.
- (3) Care must be taken that the R.C.C./S.D.C. is thoroughly clean and free from all combustible materials when in use.
- (4) Lighting is to be of the exterior type or pressure tight type A.P. 17219. All furniture is to be of fire-proof material. Telephones are to be sound powered, except in S.D.C's where the present transceivers are acceptable.
- (5) Fire-proof paint only is to be used on the inside of R.C.C's and S.D.C's. The number of coats is to be kept to the minimum necessary for preservation purposes.
- (6) Each compartment of the R.C.C. is to contain a bucket of water and a stirrup pump. (Due to lack of space in the S.D.C. this omission can be accepted).
- (7) Activated Alumina filters are to be fitted in the air supply line in order to guard against the carry-over of oil vapour into the chamber.
- (8) Two fire-proof mattresses and four fire-proof blankets are to be stowed adjacent to the R.C.C./S.D.C. for use when treating cases of decompression sickness. Until a suitable fire-proof mattress is available, two additional fire-proof blankets are to be demanded for use as a mattress.
- (9) The pressure in Recompression Chambers and Submerged Decompression Chambers is not to be raised above the figure equivalent to the safe working depth as defined on the test plate (secured to the R.C.C./S.D.C.) of the last dockyard test.

(10) An increased fire risk exists with air under pressure. This risk is further increased when oxygen is used. When using oxygen, the chamber is to be ventilated for at least three minutes of every fifteen minutes the chamber is in use.

(11) *Notices.* Notices as indicated below are to be prominently displayed in each compartment of the R.C.C./S.D.C. and at the control position.

(A) ACTION TO BE TAKEN IN THE EVENT OF A FIRE BREAKING OUT IN THE CHAMBER.

- (i) Surface the chamber immediately at maximum rate.
- (ii) Summon medical aid.
- (iii) Remove occupants and extinguish the fire.
- (iv) Recompress occupants at the earliest possible moment, to the pressure existing when the fire broke out.

(B) WARNING FIRE RISK.

No inflammable materials such as matches, lighters, papers, inflammable liquids, oil contaminated articles or clothing are to be taken into the chamber. Smoking in the chamber is strictly forbidden. When oxygen is being used, the chamber is to be ventilated for at least three minutes of every fifteen minutes that the chamber is in use.

(12) A sufficient quantity of air (and oxygen where fitted) is to be available to complete the dive in hand, allowing for ventilation, possible use of air locks and emergency surfacing with subsequent recharging of the chamber.

OPERATING INSTRUCTIONS

Personnel Required

- (1) Officer/rating qualified to supervise.
- (2) Qualified diver as panel operator.
- (3) Qualified diver as attendant inside the R.C.C.
- (4) Qualified diver as recorder.

NOTE:- When R.A.N. personnel are exercising or otherwise making use of a Recompression chamber on board a civilian manned vessel then the supervising and attendant personnel must also be R.A.N. (1 to 4 above).

Equipment Required

- (1) Diving Manual/Table of Stoppages.
- (2) Clock.
- (3) S.288 and pencil.

Before entering the R.C.C./S.D.C.

- (1) All tobacco, cigarettes, matches, lighters, books, papers, watches, pens, etc., are to be turned over to the panel operator.
- (2) Details of all personnel are to be entered in the S.288 and clothing checked free of oil, etc.

On securing personnel in the R.C.C.

Pressure is to be built up slowly for the first 15-20 lb. per sq. in. If personnel report "well" carry on with the R.C.C. dive in the normal way.

The R.C.C. should not be pressurised at a greater rate than the equivalent of 100 ft. depth/minute. Care must be taken that this rate is not exceeded when H.P. air is supplied direct to the chamber.

When oxygen is being breathed in the R.C.C./S.D.C. the attendant is to remain on air.

On Completion of an R.C.C. dive

- (1) R.C.C. to be fully prepared for immediate use.
- (2) Air Bank/supply to be "topped" up to maximum capacity. Oxygen bottles to be replaced and oxygen breathing apparatus re-serviced as necessary.

MAINTENANCE ROUTINES

Daily

Work all valves, blow through full system, drain filters, check lighting and telephone.

Monthly

Charge chambers to full working pressure. Test for leaks. Check air locks. Examine door clips and washers, ensure port blanks are serviceable where fitted, examine windows; badly scratched windows are to be replaced.

NOTE:- A chamber with badly scratched windows may be used in an emergency provided the windows are fitted with blanks. These are to be in position during the whole of the period that there is pressure in the chamber.

Re-new activated alumina.

Quarterly

Remove any rust, repaint as necessary. Test relief valves.

Annually

Gauges that are suspected of being inaccurate are to be sent to the Dockyard for test. A gauge removed for test is to be replaced by a spare one. All gauges are to be tested at intervals of not more than twelve months.

Biennially

Walter pressure test to be carried out by Dockyard. Clean off all internal paint, re-paint with fire-proof paint.

NOTES:- (1) Where a petrol or diesel driven air compressor is used to supply air to the chamber, great care is to be taken to ensure that the engine exhaust system is led well clear of the air compressor inlet.

(2) Fire-proofed blankets are not to be washed, they are to be exchanged by demand/return procedure.

(The foregoing is the text of A.P.O. 1853/1955 altered to meet R.A.N. conditions).

(3383/27/8)

700.

ERRATA TO ASDIC, ETC., ESTABLISHMENT LISTS NCS. A/S.182, 38, 105, 219, 119, 178, 213 AND 225.

Errata to the undermentioned Establishment Lists will be distributed to the Services concerned without demand, by (Superintending) Naval and Air Store Officer, Sydney.

Errata No.	A/S No.	Type of Set.
2	182	Hull Outfit 1 and 1A
1	38	Echo-Sounding Sets 758 and 761 Series
1	105	Hydrophone Set 712A
1	219	Asdic Set 129 ARD/RD
2	119	Asdic Set 138 BR
1	178	Asdic Set 162
1	213	Asdic Set 163A
1	225	Asdic Set 169A.

2. The equipment and spares held are to be adjusted accordingly and any items held in excess of the revised allowances should be returned to the nearest (Superintending) Naval Store Officer. Demands to complete to the revised allowances should be forwarded to the appropriate Storing Yard.

(The foregoing is the text of A.P.O. 1625/1955 altered to meet R.A.N. conditions).

(4518/11/258)

701.

WEATHER - CLOUD HEIGHT REPORTING PROCEDURE.

The height of the base of cloud is always measured relative to ground level, except in cases of route or area forecasts when it is relative to mean sea level. When information on cloud height is required to be passed by Voice, however, it is essential that a clear statement of the datum upon which that height is measured be included in the message. When reference to cloud height is made in Voice meteorological messages to aircraft in flight, each message is to be qualified by the phrase "above ground level" or "above sea level" as appropriate.

2. The use of the term "ceiling" in connection with the reporting of cloud height is open to many objections and all use of this term is to be discontinued forthwith.

(The foregoing is the unaltered text of A.F.O. 1854/1955).
(3138/1/25)

702.

ALTERATIONS AND ADDITIONS - BOOM DEFENCE VESSELS.

Class Item No. 101 for Boom Defence Vessels is to be re-classified 'A'.

2. Confidential Navy Order 90 of 1954 is to be amended accordingly.

(4286/1/39)

703.

NAVAL STORES (AIR) - SECTION 15C - APPARATUS,
SEA-RESCUE - TYPE G - RECLASSIFICATION OF COMPONENTS.

The following items are, in future, to be accounted for as consumable stores :-

Ref. No.	Description
15C/401	Parachutes, heavy duty, 8-ft. diameter.
404	Bars, drop, transverse.
405	Bars, drop, longitude.

2. Services concerned should comply with B.R. 4, the Naval Storekeeping Manual, Article 109(C).

3. Air Stores Establishments, A.P.(N) 377 and A.P.(H) 378 will be amended.

(The foregoing is the unaltered text of A.F.O. 1437/1955).
(4403/47/103)

704.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10) - ALLOCATION
OF NEW PATTERN NUMBERS.

To facilitate accounting by eliminating duplicated pattern numbers, new numbers have been assigned to the items under Class B, Group 10, of the Rate Book and Authorised List of Naval Stores as detailed in the Appendix to this Order.

2. Records should be amended accordingly. H.M. ships and fleet establishments are to adjust their ledgers in accordance with Article 109(g) of B.R. 4 (Naval Storekeeping Manual).

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1705/1955).
(4505/1/340)

APPENDIX

Old Pattern No.	Description	New Pattern No.
Part B		
20	Ferrules	7752
25	Blocks, iron	7755
112	Shovels	6998
432	Ladles	6996
470	Ladles	6997
1609	Rings	6999
Part C		
51	Screws with slips	6968
56	Screws with slips	6969
59	Screws with slips	6970
66	Screws without slips	6972
100	Chains, securing	7754
108	Bolts, steel	7753
Part D		
1	Pots, glue	11635
1	Chambers, cell	11636
2	Blocks, iron	11638
3	Blocks, iron	11640
18	Funnels	11642
21	Funnels	11643
21	Feeders, oil	11644
25	Bungs, screw	11645
Part E		
1	Locks, brass	6960
1	Nails, steel	7751
5	Nails, steel, brads	6973
36	Nails, steel tacks	6974
44	Nails, copper, spike	6958
44	Nails, steel, tinned	6975
66	Nails, copper	6959
72	Locks	6962
79	Keys	7759
80	Locks	6963
84	Locks	6964
90	Locks	6965
90	Nails	6976
91	Locks	6966
92	Nails	6977
93	Locks	6967
94	Nails	6978
97	Nails	6979
100	Nails	6980
101	Nails	6981
103	Nails	6982
104	Nails	6983
107	Nails	6984
108	Nails	6985
112	Nails	6986

Old Pattern No.	Description	New Pattern No.
115	Keys	6994
128	Nails	6987
130	Nails	6988
306	Nails	6989
317	Nails	6990
319	Nails	6991
322	Keys	6995
378	Nails	6992
433	Nails	6993
Part F		
2	Screws	14319
20	Screws	14320
21	Screws	14321
91	Rings	14347
92	Rings	14348
94	Rings	14351
97	Rings	14350
317	Hooks	14344
313	Hooks	14343
6347	Screws	14323
6348	Screws	14324
6350	Screws	14325
6351	Screws	14326
6352	Screws	14327
6353	Screws	14328
6354	Screws	14329
6355	Screws	14330
6370	Screws	14331
6372	Screws	14332
6373	Screws	14333
6374	Screws	14334
6375	Screws	14335
6377	Screws	14336
6378	Screws	14337
6379	Screws	14338
6380	Screws	14339
6381	Screws	14340
6383	Screws	14341
6384	Screws	14342
Part G		
1	Weighing machines	11637
2	Weighing machines	11639
3	Weighing machines	11641
20	Nipples	11646

705.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3B) - BRACKET, GIMBAL, FOR COMPASS REPEATERS - INTRODUCTION OF IMPROVED TYPE.

Pattern 4783 Bracket, gimbal, for Pattern 1900 Repeaters, has proved unsatisfactory in service under shock conditions. An improved shock-resisting type has been developed in which the gimbal ring can be set in either of two positions, allowing the bracket to be mounted on athwartship or fore-and-aft bulkheads whilst keeping the outer gimbal pivot fore-and-aft.

2. The new bracket has been allocated a separate pattern number and will be added to the Rate Book and Authorised List of Naval Stores under Class F, Group 3B as follows :-

Pattern	Description	Ships' Accounting Classification
4781	Bracket, repeater, gimbal, dual position, for repeater Pattern 1900	Permanent

3. Pattern 4783 and its associated Support, Pattern 4784, which is not required with the new design, are now obsolescent and no further purchases of these items will be made. Services should continue to demand these patterns for replacement purposes, however, and existing stocks are to be fully utilised.

4. In addition, Pattern 4785 Ring, gimbal, is not suitable for use in the new bracket, but this item will still be required for Pattern 1900 Repeaters mounted in Pattern 4782 Pelorus Stands.

5. The relevant publications will be amended.

*(The foregoing is the unaltered text of A.F.O. 1444/1955).
(4518/37/180)*

706.

BRUSHES - SHAVING.

Stocks of shaving brushes will not be maintained in future for issue on repayment.

2. Any quantities of this item held in H.M.A. Ships and Establishments are to be returned to the nearest H.M.A. Victualling Yard for disposal.

3. Page 4 of the current Clothing Price List is to be noted accordingly.

(3220/1/2)

707.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) - CORK
LIFEJACKET, PATTERN 305 - OBSOLESCE.

It has been decided that the cork lifejacket, pattern 305, which is used principally in sea boats but is exceedingly cumbersome, shall be gradually withdrawn from service. It has accordingly been declared obsolescent and all allowances thereof cancelled.

2. In its place, additional quantities of the R.F.D. type inflatable lifejacket (Class E, Group 3) will be allowed to equip the crews of all boats (but see paragraph 3 below), with the proviso that the cork lifejacket will continue to be used for this service until stocks are exhausted.

3. The question of the suitability of the inflatable lifejacket for sweep deck personnel is, however, still under consideration as kapok-filled lifejackets might be preferable for this particular purpose. This Order is therefore only applicable for the time being to ships larger than Ocean Minesweepers and to H.M.A. Naval Establishments.

4. Ships concerned in commission and H.M.A. Naval Establishments should adjust their holdings of the cork lifejacket so as to provide one for each member of the crews of all boats attached. Supply to ships concerned under construction, modernisation or conversion should be arranged by Storing Yards concerned in the usual manner. Replacement demands to maintain these holdings will gradually be met by the supply of the inflatable type. Lifejackets for boats' crews should be kept in the boats at all times and when not in use should be lightly stopped to the boats' thwarts. When the inflatable type are worn in boats they are to be half inflated by mouth: half inflation is sufficient to support a man in the water should he be washed overboard.

5. Commanding Officers, Reserve Fleet Divisions, on behalf of ships concerned in reserve, should arrange for the return to store of all cork lifejackets held, other than any which may be in use. Dormant demands for sufficient additional inflatable lifejackets to equip the crews of all boats allowed to ships in Class E commission in reserve, will be prepared by the Storing Yard concerned.

6. Further instructions will be promulgated concerning Ocean Minesweepers and below.

7. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 928/1955 altered to meet R.A.N. conditions).

(4514/21/240)

708.

NAVAL STORES (GENERAL) (CLASS F, GROUPS 2A AND 2B) -
LANTERNS AND LIGHTING FITTINGS - SUPPLY WITHOUT COMPONENT
GLASS SHADES OR GLASSES.

It has been decided that lanterns and lighting fittings will in future be bought from the manufacturers without their component Admiralty pattern glass shades or glasses. This had been necessitated by the difficulties which makers of the lanterns and fittings have frequently experienced in obtaining the comparatively small quantities sometimes needed to complete an order for the main items.

2. As an exception to the general principle, weatherdeck lighting fitting, Pattern 17202, will continue to be supplied complete with glass slide, Pattern 19184, as certain water-tightness tests are necessary before its acceptance from the makers.

3. The lanterns and lighting fittings at present affected are shown in the appendix.

4. Demanding authorities are to ensure that separate demands are prepared for the appropriate glass shades or glasses when demanding these lanterns and lighting fittings from dockyards.

5. (Superintending) Naval Store Officers are to ensure that any stocks of lanterns and fittings held complete with their component glass shades or glasses are adjusted to bring the shades, etc., on separate charge under Class F, Group 2B, Part 3. The necessary additional provision for the glass shades and glasses needed to complete any lanterns and fittings is to be made in future demands.

6. The principle stated in paragraph 1 does not apply to those lighting fittings with shades made of plastic materials, which will continue to be supplied complete, except in the two instances where alternative shades can be used with the same fitting, i.e., bulkhead fitting, Pattern 17221, with shade, Pattern 19186 or Pattern 19187, and pendant fitting, Pattern 17158, with plastic shade, Pattern 17116, or steel shade, Pattern 9124A.

7. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1632/1955).

(4518/1/954)

APPENDIX

Lanterns, etc., (Class F, Group 2A, Part 3)

	Pattern Number of Glasses
3920A	Lantern, bronze, port bow 3925
3921A	Lantern, bronze, starboard bow 3926
3922A	Lantern, bronze, steaming portable 3927
3932	Light, overtaking, for motor boat 3937
3933	Light, anchor or fighting 3937, 19081, 19002
7950	Lantern, masthead flashing 7959
8023	Lantern, navigation steaming 9040
16198	Lantern, navigation port 9041, 9042
16199	Lantern, navigation starboard 9041, 9043

		Pattern Number of Glasses
8140	Overtaking light fitting	409A
8144	Lamp fitting for steaming light for 8/M	8146A
8147	Lamp fitting for bow light for 8/M	8146A
16042	Lantern for recognition light	19084, 19085, 19086
16063	Lantern, combined bow for M/B's., etc.	19163, 19164
16064	Lantern, port bow for M/B's., etc.	19165
16065	Lantern, starboard bow for M/B's., etc.	19166
16066	Lantern, masthead for M/B's., etc.	19167
16384	Lantern, combined overtaking and shaded stern	3937
16457	Lantern, automatic, emergency	5628
8115M	Handlamp, portable, safety, for use in magazines	19191
Lighting Fittings, etc., (Class F, Group 2B, Part 1)		
4936	Bulkhead fitting	4937
17180	Bulkhead fitting	5664
17156	Bulkhead fitting	19170
5195	Bulkhead fitting	5196A
17168	Bracket fitting	5786
17161	Pendant fitting	5786
17163	Pendant fitting	5786
17199	Pendant fitting	19183
17200	Pendant fitting	19183
17201	Pendant fitting	19183
17175	Pendant fitting	8173A
7009A/B/C	Navigation light	416, 617, 617A, 19078
8100A	Fog light fitting	19128
17023	Lantern, port bow	19084
17024	Lantern, starboard bow	19085
17025	Lantern, masthead flashing	19086
17026	Lantern, shaded stern light	19087
17027	Lantern, recognition and N.U.C.	19084, 19085, 19086
17028	Lantern, stern anchor or overtaking	19086
5543	Indicating lamp	19176, 19177, 19178, 19179, 19180
17208	Handlamp	5786
17210	Lamp fitting	19181, 19182, 19194
17226	Recognition light	19188, 19189, 19190
17181	Handlamp, portable	770
17187	Handlamp, portable	770
17189	Handlamp, safety	19083
17069	Floodlight, portable	19168
17076	Bench light fitting	19123

709.

NAVAL STORES (GENERAL (CLASS F, GROUP 2A, PART 1) -
OBSOLETE ITEMS - DISPOSAL.

The stores detailed in the Appendix to this Order are now obsolete. Stocks of these items are no longer required and are accordingly to be disposed of in accordance with existing instructions.

2. No further returns are to be taken on main or repairable ledger charge.

3. The relevant publications will be amended.

The foregoing is the unaltered text of A.F.O. 684/1955).
(4518/20/201)

APPENDIX

Pattern	Description	Pattern	Description
147	Battery Box	5502	Battery Box
W1036	Cell, dry	5650	Cell
1328B	Brush, carbon	6038A	Cell
W1469	Battery	14067	Battery
1870A	Battery Box	14075	Cell, dry
2630	Battery Box	14093	Cell, dry
2631	Receptacle for battery box	14120	Cell, dry
4590	Battery	56265	Instruction label

710.

SCREWDRIVER, SPIRAL RATCHET, FOR USE IN REMOVAL
OF AIRCRAFT PANELS - INTRODUCTION AND ALLOWANCES.

To facilitate the quick removal and replacement of panels in aircraft which are secured by a large number of screws, it has been decided to introduce the following item for use in Aircraft Carriers and Air Establishments :-

Class & Group	Pattern No.	Description	Ship's Account- ing Classif- ication.
B.11.E.	13261	Screwdriver, spiral ratchet, special, short	Permanent

2. The screwdrivers will be allowed as follows :-

Aircraft Carriers	4 No.
R.A.N. Air Stations	8 No.

3. Commanding Officers, H.M.A.S. SYDNEY and R.A.N. Air Station, Nowra, should forward demands to the (Superintending) Naval and Air Store Officer, Sydney, to complete to the above allowances.

4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1637/1955 altered to meet R.A.N. conditions).

(4506/12/307)

711.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9B) -
 SOCKETS, CABLE - ADDITION TO THE RATE BOOK.

In order to provide gun firing circuit cable sockets suitable for use with electric cable, Pattern 13132, it has been decided to add the following to the Rate Book for Naval Stores (B.R. 810) under Class B, Group 9B.

Sockets, cable, to suit electric cable, Pattern 13132 :-

Type A	Pattern 12986
Type B	Pattern 12987
Type C	Pattern 12988
Type D	Pattern 12989

2. Existing cable sockets, Patterns 3428 and 3429, will become obsolescent and are being marked "0" in the Rate Book.

(The foregoing is the text of A.P.O. 1633/1955 altered to meet R.A.N. conditions).

(4505/91/117)

712.

NAVAL STORES (GENERAL) (CLASS D, GROUPS 1-5) -
 ALLOCATION OF NEW PATTERN NUMBERS.

The Appendix to this Order details new pattern numbers which have been assigned to various items dealt with under Class D, Groups 1-5, of the Rate Book of Naval Stores to facilitate accounting and to eliminate duplications.

2. Stock and records should be adjusted accordingly.

3. H.M.A. Ships and Fleet Establishments are to adjust their ledgers in accordance with Article 109(g) of B.R.4 (Naval Storekeeping Manual).

4. The relevant publications will be amended.

5. Navy Order 411 of 1955 is hereby cancelled.

(The foregoing is the text of A.P.O. 1933/1955 altered to meet R.A.N. conditions).

(4510/1/43)

APPENDIX

Class and Group	Old Pattern No.	Description	Revised Pattern No.
D.1	N.8016	Canvas, Merchant Navy, No. 4	8016
D.1	N.8033	Canvas, worn, broad, 24-in.	8033
D.1	N.8037	Tubing, canvas hose, No. 1 size	8037
D.1	N.8038	Tubing, canvas hose, No. 2 size	8038
D.1	N.8039	Tubing, canvas hose, No. 3 size	8039
D.1	N.8040	Tubing, canvas hose, No. 4 size	8040
D.1	N.8041	Tubing, canvas hose, for submersible pumps	8041

Class and Group	Old Pattern No.	Description	Revised Pattern No.
D.3	N.8151	Matting, sword, 7-in.	8151
D.3	N.8153	Matting, sword, 5-in.	8153
D.3	N.8155	Matting, sword, 3-in.	8155
D.3	N.8157	Bunting, old	8157
D.3	N.8160	Flags, old	8156
D.3	N.8162	Gakum, black	8062
D.4	N.8401	Aprons, canvas, for leadsmen	8401
D.4	N.8403	Bags for leather gear	8403
D.4	N.8411	Cloths, deck, 24-ft. x 18 $\frac{1}{2}$ -ft.	8411
D.4	N.8412	Cloths, deck, 12-ft. x 12-ft.	8412
D.4	N.8413	Cloths, deck, 8-ft. x 8-ft.	8413
D.4	N.8416	Cots, canvas	8416
D.4	N.8417	Cots, canvas	8417
D.4	N.8419	Jackets, canvas, M.N., Size 1	8419
D.4	N.8420	Jackets, canvas, M.N., Size 2	8420
D.4	N.8421	Jackets, canvas, M.N., Size 3	8421
D.4	N.8422	Jackets, Fearnought, Size 1	8422
D.4	N.8423	Jackets, Fearnought, Size 2	8423
D.4	N.8424	Jackets, Fearnought, Size 3	8424
D.4	N.8425	Trousers, canvas, M.N., Size 1	8425
D.4	N.8426	Trousers, canvas, M.N., Size 2	8426
D.4	N.8427	Trousers, canvas, M.N., Size 3	8427
D.4	N.8428	Trousers, Fearnought, Size 1	8428
D.4	N.8429	Trousers, Fearnought, Size 2	8429
D.4	N.8430	Trousers, Fearnought, Size 3	8430
D.4	N.8431	Dresses, combination, canvas, Size 1	8431
D.4	N.8432	Dresses, combination, canvas, Size 2	8432
D.4	N.8433	Dresses, combination, canvas, Size 3	8433
D.4	N.8434	Dresses, combination, drill, brown, 1	8434
D.4	N.8435	Dresses, combination, drill, brown, 2	8435
D.4	N.8436	Dresses, combination, drill, brown, 3	8436
D.4	N.8437	Gloves, Fearnought	8437
D.4	12	Wallets, canvas	9812
D.4	13	Wallets, canvas	9813
D.4	14	Wallets, canvas, for signal flags for boats	9814
D.4	15	Wallets, canvas	9815
D.4	16	Wallets, canvas	9816
D.4	17	Cases, canvas	9817
D.4	-	Flags, black, 2-ft. x 2-ft. square	8643
D.4	-	Wallets, canvas, for speed flags, Size 6, on staves, 3-ft. 6-in.	8404
D.4	-	Protective overmittens for anti-gas gloves	8574
D.5	N.8976	Gakum, white	8976
D.5	N.8977	Sennet, rotproofed	8977

713.

TUNGSTEN CARBIDE GLASS CUTTER - INTRODUCTION; SINGLE WHEEL GLASS CUTTER, PATTERN 6887, MADE OBSOLESCEANT; ALTERATION IN COMPOSITION OF TOOL KIT, TYPE S.1.

The following item has been introduced into the Rate Book and Authorised List of Naval Stores to take the place of Glass Cutter, Pattern 6887 (now made obsolescent) in Tool Kits, Type S.1 :-

<u>Class and Group.</u>	<u>Pattern No.</u>	<u>Description.</u>	<u>Ship's Accounting Classification.</u>
B110	13249	Cutter, glass, No. K5a "Karbo" Tungsten Carbide Standard	Consumable

2. Glass cutters, Pattern 6887, should continue to be used until stocks are exhausted.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1638/1955).
(4506/12/306)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

714.

CAP RIBBONS.

Deliveries of cap ribbons lettered with metal thread are now being received from the manufacturer.

2. Existing stocks of ribbons lettered with silk thread will not be replenished, but will be issued to exhaustion; for as long as stocks are available, these ribbons are to be used for the purpose of making gratuitous issues authorised by Interim Pay Instruction 165/10 (1).

3. Pending further instructions ships are to demand separately from Royal Edward Victualling Yard, Sydney :-

- cap ribbons with silk thread required for gratuitous issues; and
- cap ribbons with metal thread required for repayment issues.

4. On exhaustion of Victualling Yard stocks of silk-lettered ribbons, wire-lettered ribbons will be issued in satisfaction of demands lodged in accordance with paragraph 3 (a) hereof, and the relevant Store Issue Notes will be endorsed appropriately by the (Superintending) Victualling Store Officer.

(4532/59/26)

715.

R.A.N. - CHIEF PETTY OFFICERS AND PETTY OFFICERS KITS - AVAILABILITY OF SHOES, WHITE, LEATHER SOLE.

Until further notice Chief Petty Officers and Petty Officers may take up on repayment white leather (Nubuck) shoes as an alternative to the white canvas shoes included in their compulsory kits.

(4532/42/82)

716.

WOMEN'S ROYAL 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 T. Morrissey and Company, 283 Elizabeth Street, Sydney, and Messrs. Ince Bros., 166 Swanston Street, Melbourne.

2. The prices operative during the period 1st July, 1955 to 30th June, 1956, are as follows :-

	<u>T. Morrissey & Co.</u>	<u>Ince Bros.</u>
Jackets, diagonal serge	£9.12. 6d.	£10. 3. 0d.
Skirts, diagonal serge	£3. 3. 0d.	£ 4. 6. 6d.

3. Navy Order 514 of 1954 is hereby cancelled.

(4533/81/258)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

717.

FORMS - S.1246N - PHYSICAL TRAINER'S HISTORY SHEET - REVISION.

Form S.1246N (title as above) has been revised. Old editions of this form should be disposed of as they are now obsolete.

2. Applications for the revised form should be addressed to the (Superintending) Naval and Air Store Officer, Sydney.

(The foregoing is the text of A.F.O. 2991/1954 altered to meet R.A.N. conditions).

(3526/12/1361)

SECTION 6 - SHORE ESTABLISHMENTS

AUTHORITY TO INCUR EXPENDITURE.

Navy Orders 169 and 259 of 1954, are hereby cancelled; the instructions therein having been included in Naval Financial Regulations and Instructions.

(3031/81/60)

719.

NAVAL STORES - SURVEY AND DISPOSAL.

The requirement that, following local surveys of Naval Stores, the local Auditor is to be informed of any proposed destruction in order that his representative may witness the destruction is hereby cancelled.

2. Navy Order 496 of 1954 should be amended accordingly.

3. The R.A.N. Supplement to the Naval Storekeeping Manual (B.R.4), will be amended in due course.

(4501/33/363)

RESTRICTED

C.N.Os. 720-74355.

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th September, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

N.0118

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740	Naval Stores (Technical) - Spares - Reduction in Allowances - Initial Supplies for Asdic Equipments.
741	Safety - Landing Browns - Fitting Second Guard Wire and Lee Boards.
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<u>SECTION 7 - CANCELLED LIST</u>	
743	Cancellation of Navy Orders.

SECTION 1 - ADMINISTRATIVE AND GENERAL

720.

H.M.A.S. QUICKMATCH - COMMISSIONING.

H.M.A.S. QUICKMATCH commissioned on 23rd September, 1955.

(4283/29/1)

SECTION 2 - PERSONNEL

721.

COURSES - RATINGS - ELECTRICAL BRANCH JULY TO DECEMBER, 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 July to December, 1955 :-

L.E.M. (P)	31st October
L.E.M. (E)	31st October
L.E.M. (A)	31st October
L.R.E.M.	24th October
L.R.E.M. (A)	24th October
P.O. (P)	22nd August
P.O.E.1 (E)	22nd August
P.O.E.1 (A)	14th November
P.O.R. El.	3rd October
P.O.R. El. (A)	3rd October.

2. Navy Order 476 of 1955 is hereby cancelled.

(4007/31/44)

722.

DARWIN AND MANUS - CONDITIONS OF SERVICE AND LEAVE TRAVEL CONCESSIONS.

Officers and ratings will normally be relieved after 12 months' service at Darwin or in Manus. The period may be extended to two years for married personnel provided they are volunteers and accommodation for their families can be obtained in the area for the requisite minimum period required by Navy Order 330 of 1952, paragraph 12, for the purpose of removals at departmental expense.

2. Officers and ratings may apply to serve in these areas for longer periods, but approval will be given only in exceptional circumstances where the Service will benefit. Administrative Authorities are to ensure that only requests in the above category are forwarded for the consideration of the Naval Board. (See Navy Order 439 of 1949, paragraph 6, for definitions of sea and shore service).

3. Accrued leave is to be taken before proceeding to these areas unless the prior approval of the Naval Board has been obtained for deferment. Leave accrued at Darwin and Manus, maximum 126 days, may be taken locally or on completion of service in these localities, but no travel concession may be granted other than at paragraph 4. Appropriations of ratings will in future contain the qualification H.E.L.D. (having had leave due) and any appropriation issued without this qualification may be taken as approval for the deferment of any leave due on account of Service reasons until the return of the rating from the area.

4. The following leave travel concessions may be granted to an officer or rating who serves an additional period of service in Darwin or Manus :-

(a) Unmarried or married (unaccompanied) personnel permitted to serve an additional 12 months.

(i) On completion of the first year of service, the officer or rating may be issued with a free return air travel warrant to his home, or a place not more distant, to take leave due but not exceeding 42 days plus travelling time. The travel concession or travelling time may be granted once only during the two year period.

(ii) Unmarried personnel recruited in the United Kingdom, and married personnel recruited in the United Kingdom and whose wives and families still reside there, may be granted this concession to Adelaide, Brisbane or Perth if serving at Darwin, or to Brisbane or Sydney if serving at Manus.

(b) Married (accompanied) personnel permitted to serve additional 2 years, (i.e., total of 4 years).

On completion of the initial 2 year period of service, the officer or rating may be granted a return air warrant for himself, wife and children under sixteen years of age to the nearest capital on a direct air route. In the case of Darwin, this will be accepted as Brisbane, Adelaide or Perth, and in the case of Manus as Sydney. The period of leave in such cases will be similarly restricted to 42 days plus travelling time but the wife and children of an officer or rating may elect to travel with him or at any time within a period of three months before or after the date on which he commences his leave.

(c) Married (accompanied) personnel permitted to serve an additional 12 months, (i.e., total 3 years).

Subject to payment of an amount of £10. 0. 0. by an officer or rating, he may be granted travel concessions for himself, wife and children under sixteen years of age as in clause (b). Where family travel is not involved, the amount payable will be £7.10. 0.

5. Navy Order 344 of 1953 is hereby cancelled.

(This Order will be reprinted for posting on Notice Boards).
(4022/1/150)

723.

INCOME TAX - GRATUITIES FOR SHORT SERVICE COMMISSION OFFICERS.

With reference to Navy Orders 25 and 172 of 1954, the Federal Taxation Office has advised that where, on completion of a previous short service commission, an officer re-appointed for a further short service commission receives payment of Gratuity due in respect of the previous appointment, whilst serving in Papua, New Guinea or Manus, the amount so paid will be regarded as being wholly derived from a source within the Territory and consequently exempt from tax. This ruling is not affected by the fact that part of the gratuity may be regarded as attributable to service outside the Territory.

2. On the other hand, this exemption does not apply to a gratuity paid to an officer who is not serving in the Territory at the date of receipt. This position obtains, notwithstanding that the whole or part of the short service commission in respect of which the gratuity is paid may have been served in the Territory.

(4845/101/2)

724.

FILMS AND FILM STRIPS - INSTRUCTIONAL - TITLES "DAILY INSPECTION OF NAVAL AIRCRAFT - GANNET A.S., MARK 1" (SERIAL NO. SA. 584) - DISTRIBUTION.

The two-part instructional film strip "Daily Inspection of Naval Aircraft - Gannet A.S., Mark 1" (Serial No. S.A.584) has now been completed and initial distribution will be made on the following scale :-

(a) Ships and Establishments	No. of Copies
R.A.N. Air Stations	2 each
Carriers	2 each
(b) R.A.N. Film Library, Sydney	
Portsmouth	2
Devonport	2
Chatham	2
Rosyth	2
Malta	2
Hong Kong	2

2. Details of the strip are as follows :-

Part 1 - Before Flight Inspection. 51 frames.

Part 2 - Daily, Daily*, Daily**, and Daily*** Inspections. 111 frames.

This strip is a guide to carrying out the Before Flight and Daily Inspections on the Gannet A.S., Mark 1, aircraft, clearly illustrating each item of the inspection. The classification is "Restricted".

3. A preliminary Training Guide for use with the strip is available and will be distributed on the same scale as the strip.

(The foregoing is the text of A.F.O. 1761/1955 altered to meet R.A.N. conditions).

(4518/61/522)

725.

INSTRUCTIONAL FILMS AND FILM STRIPS - S.A. 591, "MARINE GAS TURBINES" (PART 1) - REVISED DISTRIBUTION

Distribution of the Instructional Film Strip S.A.591, "Marine Gas Turbines", (Part 1), has been revised and is now on the following scale :-

H.M.A. Ships and Establishments	No. of Copies
Flinders Naval Depot	1 (a)
H.M.A. Training Ship	1
R.A.N. Film Library, Sydney	1 (a)
H.M.A.S. PENGUIN	1
H.M.A.S. HUON	1
H.M.A.S. LONSDALE	1
H.M.A.S. LONSDALE II	1
H.M.A.S. LEEUWIN	1
H.M.A.S. MORETON	1
H.M.A.S. RUSHCUTTER	1
H.M.A.S. TORRENS	1

(a) indicates copy of Film Strip already held.

2. Distribution will be made without demand by the (Superintending) Naval Store Officer, Sydney, on receipt of the film strips from the United Kingdom.

3. Navy Order 300 of 1954 is hereby cancelled.

(4518/61/472)

726.

X-RAY EXAMINATION OF CHEST.

In addition to the X-Ray of chests of officers, conducted in conjunction with their annual medical examination, X-Ray examination of the chest of each rating on full time service in the Royal Australian Navy is to be carried out annually.

2. The result is to be recorded on A.F. Med. 4 by means of a new gummed slip (Table 6A) which is being printed for issue to all ships and establishments without demand. Upon receipt, Table 6A is to be gummed to each Form A.F. Med. 4 held, on the bottom section of the present Table 6. Should, however, supplies of the gummed slip not be available at the time the first annual X-Ray examination is arranged, the results thereof are to be recorded in Table 9, giving the following information:-

- (a) Date.
- (b) Film number.
- (c) Spool number.
- (d) Establishment at which examined.
- (e) Result.
- (f) Initials of Medical Officer.

3. Microphotograph X-Ray facilities are to be utilised wherever practicable and are available in EUSHCUTTER, ALBATROSS, LONSDALE, CEREBUS and LEEUWIN. Captains should arrange for their ships' companies to be X-Rayed, wherever possible, at one of these establishments. Where microphotographic X-Ray facilities are not available from Naval sources, arrangements should be made with State Health Authorities for micro X-Rays to be done.

4. Full size X-Ray photographs for the annual examination of the chest may be carried out in remote areas or places where microphotographic facilities are not available.

5. X-Ray examination of the chests of officers is to be carried out in conjunction with the annual medical examination and recorded on Form A.M.48, Special Medical Examination Record.

6. Where, however, the services of any officer or rating are to be terminated for any reason, X-Ray examination of the chest is to be taken on a large film (17" x 14") in sufficient time for the radiologist's report to be available to the examining medical officer prior to the member's release.

(4018/4/108)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

727.

AIRCRAFT FITTED WITH METAL COUNTER-ROTATING PROPELLERS - DANGER FROM FRAGMENTATION OF PROPELLER BLADES FOLLOWING A CRASH LANDING OR BARRIER ENGAGEMENT.

The change of the pilot of an aircraft fitted with metal counter-rotating propellers being injured due to fragmentation of the propeller blades following a crash landing or barrier engagement is small.

2. There is, however, considerable risk of injury to personnel in the vicinity from flying fragments, particularly ahead, and above and ahead, of the crash.

3. Commanding Officers of Aircraft Carriers and R.N. Air Stations are to ensure that a warning on this matter is issued to all concerned.

(The foregoing is the unaltered text of A.F.O. 1980/1955).
(3054/18/17)

728.

AVIATION - FLIGHTS IN V.F.R. CONDITIONS.

R.A.N. aircraft flying in V.F.R. weather conditions at heights above 3,000 ft. are, whenever possible, to comply with quadrantal height separation rules.

(The foregoing is the text of A.F.O. 2020/1955 altered to meet R.A.N. conditions).

(3147/1/41)

729.

RADAR - PRELIMINARY NOTES ON FITTING DISPLAY OUTFITS JC.

A.S.R.E. Installation Specification No. B.810 has been prepared to show the fitting and wiring of Display Outfits JC.

2. Distribution will be made by the Naval Board in due course 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.F.O. 1775/1955 altered to meet R.A.N. conditions).

(4519/31/707)

730.

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. R.N.A. Ships which are unable to comply within three months from the date of this Order are to report the fact specially to Navy Office for instructions.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant nature and size.</u>	<u>Nature of gun ammunition which may be involved.</u>
RNC 298	SC 103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 303	SC 061	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in.; Q.F. 12-pir. 12 cwt.
RNC 376XA	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 3093XA	NF/S 164-048 } NF/S 164-048 }	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4-in.
RNP 97XO		
WA 13786	NA 029 } NA 029 } NA 042 }	Q.F. 4-in.
WA 15920		
WA 13807		

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.P.O. 1777/1955 altered to meet R.A.N. conditions).

(4433/51/243)

731.

**GUN MOUNTINGS - 40-MM. BOFORS, TWIN MARK 5 MOUNTING -
MATING OF GUNS TO MOUNTINGS.**

*H.M.A. Ships, establishment and authorities holding 40-mm.
Bofors Twin Mark 5 Mounting.*

Reports concerning damage to 40-mm. Bofors guns indicate that it is not generally known that the paired Mark 11 guns fitted in Mark 5 mountings are mated to their particular mountings and may not be readily interchangeable. When considering replacement of guns it should be ascertained that the necessary facilities are available for carrying out the work which, among other things, may involve adjustment of the elevating arc of the exchange guns or of the pinion of the mounting.

2. R.A.N. Armament Depot, Sydney, holds G.B.006 gauge, checking, elevating arc (G.5164). Occasions may arise when, notwithstanding that the arc of a pair of guns has been checked with this gauge, unacceptable backlash may be encountered when the guns are fitted in a particular mounting. If this occurs, adjustment of the arc as above will therefore still be necessary.

3. Amendment to B.R.'s concerned will be effected in due course.

(The foregoing is the text of A.P.O. 1692/1955 altered to meet R.A.N. conditions).

(4429/41/188)

732.

**COMPASSES - ADMIRALTY-GYRO-MAGNETIC-COMPASSES, TYPES 5
AND 6 ADJUSTMENT.**

The A.G.M. Compasses, Types 5 and 6, are provided with a device for eliminating residual deviations remaining after adjustment. This device consists, *inter alia*, of a cam which is cut, by the officer carrying out the adjustment, to correspond to the curve of residual deviations. To cut the cam and secure it in place in the DATEC should take about 15 minutes.

2. It is most desirable that, on completion of this operation, a check swing should be carried out to ensure that the cam has been correctly cut and the residual deviations eliminated. This check swing will, however, increase the time taken for the whole operation of adjustment by up to an hour for each condition of the D.G. system, since separate cams are provided for both D.G. ON and D.G. OFF.

3. It is appreciated that time may not always be available during trials for the inclusion of this additional requirement. Nevertheless, the attention of Authorities responsible for the compilation of trial programmes for H.M. ships and craft concerned is drawn to the fact that this check swing should be allowed for whenever possible.

4. In the event of the check swing not having been carried out during trials, Commanding Officers should arrange for it to be done at the earliest convenient opportunity, and it should be borne in mind that the same procedure should be followed after subsequent adjustments if these have necessitated the cutting of a new cam.

(The foregoing is the unaltered text of A.P.O. 1651/1955).

(4518/37/185)

733.

**ANTI-SUBMARINE - ASDIC TYPES 174, 164A AND 164B -
TRAINING MOTORS, PATTERN A.7108A - FUSES -
MODIFICATION.**

In Asdic Types 174 and 164A/B the training motors A.P.7108A, are at present protected by 7 amp fuses. Experience has shown that 7 amp fuses are unsuitable and 3 amp fuses are required for this service. The following Ships Staff modifications are therefore to be carried out :-

Fuse Z.590118 (A.P. 19255-5 amp) to be replaced by
Fuse, Z.590111 (A.P. 19247-3 amp) in :-

(a) Type 174

Fuse Box, Pattern A.1121, for service to
Training Motor, Pattern 7108A, fitted in Motor
unit, Pattern A.2413B, via Pattern A.196B,
Board Control.

(b) Type 164A

Fuse Box, Pattern A.1122, for service to
Training Motor, Pattern 9956A, fitted in
Training Unit Pattern 3752, via Pattern
A.196B Board Control.

(e) Type 164B

Fuse Box, Pattern A.1122, for service to Training Motor, Pattern 7108A, fitted in Motor Unit Pattern A.2413B, via A.196B Board Control.

2. The relevant "B" lists and handbooks will be amended.

(The foregoing is the unaltered text of A.P.O. 1059/1955).
(4518/11/253)

734.

ANTI-SUBMARINE - BATHYTHERMOGRAPH LOG SHEETS, FORM S.1181d - USE OF.

It is observed that a number of ships are still using the old-type Bathythermograph Log Sheet which is obsolete. Observations must be recorded on Form S.1181d.

2. Meteorological data is to be recorded on the Forms only in terms of the code described in B.R. 1891.

3. The introduction of a photo-recording system of filing bathythermograph data, in which the slide and the relevant log sheet entry are reproduced on the same print, requires strict compliance with the following additional instructions :-

- Entries on the log sheet must be typed or clearly written in bold characters.
- Each line of the log-sheet must be self-explanatory - i.e., reference to a previous line, by use of the word "ditto" or other abbreviations, is not permissible.

(The foregoing is the unaltered text of A.P.O. 1782/1955).
(3325/3/321)

735.

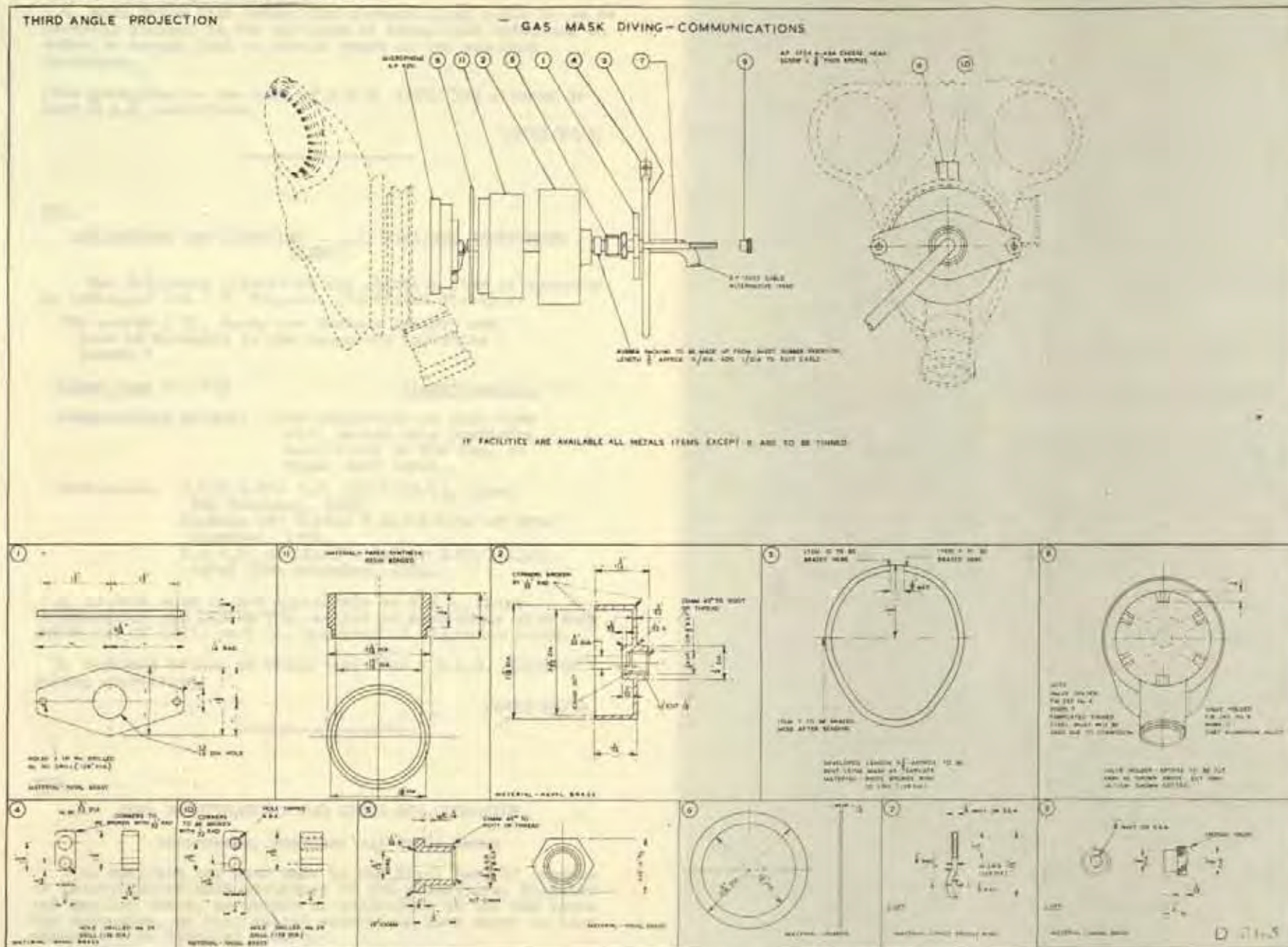
DIVING - GAS MASK DIVING - COMMUNICATIONS.

A way of providing one-way telephone communication from diver to attendant has been devised for use when carrying out gas mask diving in accordance with B.R. 155/43 paragraphs 627-630.

2. The method consists of adapting the gas mask facepiece Mark 5A to take a microphone A.P. 9291 and connecting this to the Divers Telephone A.P. 133.

3. This modification may be carried out by ships' staffs, where desired, in accordance with the instructions contained in Navy Order Diagram 735 of 1955.

Navy Order 735 of 1955 Diagram.



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4. When using this method the communicating cable is to be securely stopped to the air pipe at three foot intervals in order to ensure that no strain comes on the gas mask facepiece.

(The foregoing is the text of A.P.O. 1927/1955 altered to meet R.A.N. conditions).

(3383/27/9)

736.

ALTERATIONS AND ADDITIONS - A.S. FRIGATES (CONVERTED FLEET).

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

"To remove 2 No. Ready Use Grenade Lockers and stow 48 Grenades in the Dangerous Explosive Locker."

Class Item No. 515

Classification 'A'

Compensating Weight: The completion of this item will result in a surrender equivalent to 300 lbs. at upper deck level.

References: P.O.C.A.F's A.P. 225/1925/11, dated 9th February, 1955.
Captain (P) letter F.81/12/4738 of 20th December, 1954.
H.M.A.S. QUADRANT's letter Q.81/7/3317, dated 20th December, 1954.

2. As this work is not applicable to H.M.A. Ships QUEENBOROUGH and QUICKMATCH, action in accordance with Navy Order 424 of 1953, part 11, paragraph 1 (d), is to be taken.

3. Separate action is being taken for H.M.A.S. QUIBERON during conversion.

(4283/25/94)

737.

HULL MAINTENANCE - BAD SPOTS FOR CORROSION.

Destroyers, Frigates and Small Ships

An analysis has been made by the Royal Navy of reports of inspection of hull structure of 120 destroyers, frigates and smaller ships, to obtain an indication of the bad spots for corrosion, so that ships' staffs may know where to take preventive or remedial action.

2. Assessment for the 120 ships was based on one point for light rust, two points for light corrosion and pitting, and three points for heavy corrosion and pitting involving patching or renewals.

3. The highest totals indicate the worst spots for corrosion as follows :-

Lower deck, forward	230
Lower deck, aft	190
Outer bottom plating, forward	90
Outer bottom plating, amidships	80
Outer bottom plating, aft	60
Forecastle deck, forward	70
Bridge deck	70
Upper deck, forward	65
Upper deck, aft	60
Bridge superstructure and flag deck	60
Bulkheads amidships in hold	65
Upper deck fittings (R.U. lockers, etc.)	60
Fuel oil tanks	55
Upper deck amidships	50
B, X and Y gun decks and platforms	40
Superstructure amidships	40
Quarter deck	35
Bulkheads forward in hold	30
Ships' side plating, forward and aft	30

4. Commanding Officers should ensure that ships' staffs' maintenance efforts are directed accordingly.

(The foregoing is the text of A.P.O. 1929/1955 altered to meet R.A.N. conditions).

(4276/2/65)

738.

NAVAL STORES (GENERAL) (CLASS E, GROUP 4) - TUBULAR ALUMINIUM ALLOY FURNITURE - SUPPLY.

Future purchases of arm chairs, easy chairs and nesting chairs for use in H.M.A. Ships will be of Australian made tubular aluminium alloy articles of commercial pattern. The items which will be procured are listed in the Appendix to this Order.

2. Items which have been superseded in the Royal Australian Navy by the introduction of the new items are also shown in the Appendix. Superseded items will be issued until stocks are exhausted and should be retained in service until they become unserviceable.

(4512/40/175)

APPENDIX

New Items		Items Superseded	
Description	Pattern No.	Description	Pattern No.
Chairs, nesting, tubular aluminium alloy, P.V.C. fireproofed upholstery, ("Namco" type C.5 complete with backrail, or equivalent).	like 3052	Chairs, table, nesting, tubular steel, hide.	3051
		Chairs, table, nesting, tubular steel, leather-cloth.	3052

New Items		Items Superseded	
Description	Pattern No.	Description	Pattern No.
Chairs, nesting, tubular aluminium alloy, P.V.C. fireproofed upholstery, ("Namco" type C.5 complete with backrail, or equivalent).	like 3052	Chairs, nesting, tubular aluminium alloy, R.A.N. Type "G".	-
		Chairs, table, nesting, tubular steel.	-
		Chairs, tubular steel, white enamelled.	-
		Chairs, tubular steel upholstered seat and back.	-
		Chairs, tubular steel upholstered in hide. (Pel type R.P.6).	-
		Chairs, tubular steel upholstered in leathercloth. (Pel type R.P.6).	-
		Chairs, tubular steel upholstered in canvas. (Pel type R.P.6).	-
		Sets, canvas, for nesting chairs.	-
		Backs, canvas, for nesting chairs.	-
		Chairs, tubular steel (Pel type R.P.5).	-
		Chairs, tubular steel (Pel type A.P.10).	-
		Chairs, table, beech, cane seated.	715
		Chairs, coachwood, with portable upholstered seat.	like 715
		Chairs, table, mahogany, stained, with perforated wooden seat.	716
		Sets, spare, for patterns 715 and 716 chairs.	717
		Chairs, table, mahogany, stuffed.	92
		Chairs, table, mahogany, stuffed.	718

New Items		Items Superseded	
Description	Pattern No.	Description	Pattern No.
Chairs, nesting, tubular aluminium alloy, P.V.C. fireproofed upholstery ("Nameo" type C.5 complete with backrail, or equivalent).	like 3052	Chairs, table, mahogany, stuffed.	692
		Chairs, windsor, strong.	721
Chairs, arm, tubular aluminium alloy, P.V.C. fireproofed upholstery ("Nameo" type C.1 or equivalent).	like 3056	Chairs, arm, tubular steel, hide.	3055
		Chairs, arm, tubular steel, leathercloth.	3056
		Chairs, table, with arms, tubular steel, upholstered (Pel type A.P.9).	-
		Chairs, arm, tubular aluminium alloy, R.A.N. type "A".	-
Chairs, easy, tubular aluminium alloy, P.V.C. fireproofed upholstery ("Nameo" type C.8 or equivalent).	like 3060	Chairs, easy, large, tubular steel, hide.	3057
		Chairs, easy, large, tubular steel, leathercloth.	3058
		Chairs, easy, small, tubular steel, hide.	3059
		Chairs, easy, small, tubular steel, leathercloth.	3060
		Chairs, easy, large, tubular steel, upholstered (Pel type S.P.7).	-
		Chairs, easy, small, tubular steel, upholstered (Pel type A.1831).	-
		Chairs, easy, tubular steel, upholstered, leathercloth (Pel type S.P.15).	-
		Chairs, easy, tubular steel (Pel type A.P.16).	-
		Chairs, easy, hide upholstered.	690
		Chairs, easy, adjustable.	691

New Items		Items Superseded	
Description	Pattern No.	Description	Pattern No.
Chairs, easy, tubular aluminium alloy, P.V.C. fireproofed upholstery ("Nameo" type C.8 or equivalent).	like 3060	Chairs, easy, small tub for C.P.O's.	3010
		Chairs, easy, mahogany.	712
		Chairs, easy, stuffed.	91
		Chairs, easy, stuffed.	713
		Chairs, easy, leather, brown.	-
		Chairs, easy, large, tubular aluminium alloy, R.A.N. type "B".	-
		Chairs, easy, small, tubular aluminium alloy, R.A.N. type "D".	-

739.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 3) -
LAMPS, ELECTRIC, X964750 - INTRODUCTION.

H. M. A. S. MELBOURNE

Lamp X964750 has been introduced and added to the Rate Book and Authorised List of Naval Stores under Class F, Group 2A, Part 3, as detailed below :-

Ref. No.	Description	Ships Accounting Classification	First Outfit Qty.
X964750	Lamp, Electric, 220V, 150W B.C., Pearl. For illumination in periscopes for smoke observation in Aircraft Carriers.	Consumable	32 to H.M.A.S. MELBOURNE.

2. Supply to H.M.A.S. MELBOURNE will be arranged by (Superintending) Naval Store Officer, Chatham.

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1561/1955 altered to meet R.A.N. conditions).

(4518/22/264)

740.

NAVAL STORES (TECHNICAL) - SPARES - REDUCTION IN ALLOWANCES - INITIAL SUPPLIES FOR ASDIC EQUIPMENT.

It has been decided that the instructions contained in paragraph 4(a) of Navy Order 558 of 1955 (Naval Stores (Technical) - Electronic Spares - Reduction in Allowances) are to be applied to Asdic, Echo-Sounding and Hydrophone equipments as follows :-

Spares for H.M.A. Ships in Commission, D Class Commission in Reserve and Shore Establishments.

Whenever new (or conversion) sets of Asdic, Echo-sounding and Hydrophone equipments are fitted, only the onboard spares classified under Class/Group P.1A.2, which are regarded as peculiar to the equipments, will be supplied. A list of the total spares allowed for each equipment will be forwarded to the ship or shore establishment concerned in order that demands may be sent to the appropriate storing yard, for supply of any of the other Class/Group spares shown which are not already carried on board in sufficient quantity for maintenance purposes.

Spares for New Construction Ships, and others re-storing.

The initial allowances of spares for Asdic, etc., equipments being supplied to New Construction Ships, or ships storing after long refit, modernisation or conversion in connection with paragraph 4(b) of Navy Order 558 of 1955 will be supplied as follows :-

- (a) Spares under Class/Group P.1A.2 will be supplied without any reduction factor being applied.
- (b) Spares under Class/Groups P.1A.1 and P.4 will be supplied after the reduction factor has been applied.
- (c) Spares under all other Class/Groups will be included in the first outfits of general stores for the ships.

(The foregoing is the text of A.F.C. 230/1955 altered to meet R.A.N. conditions).

(4501/2/114)

741.

SAFETY - LANDING BROWS - FITTING SECOND GUARD WIRE AND LEE BOARDS.

H.M.A. Ships

Commanding Officers of ships which carry landing brows should arrange for an examination to be made of such brows and, where not so fitted, for a second guard wire and lee boards to be fitted on either side, due regard being paid to the weight, stowage and handling facilities of the brow.

2. The work should be carried out by ship's staff at the first opportunity.

(The foregoing is the text of A.F.O. 1789/1955 altered to meet R.A.N. conditions).

(3211/18/71)

742.

WATER FOR DRINKING - TEST FOR CHLORINATION.

When H.M.A. Ships are employed in regions where fresh water supplied is not clearly certified as safe for human consumption, the provisions of Q.R. & A.I., Article 4212, will apply.

2. The HORROCKS Water Chlorination Test Case, Pattern 171/0, is the standard outfit for carrying out the necessary tests and is simple in operation.

3. The case is normally supplied and accounted for, with Medical Officer's stores.

4. Ships without a Medical Officer should, however, obtain the case from the Medical and Dental Store Officer, Sydney, before sailing and account for it through the ship's Medical Store Account. The contents only are expendable. Refills are obtainable from the Medical and Dental Store Officer, Sydney.

(4755/1/8)

SECTION 7 - CANCELLED LIST

743.

CANCELLATION OF NAVY ORDERS.

Confidential Navy Orders 56 of 1944 and 47 of 1949 and Navy Orders 384 of 1947, 67, 153 and 154 of 1949, 32, 371 of 1951 and 323 of 1953, having been sufficiently promulgated, or no longer applicable, are hereby cancelled.

(3712/120/8)

Defence Library
C.N.O. 744/55.

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
28th September, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
744	Books - Distribution of Non-Accountable Publications and Amendments during July, 1955.

N.0120

744.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS
AND AMENDMENTS DURING JULY, 1955.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous, etc., contained in the Appendix to this Order, have been distributed to Ships and Services during July, 1955. Navy Order 110 of 1954 is relevant.

(4139/3/118)

APPENDIXMAGAZINES, PAMPHLETS, ETC.

<u>TITLE</u>	<u>DATE</u>
Aeroplanes	13th May, 1955.
Aeroplanes	20th May, 1955.
Aircraft Vol. 33 No. 10	July, 1955.
Fibres Natural & Synthetic Vol. 16 No. 4	April, 1955.
Fibres Natural & Synthetic Vol. 16 No. 5	May, 1955.
Flight	1st April, 1955.
Flight	8th April, 1955.
Flight	15th April, 1955.
Journal of Naval Engineering Vol. 18 No. 2	April, 1955.
Joint Services Recognition Journal Vol. 10 No. 3	March, 1955.
Journal of the R.N. Medical Service Vol. XLI No. 7	Winter, 1955.
Livewire Vol. 7 No. 1	Spring, 1955.
N.A.M.A.N. N1416-N1417	30th April, 1955.
Post Office Guide Supplement No. 30	May, 1955.
Post Office Guide Supplement No. 31	June, 1955.
United Nations Review Vol. 1 No. 10	April, 1955.
United Nations Review Vol. 1 No. 11	May, 1955.

AMENDMENTS TO AIR PUBLICATIONS.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
113	A.L.101 and 102.
957C Vol.1	A.L.13.
970 Vol. 2	A.L.24.
1086 Book 2, 2nd Edition	A.L.48, 49, 50 and 51.
1086 Book 3, Pt.1, 2nd Edition	A.L.35.
1086 Book 3, Pt.2, 2nd Edition	A.L.35, 43, 44, 45, 46 and 47.
1086 Book 5, 2nd Edition	A.L.38.
1086 Book 6, 2nd Edition	A.L.41.
1086 Book 7, 2nd Edition	A.L.42 and 43.
1086 Book 9, 2nd Edition	A.L.60 and 61.
1086 Book 10, 2nd Edition	A.L.39.
1086 Book 11, 2nd Edition	A.L.65 and 66.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
1086 Book 12, 2nd Edition	A.L.63, 64, 65 and 66.
1086 Book 13, 2nd Edition	A.L.59.
1182A Vol.1	A.L.118, 119, 120, 121 and 122.
1182A Vol.2 Pt.1	E.2 (canc.).
1182C Vol.1	A.L.81.
1182E Vol.1	A.L.42.
1182E Vol.2	(A.L.29) - D.12; (A.L.31) - D.12 (Alt.1); (A.L.30) - D.13.
1182E Vol.5	A.L.6.
1234A Vol.1	A.L.3.
1234D Vol.4	A.L.9.
1234E Vol.5	A.L.7.
1275 Vol.3, 4th Edition	A.L.10, 11 and 12.
1275A Vol.1	A.L.459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471 and 472.
1275A Vol.2 Pt.1	(A.L.231) - B21; (A.L.232) - Z.39 (Alt.1 incorp.).
1275B Vol.1	A.L.232 and 233.
1275B Vol.2 Pt.3	A.L.18.
1275E Vol.2 Pt.1	(A.L.111) - D.27; (A.L.110) - H.27.
1275E Vol.4 Pt.6	A.L.4.
1275G Vol.1	A.L.14.
1275G Vol.2 Pt.1	(A.L.40) - 1.3; (A.L.59) - K.4;
	(A.L.41) - Z.1; (A.L.42) - Z.2;
	(A.L.43) - Z.3; (A.L.44) - Z.4;
	(A.L.45) - Z.5; (A.L.46) - Z.6;
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1275T Vol.1	A.L.11, 12 and 13.
1355 Vol.2 Pt.1	(A.L.86) - C.134; (A.L.84) - G.124 (Alt.2); (A.L.85) - H.1.
1355C Vol.1	A.L.43.
1355D Vol.1	A.L.20.
1374C Vol.2 Pts. 2 and 3	A.L.22.
1374B Vol.2 Pts. 2 and 3	A.L.30.
1455	A.L.239 P.1 (Issue 6).
1464B Vol.1	A.L.139 and 140.
1464C Vol.2 Pt.1	No.2 (A.L.14 incorp.).
1464D Vol.1	A.I.L.1/55.
1492A Vol.1	A.I.L.1/55.
1500 Vol.2 Pt.1	Z.42.
1538A Vol.1 and 6, Pt.1	A.I.L.1/55 with Marker Card.
	A.I.L.2/55 with Marker Card.
	A.L.20.
1538B, D, G, H, Vol.3 Pt.1 5th Edition.	
1538D Vol.1 and 6, Pt.1	A.L.53 and 54.
1538D Vol.4 Pt.6	A.L.3.
1538D Vol.6 Pts. 2 and 4	A.L.43, 44 and 45.
1538E Vol.2 Pt.3	A.L.70.
1538L Vol.6 Pts. 2 and 4	A.L.23.
1538L Vol.6 Pt.3	A.L.4.
1538P Vol.1 and 6 Pt.1	A.L.23.
1641F Vol.1 Pts. 1 and 3	Addendum to A.L.24.
1641F Vol.2 Pt.1	B.12, D.9, K.14.
1641F Vol.2 Pts. 1 and 3	A.L.67 (Altering designation to A.P.1641F, Vol.2).
1641P Vol.1	A.L.41.
1641P Vol.1 Pt.2 and Vol.5	A.L.28.
1661B Vol.1	A.L.60 and 61;
	A.I.L.1/55 with Marker Card.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
1661F Vol.1	A.L. 38 and 39.
1664A Vol.1	A.L. 93, 94 and 95.
1664A Vol.2 Pt.1	A.44, A.45, E.4.
1664D Vol.1 Pt.2 and Vol.5 2nd Edition	A.L. 28, 29, 30 and 31.
1803 Vol.2 Pt.1	D.69, D.72, D.73, D.74, D.75, D.76, E.64 (A.L.1), E.65, E.66, E.67, F.18 (A.L.1), F.22 (A.L.1), F.35 (A.L.1), F.49 (A.L.1), F.51, F.52, F.53, 8.7, Z.21 (A.L.3), Z.23 (A.L.4).
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1803B Vol.1	A.L.127, 128 and 129.
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1803S Vol.1	A.L.56, 57 and 58.
1803T Vol.1	A.L.15 and 16.
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2102F Vol.1	A.L.53.
2102F Vol.2 Pt.1	C.24 (A.L.2); Q.17 (A.L.1); R.A.N. (F.F.21).
2102F Vol.3 Pt.2 (App. "A" 2020)	A.L.21, 22 and 23.
2102H Vol.1	A.L.40.
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2306B Vol.1 and 6	A.L.9 and 10.
2337 Vol.1	A.L.114, 115, 116, 117, 118, 119, 120 and 121. (A.L.59) - C.14 (Alt.1).
2337 Vol.2	A.L.89, 90, 91, 92, 93 and 94.
2463 Vol.1	A.L.7.
2536C Vol.1 Pt.1	A.L.8.
2536C Vol.1 Pt.3	A.L.25.
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2552K Vol.1	A.L.9, 10 and 11.
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3282A Vol.5	A.L.6.
3282A Vol.6	A.L.5.
3282A Vol.7	A.L.6.
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3282A Vol.22	A.L.7.
4018B, P.N. 3rd Edition	A.L.2.
4018B Vol.2 Pt.1	B.23; RAN/Sea Fury/16 (May, 1955).
4089C	C.517 (A.L.1) Issue 1. C.520 (A.L.1).
4089D	C.514 (A.L.2) Issue 2. D.400 Issue 3. D.438 (A.L.4) Issue 3. D.465 (A.L.1) Issue 3. E.115 (A.L.1) Issue 3. (A.L.116) - A.9 (Alt.2). (A.L.117) - M.3 (Alt.1).
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4146 Vol.2 Pt.2	A.L.7.
4146 Vol.2 Pt.3	A.L.78, 79, 80 and 81.
4146B Vol.1	A.L.61.
4158A Vol.1	A.L.11.
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4257A Vols. 1 to 6	A.L.138.
4272C Vol.5 Pt.2(N) Issue 2	A.L.10.
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4302A and B Vol.5 Pt.2(N)	A.L.6.
4303B Vol.1	A.L.85, 86, 87, 88, 89, 90 and 91.
4303C Vol.1	A.L.77.
4303E Vol.1	A.L.23.
4320A Vol.1	A.L.48 and 49.
4320A and B Vol.6 Pt.4	A.L.25 and 26.
4320 M.L.	A.L.2.
4328A Vol.1	A.L.40, A.I.L.2/55, A.I.L.3/55.
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A.P.(N) 377 (F1)	A.L.64.
A.P.(N) 378	A.L.78 and 79.
A.P.(N) 383	A.L.80.
A.P.(N) 1024	A.I.L.2.
B.A.L. 383	A.L.81.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
N.A.M.O. Engines:	A.L.18 dated 1/4/55. STI/Ghost/8 dated 2/4/55. STI/Ghost/9 dated 2/4/55. SI/Ghost/5 dated 31/3/55.
N.A.M.O. General:	G.37 dated 31/3/55. STI/Instruments/46 dated 31/3/55.
N.A.M.O. Miscellaneous:	STI/Meteor/108A dated 1/4/55.
Air Clues.	March, 1955.
Air Pictorial.	March, 1955.
I.C.A.O. Monthly Bulletin.	January/February, 1955.
Instruction Manual for the Sperry Directional Gyro Type DL.2	
Sperry Electric Gyro Horizon Type H.L.5 Schedule of Spares (Copy No. 59).	
Instruction Manual for the Sperry Gyro Horizon Type H.L.2.	
Sperry Gyrosyn Compass Type C.L.2. Schedule of Spare Parts 1 and 2 (Copy No.57).	
Sperry Review Vol.3 No.8.	(Winter 1954/1955).
A.A.P. No.2 Table of Contents	Sub A.L.56 (A.L.6821).
A.A.P. No.2 Group D Section 1A	Sub A.L.46 (A.L.6856).
A.A.P. No.2 Group D Section 1B	Sub A.L.43 (A.L.6834). Sub A.L.44 (A.L.6857).
A.A.P. No.2 Group D Section 1C	Sub A.L.47 (A.L.6812). Sub A.L.48 (A.L.6859).
A.A.P. No.2 Group E Section 22	Sub A.L.21 (A.L.6846). Sub A.L.22 (A.L.6882).
A.A.P. No.2 Group F Section 3 11th Edition	Sub A.L.36 (A.L.6777). Sub A.L.37 (A.L.6932).
A.A.P. No.2 Group G Section 5F	Sub A.L.17 (A.L.6917).
A.A.P. No.2 Group G Section 6J	Sub A.L.8 (A.L.6749).
A.A.P. No.2 Group G Section 6P Vol.1	Sub A.L.7 (A.L.6803). Sub A.L.8 (A.L.6804). Sub A.L.9 (A.L.6802).
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A.A.P. No.2 Group H Section 28B	Sub A.L.20 (A.L.6840).
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A.A.P. No.2 Group H Section 128F Vol.2A	Sub A.L.10 (A.L.6782).
A.A.P. No.2 Group H Section 128F Vol.3	Sub A.L.11 (A.L.6761).
A.A.P. No.2 Group H Section 128F Vol.6	Sub A.L.11 (A.L.6876).
A.A.P. No.2 Group 1 Section 1	Sub A.L.14 (A.L.6805).

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
A.A.P. No.2 Group 1 Section 1 Vol.1	Sub A.L.13 (A.L.6800). Sub A.L.14 (A.L.6862).
A.A.P. No.2 Group 1 Section 1B 5th Edition	Sub A.L.14 (A.L.6865).
A.A.P. No.2 Group 1 Section 15D	Sub A.L.9 (A.L.6870).
A.A.P. No.2 Group 1 Section 31A	Sub A.L.12 (A.L.6809).
A.A.P. No.2 Group 1 Section 32A	Sub A.L.13 (A.L.6807).
A.A.P. No.2 Group J Section 12Q	Sub A.L.5 (A.L.6897).
A.A.P. No.2 Group K Section 3	Sub A.L.20 (A.L.6886).
A.A.P. No.2 Group E Section 5	Sub A.L.17 (A.L.6887).
A.A.P. No.2 Group Y Section 10B 5th Edition	Sub A.L.23 (A.L.6610).
A.A.P. No.2 Group Y Section 10F 5th Edition	Sub A.L.19 (A.L.6726).
A.A.P. No.2 Group Y Section 10K	Sub A.L.6 (A.L.6734).
A.A.P. No.2 Group Y Section 10LB 3rd Edition	Sub A.L.7 (A.L.6851).
A.A.P. No.2 Group Y Section 10FB 3rd Edition	Sub A.L.5 (A.L.6849).
A.A.P. No.2 Group Y Section 10R	Sub A.L.6 (A.L.6916).
A.A.P. No.2 Group Y Section 10RB	Sub A.L.4 (A.L.6915).
A.A.P. No.2 Group Y Section 10S 7th Edition	Sub A.L.10 (A.L.6776).
A.A.P. No.2 Group Y Section 10SB 6th Edition	Sub A.L.9 (A.L.6778).
A.A.P. No.2 Group Y Section 10T 3rd Edition	Sub A.L.8 (A.L.6786).
A.A.P. No.2 Group Y Section 110D Vol.1 2nd Edition	Sub A.L.35 (A.L.6757).
A.A.P. No.2 Group Y Section 110E	Sub A.L.10 (A.L.6668).
A.A.P. No.2 Group Y Section 110HB 4th Edition	Sub A.L.7 (A.L.6792).
A.A.P. No.2 Group Y Section 110J 4th Edition	Sub A.L.9 (A.L.6791).
A.A.P. No.2 Group Y Section 110P 4th Edition	Sub A.L.3 (A.L.6795).
R.A.A.F. Radio Facility Charts Aust. & N.Z. Area "D"	Military Aviation Notice Serial:- No.23D dated 6/6/55 No.24D dated 13/6/55 No.25D dated 20/6/55 No.26D dated 27/6/55 No.27D dated 4/7/55 No.28D dated 11/7/55 No.29D dated 18/7/55.
	A.D.6080
	A.D.6352
	A.D.6369

<u>A.F. NO.</u>	<u>A.L. OR LEAFLET</u>
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A.D. 6378	

AMENDMENTS TO B.R.'S, ETC.

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125/54-55	Supplements 18, 19, 20
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291/45	25
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669(1)	A.F.O. "P" 206/55
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1693(2)	92
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1872B	1
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<u>TITLE</u>	<u>DATE</u>
Lloyds Shipping Index	4th July, 1955.
Lloyds Shipping Index	11th July, 1955.
Lloyds Shipping Index	18th July, 1955.
Lloyds Shipping Index	25th July, 1955.

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

C.N.Os. 745-759/55.

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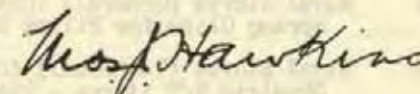
COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

4th October, 1955.

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

By direction of the Naval Board,



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

N.0123

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SECTION 1 - ADMINISTRATIVE AND GENERAL

745.

DAMAGE CONTROL EQUIPMENTS COMMITTEE.

It has been decided to set up a Damage Control Equipment Committee with the following terms of references :-

- (1.) To advise the Naval Board on the policy for, and all matters pertaining to, fire fighting and damage control equipment in ships.
 - (2.) To examine the present situation in the R.A.N., and to propose any changes considered desirable in :-
 - (a) the types of fire fighting and damage control equipment in use and proposed;
 - (b) the allowances of fire fighting and damage control equipment;
 - (c) the stowage of fire fighting and damage control equipment.
 - (3.) To review existing specifications for fire fighting and damage control equipment and to amend or prepare new specifications where these are considered necessary.
 - (4.) To acquaint themselves with new developments and designs of fire fighting and damage control equipment and make recommendations for the trial, assessment, and if justified the adoption of such equipments.
 - (5.) To make recommendations for rationalising and standardising fire fighting and damage control equipment for ships. In this capacity they should collaborate with the Standardisation Committee which already has a responsibility in this field for the other Services and shore establishments.
- This Committee shall have authority to co-opt officers to assist in its deliberations.
2. The Committee will consist of the Officer-in-Charge, A.B.C.D. School, PENGUIN, and a representative of each of the following :-
 - Flag Officer Commanding, H.M. Australian Fleet.
 - Director of Naval Electrical Branch.
 - Director of Training and Staff Requirements.
 - Director of Air Warfare Organisation and Training.
 - Director of Naval and Air Stores.
 - Principal Naval Architect, and
 - Director of Construction (Naval) who will be ex officio chairman. A permanent secretary will also be appointed.
 3. Items which it is considered should be brought before the Committee are to be forwarded through Administrative Authorities to the Secretary, Department of the Navy.

(3406/14/52)

SECTION 2 - PERSONNEL

746.

CLASSES AND PROFESSIONAL EXAMINATIONS FOR LEADING SEAMAN AND PETTY OFFICER.

The syllabuses and methods of carrying out the Professional Examinations for Leading Seaman for Petty Officer and Able Seaman for Leading Seaman have been reviewed and in future the examinations in both Sections I and II will be carried by Fleet Boards. A.B.R. 10 - R.A.N. Advancement Instructions is amended as follows :-

Delete existing Articles 137, 138, 139 and 140 and insert the following in lieu :-

137. Instructions for Examinations in Seamanship for Leading Seaman and Petty Officer.

The Syllabuses for the Professional Examination of Leading Seaman for Petty Officer and Able Seaman for Leading Seaman are set out in Articles 138 and 139. Each Syllabus is divided into two sections :-

Section I - Ability to Take Charge.
Section II - Technical Ability.

2. A candidate is to be examined in both Section I and Section II by a Board of Officers. The minimum Board of examiners for both Petty Officer and Leading Seaman is to consist of -

- 1 Commander - President
- 4 Lieutenant-Commanders or Lieutenants (1 of these officers is to conduct the A.B.C.D. Examination)
- 1 Senior Commissioned Boatswain or Commissioned Boatswain.

NOTE:- If no Senior Commissioned Boatswain or Commissioned Boatswain is available a Senior Commissioned Gunner or Commissioned Gunner, a Senior Commissioned Gunner (TAS) or Commissioned Gunner (TAS) or Senior Commissioned Boatswain (PR) or Commissioned Boatswain (PR) may be substituted.

3. The examination is to be oral.
4. The number of candidates to be examined by one Board should normally be limited to twelve.
5. In normal circumstances, examinations should be held quarterly.
6. The Flag Officer Commanding H.M.A. Fleet is to make the necessary arrangements for the assembly of the quarterly Fleet Boards, and the attendance of candidates.
7. Ratings in shore establishments are to be examined by Boards convened by Flag or Naval Officers-in-Charge or Commodore Superintendent of Training unless an opportunity arises for them to be examined by a Fleet Board.

8. Flag or Naval Officers-in-Charge, or Commodore Superintendent of Training, when convening Boards, should arrange dates which will permit the attendance of candidates from sea-going ships under their command and if possible from detached ships temporarily in their areas and unable to send their candidates to a Fleet Board.

9. Men serving in detached ships, who are unable to attend either Fleet or Shore Establishment Boards during the year, are to be examined by a similar Board but consisting of officers of their own ship. In these cases the President of the Board may be a Lieutenant-Commander whose appointment is in command.

10. With a view to providing opportunities to men to prepare themselves for the higher rating, organised classes are to be arranged in Ships and Establishments for men who wish to pass for Leading Seaman and Petty Officer. A definite syllabus of instruction in each case is to be prepared. The special course of training should be of approximately two months duration. It is desirable that instruction should be given mainly by Officers.

11. Men must be prepared to work in their own time, but some organised instruction is to be given in working hours when feasible. Voluntary instruction out of working hours should be given for an aggregate of at least 3 hours a week, the times and periods comprising the voluntary instruction being arranged as convenient in each ship or establishment.

12. When higher rating training classes are formed nominal lists of all ratings included in the classes are to be forwarded to the Manning Department as early as possible so that drafting of these ratings before completion of examinations can be avoided. The date of the Board is to be reported by the convening authority as soon as it is known.

13. Additions and withdrawals are to be reported as they occur.

14. Captains are to use their discretion as to the inclusion in classes during working hours of men who have previously undergone a course in the ship or establishment or of men who absent themselves from voluntary instruction during non-working hours.

15. Care is to be taken that instruction and examination are not limited to a knowledge of the candidates own ship except where specified in the syllabuses.

16. Candidates must pass in Section I to be eligible for examination in Section II.

17. No rating can appear before more than one Board in any one quarter.

18. Form A.S. 441 (in duplicate) is to be raised in respect of each candidate and forwarded to the convening authority in accordance with instructions on the form. Pending its reprinting, Form A.S. 441 Part II - Captains Certificate - is to be amended by deleting paragraph 4, which paragraph is to be added to Part III - Board Examination. Sub-paragraph (ii) of Part III is to be amended by deleting "by own Ship's Officers".

19. Leading Seamen, including Acting Leading Seamen (Provisional), who are in possession of E.T.1 Certificates and who have completed 12 months Acting time, will be eligible to take the professional examination for Petty Officer.

20. Able Seamen will be eligible to take the professional examination for Leading Seaman at any time after being rated.

21. In Section I "Ability to take Charge", candidates are to be judged on their general bearing, the manner in which they set about the tasks given them and in which they give their orders and see them carried out. Attention is drawn to the consideration that an Able Seaman passing for Leading Seaman should not be expected to show that power of command which is expected in a candidate for Petty Officer, and allowance should be made for his cultivating this during his time as Leading Seaman.

22. In Section II marks are to be awarded in accordance with the following scales :-

	For Petty Officer		For Leading Seaman	
	Maximum	To Pass	Maximum	To Pass
(a) Rigging	40	20	60	30
(b) General Duties	60	30	40	20
(c) Rule of the Road	30	25	30	25
(d) Anchor Work	50	25	60	30
(e) Organisation	40	20	30	15
(f) Signals	30	15	30	15
(g) A.B.C.D.	50	25	50	25

23. Subject to the recommendation of the Examining Board, a candidate who fails in not more than TWO subjects in Section II may be re-examined in the subject (or subjects) in which he failed by a Board convened in the following quarter.

24. A candidate who fails in more than two subjects in Section II or who fails in one or both of the subjects during re-examination, may apply to be examined by the next Board which is convened. The latter examination is to cover all subjects in Sections I and II. In such cases new Forms A.S. 441 are to be prepared.

25. On completion of the Board examination, the President of each Board is to forward the completed Forms A.S. 441 to the convening authority, together with any remarks he may wish to make on the conduct of the examination and the results obtained. The convening authority is to dispose of the completed forms as follows :-

Passes - Duplicate to the Secretary, Department of the Navy, together with a nominal list of all ratings examined, showing passes and failures, his own remarks and a copy of the remarks of the President/s of the Board/s.

- Original to the candidate's ship for retention in the rating's papers.

Failures - Both copies to the candidate's ship.

26. On receipt of completed Forms A.S. 441, "passes" are to be noted on Service Certificates and in the Ledger. The form is then to be placed in the rating's Service documents. In the case of unsuccessful candidates who are recommended for re-examination in up to two subjects, both copies are to be retained in the candidate's papers pending such re-examination. When a candidate is successful in this re-examination, the result is to be entered on the forms, one copy forwarded to the Secretary, Department of the Navy, and the other dealt with as for a "pass" form. In all other cases of failure either in Section I or Section II original copy is to be retained with the rating's Service documents and the other copy destroyed.

27. The basic date of passing for all candidates who pass the Board examination (for notation on advancement rosters and Service documents) will be the 31st March, 30th June, 30th September or 31st December. The basic date of passing of ratings who are successful in a re-examination in one or two subjects will be a date two months subsequent to that which would have been the basic date had he passed the first Board's examination.

28. The relative positions on the advancement roster of ratings who have the same basic date of passing under the above rules will be fixed according to their seniority in rating. When two or more ratings are equal in basic dates of passing and seniority in rating, their length of service in the Seaman Branch will fix their relative positions on the roster. Should two or more ratings be equal in all respects as regards basic date of passing, seniority in rating and length of service, their relative roster positions will be determined on the marks obtained in Section II of the examination.

138. Syllabus for Examination of Leading Seaman for Petty Officer.

Section I - Ability to take Charge.

- (a) To take charge of a class in :-
 - (i) Squad drill.
 - (ii) Physical and recreational training.
- (b) To tell off a party of men for work of the following nature and carry it out :-
 - (i) Working small derricks or single davits.
 - (ii) Handling awnings.
- (c) (i) To instruct a crew of inexperienced ratings in a boat under oars.
 - (ii) To take charge in a boat under power and oars.
- (d) To take charge of the hoisting and lowering of a boat in harbour and the securing of a sea boat.
- (e) To take charge of a party in a damage control drill; e.g., putting out a fire, evacuating wounded from a damaged area, or supervising the emergency closing down of an occupied compartment.

Section II - Technical Ability.

- (a) Thorough knowledge and practical work in all knots, splices, bends and hitches and other practical work normally taught to seamen.
- (b) Ability to instruct in and demonstrate practically the :-
 - (i) Improvisation of sheer legs to lift up to 5 tons.
 - (ii) Repair of canvas gear and elementary sailmaking.
- (c) Thorough knowledge of :-
 - (i) Types and uses of all hawsers.
 - (ii) Calculation of working and breaking strains of wire rope and cordage.
 - (iii) Gear used for fuelling at sea and light jackstay transfers.
 - (iv) Different types of tackles, their uses and how to fit them.
 - (v) Boats falls - fitting, reeving and securing. All fittings on davits.
 - (vi) Care and maintenance of all hawsers and blocks.
- (d) Target work - to be confined to a general knowledge of towing arrangements and setting and furling sails.
- (e) All rigging in own ship.

2. General Duties.

- (a) Sufficient knowledge of compass, chart reading laying off courses and uniform system of buoyage to carry out the duties of coxswain of a harbour tender (e.g., G.P.V.) and ship's boat.
- (b) Practical knowledge of all current methods of sounding.
- (c) Writing up log book. Reading a barometer.
- (d) Details of stowage of all life saving equipment, methods of release, maintenance, etc. Picking up and treatment of survivors.

3. Rule of the Road.

Practical knowledge of the regulations for the preventing of collisions at sea, but to be confined to those regulations necessary to ensure that the candidate could be entrusted, as coxswain with the safe navigation of ships' boats and small craft such as G.P.V's and M.S.L's.

4. Anchor Work.

- (a) A practical knowledge of working anchors, cables and capstans in all circumstances.
- (b) A practical knowledge of laying out and weighing dan buoys.
- (c) All forms of fore-castle work, including "Bringing to" and tending wires.
- (d) Duties when in charge of an Anchor Watch.

5. Organisation.

- (a) To describe any evolution carried out in the candidates ship, including replenishment at sea.
- (b) General duties of a Petty Officer, including -
 - (i) Captain of a top.
 - (ii) Petty Officer of the Day.
 - (iii) Petty Officer of the Watch at sea.
 - (iv) Regulating, patrol and sentry duties (Q.R. & A.I. Chapter 32, Section III).
 - (v) Responsibilities under Q.R. & A.I. Articles 1853.
 - (vi) Commander's Office duties.
 - (vii) Duties of Quartermaster including use of the Boatwain's Call and ability to instruct in helmsman's and telegraphman's duties.
- (c) Outline knowledge of the issue of Naval stores and provisions and the care and maintenance of stores and fittings in "part-of-ship".

6. Signals.

- (a) To be able to interpret any signals in the Minor Landing Craft and Boats' signal book with the aid of the book.

- (b) Sufficient knowledge of semaphore and morse lamp to make and read a message at the following rates :-

Semaphore - 10 w.p.m.
Fleshing - 6 w.p.m.

- (c) Knowledge of the colours of flags and pendants.

7. A.B.C.D. (Article 30).

- (a) Arrangement and identification of decks and compartments. Regulations concerning water-tight openings. Markings of openings. Reasons for the regulations. Correct method of closing and clipping doors and hatches.
- (b) The effect of "Free Surface" and its danger to the ship.
- (c) Ship's A.E.C.D. orders. Emergency Stations. Damage Control States. Thorough knowledge of Ship's A.B.C. Organisation and ship's Damage Control Organisation.
- (d) Positions of H.Q.1, H.Q.2, D.C. bases and First Aid Posts in own ship. Position of damage control lockers and fire fighting equipment in own ship. Knowledge of ship's ventilation system.
- (e) Ability to pass and receive messages by telephone. Ability to use broadcast systems. Internal communications fitted for damage control.
- (f) How and when to use portable fire-fighting appliances and each type of branch pipe.
- (g) Respirator A/G and contents of A/G haversack. Respirator drill. War and accidental gases. Protective clothing. Personal cleansing. Gas alarm and A.B.C. sentry duties. Decontamination methods and practice.
- (h) Atomic explosions and radiation hazards. Monitoring. Practical use of principal radiac instruments.
- (i) Necessity for proper stowage of gear and stores to minimise risk of fire or choked suction. Use of automatic emergency lanterns.
- (j) Practical knowledge of First Aid.
- (k) Outline of Action Messing Organisation.
- (l) Elementary knowledge of Biological Warfare.
- (m) Knowledge and principles of shoring.
- (n) Method of running emergency electric leads (sufficient to aid Electrical Repair Parties).
- (o) Practical knowledge of all types of breathing apparatus.
- (p) Knowledge of magazine flooding and spraying arrangements and purpose thereof.
- (q) Rigging and operation of portable pumps.

139. Proposed Syllabus for Examination of Able Seaman for Leading Seaman.

Section I - Ability to take Charge.

- (a) To take charge of a class in :-
 - (i) Squad drill.
 - (ii) Physical and recreational training.
- (b) To tell off a party of men for work of the following nature and carry it out :-
 - (i) Working small derricks or single davits.
 - (ii) Handling awnings.
- (c) To take charge in a boat under power and oars.
- (d) To take charge of the hoisting and lowering of a boat in harbour and the securing of a seabat.
- (e) To take charge of a party in a damage control drill; e.g., in putting out a fire, evacuating wounded from a damaged area, or supervising the emergency closing down of an occupied compartment.

Section II - Technical Ability.

- (a) Thorough knowledge and practical work in all knots, splices, bends and hitches and other practical work normally taught to seamen.
- (b) Rigging derricks as fitted in own ship, and the improvisation of sheers on board, with particular reference to passing the head lashings and strops, laying out and securing splay and heel tackles, placing blocks for the leads of purchase and topping lifts, and deck shoring beneath the sheer legs.
- (c) Repairs of canvas gear and elementary sail making.
- (d) Thorough knowledge of -
 - (i) Types and uses of all hawsers.
 - (ii) Calculation of working and breaking strains of wire rope and cordage.
 - (iii) Gear used for fuelling at sea and light jackstay transfers.
 - (iv) Different types of tackles, their uses and how to fit them.
 - (v) Boats' falls - fitting, reeving and securing. All fittings on davits.
 - (vi) Care and maintenance of all hawsers and blocks.
- (e) Target work to be confined to a general knowledge of towing arrangements and setting and furling sails.
- (f) Rigging in own ship - to be limited to a working knowledge of it.

General Duties.

- (a) Sufficient knowledge of compass, chart reading, laying off courses, and uniform system of buoyage to carry out the duties of coxswain of ship's boats.
- (b) Practical knowledge of all current methods of sounding.
- (c) Writing up a log-book. Reading a barometer.
- (d) Details of stowage of all life saving equipment, methods of release, maintenance, etc. Picking up and treatment of survivors.

Rule of the Road.

Practical knowledge of the regulations for preventing collisions at sea, but to be confined to those regulations necessary to ensure that the candidate could be entrusted, as coxswain, with the safe navigation of ship's boats.

Anchor Work.

- (a) A practical knowledge of working anchors, cables and capstans in all circumstances.
- (b) A practical knowledge of laying out and weighing dan buoys.
- (c) All forms of fore-castle work, including "Bringing to" and tending wires.
- (d) Duties when in charge of an Anchor Watch.

Organisation.

- (a) General duties of a Leading Seaman -
 - (i) Leading hand of a mess.
 - (ii) Coxswain of a seabat and night boat's crew.
 - (iii) As Second Captain of top.
 - (iv) Patrol and escort (Q.R. & A.I., Article 3222).
 - (v) Duties under Q.R. & A.I., Article 1853.
 - (vi) Duties of Quartermaster including use of Boatswain's call.
- (b) Outline knowledge of the issue of Naval stores and provisions and the care and maintenance of stores and portable fittings in "part-of-ship".

Signals.

- (a) To be able to interpret any signals in the Minor Landing Craft and Boats' Signal Book with the aid of the book.
- (b) Sufficient knowledge of semaphore and morse lamp to make and read a message at the following rates :-

Semaphore - 6 w.p.m.
Flashing - 4 w.p.m.
- (c) Knowledge of the colours of flags and pendants.

A.B.C.D. (Article 30).

- (a) Arrangement and identification of decks and compartments. Regulations concerning water-tight openings. Markings of openings. Reasons for the regulations. Correct method of closing and clipping doors and hatches.
- (b) Ship's A.B.C.D. orders. Emergency Stations. Damage Control States. Ship's A.B.C. Organisation. Ship's damage control organisation.
- (c) Positions of H.Q.1, H.Q.2, D.C. bases and First Aid Posts in own ship. Position of damage control lockers and fire fighting equipment in own ship. Ventilation arrangements at own action station.
- (d) Ability to pass and receive message by telephone. Ability to use broadcast systems. Internal communications fitted for damage control.
- (e) How and when to use portable fire-fighting appliances and each type of branch pipe.
- (f) Respirator A/G and contents of A/G haversack. Respirator drill. War and accidental gases. Protective clothing. Personal cleansing. Gas alarm and A.B.C. sentry duties. Decontamination methods and practice.
- (g) Atomic explosions and radiation hazards. Monitoring. Practical use of principal radia instruments.
- (h) Necessity for proper stowage of gear and stores to minimise risk of fire or choked suction. Use of automatic emergency lanterns.

140-149.

2. A.B.R.10 will be amended by R.I. Series in due course.
(4006/42/32)

747.

COMMUNICATION RATINGS - LIMITED CORRESPONDENCE COURSES.

As an extension of Navy Order 286 of 1955, it has been decided that in order to attempt to reduce still further the failure rate in all Leading and Petty Officer communication rating courses, a scheme of self-study should be introduced for ratings who have been recommended for such courses.

2. A series of notes is being prepared in H.M.A. Signal School consisting of approximately twelve one-hour sessions of self-study and of practical exercises in order that ratings may revise their knowledge of all communication subjects up to the standard of the rating they already hold. This is designed to help, for example, a signal rating employed in a tape relay centre whose knowledge of Fleet work is likely to have suffered.

3. These notes will be issued by H.M.A. Signal School to all ships and establishments in which communication ratings are serving. Whenever practicable, the assistance of Squadron or Base Staffs is to be made available.

4. At the end of a year's trial commencing from date of issue of this Order, Administrative Authorities are to forward a report on the value of the scheme together with suggestions for improvement.

(4006/141/15)

748.

INSTRUCTIONAL FILMS AND FILM STRIPS - S.A. 591, "MARINE GAS TURBINES" (PART 2) - DISTRIBUTION.

Copies of Part 2 of the new film strip S.A. 591, "Marine Gas Turbines" entitled "Heat and the Gas Turbine" are being obtained and distribution will be made without demand by the (Superintending) Naval Store Officer, Sydney, on the following scale :-

H.M.A. Ships and Establishments	No. of Copies
Flinders Naval Depot	1
R.A.N. Film Library, Sydney	1
H.M.A. Training Ship (H.M.A.S. SYDNEY)	1
R.A.N. Air Station, Nowra	1

2. The strip consists of two sections, details of which are as follows :-

Part 2A. (34 frames) Heat and the Gas Turbine - Theory and General principles.

Part 2B. (35 frames) Heat and the Gas Turbine - Details of Construction of Gas Turbines.

(The foregoing is the text of A.P.O. 147/1955 altered to meet R.A.N. conditions).

(4518/61/452)

749.

NAVAL RESERVE FORCES - OFFICERS' BLAZERS.

Approval has been given for the adoption of the Naval Crown and Trident, as reproduced hereunder, worked in red worsted, to be the appropriate badge for wear on Blazer Pockets.



2. Blazers with Naval Crown Pockets in gold, formerly used by Officers of the Reserves, may continue to be used until worn out.

3. Individual "Club", "Sport", "Divisional" or other insignia should not be superimposed on this Blazers.

(4532/11/14)

750.

RATINGS - ELECTRICAL AND ENGINE ROOM BRANCH - CHANGES IN TITLES.

Navy Order 496 of 1955 is to be amended as follows :-
Paragraph 4. Under the headings

Old Titles	Electrical Branch	
	New Titles	New Short Titles
delete "Recruit L.B.	Recruit L.B.	R.L.B."
and insert "Recruit (L.B.)"	Recruit (Electrical Mechanic)	R.(E.M.)"

(4002/51/82)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

751.

SALUTING GUNS - APPROVAL TO USE Q.F. 40-MM. BOFORS GUNS FOR FIRING SALUTES - INTRODUCTION OF Q.F. 40-MM. BOFOR BLANK AMMUNITION.

Paragraph 12 of Navy Order 553 of 1955 is to be amended as follows :-

Line 3 - "For S.T.A.A.G. on Mark 5 mounting" read
"For S.T.A.A.G. or Mark 5 mounting".

(4442/20/47)

752.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART B) -
SPRING CLIPS FOR FILING SIGNALS - PATTERNISATION.

Spring clips for filing signals, used in the Communications Department in H.M. ships, requirements of which have hitherto been supplied under Class B, Group 3, are being added to the Rate Book for Naval Stores under Pattern number 6899, Class B, Group 10, Part B, as consumable items.

2. H.M. ships and Fleet Establishments should adjust their Naval Store account in accordance with B.R. 4, Art. 109a.

(The foregoing is the text of A.F.O. 1787/1955 altered to meet R.A.N. conditions).

(4506/2/30)

753.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1.A./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 for disposal, together with any stocks already held, as surplus to requirements in accordance with existing instructions. No items referred to herein require mutilation for security reasons before disposal.

2. Patterns marked * carry embodiment loan components and care is to be taken 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. 1459/1955).

(4519/11/1071)

APPENDIX

Pattern	Description	Remarks
53*	Panel, 3W	Superseded by "B" pattern
57*	Panel, 3W	Superseded by "A" pattern
59*	Panel, 3W	Superseded by "A" pattern
136	Connection	-
138	Connection	-
152	Fitting base	-
W188	Switch	Superseded by "A" pattern
W245	Mounting	-
W276	Coil	-
307	Moulding, spindle, insulated	-
308	Moulding, for barrel type switch	-
314	Moulding, for barrel type switch	-
317	Moulding, for barrel type switch	-
430/A	Regulator	-
W438*	Control unit	-
655	Coil	-
703*	Board	-
W803/A/B*	Panel	Superseded by "C" pattern
W804/A/B/C/D*	Panel	Superseded by "E" pattern
W805-6*	Panel	Superseded by "A" pattern
W808/A*	R/T unit	Superseded by "B" pattern
936	Casting	-
946	Moulding	-
948	Moulding	-
988	Moulding	-
W1004	Transformer	-
W1030	Rectifier	-
1304	Lead	-
1371A	Bracket	-
1407*	Adaptor	-
1454/A	Bolts for rack	-
1545	Box	-
W1567	Conductor	-
W1569	Washer	-
W1605*	Plug	-
1621/A*	Coil	-
1621P	Case for coil	-
1742	Mounting	-
1768	Switch	-
1788	Insulator	-
1808	Insulator	-
1839	Air Box	-
W2132/A*	Control unit	-
2134*	Coil	-
2134P	Case for coil	-
W2137*	Relay unit	Superseded by "A" pattern
W2138/A	Exchange Remote Control Circuit	-
W2892/A*	Control unit transmitter	-
W3565	Transformer	-
3643	Moulding	-
3949A/B*	Coil	-
W4126*	Control unit	-
4284	Insulator	-
4665	Separator	-
4673	Plug, 5-way, screened	-

Pattern	Description	Remarks
4710/B	Alternator	Superseded by "A" pattern
4768*	Switch, distributing, 4-pole, 3-way	-
4807/A/B/C/D/E/F/G/H/J/K/L*	Transmitter	Superseded by Pattern 48C7M
4836	Box, junction	-
4873	Base	-
4875A	Conductor	-
4956	Washer, packing	-

754.

NAVAL STORES (TECHNICAL) - RADAR - OBSOLETE STORES - DISPOSAL.

Dockyards, Naval Store Depots, H.M. Ships (excluding Submarines) and Fleet Shore Establishments at Home and Abroad

The Stores detailed in the Appendix to this Order are now obsolete, and stocks on board H.M. Ships and in Shore Establishments should 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 herein require mutilation for security reasons before disposal.

2. No further returns of these items are to be taken on main or repairable ledger charge.

3. The authorised List of Naval Stores and Demand Forms (D.162) will be amended.

(The foregoing is the unaltered text of A.F.O. 1665/1955).
(4519/31/699)

APPENDIX

Pattern	Description	Pattern	Description
F1A/1.		W8254	Washer
W1040	Transformer	52570	Rectifier
W1047	Transformer	52571	Rectifier
W2279/A	Transformer	54692	Modulator Unit
W2585/A	Board	54692P	Stowage Box
W2586/A	Board	55084	Selector Unit
W2862	Switch	57110	Connection
W2866	Transformer	57636	Plug
W4010	Lead	57638	Socket
W4880	Connector	58618	Socket
W5148	Socket	58624	Socket
W8186	Washer	60002	Rectifier
W8187	Washer	60649	Socket
W8188	Washer	60836	Waveguide connector
W8189	Washer		
W8190	Washer	60837	Waveguide connector
W8191	Washer		
W8200	Washer	65060	Transformer
W8252	Washer		
W8253	Washer		

755.

ELECTRIC FLOOR POLISHING MACHINES FOR H.M.A. SHIPS AND ESTABLISHMENTS - POLICY - SUPPLY OF SPARE PARTS FOR MAINTENANCE OF MACHINES.

It has been decided that, except as indicated in paragraph 3 hereof, the following type of electric floor polishing machine will be supplied in future to H.M.A. Ships and Establishments. The machines will be to Garden Island Specification No. A.217, and should be accounted for as a permanent Naval Store item under Class F, Group IC, Part 5.

H.M.A. SHIPS

Machine Floor Polishing, Electric, 16", PORTOVAC with polishing brush, with $\frac{1}{2}$ H.P. 220 Volt D.C. or 115 Volt 50 cycle A.C. motor as appropriate.

H.M.A. NAVAL ESTABLISHMENTS

Machine, Floor Polishing, Electric, 16", PORTOVAC with polishing brush, with $\frac{1}{2}$ H.P. 240 Volt, A.C. motor.

2. Allowances of the machine are as follows :-

H.M.A. SHIPS

Light Fleet Carriers	3 No.	(includes 2 No. allowed under Admiralty scales)
Cruisers	2 No.	(includes 1 No. allowed under Admiralty scales)
Darings	1 No.	
Destroyers (all classes)	1 No.	
Frigates (all classes)	1 No.	
Sydney Division of the Reserve Fleet Command	2 No.	

H.M.A. NAVAL ESTABLISHMENTS

Generally 1 No. machine for every 1,000 square yards 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. Current allowances to the various Shore Establishments have been communicated by letter to the Authorities concerned.

3. Occasionally, to meet a particular requirement in a Shore Establishment where provision of the standard type machine would be either uneconomical or unsuitable, a small or domestic type machine will be provided.

4. Other types of machines, e.g., "High Shine", "Silovac" at present held by H.M.A. Ships and Establishments will not be replaced until they become beyond economical repair.

5. Stocks of the standard machines are now being procured, and as supplies become available, issues to H.M.A. Ships to complete to the abovementioned allowances will be effected by the (Superintending) Naval and Air Store Officer, Sydney.

6. Dormant demands for ships in "D" and "E" class commission in Reserve and ships under construction, conversion or modernisation will be prepared by the appropriate (Superintending) Naval Store Officer.

7. It is intended that repair and maintenance of the machines should be carried out as far as practicable by service personnel in the Ships or Establishments to which the machines are supplied.

8. A set of spare parts and accessories for the standard machine will be supplied in specially made stowage boxes on the following basis :-

Description	Qty.	Scale
(a) Gear box thrust race	1 No.	} 1 set for 1-5 machines 2 sets for 6-15 machines 3 sets for 16-40 machines
(b) Vertical spindle assembly, top bearing	1 No.	
(c) Vertical spindle assembly, lower bearing	1 No.	
(d) Lower bearing brush assembly	1 No.	
(e) Upper bearing brush assembly	1 No.	
(f) Brushes, motor (as applicable)	2 No.	
(g) Brush springs, motor (as applicable)	2 No.	
(h) Switch	1 No.	
(j) Polishing brushes	1 No.	

9. The scale of spare parts and accessories for other types of floor polishing machines, still in service, will remain as follows :-

(a) "Silovac" Domestic Two Brush Polishers.

Scrubbing brushes	2 No.	} For each 3 machines in service
Polishing brushes	2 No.	
Rubber Driving Bands	2 No.	
Friction Plate Bearing	1 No.	
Carbon Brushes	2 No.	} For each machine in service
Brush Holders	2 No.	

(b) "Hi-Shine" Single Brush 13" Commercial Polishers.

Scrubbing Brushes	1 No.	} For each 3 machines in service
Polishing Brushes	1 No.	
Ball Bearings, Roll Top for Motors	2 No.	
Carbon Brushes	2 No.	} For each D.C. machine in service
Brush Holders	2 No.	

NOTE:- Establishments holding machines of types other than these should demand spare parts and accessories as and when required to make good defects.

10. The first outfit quantities of Liquid Floor Polish, Pattern 7733, for use with floor polishing machines are set out in Navy Order 278 of 1955.

11. Navy Orders 343 of 1953 and 139 of 1954 are hereby cancelled.

(4518/17/202)

756.

TOOL KIT, TYPE L.4 FOR ELECTRICAL RATINGS.

Approval has been given for tool kit, Type L.4, to be amended as follows :-

Electrical Ratings - Tool Kit, Type L.4.

Pattern W5840 Screwdriver, low capacity, 3" x $\frac{1}{8}$ " point, to be supplied in lieu of Pattern 2283 Screwdriver, 9. $\frac{1}{2}$ " x 7/16" point, which is to be returned to Store.

2. Demands (Form A.S.134), should be lodged with the appropriate (Superintending) Naval Store Officer for supply of the Pattern W5840 Screwdriver.

3. Action should be taken in accordance with Navy Order 493 of 1953, regarding return of the Pattern 2283 Screwdriver.

(4506/12/309)

757.

TORCH, ELECTRIC, RUBBER-CASED - INTRODUCTION FOR GENERAL ISSUE TO H.M.A. SHIPS AND ESTABLISHMENTS - CLASS F, GROUP 2A, PART 3.

A rubber-cased two cell electric torch has been introduced for general issue to H.M.A. Ships and Establishments, in lieu of the present two cell metal-cased torch, for a trial period of approximately twelve months.

2. The rubber-cased torch is more expensive than the metal-cased torch and is to be dealt with as a quasi-permanent item in accordance with B.R.4, Article 33 (2), under Naval Stores Class F, Group 2A, Part 3.

3. The torch has a focussing arrangement and is fitted with a domed plastic lens instead of an ordinary glass. The removal of the insert from the rubber case is a simple matter when the instructions, supplied with each case, are followed.

4. It is anticipated that the life of the rubber-cased torch will be considerably greater than that of the metal-cased torch.

5. Reports are to be rendered, after approximately twelve months experience has been gained in the use of the rubber-cased torches, indicating :-

- (i) the number which required replacement through defects during the year, as compared with the number of metal-cased torches, which required replacement through defects during the preceding year;
- (ii) the nature of any defects found; and
- (iii) general remarks in respect of their operation as compared with metal-cased torches.

(4518/22/227)

WITHDRAWAL OF ALLOWANCES OF SIGNALLING FLAGS FOR EMERGENCY PURPOSES.

Existing allowances of complete sets of signalling flags, size 6, and associated flag wallets, Patterns 12 or 14, to occur minesweepers and above for emergency purposes are to be withdrawn.

2. Ships concerned in commission and "D" Class commission in reserve should return these items to the appropriate (Superintending) Naval Store Officer.

3. The relevant Establishments of Sea Stores will be amended.

4. Navy Order 625 of 1954 is hereby cancelled.

(The foregoing is the text of A.F.O. 841/1955 altered to meet R.A.N. conditions).

(4510/14/89)

759.

ISSUING PRICES OF SERVICE MANUALS.

From the date of receipt of this Navy Order, and until further notice, the following prices are to apply to repayment issues of Service Manuals included in the kits of ratings :-

Manual	Price		
	£.	s.	d.
B.P.1266			1. 7.
B.P.67(1)			8. 5.
B.P.67(2)			19. 9.
B.P.67(3)			12. 4.
B.R.16			16. 1.
B.P.77			8.10.
B.P.93	2.	2.	6.
B.P.5			5. 5.
B.P.97			3. 8.
B.P.4			6. 6.
B.R.229			4.11.
B.P.230			5.11.
B.P.224			16. 8.
B.R.888(D)			4.11.
B.P.157			17. 3.
B.R.6A			9. 5.
B.P.25			3.11.
B.P.888			7. 5.
B.R.155			13. 8.
B.P.155A			2. 1.
B.P.155B			4. 1.
A.B.C.D.			7.

<u>Manual</u>	<u>Price</u>
	<u>£. s. d.</u>
B.P.1938 Naval Ratings Handbook	8. 1.
A.B.R.232(2) Signal Card	5. 1.
A.P.(N).(71) Manual of Naval Airmanship	8. 1.
A.M.2 Instructions for the Medical Examination of Recruits	6.
I.P.I. Interim Pay Instructions	4. 0.

2. These items will be included in future in Official Memorandum - Prices of Clothing, etc., maintained for issue to Ships' Companies.

(4139/40/297)

LIST OF ADMIRALTY FLEET ORDERS REPROMULGATED AS COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

(FOR PREVIOUS REPROMULGATIONS OF ADMIRALTY FLEET ORDERS SEE STATEMENT IN ISSUE OF NAVY ORDERS 475-487 OF 1955.)

<u>A.P.O's</u>	<u>ADOPTED IN FULL C.N.O. 1955</u>	<u>ADOPTED IN AMENDED FORM C.N.O. 1955</u>
<u>1954</u>		
1419	-	558
1487	673	-
1743	-	618
2543	-	672
2565	-	648
2722	-	533
2869	-	562
2968	539	-
2991	-	717
3149	-	511
3261	-	664
3412	-	614
<u>1955</u>		
3	-	508
31	153	-
33	-	523
36	-	1851
46	156	-
48	-	211
50	-	235
80	-	305
100	-	283
103	-	249
104	-	270
105	446	-
106	-	331
112	-	320
114	-	210
116	-	321
148	-	329
162	-	232
163	-	230
170	349	-
176	-	340
220	-	368
221	-	250
222	-	334
223	-	251
226	-	292
227	-	372
230	-	740
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
279	-	315
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-

A.P.O.'s	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
338	-	293
340	-	337
341	-	436
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
370	-	595
394	-	384
405	-	405
408	-	443
409	344	-
410	-	366
411	345	-
413	-	335
415	-	339
421	-	338
423	-	374
468	-	328
469	-	308
476	343	-
477	-	583
478	-	365
483	-	313
486	-	596
487	-	332
488	-	370
489	346	-
492	-	394
494	-	540
495	-	413
510	-	119
522	-	619
551	-	432
552	-	498
555	-	404
557	-	369
558	-	569
561	-	431
562	-	592
564	-	437
567	452	-
568	-	642
602	-	481
603	-	367
605	-	521
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
650	-	577
671	-	480
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-

A.P.O.'s	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
684	709	-
687	541	-
724	-	425
728	-	416
730	441	-
744	-	402
746	-	386
748	457	-
749	-	407
751	-	388
752	-	389
753	447	-
762	-	571
763	-	411
765	-	590
767	-	469
819	442	-
824	-	496
833	445	-
834	-	467
836	537	-
837	444	-
838	-	429
843	669	-
844	451	-
844a	-	506
846	-	528
882	-	474
915	-	483
916	-	538
917	-	468
919	448	-
921	-	503
922	-	504
925	-	570
928	-	707
931	615	-
935	-	526
969	-	475
990	535	-
992	519	-
997	-	520
998	536	-
1000	449	-
1025	-	510
1040	-	490
1059	-	733
1062	-	617
1085	533	-
1088	534	-
1121	-	500
1124	591	-
1125	-	527
1137	-	509
1138	-	542
1146	531	-
1212	-	606
1219	-	612
1232	-	668
1233	-	641
1272	-	599
1281	-	652
1302	-	549

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
1304	631	-
1306	-	551
1331	-	688
1346	-	692
1364	-	604
1365	605	-
1369	-	610
1372	-	554
1374	684	-
1379	-	671
1386	-	607
1399	-	649
1400	584	-
1425	-	566
1429	659	-
1433	-	608
1435	-	683
1437	703	-
1444	705	-
1456	694	-
1458	-	674
1470	-	563
1474	581	-
1484	-	693
1546	661	-
1548	-	632
1562	-	739
1584	639	-
1615	-	695
1616	-	662
1617	-	663
1618	-	697
1619	-	634
1622	638	-
1625	-	700
1627	-	667
1632	708	-
1633	-	711
1637	-	710
1638	713	-
1666	687	-
1692	-	731
1705	704	-
1761	-	724
1766	-	655
1775	-	729
1777	-	730
1779	-	696
1782	734	-
1789	-	741
1851	732	-
1852	698	-
1853	-	699
1854	701	-
1927	-	735
1929	-	737
1933	712	-
1980	727	-
2020	-	728

NOTE:- A.P.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 of 1954 to 744 of 1955, dated 1st June, 1954, to 28th September, 1955.)

C.N.O. 760/55.

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

5th October, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

*The Flag Officer Commanding H. M. A. Fleet,
Captains 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
760	Advancement - Half-Yearly Extract of Advancement Rosters on Completion of Advancements Effective 1st July, 1955.

N.0119.

760.

ADVANCEMENT - HALF-YEARLY EXTRACT OF ADVANCEMENT
ROSTERS ON COMPLETION OF ADVANCEMENTS EFFECTIVE
1ST JULY, 1955.

The following extracts from Advancement Rosters are promulgated with the object of giving individuals an indication of the present state of their roster.

2. As it is possible in some cases to obtain a basic date for advancement some time before actually being placed on the Advancement Roster, it will be realised that a roster date shown in the extract gives no indication of the time a man has been waiting on the roster or of his length of service. Recommendations for accelerated advancement also affect the basic dates on the rosters.

3. Requests to ascertain further information on roster positions should not be forwarded, except as provided for in A.B.R.10/53, Article 51.

NOTES:- (1) Before being placed on an Advancement Roster, a rating must possess the following :-

- (a) Professional Qualification - where applicable, (see A.B.R.10/53, Article 7(11), re Provisional Examinations).
- (b) Service Qualification.
- (c) Educational Qualification - where applicable.
- (d) Swimming Qualification - where applicable.
- (e) Specialist Qualification - where applicable.

(11) Where a considerable gap occurs between the roster date of the top and second man, the roster dates of the first two or three men are shown in Column (4) of the extracts.

(4008/4/101)

FOR ADVANCE- MENT TO	NO. ON ROSTER	PRESENT NUMBER OF VACANCIES	ROSTER DATE OR POINTS OF MAN AT TOP OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	ROSTER DATE OR POINTS OF MAN AT BOTTOM OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	NO. ADVANCED DURING PAST SIX MONTHS	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)
C.P.O.	97	Nil.	(1) 1.10.49 (2) 4. 8.50 (Re-entry) (3) 18. 8.50 (Re-entry)	17.10.53 (Re-entry)	15	(1) Lacks V.G. Conduct. (2) Lacks recommendation.
P.O.	15	16	30. 6.51	31. 3.55	29	5 L.S. lack recommendations. 1 L.S. lacks A.B.C.D. 7 L.S. lack Sea Service. 2 L.S. lack V.G. Conduct.
L.S.	27	Nil.	(1) 31.12.50 (2) 31.12.50 (3) 31.12.51 (4) 28. 2.52 (5) 31. 5.52 (6) 30. 6.52 (7) 31. 3.53 (8) 31. 5.53 (9) 18.10.53 (Re-entry) (10) 31.12.53 (11) 30. 6.54 (12) 30. 9.54	30. 6.55	37	(1), (2), (5), (6), (7), (8) and (10) lack V.G. Conduct. (3) lacks recommendation. (4) and (9) lack A.B.C.D. Qualification. (11) lacks Sea Service.

4

C.Y.S.	22	Nil.	1.10.50	25.11.53 (Re-entry)	Nil.	
Y.S.	10	Nil.	29. 2.52	31. 3.53	1	
L.Sig.	4	Nil.	(1) 30. 6.51 (2) 30. 6.52 (3) 22.11.52	31.12.52	1	(1) and (2) lack recommendations.
C.P.O. Tel.	16	Nil.	1. 8.51	27. 7.52 (Re-entry)	Nil.	
P.O. Tel.	14	Nil.	(1) 31.12.51 (2) 31. 3.52 (3) 30. 6.52	28. 6.55 (Re-entry)	3	(1) and (2) lack Sea Service.
Ldg. Tel.	3	2	(1) 31. 3.49 (2) 30. 9.51 (3) 31.12.51	-	7	(1) and (2) lack recommendations. (3) lacks V.G. Conduct.
Ch. Slmr.	1	Nil.	1. 1.50	-	Nil.	Lacks Sea Service.
Slmr.	2	2	(1) 5. 6.50 (2) 19.12.52	-	2	(1) lacks recommendations. (2) lacks Sea Service.
Ch.M.(E).	48	Nil.	(1) 3. 9.52 (2) 1. 5.53	1. 3.55	3	(1) lacks recommendation.
P.O.M.(E).	84	Nil.	1.10.49	1. 1.53	32	
L.M.(E).	122	Nil.	(1) 2. 2.46 (2) 23.10.46 (3) 14. 3.49 (4) 10.11.49 (5) 24. 5.50 (6) 5. 7.50 (7) 30. 8.50 (8) 21. 9.50 (9) 13.11.50 (10) 21. 2.51 (11) 19. 5.51 (12) 9. 6.51	14. 1.54 (Re-entry)	80	(1), (2), (5), (8), (9) and (11) lack recommendations. (3), (4) and (10) lack Swimming Qualification. (6) lacks A.B.C.D. Qualification. (7) lacks V.G. Conduct.

5

FOR ADVANCE- MENT TO	NO. ON ROSTER	PRESENT NUMBER OF VACANCIES	ROSTER DATE OR POINTS OF MAN AT TOP OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	ROSTER DATE OR POINTS OF MAN AT BOTTOM OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	NO. ADVANCED DURING PAST SIX MONTHS	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Ch.El.(P).	7	N11.	1.10.50	16.12.53 (Re-entry)	2	
P.O.El.(P).	N11.	3	-	-	4	
L.E.M.(P).	N11.	31	-	-	6	
Ch.El.(E).	N11.	4	-	-	N11.	
P.O.El.(E).	N11.	8	-	-	6	
L.E.M.(E).	N11.	41	-	-	N11.	
C.P.O.Wtr.	22	N11.	1. 1.50	1. 7.52	1	
P.O.Wtr.	27	N11.	(1) 31. 5.53 (2) 30. 6.53	30. 6.55	3	(1) lacks A.B.C.D. Qualification.
L.Wtr.	28	N11.	31.12.53	30. 6.55	N11.	
S.C.P.O.(V).	22	N11.	(1) 1.12.50 (2) 1.12.50	1. 1.52	1	(1) lacks recommendation.
S.P.O.(V).	12	1	31.12.51	31.12.54	2	6 L.S.A.(V)'s lack A.B.C.D. Qualification. 4 L.S.A.(V)'s lack recommendation. 2 L.S.A.(V)'s lack V.G. Conduct.
L.S.A.(V).	19	N11.	30. 6.53	30. 6.55	1	
S.C.P.O.(S).	9	N11.	1. 6.51	1. 5.52	4	

6

S.P.O.(S).	28	N11.	(1) 30.11.53 (2) 31.12.53 (3) 31. 5.54 (4) 30. 6.54	30. 6.55	1	(1), (2) and (3) lack A.B.C.D. Qualification.
L.S.A.(S).	36	N11.	30. 6.53	31.12.54	N11.	
C.P.O.Ck. (S).	10	N11.	(1) 1.10.49 (2) 1. 2.50	1. 7.52	N11.	(1) lacks recommendation.
P.O.Ck.(S).	35	N11.	1. 6.50	1. 7.55	N11.	
L.Ck.(S).	5	17	(1) 1. 4.53 (2) 1. 1.54 (3) 1. 4.54 (4) 1. 7.54 (5) 1.10.54	1.10.54	10	(1), (3) and (4) lack V.G. Conduct. (2) and (5) lack Sea Service.
C.P.O.Ck. (O).	5	N11.	1. 4.51	1. 7.52	N11.	
P.O.Ck.(O).	8	N11.	1.10.52	1. 1.55	N11.	
L.Ck.(O).	1	19	1. 1.54	-	3	Lacks Sea Service.
S.B.C.P.O.	9	N11.	(1) 27.11.52 (2) 31. 5.53	30. 6.55	2	(1) lacks recommendation.
S.B.P.O.	9	N11.	(1) 31.12.52 (2) 28. 2.53 (3) 31. 5.53 (4) 30. 9.53	31.12.54	8	(1) lacks recommendation. (2) lacks A.B.C.D. Qualification. (3) lacks V.G. Conduct.
L.S.B.A.	N11.	37	-	-	1	
C.P.O.D.A.	1	N11.	1. 8.51	-	1	
P.O.D.A.	N11.	1	-	-	N11.	
L.D.A.	N11.	2	-	-	2	
C.P.O.Std.	25	N11.	1. 9.48	1. 7.52	1	

7

FOR ADVANCEMENT TO	NO. ON ROSTER	PRESENT NUMBER OF VACANCIES	ROSTER DATE OR POINTS OF MAN AT TOP OF ROSTER. (ADJUSTED BY "RED" RECOMMENDATIONS AS NECESSARY.)	ROSTER DATE OR POINTS OF MAN AT BOTTOM OF ROSTER. (ADJUSTED BY "RED" RECOMMENDATIONS AS NECESSARY.)	NO. ADVANCED DURING PAST SIX MONTHS	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)
P.O. Std.	21	Nil.	30. 6.52	30. 6.55	Nil.	
L. Std.	1	49	31.12.54	-	7	Lacks recommendation.
M.A.A.	5	Nil.	1. 8.52	1. 4.53	Nil.	
R.P.O.	4	Nil.	21. 5.52	15.10.53	4	
Ch. Bdmr.	Nil.	2	-	-	Nil.	
Edmr.	Nil.	2	-	-	1	
Bd. Cpl.	Nil.	6	-	-	6	
C.E.R.A.	Nil.	22	-	-	4	
Ch. Mech.	Nil.	2	-	-	1	
C.E.A.	3	Nil.	20 Points	16 Points	1	
C.R.E.A.						
C.R. El.	64	Nil.	25. 4.48	17.12.50	1	
P.O.R. El.	Nil.	10	-	-	Nil.	
L.R.E.M.	Nil.	44	-	-	Nil.	
C.O.A.	Nil.	3	-	-	2	
Ch. Blk.	2	Not Applicable.	21 Points	12 Points	Nil.	

Ch. Naval Shpt.	Nil.	5	-	-	Nil.	
Ch. Jnr.	Nil.	Not Applicable.	-	-	1	
C.P.O. Btchr.	Nil.	Nil.	-	-	Nil.	
Ch. Ptr.	Nil.	Not Applicable.	-	-	Nil.	
Ch. Plmb.	2	Not Applicable.	3 Points	3 Points	Nil.	
C.A. (A.H.)	3	Nil.	1. 4.52	7. 7.54 (Re-entry)	1	
P.O.A. (A.H.)	Nil.	Nil.	-	-	1	
L.A. (A.H.)	3	32	(1) 31.12.50 (2) 5. 4.54 (3) 17.11.54	-	7	(1) lacks A.B.C.D. Qualification. (2) declined advancement. (3) lacks V.G. Conduct.
C.A. (S.E.)	Nil.	1	-	-	Nil.	
P.O.A. (S.E.)	4	Nil.	3. 7.53	9. 8.53	Nil.	
L.A. (S.E.)	6	Nil.	14. 8.52	12.12.54	Nil.	
C.A. (Met.)	Nil.	Nil.	-	-	Nil.	
P.O.A. (Met.)	Nil.	1	-	-	Nil.	
L.A. (Met.)	2	Nil.	19. 6.53	1.10.53	3	
C.A. (Phot.)	Nil.	1	-	-	Nil.	
P.O.A. (Phot.)	1	Nil.	1.11.54	-	Nil.	
L.A. (Phot.)	Nil.	1	-	-	4	
C.A.A.	Nil.	2	-	-	4	
C.A. Mech.						
C.A.F. (A.)	1	Nil.	(1) 1.10.51	-	8	(1) lacks recommendation.

FOR ADVANCE- MENT TO	NO. ON ROSTER	PRESENT NUMBER OF VACANCIES	ROSTER DATE OR POINTS OF MAN AT TOP OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	ROSTER DATE OR POINTS OF MAN AT BOTTOM OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	NO. ADVANCED DURING PAST SIX MONTHS	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)
P.O.A.F.(A).	1	14	(1) 6. 2.54	-	7	(1) lacks V.G. Conduct.
L.A.F.(A).	1	29	(1) 16. 7.54	-	7	(1) lacks V.G. Conduct.
L.A.M.(A).						
C.A.F.(E).	10	N11.	(1) 30. 6.49 (2) 27. 8.50 (Re-entry) (3) 27.11.51	1. 4.52	10	(1) and (2) lack V.G. Conduct.
P.O.A.F.(E).	N11.	17	-	-	20	
L.A.F.(E).	2	29	(1) 17.10.53	-	8	(1) and (2) lack V.G. Conduct.
L.A.M.(E).			(2) 23. 3.54			
C.A.F.(O).	3	N11.	18. 3.52	1. 7.52	1	
P.O.A.F.(O).	5	N11.	16. 6.54	26.11.54	4	
L.A.F.(O).						
L.A.M.(O).	N11.	1	-	-	6	
L.A.P.M.	N11.	52	-	-	6	
C.R.E.A. (Air)						
C.E.A. (Air)	N11.	3	-	-	N11.	

C.El.(Air).	8	N11.	1. 7.50	1. 4.52	N11.	
P.O.El(Air)	6	N11.	31.12.53	30. 6.54	1	
L.E.M.(Air).	N11.	7	-	-	N11.	
C.R.El.(Air).	12	N11.	19. 2.49	20. 9.51	5	
P.O.R.El. (Air)	N11.	16	-	-	3	
L.R.E.M.(Air).	N11.	48	-	-	6	
Bugle Sgt.	N11.	1	-	-	N11.	
Bugle Cpl.	N11.	2	-	-	N11.	
C.P.O. Tel. (S)	N11.	16	-	-	1	
P.O. Tel.(S)	N11.	23	-	-	N11.	
Ldg. Tel.(S)	3	23	(1) 17. 9.54 (2) 28.10.54 (3) 30.10.54	-	2	(1) lacks Swimming Qualification. (2) and (3) lack recommendations.

FOR ADVANCE- MENT TO	NO. ON ROSTER	PRESENT NUMBER OF VACANCIES	ROSTER DATE OR POINTS OF WOMAN AT TOP OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	ROSTER DATE OR POINTS OF WOMAN AT BOTTOM OF ROSTER. (ADJUSTED BY "RED" RECOM- MENDATIONS AS NECESSARY.)	NO. ADVANCED DURING PAST SIX MONTHS	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)
				<u>W. R. A. N. S.</u>		
Ch.Wran Wtr.(GD)	N11.	1	-	-	N11.	
Ch.Wran Wtr.(P)	N11.	N11.	-	-	N11.	
P.O. Wran Wtr.(GD)	N11.	1	-	-	N11.	
P.O. Wran Wtr.(P)	N11.	1	-	-	N11.	
L.Wran Wtr.(GD)	N11.	3	-	-	1	
L.Wran Wtr.(P)	N11.	N11.	-	-	1	
L.Wran Wtr.(ST)	N11.	N11.	-	-	N11.	
Wran S.P.O. (S)	N11.	N11.	-	-	N11.	

Wran S.P.O. (V)	N11.	N11.	-	-	N11.	
L.Wran S.A.(S)	1	N11.	21. 6.52	-	1	
L.Wran S.A.(V)	3	N11.	21. 7.52	13.10.53	1	
Ch.Wran Tel.	N11.	3	-	-	N11	
P.O.Wran Tel.	N11.	14	-	-	N11.	
L.Wran Tel.	N11.	23	-	-	5	
P.O. Wran Ck.(S).	N11.	1	-	-	N11.	
L.Wran Ck.(S).	N11.	1	-	-	1	
P.O. Wran Std.(G).	N11.	N11.	-	-	N11.	
L.Wran Std.(G).	1	N11.	27. 4.54	-	2	
P.O. Wran S.B.	N11.	N11.	-	-	1	
L.Wran S.B.	N11.	N11.	-	-	1	
P.O. Wran Reg.	N11.	N11.	-	-	1	
P.O. Wran Tel.(S).	N11.	2	-	-	N11.	
L.Wran Tel.(S).	N11.	6	-	-	1	

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RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

6th October, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
761	H.M.A. Ships, AUSTRALIA and SHROPSHIRE - Disposal of Relics.

N.0122

761.

H.M.A. SHIPS, AUSTRALIA AND SHROPSHIRE - DISPOSAL OF RELICS.

Certain items of Ships' equipment and fittings removed from H.M.A. Ships AUSTRALIA and SHROPSHIRE are available for presentation to R.A.N. Shore Establishments, and for sale to members and former members of the Royal Australian Navy who have served in these ships.

2. Appendix "A" of this Order contains items which are available to H.M.A. Naval Establishments only.

3. Appendix "B" contains items, together with their prices and condition, which are available for sale. Shore Establishments may, however, make requests for any of these items in addition to those contained in Appendix "A".

4. In the event of more than one application being received for a particular item, length of service will be taken into account.

5. Applications may be made for :-

- (a) One particular item.
- (b) One of a number of items in order of preference.
- (c) Any item which it may be possible to allot.

Personnel who have already made application for specific items may vary their request if they so desire, but otherwise their original request will stand.

6. The Flag Officer-in-Charge, East Australian Area, and Naval Officers-in-Charge are to correlate requests from Shore Establishments and forward them, together with their recommendations, to reach Navy Office by 1st December, 1955.

7. Applications, which should not be accompanied by cheques, for items in Appendix "B", are to reach the Secretary, Department of the Navy, by 1st December, 1955.

8. The responsibility for transporting items allocated will be that of the purchaser. However, arrangements can be made for the collection of items from either (Superintending) Naval Store Officer, Sydney, or Naval Store Officer, Port Melbourne. Applications should indicate from which place collection is desired.

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

(3583/71/452.)

10678-1

APPENDIX "A"

ITEMS AVAILABLE FOR ALLOCATION TO SHORE ESTABLISHMENTS.

H.M.A.S. AUSTRALIA.

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION
1		Honours Board, Campaign, 4' high, 2' 6" wide, light stained.	1 No.		Polish worn.
2		Honours Board, Campaign, 3' high, 2' 6" wide, light stained.	1 No.		Polish worn.
3		Board, Notice, Wooden, 5' high, 3' wide.	1 No.	Wardroom.	Polish worn.
4		Bookcase, Mahogany and Maple, 6' high, 4' wide, 1' deep, 2 glass doors on top compartments with 2 drawer and 2 door cupboard underneath.	1 No.		Polish worn, badly scratched, locks broken, keys missing.
5	242	Cabinets, Ice Cooled, 38 $\frac{1}{2}$ " x 23" x 21".	1 No.		Varnish worn, woodwork in poor condition, paintwork chipped.
6		Case, Trophy, 6' wide, 4' 6" high, 2' deep at widest point, 1 movable glass door with lock and key, with 2 fixed glass panels on either side.	1 No.		Polish worn, otherwise good condition.
7		Chairs, Easy, stuffed, red leather covered (part of Captain's suite).	2 No.	Captain's Quarters	Polish worn, upholstery stained.
8		Chair, Easy, T/S upholstered in imitation red leather.	1 No.	Commander's Cabin.	Upholstery worn, paintwork chipped.
9	718	Chairs, Table, Mahogany.	3 No.	Captain's Quarters.	Polish worn and timber scratched.
10		Crutches for 35' motor boat, solid iron.	4 No.		Require painting, condition poor.
11		Cupboard, book, 4' wide, 3' high, 2' deep, with 2 No. glass doors and 1 shelf.	1 No.	Captain's Quarters.	Polish worn, no back.
12		Cupboard, book, 3' 6" high, 3' wide, 1' 6" deep, with 2 No. doors (wooden).	2 No.	Captain's Quarters.	Polish worn.
13		Davits for Admiral's barge, 20' long, solid iron, with brass pullers and rollers.	2 No.		Good condition - repaint necessary.
14		Maple door and frame, 7' 6" high, 4' 6" wide, door complete with hinges, lock and handle, light stained.	5 No.	Captain's Quarters.	Polish worn, keys missing.
15		Doors, wooden, 6' 6" high, 3' 6" wide, light stained.	1 No.	Captain's Quarters.	Polish worn, keys missing.
16		- do -	1 No.		- do -
17		Frames, Door, Wooden, 7' 6" high, 4' 6" wide, light stained.	2 No.		Polish worn.
18		Fenders, fireplace, brass, curved, 4' long, 6" end pieces.	4 No.		Slightly tarnished.
19		Tub fenders, for fireplace, 6' long, curved side pieces, 2' 6" long.	1 No.		Upholstery worn.
20		Fireplace, Ornamental, in 2 pieces, top piece 5' high, 4' wide, 1' deep, with 2 No. glass lead-lighted doors and 4 No. shelves, bottom piece 4' high, 5' 6" wide, 1' 9" deep, with recess for fireplace.	1 No.		Polish worn, top cut to fit ship's side.
21		Fireplace, Ornamental, Wooden, 5' wide, 4' high, 2' deep, with mantelpiece and recess for fire, dark stained.	2 No.	Captain's Quarters.	Polish worn.
22		- do -	1 No.		Polish worn.
23		Keel Fittings, solid iron.	2 No.		Good condition, repaint necessary.
24		Ladder handrail, Mahogany, 10' long, with brass stanchions attached.	2 No.		Polish worn.
25		Lockers, Ammunition, 4" R.U., 5' high, 3' wide, 4' deep, solid steel, fitted with shell racks.	6 No.		Externally good, require repainting.

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LIST OF FURNITURE
ON BOARD THE SHIP "SHROPSHIRE"
SERIES IV.

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION
26		Settee, Wooden, 6'6" complete with loose padded cushions, seats and back.	8 No.		Good condition, require re-polishing, upholstery good.
27		Settee, 4'6" T/S, Upholstery in imitation red leather.	1 No.	Commander's Cabin.	Upholstery requires renewing, also paintwork.
28		Sideboard, 9' long, 2'6" wide, 3' high, 7 No. doors, 4 No. drawers.	1 No.	Captain's Quarters.	Polish worn, 4 No. handles missing.
29	744	Sofas, Mahogany, Upholstered in red leather (part of Captain's Suite).	2 No.	Captain's Quarters.	Good condition, leather slightly worn.
30		Stanchions, Starboard ladder, brass, 2'6" long.	1 Set		Slightly tarnished.
31	750	Tables, Card, folding.	1 No.	Captain's Quarters.	Polish worn, cloth damaged.
32	750	- do -	1 No.	Captain's Quarters.	Polish worn, timber scratched.
33	3	Table, Dining.	1 No.	Captain's Quarters.	- do -
34		Table, Dining, Extension, 7' x 3'6", Mahogany coloured, with 1 No. extension leaf.	1 No.	Guest Cabin.	- do -
35		Table, Dining, 7' x 3'6", Mahogany, Extension, with 3 No. extension leaves, 6 No. legs.	1 No.		Polish worn.
36		Table, Dining, 15' x 4'6", Mahogany, Extension, with 3 No. extension leaves, 6 No. legs.	1 No.		Polish worn.
37		Table, Dining, 18' x 4'6", Mahogany, Extension, with 6 No. extension leaves, 8 No. legs.	1 No.		Polish worn, badly scratched and stained.

H.M.A.S. SHROPSHIRE.

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION
1		Table, Dining, 6'4" x 4' extending to 9'10".	1 No.		Polish worn and top requires cleaning off.
2		Table, Dining, 3'5" x 5'6" extending to 8'6".	1 No.		- do -
3		Table, Dining, 10' x 3' extending to 14'.	1 No.		- do -

APPENDIX "B"
ITEMS AVAILABLE FOR SALE.
H.M.A.S. AUSTRALIA.

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
1	23	Bedstead, Brass, complete with wire mattress.	1 No.	Captain's Quarters.	Fair. Brasswork tarnished.	E. S. d. 7. 0. 0.
2	24	Bedstead, Brass.	1 No.	Commander's Cabin.	Paint worn.	9. 0. 0.
3		Bedstead, Brass, with sides.	1 No.	Sea Cabin.	Needs renovating, brasswork tarnished.	10. 0. 0.
4		Board, Notice, 3'6" long, 3' high, 4" deep, Polished Wood, Glass front (fixture).	1 No.		Polish worn, boards scratched, keys missing from lock.	3. 0. 0.
5		Board, Notice, 2' square, plywood, Red Baize, no glass.	1 No.		Polish worn, board scratched.	1. 0. 0.
6		Board, Notice, 3' long, 2' high, plywood, Red Baize, no glass.	1 No.		Polish worn, board scratched.	1. 0. 0.
7		Board, Notice, 3' square, 4" deep, 2 glass doors, green baize back.	1 No.		Polish worn.	1. 0. 0.
8		Board, Notice, 5' wide, 4' high, 4" deep. Fixed glass front in frame.	1 No.		Polish worn.	1. 0. 0.
9		Board, Notice, 3'6" square, 4" deep, 2 glass doors with lock.	1 No.		Polish worn.	1. 0. 0.
10		Board, Notice, 2'6" wide, 3'6" high, 4" deep, 1 glass door.	1 No.		Polish worn.	1. 0. 0.
11		Board, Notice, wooden, 5' high, 3' wide, green baize covered back, framed, no glass.	1 No.		Polish worn.	1. 0. 0.
12		Board, Notice, wooden, 2' x 2' without glass.	1 No.		Polish worn, also felt torn.	1. 0. 0.
13		Boats' Badges, Small, Metal, painted, 5" diam.	2 No.		Paintwork slightly worn, otherwise good condition.	Each 1. 0. 0.
14		Bookcase, small, 2'6" wide x 3' high, 2 glass doors, lock and key, without shelves.	1 No.	Commander E.	Polish worn, paint stained.	5. 0. 0.
15		Bookshelves, wooden, 4' long, 3' high, 9" deep, 2 shelves, walnut stained.	1 No.	Surgeon Commander's Cabin.	Polish worn, timber scratched.	10. 0.
16		Bookshelves, wooden, 2'6" wide, 2'6" high, 9" deep, 2 shelves, Dark Oak.	1 No.	Navigator's Cabin.	Polish worn, top shelf cut to bulkhead, no rails.	10. 0.
17		Bookshelves, wooden, 2'6" wide, 2'6" high, 9" deep, 2 shelves, Dark Oak.	1 No.	Cabin No. 2.	Polish worn, no rails.	10. 0.
18		Bookshelves, wooden, 3' long, 2' high, 6" deep, 2 shelves, 2 metal brackets for attaching to wall.	1 No.	Cabin No. 10.	Polish worn, timber scratched.	10. 0.
19		Bookshelves, wooden, 3' long, 2' high, 5" deep, 2 shelves.	1 No.	Cabin No. 6.	Polish worn, timber scratched.	10. 0.
20		Bookshelves, wooden, 3' long, 2' high, 6" deep, 2 shelves.	1 No.	Cabin No. 1.	Polish worn, timber scratched.	10. 0.
21		Bookshelves, wooden, 2'6" long, 1'6" high, 6" deep, Light Oak stained.	1 No.	1st Lieutenant's Cabin.	Polish worn, timber scratched.	10. 0.
22		- do -	1 No.		- do -	10. 0.
23		- do -	1 No.	Cabin No. 2.	Polish worn, timber scratched and one rail missing.	10. 0.

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ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
50		Cabinet containing racks for forms, 2' wide, 2' high, 1' deep, 1 wooden door, 4 racks.	2 No.		Polish worn.	£. s. d. 2. 0. 0.
51		- do -	1 No.		Polish worn, lock broken on door.	2. 0. 0.
52		Cabinet, filing, wood, 4 drawer, 4'6" wide, 2' high, 2' deep, with locks (no keys).	1 No.	D.C.H.Q.	Polish worn, scratched	2. 0. 0.
53		Cabinet, filing, wood, 4 drawer, 4'6" wide, 2' high, 2' deep.	1 No.		Polish worn, very poor condition, uneconomical to repair, woodwork badly broken and scarred.	2. 0. 0.
54		Cabinet, toilet, wooden, 1' high, 1'6" wide, 6" deep, with 2 shelves beneath.	1 No.	Cabin No. 30.	Varnish worn, woodwork in poor condition, paintwork chipped.	3. 0. 0.
55		Cabinet, toilet, 1'6" wide, 2' high, 6" deep, mirror door, with 2 shelves beneath.	1 No.		Polish worn.	3. 0. 0.
56		Chairs, deck, fabric covered, blue padded.	1 No.	Commander's Cabin.	Fabric requires cleaning, polish worn.	2. 10. 0.
57	690	Chairs, easy, hide, upholstered.	2 No.		Polish worn, upholstery worn.	Each 5. 0. 0.
58	691	Chairs, easy, adjustable.	1 No.	1st Lieutenant's Cabin.	Polish worn, timber scratched, upholstery worn.	4. 0. 0.
59	691	" " "	1 No.	Navigator's Cabin.	- do -	4. 0. 0.
60	691	" " "	1 No.	P.O.'s Mess.	- do -	4. 0. 0.
61	691	" " "	1 No.	Commander (S)'s Cabin.	Polish worn.	5. 0. 0.
62	691	" " "	1 No.		Polish worn, also cushion cover.	4. 0. 0.
63	691	" " "	2 No.		Polish worn, timber scratched, upholstery worn.	Each 4. 0. 0.
64	713	" " stuffed.	1 No.	Captain's Quarters.	Polish worn, back broken and splintered.	1. 10. 0.
65	713	" " "	1 No.	Commander's Cabin.	Good, serviceable.	6. 0. 0.
66	713	" " "	1 No.		Polish worn and timber scratched, upholstery worn.	5. 0. 0.
67	692	Chairs, table, mahogany, stuffed.	1 No.		Polish worn, timber scratched, webbing and upholstery badly worn.	1. 10. 0.
68	718	" " "	1 No.	Captain's Quarters.	Polish worn and upholstery poor condition.	1. 0. 0.
69		Chairs, wooden, leather seat (fixed), rail back.	2 No.	- do -	Polish worn, upholstery badly worn.	Each 1. 10. 0.
70		Chair, wooden, rail back, leather lift out seat.	1 No.		Polish worn, timber scratched.	1. 10. 0.
71		Chair, wooden, office type 30, rail back, wooden seat.	1 No.		Poor condition.	10. 0.
71A		Clock face frame, 2'6" long, wooden, dark mahogany.	1 No.		Polish worn.	4. 0. 0.
72		Cupboard, book, 3' high, 2'6" wide, 9" deep, with 2 glass doors and 2 shelves.	1 No.		Polish worn.	7. 0. 0.
73		Cupboard, book, 4'6" wide, 3'6" high, 1' deep, 2 wooden doors, no shelves.	1 No.		Polish worn, glass broken.	8. 0. 0.
74		Cupboard containing racks for forms, 2' wide, 2' high, 2' deep, 4 shelves with door lock and key, dark stained.	1 No.	S.E. Cabin.	Polish worn.	2. 0. 0.
75		- do -	1 No.	Cabin No. 60.	" "	2. 0. 0.

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ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
						E. S. D.
76		Cupboard containing racks for forms, 2' wide, 2' high, 2' deep, minus shelves, with door lock and key, light walnut stained.	1 No.		Polish worn.	2. 0. 0.
77		Cupboard containing racks for forms, 1'6" wide, 2' high, 1'6" deep, 2 shelves, and door, light stained.	1 No.		" "	1. 10. 0.
78		Cupboard, wine, wooden, 2'6" wide, 3' high, 6" deep, 2 glass doors (wire glass rack missing from top).	1 No.	Captain's Quarters.	" "	7. 0. 0.
79		Cupboard, wooden, 3'6" wide, 4' high, 1' deep, 2 wooden doors, 1 shelf.	1 No.		" "	5. 0. 0.
80		Cupboard, wooden, 1'6" wide, 2'6" high, 1'6" deep, 1 wooden door, 2 shelves, plywood construction.	1 No.		Varnish worn, this is of plywood construction.	1. 0. 0.
81		Cupboard, wooden, "U" shaped, approx. 7' wide, 4' deep (manufactured to fit ship). 2 cupboards incorporated, each with 1 glass door and 3 shelves.	1 No.	Captain's Quarters.	Polish worn - top missing. NOTE:- This article cannot be used in its present form but could be dismantled and converted to other uses.	9. 0. 0.
82	757A	Desk, writing, unfire-proofed.	1 No.	Engineer's Regulating Office.	Polish worn, oilcloth worn and top badly dented, keys missing.	8. 0. 0.
83		Desk, writing, small, 4' wide, 2' long, green baine top (similar to card table) collapsible legs.	1 No.	Cabin No. 15.	Polish worn, 2 legs missing, front broken.	1. 0. 0.
84		Desk, writing, small, 4' wide, 2' long, green baine top (similar to card table) collapsible legs.	1 No.	Cabin No. 30.	Polish worn.	1. 0. 0.
85	335	Drawers, chest of, mahogany.	1 No.	Captain's Quarters.	Polish worn and timber scratched.	10. 0. 0.
86	726	- do -	1 No.	1st Lieutenant's Cabin.	- do -	5. 0. 0.
87	726	- do -	1 No.	Commander's Cabin.	- do -	5. 0. 0.
88	726	- do -	1 No.	Deputy Supply Officer's Cabin.	- do -	5. 0. 0.
89	726	- do -	1 No.	Senior Engineer's Cabin.	- do -	5. 0. 0.
90	726	- do -	1 No.	Flag Lieutenant's Cabin.	Polish worn, timber badly scratched.	5. 0. 0.
91	726	- do -	1 No.	Cabin No. 8.	Polish worn, one leg broken.	5. 0. 0.
92	726	- do -	1 No.	Cabin No. 6.	Polish worn, timber scratched.	5. 0. 0.
93	726	- do -	1 No.	Cabin No. 30.	Polish worn, drawers have no backs.	5. 0. 0.
94	726	- do -	2 No.		Polish worn, timber scratched.	Each 5. 0. 0.
95	726	- do -	2 No.		Polish worn, timber scratched, legs missing.	Each 5. 0. 0.
96	726	- do -	2 No.		Polish worn, top stained.	Each 6. 0. 0.
97	726	- do -	1 No.		Polish worn, badly scratched.	6. 0. 0.
98	726	- do -	1 No.	Cabin No. 6.	Polish worn, 1 handle broken.	8. 0. 0.
99	726	- do -	1 No.	Cabin No. 3.	Polish worn, 1 handle missing.	6. 0. 0.

100	726A	Drawers, chest of, mahogany.	1 No.	Cabin No. 31.	Polish worn, hand drawer broken, poor condition.	5. 0. 0.
101	726A	- do -	1 No.	Cabin No. 7.	Polish worn, top broken, burns on edges.	5. 0. 0.
102	727	- do -	1 No.		Polish worn, timber badly scratched, 1 leg missing.	5. 0. 0.
103	727A	- do -	1 No.	Navigating Officer's Cabin.	Polish worn, timber badly chipped both ends.	5. 0. 0.
104	736	Drawers, nest of, for Officers' Cabins.	1 No.	Admiral's Office.	Polish worn, keys missing.	2. 0. 0.
105	736	- do -	1 No.	Cabin No. 31.	Polish worn, 1 leg broken, keys missing.	2. 0. 0.
106	736	- do -	1 No.	Cabin No. 12.	Polish worn, woodwork broken on top, keys missing.	2. 0. 0.
107	736	- do -	1 No.	Admiral's Office.	Polish worn, 1 leg missing, keys missing.	2. 0. 0.
108	736	- do -	1 No.	" "	Polish worn, 1 leg and drawer missing, keys missing.	2. 0. 0.
109	736	- do -	3 No.		Polish worn, keys missing.	Each 2. 0. 0.
110	736	- do -	1 No.		Polish worn, back broken off, bottom drawer broken, keys missing.	2. 0. 0.
111	736	- do -	1 No.		Polish worn, drawers in bad condition, keys missing.	2. 0. 0.
112	736	- do -	1 No.		Polish worn, 1 leg missing.	2. 0. 0.
113	736	- do -	1 No.		Polish worn, poor condition, 1 drawer missing.	2. 0. 0.
114	736	- do -	4 No.		Poor condition, no back.	Each 1. 0. 0.
115	736A	- do -	2 No.	Canteen Staff.	Poor condition generally.	Each 2. 0. 0.
116	736A	- do -	1 No.	Senior Engineer's Cabin.	Polish worn, 2 legs missing.	2. 0. 0.
117	736A	- do -	1 No.	Cabin No. 6.	- do -	2. 0. 0.
118	736A	- do -	1 No.	Senior Engineer's Cabin.	Polish worn, top broken.	2. 0. 0.
119	736A	- do -	1 No.		Polish worn, no legs.	2. 0. 0.
120	736A	- do -	1 No.		Polish worn.	2. 0. 0.
121	736A	- do -	1 No.		Polish worn, 1 leg broken.	2. 0. 0.
122		Fiddles, wood, 2'6" long, 1'6" wide, with metal pieces for attaching to tables.	10 No.		Polish worn.	5. 0. 0.
123	731	Glasses, locking, cabin.	1 No.	Captain's Quarters.	Polish worn, 1 knob missing.	1. 10. 0.
124		Gongs, warning, brass, 6" diam.	4 No.		Slightly tarnished.	Each 10. 0. 0.
124A		Grating bollard, approx. 6' long.	2 No.		Good condition.	Each 1. 10. 0.
125		Hand wheels for valves manoeuvring (iron)(with identification plates).	5 No.		- do -	Each 4. 0. 0.
126		Inclinometer, large, wooden base, brass plates, 2' high.	2 No.		Polish worn.	Each 3. 0. 0.
127		Inclinometer, small, in glass enclosed case, triangular, 18" high.	2 No.		- do -	Each 6. 0. 0.
128		Ladder, wood, 12 steps, 12' long.	1 No.		Paint worn.	8. 0. 0.

10678-7

761

10

764

9-24901

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
						£. s. d.
129	733A	Lavatory, fold-up, without water cans and receiver.	1 No.	Surgeon Commander's Cabin.	Polish worn, badly broken, no soap dishes.	3. 0. 0.
130	733A	- do -	1 No.	Senior Engineer's Cabin.	Polish worn, 1 No. soap container missing.	3. 0. 0.
131	733A	- do -	1 No.	Cabin No. 9.	Polish worn, soap containers missing.	3. 0. 0.
132	733A	- do -	1 No.	Commander's Cabin.	Polish worn, door broken.	3. 0. 0.
133	733A	- do -	1 No.	Cabin No. 21.	Polish worn, top and bottom hinges of door broken.	3. 0. 0.
134	733A	- do -	1 No.	Cabin No. 20.	Polish worn, water bottle stand broken, soap containers missing.	3. 0. 0.
135	733A	- do -	1 No.	Cabin No. 23.	Polish worn, soap containers missing, 1 stay missing, side broken.	3. 0. 0.
136	733A	- do -	1 No.	Cabin No. 31.	Polish worn, bottom door broken.	3. 0. 0.
137	733A	- do -	1 No.	Cabin No. 26.	Polish worn, 1 stay broken.	3. 0. 0.
138	733A	- do -	1 No.	Cabin No. 6.	- do -	3. 0. 0.
139	733A	- do -	1 No.	Cabin No. 8.	Polish worn, 1 door knob missing.	3. 0. 0.
140	733A	- do -	1 No.	Commander (R)'s Cabin.	Polish worn.	3. 0. 0.
141	733A	- do -	1 No.	Navigator's Cabin.	Polish worn, timber badly scratched.	3. 0. 0.
142	733A	- do -	1 No.	Cabin No. 9.	- do -	3. 0. 0.
143	733A	- do -	1 No.	Captain's Secretary's Cabin.	- do -	3. 0. 0.
144	733A	- do -	1 No.	Cabin No. 28.	Polish worn, handle broken.	3. 0. 0.
145	733A	- do -	1 No.	Master-at-Arms' Cabin.	Polish worn, no soap container.	3. 0. 0.
146	733A	- do -	1 No.	Cabin No. 35.	Polish worn, stained.	3. 0. 0.
147	733A	- do -	1 No.	Cabin No. 29.	Polish worn, no door handle.	3. 0. 0.
148	733A	- do -	1 No.	1st Lieutenant's Cabin.	Polish worn and no soap containers, badly scratched.	3. 0. 0.
149	733A	- do -	1 No.	Cabin No. 1.	- do -	3. 0. 0.
150	733A	- do -	1 No.	Flag Lieutenant's Cabin.	- do -	3. 0. 0.
151	733A	- do -	1 No.	Senior Engineer's Cabin.	- do -	3. 0. 0.
152	733A	- do -	1 No.	Gunnery Officer's Cabin.	- do -	3. 0. 0.
153	733A	- do -	1 No.	M.U.D. Cabin.	- do -	3. 0. 0.
154	733A	- do -	1 No.		Polish worn, no soap containers, badly scratched.	3. 0. 0.
155	733A	- do -	1 No.		Polish worn, 1 soap dish missing, door broken.	3. 0. 0.
156	733A	- do -	1 No.		Polish worn, soap containers missing.	3. 0. 0.
157	733A	- do -	1 No.		Polish worn, door handle broken, poor condition.	3. 0. 0.
158	733A	- do -	1 No.		Condition very poor, timber broken.	3. 0. 0.
159	733A	- do -	1 No.		Polish worn, 1 door knob missing.	3. 0. 0.
160	733A	- do -	1 No.		Polish worn, timber scratched.	3. 0. 0.
161		Lavatory, fold-up, 6' high, 2' wide, 1' deep, cabinet with mirror on door, 2 drawers, light not retained.	1 No.	1st Lieutenant's Cabin.	Polish worn, soap containers missing, basin cracked, timber scratched.	5. 0. 0.

6-95901

761

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)		
						£.	s.	d.
162	354	Cans for fold-up lavatories.	24 No.		Good - serviceable.		Each	
163	355	Receivers for fold-up lavatories.	24 No.		- do -	2.	10.	0.
164	84794	- do -	1 No.		- do -	2.	10.	0.
165	8024	Lantern, port bow, electric.	1 No.		Slightly dented.	3.	0.	0.
166	8025	Lantern, starboard bow, electric.	1 No.		- do -	3.	0.	0.
167		Plate, wooden, 3' x 5' high, with 1 large mirror and 2 small mirrors.	1 No.		Polish worn and glass loose.	2.	10.	0.
168		Racks for boots, 3' high, 3' wide, 1' deep, 4 rail shelves, light stained sidepieces.	2 No.		Polish worn, timber scratched.	2.	0.	0.
169		- do -	1 No.	Commander (E)'s Cabin.	Polish worn.	2.	0.	0.
170		Racks for bottles and glasses, 2' wide, 1' high, 6" deep, 3 holes, dark oak.	1 No.	Cabin No. 10.	Polish worn, timber badly stained.	1.	0.	0.
171		Racks for bottles and glasses, sideboard type, 4' wide, 1' deep, on two stands, 9" high, light stained.	1 No.	Captain's Quarters.	Polish worn, timber slightly scratched.	2.	10.	0.
172		- do -	1 No.		Polish worn.	1.	0.	0.
173		Rack, paper, wooden, 3' high, 2'6" wide, 2 pockets for papers, dark stained.	1 No.		- do -	1.	10.	0.
174	743	Rails, towel, cabin, mahogany.	1 No.	Cabin No. 3.	Broken.		5.	0.
175	743	- do -	1 No.		Broken.		5.	0.
176	743	- do -	1 No.		Very poor condition.		5.	0.
177		Rails, towel, 2'6" long, steel.	2 No.		Broken and useless.	Each	5.	0.
178		Rails, towel, 2'6" long, wooden.	2 No.		- do -	Each	5.	0.
179	728	Secretaire, wooden.	1 No.	Cabin No. 11.	Polish worn, timber badly scratched, lid broken, screw holes in top.	6.	0.	0.
180	728	- do -	1 No.	Cabin No. 34.	Polish worn, timber scratched, oilcloth badly worn.	6.	0.	0.
181	728	- do -	1 No.	Cabin No. 11.	Polish worn, timber scratched, lid missing.	6.	0.	0.
182	728	- do -	1 No.	Cabin No. 26.	Polish worn, badly scratched.	6.	0.	0.
183	728	- do -	1 No.	Bowen Store.	Very poor condition, broken top and side.	6.	0.	0.
184	728	- do -	1 No.	Cabin No. 28.	Polish worn, 1 leg missing, no hinges.	7.	0.	0.
185	728	- do -	1 No.	Cabin No. 35.	Polish worn, 2 legs missing.	6.	0.	0.
186	728	- do -	1 No.		Polish worn, badly scratched, top burnt on edges.	6.	0.	0.
187	728	- do -	1 No.		Polish worn, badly scratched, top cut to fit bulkhead, no back.	6.	0.	0.
188	728	- do -	1 No.		Polish worn, side broken.	7.	0.	0.
189		Stowage for walking sticks, 12" long.	1 No.	Captain's Quarters.	Polish worn.	5.	0.	
190		- do -	1 No.	Commander's Cabin.	- do -	5.	0.	

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10638-10

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
191	4048	Spheres, compass, correcting, 4".	1 Pr.		Paintwork worn, screws missing.	E. s. d. 2. 0. 0.
192	750	Table, card, folding.	1 No.	Cabin No. 14.	Polish worn, top broken and scratched, legs loose.	3. 0. 0.
193	8P.1	Table, dressing with mirror.	1 No.	Captain's Quarters.	Polish worn, timber scratched.	5. 0. 0.
194		Table, dining, 3' x 4', dark stained.	1 No.		Polish worn, very badly scratched.	5. 0. 0.
195		Table, dining, 6' x 2', dark stained.	1 No.		Polish worn, top badly dented.	4. 0. 0.
196		Table, 4' x 2'6", 1 drawer, light legs.	1 No.		Polish worn, top in poor condition, legs require staying.	4. 0. 0.
197		Table, 5' x 3', no drawer.	1 No.		Polish worn, top badly cracked.	5. 0. 0.
198		Table, 3' x 2'6", 1 drawer.	1 No.	Bosun Store.	Polish worn, very poor condition.	3. 0. 0.
199		Table, 5' x 3'6", no drawer.	1 No.	Bosun Store.	Polish worn, badly stained.	5. 0. 0.
200		Table, 5' x 3', 1 drawer, without lock.	1 No.		Broken.	10. 0. 0.
201		Table, 2'6" x 3'6", without drawer.	1 No.		Polish worn.	1. 0. 0.
202		Table, extension, 15' x 2'6", 6 legs with 3 No. extension leaves.	1 No.		Polish worn, badly scratched, burns on edges.	85. 0. 0.
204	754A	Table, writing, pedestal.	1 No.	1st Lieutenant's Cabin.	Polish worn, also oilcloth, top badly cut.	10. 0. 0.
205	754A	- do -	1 No.	Chaplain's Cabin.	Polish worn, timber scratched.	10. 0. 0.
206	754A	- do -	1 No.	Commander's Office.	Polish worn, poor condition, back missing.	8. 0. 0.
207	754A	Table, writing, pedestal, with perspex glass sheet top, 2'8" high.	1 No.	Captain's Cabin.	Polish worn, otherwise in good condition.	15. 0. 0.
208	755A	Table, writing, pedestal.	1 No.	Cabin No. 21.	Polish worn, timber scratched.	10. 0. 0.
209	755A	- do -	1 No.	"A" Officer's Cabin.	- do -	10. 0. 0.
210	755A	- do -	1 No.	"B" Officer's Cabin.	Polish worn, timber scratched and cut.	10. 0. 0.
211	755A	- do -	1 No.	Cabin No. 1.	Polish and oilcloth worn, screw holes on side.	10. 0. 0.
212	755A	- do -	1 No.	W.T. Department.	Polish worn, backs missing from drawers, poor condition.	10. 0. 0.
213	755A	- do -	1 No.	D.S.O. Cabin.	Polish worn, odd door handles, oilcloth worn.	10. 0. 0.
214	755A	- do -	1 No.	Commander (E)'s Cabin.	Polish worn, 3 broken legs.	12. 0. 0.
215	755A	- do -	1 No.	Torpedo Office.	Polish worn, fiddles broken, one handle missing.	7. 0. 0.
216	755A	- do -	1 No.	Commander (B)'s Cabin.	Polish worn, fiddles broken.	10. 0. 0.
217	755A	- do -	1 No.		Polish worn, timber scratched.	10. 0. 0.
218	755A	- do -	1 No.		Polish and oilcloth worn, timber scratched, screw holes on sides.	10. 0. 0.
219	755A	- do -	1 No.		Polish and oilcloth worn, scratched and dented, legs missing.	10. 0. 0.
220	755A	- do -	1 No.		Polish worn, base torn.	10. 0. 0.

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10638-12

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
						£. s. d.
251		Telegraph-Eng. Rm. Port (less 1 No. bracket).	2 No.		Used. Repairs required. Good condition.	Each 4. 0. 0.
252		Telegraph-Eng. Rm. Starboard.	2 No.		- do -	Each 4. 0. 0.
253		Telegraph-Revolution Eng. Room.	4 No.		- do -	Each 4. 0. 0.
254		Turbometer w/rev. counter - O/360 - Port.	2 No.		- do -	Each 25. 0. 0.
255		Turbometer w/rev. counter - O/360 - Starboard.	2 No.		- do -	Each 20. 0. 0.
256		Wardrobe and chest of drawers, combined, 6' wide, 4'6" high, 2'6" deep, 2 doors, hanging space, with 11 No. small drawers and 1 No. large drawer.	1 No.	Senior Officer's Cabin No. 8.	Polish worn, cut to fit ship.	15. 0. 0.
257		- do -	1 No.	1st Lieutenant's Cabin.	- do -	15. 0. 0.
258		- do -	1 No.	Admiral's Secretary's Cabin.	- do -	15. 0. 0.
259		- do -	1 No.	Commander (E)'s Cabin.	- do -	15. 0. 0.
260		- do -	1 No.	Surgeon Commander's Cabin.	- do -	15. 0. 0.
261		- do -	1 No.	Navigator's Cabin.	- do -	15. 0. 0.
262		- do -	2 No.		- do -	Each 15. 0. 0.
263		Wardrobe, 6'6" high, 3' wide, 2' deep, hanging space and one large bottom drawer.	1 No.	Captain's Quarters.	- do -	15. 0. 0.
264	769	Washstand, mahogany.	1 No.	Chaplain's Cabin.	Polish worn, water container missing.	1. 0. 0.

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H.M.A.S. SHROPSHIRE.

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
						£. s. d.
1		Boats' Badges (large).	3 No.		Good, require polishing.	Each 10. 0.
2		Gun tampions with holders, 8" guns.	2 No.		- do -	Each 1. 19. 0.
3	736A	Nest of drawers.	1 No.		Top missing, new legs and keys required, polish worn.	4. 10. 0.
4	736A	- do -	1 No.		Top requires repairs, 2 drawers and front bad condition. Two locks and legs required, also new keys. Polish worn.	3. 0. 0.
5	736A	- do -	1 No.		New legs required, also side requires repairs. New keys required. Polish worn.	3. 0. 0.
6	736A	- do -	1 No.		New legs and keys required, poor condition. Drawers require repair Polish worn.	3. 0. 0.
7	736A	- do -	1 No.		New legs, one handle and new keys required. Sides require repairs. Polish worn.	3. 0. 0.
8	736A	- do -	1 No.		New legs, new keys and one handle required. Polish worn.	3. 0. 0.

761

10658-15

761

ITEM NO.	PATTERN NO.	DESCRIPTION	QUANTITY	LOCATION IN SHIP (WHERE KNOWN)	CONDITION	SALE PRICE (SUBJECT TO CONFIRMATION BY DEPT. OF SUPPLY.)
9	736A	Nest of drawers.	1 No.		New legs, one lock, one handle and new keys required. Polish worn.	2. s. d. 3. 0. 0.
10	736A	- do -	1 No.		New legs, keys and one lock required. Polish worn.	3. 0. 0.
11	736A	- do -	1 No.		Top, front and handles of 2 drawers require repair. Two locks, new legs, and keys required. Polish worn.	3. 0. 0.
12	736A	- do -	1 No.		New legs, new keys, one handle required. Polish worn.	3. 0. 0.
13	736A	- do -	1 No.		Top and legs require repair, new keys required. Polish worn.	4. 10. 0.
14	736A	- do -	1 No.		Top requires repair, new keys required. Polish worn.	4. 10. 0.
15	736A	- do -	1 No.		- do -	4. 10. 0.
16	736A	- do -	1 No.		New legs, one new drawer and new keys required. Polish worn.	3. 0. 0.
17	736A	- do -	1 No.		Top requires repair, new keys required. Polish worn.	4. 10. 0.
18		Table, dining, 9' x 3'.	1 No.		Top requires resecuring. Polish worn.	7. 0. 0.
19	755B	Table, pedestal.	1 No.		Polish worn. Timber badly scratched. One drawer requires repair. New keys required.	7. 0. 0.
20	755B	- do -	1 No.		In very poor condition generally. New legs, new locks, new top required.	4. 0. 0.
21	754A	- do -	1 No.		- do -	4. 0. 0.

RESTRICTED

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
11th October, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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

No.	Date	Particulars	Amount	Balance
1	1/10/55
2	2/10/55
3	3/10/55
4	4/10/55
5	5/10/55
6	6/10/55
7	7/10/55
8	8/10/55
9	9/10/55
10	10/10/55
11	11/10/55
12	12/10/55
13	13/10/55
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792	Forms S.584(L) and A.S.288A - Abolition.
793	Forms - "Seaman" Trade Certificate and "Specialist" Trade Certificates for Seaman Branch Ratings.

RESTRICTED

4

762-764

SECTION 1 - ADMINISTRATIVE AND GENERAL

762.

SHIPS' BELLS FOR SALE.

Paragraph 3 of Navy Order 517 of 1955 is to be amended as follows :-

For "31st August, 1955" read "23rd December, 1955".

(The Appendix to Navy Order 517 of 1955 will be reprinted for posting on Notice Boards.)

(3583/71/463)

763.

SIGNALS - VISUAL SIGNALLING WITH BRITISH AND AUSTRALIAN MERCHANT VESSELS.

With reference to Q.R. & A.I., Article 3372, paragraph 2, no prosign signifying "Wait" is available in the International Code of Signals, Volume 1, Morse Signalling, Procedure Signals and Signs.

2. To enable British and Australian Merchant Vessels to signify that they are unable to exercise visual signalling, the Merchant Navy Officers' Federation and the Shipping Federation, with regard to British Ships, and the various Australian Authorities concerned, have been invited to inform ships that, if they wish to do so, use should be made of the Naval prosign AS followed by the Ending Sign AR meaning "You are to wait" or "I am obliged to wait" as applicable.

(The foregoing is the text of A.P.O. 1818/1955 altered to meet R.A.N. conditions.)

(3311/11/26)

SECTION 2 - PERSONNEL

764.

COMMONWEALTH EMPLOYEES' COMPENSATION ACT - REPATRIATION INSTITUTION CHARGES.

With reference to Navy Order 319 of 1952, the charges in respect of compensation cases treated in Repatriation Commission Institutions have been increased to £4. 7. 4. a day with effect from 1st July, 1955.

A suitable notation is to be made against paragraph 1 of Navy Order 319 of 1952.

2. Navy Order 147 of 1954 is hereby cancelled.

(3809/21/15)

5

765-767

765.

FILMS AND FILM STRIPS - INSTRUCTIONAL - OBSOLEScent AND OBSOLETE.

The undermentioned Military Training films have now been declared obsolescent :-

Serial No.	Title
BO775	Technique of Instruction in the Army. Part 1 - Foundations.
BO776	Technique of Instruction in the Army. Part 2 - Framework.
BO842	Signal Security - Muller is Grateful.
BO895	Signal Master.
BO971	The Infantryman.

2. No further copies of these films will be purchased, but copies in stock should continue to be used until they become unserviceable.

3. The following films have been declared obsolete :-

BO707	The Enemy Listens.
BO843	I'll Tell the World.

4. All copies of these obsolete films are to be returned to Store for destruction.

(The foregoing is the text of A.P.O. 1911/1955 altered to meet R.A.N. conditions).

(4518/61/526)

766.

HOME PORTS.

Paragraph 3 of Navy Order 107 of 1953 is to be amended by adding the following :-

Changes of Home Ports will not be approved unless the next-of-kin of the applicant is actually residing in the State in which the proposed Home Port is located.

(4002/12/51)

767.

INSTRUCTIONAL FILMS AND FILM STRIPS - A.601, "THE UNIVERSAL DISPLAY UNIT" - DISTRIBUTION.

Copies of the instructional film A.601, "The Universal Display Unit", 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. Establishments.	No. of Copies.
H.M.A.S. WATSON	1
Flinders Naval Depot (for "L" School)	1
R.A.N. Film Library, Sydney	1.

2. This film depicts briefly the purposes and uses of the display and gives a detailed description of the various controls which are fitted for setting up and operating the equipment together with the switching drill. Running time 17 minutes. 1 spool.

3. The security classification is "Restricted".

(The foregoing is the text of A.P.O. 1913/1955 altered to meet R.A.N. conditions).

(4518/61/525)

768.

LANGUAGE TRAINING IN THE ROYAL AUSTRALIAN NAVY.

There is a requirement in the Royal Australian Navy for trained interpreters in the Indonesian, Malay and Cantonese languages. Facilities for the training of interpreters exist at the R.A.A.F. School of Languages, Point Cook.

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 requirement for qualified interpreters.

3. Courses will normally commence annually as follows :-

- (a) Indonesian - January.
- (b) Malay - July, follows as conversion from Indonesian.
- (c) Cantonese - July, follows as conversion from Mandarin.

Recreational leave will not be granted during the course, but short leave will be granted on public holidays and weekends. Students will be required to live in during the course.

4. The duration of the Indonesian course will be 25 working weeks and the Malay/Cantonese courses 13 working weeks, each week consisting of five working 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 finish 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, calligraph, ams 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 the 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 27 years of age or less.
- (ii) To have obtained the Victorian Leaving Certificate or its equivalent.
- (iii) To be above average intelligence.
- (iv) To have language aptitude. (This will be determined largely by the R.A.A.F. selection tests at Point Cook).
- (v) 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. Ratings selected for the course will be required to re-engage (in accordance with C.O.R., Article 144), in order to complete 5 years' service after completion of the course.

6. Recommendations will be called for each year about June. 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.

7. On completion of the course, students will revert to their normal branch. Their future career will follow Service channels, but every opportunity will be given to partake of refresher courses in 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 also that this employment may include specialised intelligence duties.

8. While undergoing training at the R.A.A.F. School of Languages, students will come under the jurisdiction of the Senior Naval Officer, Point Cook, for administration and discipline.

(4006/20/46)

769.

OFFICERS - EXECUTIVE BRANCH (OFFICERS WITH SHORT SERVICE COMMISSIONS ENTERED DIRECTLY FOR FLYING DUTIES) - QUALIFICATIONS REQUIRED TO BECOME ELIGIBLE FOR ALL EXECUTIVE APPOINTMENTS.

Paragraph 1 of Navy Order 68 of 1955 is to be amended as follows :-

After "Seagoing Ship" insert "(of at least Commander's Status)".

(4002/22/39)

770.

PRELIMINARY EXAMINATION FOR COMMISSIONED ELECTRICAL OFFICER (L), (R), (A.L.) AND (A.R.).

Analysis of results of annual preliminary examinations for Commissioned Electrical Officer (L), (R), (A.L.) and (A.R.) indicate that although in many cases the standard of knowledge shown in the technical sections is satisfactory, insufficient attention has been given to preparations for the Electrical Theory section, paper No. 1, which is compulsory for all candidates.

2. The attention of all concerned is to be drawn to the conditions for this examination and the syllabus prescribed in Q.R. & A.I., Article 0545, and Appendix 1, Part 8.

(4007/111/97)

771.

RECOMMENDATIONS FOR PROMOTION - ROYAL AUSTRALIAN NAVY.

It has been decided to adopt to a modified extent the Admiralty Batch System for dealing with selective promotions in the Executive and Engineering Branches.

2. In submitting half-yearly recommendations for promotion, on Form S.596, Officers are to be grouped in yearly Batches, according to the calendar year of their seniority. Column (6) of the Form is to be subdivided under three headings, viz :-

- (a) Order of merit in Batch.
- (b) Recommendation for immediate promotion (to be indicated by Star).
- (c) Order of merit for the Officers starred, irrespective of Batch.

3. Navy Order 17 of 1936 is hereby cancelled.

(4008/3/52)

772.

UNIFORM - OFFICERS - INTRODUCTION OF JOINT SERVICES CEREMONIAL DRESS TABLE AND AMENDMENTS TO UNIFORM AND DRESS REGULATIONS FOR CEREMONIAL OCCASIONS.

In order to standardise so far as is possible the dresses to be worn and the arrangements for wearing orders, decorations and medals, by officers of the different Services at Court functions or joint-Service functions when members of the Royal Family are present, the introduction of the Joint Services Ceremonial Dress Table (short title J.S.C.D.T.) has been approved by H.M. The Queen. Particulars of the dresses to be worn by Naval and W.R.A.N.S. officers, on these occasions are shown in the Appendix to this Order.

2. The following changes in the Uniform and Dress Regulations for R.A.N. and W.R.A.N.S. officers have also been approved :-

- (a) Introduction of "Modified White Ball Dress" (No. 11B) for wear at official or public balls, dinners and evening receptions in hot climates. This is an optional dress and differs from No. 2B Dress only in that for R.A.N. officers the white mess jacket is worn in place of the blue mess jacket.
- (b) Increase from two to four in the maximum number of Stars of Orders which may be worn with Modified Ball Dress (No. 2B) and with plain clothes when full evening dress is worn.
- (c) The arrangements for wearing Orders, decorations and medals with No. 2B Dress apply to No. 11B Dress.
- (d) Aiguillettes are to be worn by Admirals of the Fleet on all occasions with Modified White Ball Dress (No. 11B) but, in future, with Modified White Mess Dress (No. 11A) only when in attendance on or in the presence of the Sovereign or members of the Royal Family.

3. The detailed amendments to the Uniform and Dress Regulations, consequent on the foregoing changes, will be incorporated in the June, 1955, edition of the Appendix to the Navy List (Royal Navy).

(The foregoing is the text of A.F.O. 830/1955 altered to meet R.A.N. conditions).

(4716/1/207)

APPENDIX

JOINT SERVICES CEREMONIAL DRESS TABLE.

Dresses to be worn at Court functions or at Service functions at which Her Majesty or a member of the Royal Family is present.

J.S.C.D.T.		APPROPRIATE NAVAL DRESS	
DRESS	R.A.N. OFFICERS	W.R.A.N.S. OFFICERS	ACCESSORIES
A Ceremonial Day (Home)	No. 3 Blue Ceremonial Dress	No. 3 Dress	Broad Riband. Up to two Neck Decorations. Stars of Orders*. Medals. Sword. Aiguillettes.
B Non-Ceremonial Day (Home)	No. 5 Undress	No. 5 Dress	Medal Ribbons. Aiguillettes. (See Note).
C Ceremonial Evening (Home)	No. 2B Modified Ball Dress	No. 2B Dress	Broad Riband. One Neck Decoration. Stars of Orders*. Miniature Medals. Aiguillettes.

J.S.O.D.T.		APPROPRIATE NAVAL DRESS	
DRESS	R.A.N. OFFICERS	W.R.A.N.S. OFFICERS	ACCESSORIES
D Non-Ceremonial Evening (Home)	No. 6A Modified Mess Dress	No. 6A Dress	Miniature Medals. Aiguillettes.
E Ceremonial Day (Tropical)	No. 8 White Ceremonial Dress	No. 8 Dress	Broad Riband. Up to three Neck Decora- tions. Stars of Orders. Medals. Sword. Aiguillettes.
F Non-Ceremonial Day (Tropical)	No. 10 White Undress	No. 10 Dress	Medal Ribbons. Aiguillettes. (See Note).
G Ceremonial Evening (Tropical)	No. 11B Modified White Ball Dress	No. 11B Dress	Broad Riband. One Neck Decoration. Stars of Orders. Miniature Medals. Aiguillettes.
H Non-Ceremonial Evening (Tropical)	No. 11A Modified White Mess Dress	No. 11A Dress	Miniature Medals. Aiguillettes.

* The maximum number of Stars of Orders permitted to be worn is four, including one foreign Order.

NOTE:- The wearing of medals and swords may be ordered with Dresses B and F.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

773.

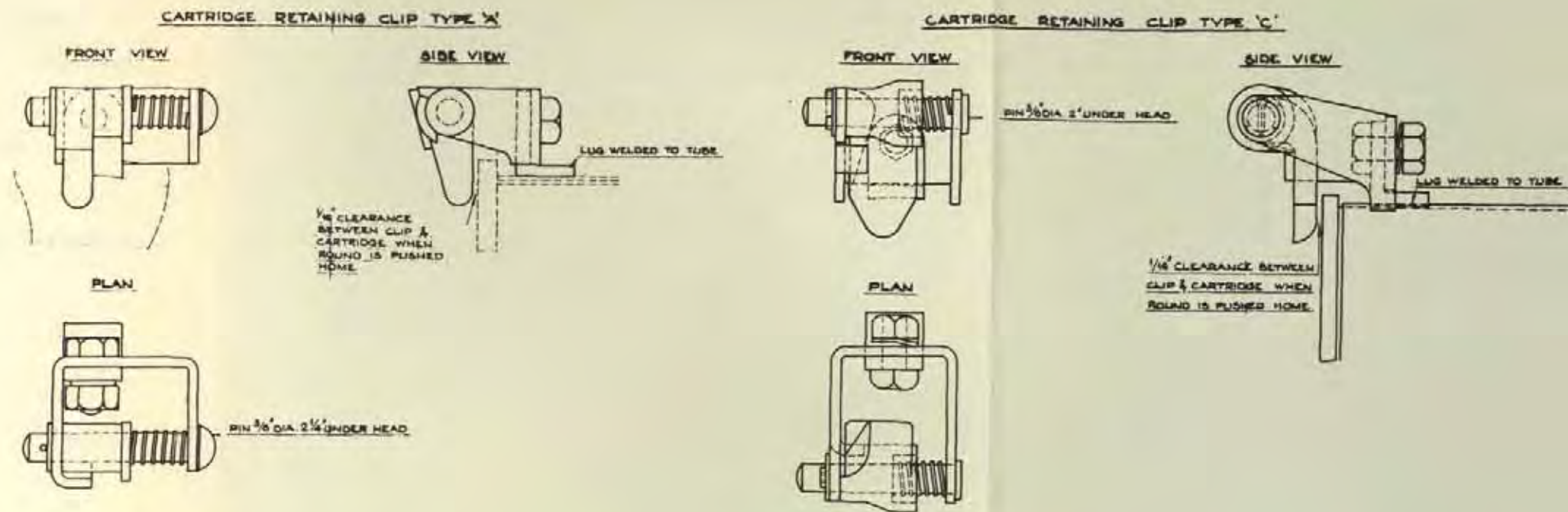
AMMUNITION - 4-IN. BOTTLE RACK STOWAGES - FAILURE OF CARTRIDGE RETAINING CLIPS.

Reports have been received from sea of failures of the 4-in. bottle rack clips (Types A or C), see Navy Office Drawing O/2841, in athwartships stowages, resulting in cartridges falling out of the racks when the ship is rolling heavily in the seaway.

2. Inspection in one ship has revealed that the majority of clips were fitted with clearances between the pawl of the clip and the base of the round well in excess of $\frac{1}{16}$ -in. quoted as being the optimum. This excessive clearance permits surging of the rounds in the racks with ultimate failure of the clip retaining lug.

RESTRICTED	
NAVY OFFICE MELBOURNE	
DRG N° O/2841	
DATE AUGUST 1945	
TRACING N°	COPY N°
DRAWN	APPROVED
TRACED D S O	
CHECKED C.C.	<i>[Signature]</i> A.D.C.N.

4-IN. BOTTLE RACK STOWAGES CARTRIDGE RETAINING CLIPS.



3. Ships' officers concerned are to inspect the cartridge retaining clips in 4-in. magazines and, where the clearance is excessive, arrange for the necessary modification by fitting steel washers between the clip frame and the supporting angle on the bottle rack tube.

(The foregoing is the text of A.F.O. 1849/1955 altered to meet R.A.N. conditions).

(4434/56/110)

774.

GUNNERY AND T.A.S. EQUIPMENT - PRE-REFIT TRIALS OF WEAPONS AND WEAPON CONTROL SYSTEMS.

B.R.292 - Maintenance of Naval Ordnance and Gunnery Equipment - will be amended to include the contents of C.A.F.O. 98/53 for Gunnery Equipment. A further amendment for the inclusion of Gunnery Radar is about to be promulgated.

2. These instructions amplified by the equivalent instructions for T.A.S. equipment will also be incorporated in a revised edition of B.R.2034 - Routine Tuning, Periodical Trials and Testing Instruments for Gun Auto Systems - now in course of preparation.

(The foregoing is the text of A.F.O. 1549/1955 altered to meet R.A.N. conditions).

(4139/13/1481)

775.

40 M.M. BOFORS SINGLE MARK 7 MOUNTING - ELECTRICAL SLIP RING UNIT - MODIFICATION NO. 49.

Navy Order 241 of 1954 is to be amended as follows :-
For "Modification No. 43" read "Modification No. 49".

(4429/141/39)

776.

CATHODIC PROTECTION - REMOVAL OF ZINC PROTECTORS.

Recent investigations into the cathodic protection of ships have shown that, except in certain positions, the fitting of zinc anodes is not justified. In general, a thick corrosion product builds up on the zinc surface very rapidly, which prevents the passage of the protecting current.

2. It has been decided, therefore, that all zinc anodes are to be removed from steel hulled ships, together with all securing arrangements, with the exception of those anodes fitted in the following positions :-

- (a) The top anodes on sea tubes - except as detailed in paragraph 4 hereof.
- (b) The top anodes on rudders.
- (c) Anodes fitted inside rope guards and eddy plates.
- (d) Anodes fitted in way of A.S. opening.

3. The hull areas uncovered by the removal of the anodes are to be treated with paints as for the rest of the hull.

4. All anodes fitted in main circulating inlets and outlets are to be removed, and the surfaces of the sea tubes are to be treated in the following special manner :-

- (a) To be thoroughly cleaned to bare metal. Where possible, this should be done by sand, or grit blasting, taking particular care that no particles are allowed to enter the inlet or discharge piping.
- (b) To be primed with one coat of Peratol primer. This paint is ready for recoating in 15 minutes.
- (c) To be coated with four coats of Peratol, allowing at least 15 minutes drying time between each coat.
- (d) One coat of normal anti-fouling paint is then to be applied.

5. Gratings to the main inlets are to be coated with the normal outer bottom compositions.

6. Ships are to raise an item in the next docking defect list to cover the removal of the zinc anodes, and the treatments of the main inlets and discharges.

7. On subsequent dockings, particular care is to be taken in noting the degree of corrosion present in the hull; any observations and remarks considered necessary are to be included in the docking report.

Any fouling which is present on the surface of the main circulating inlet and outlet tubes is to be removed, using bristle brushes. Steel scrapers and/or steel wire brushes are not to be used to clean off fouling products from the tubes.

Damaged areas of Peratol should be cleaned off as necessary, and then built up to restore the original coating thickness.

8. Peratol N.251 (Neoprene based rubber paint) will be supplied as pattern 10553 under Class E, Group 7 in one pint, one quart or one gallon sets as required by demanding officers. The sets will contain the following items in the correct proportions :-

Peratol N.251 Part A	Sealer
" " " B	} Activators
" " " O	
Peratol Primer 580	Primer.

9. Peratol has a limited shelf life and should be applied within six months of date of manufacture. Stocks are not to be maintained at Naval Store Depots, but requirements should be obtained by local purchase by (Superintending) Naval Store Officers direct from the sole Australian manufacturers, P.B. Cow (Australia) Pty. Ltd., Doonside Street, Richmond, E.1, Victoria. Requirements should be demanded well in advance of the date by which the material is required to be used, in order that sufficient time is available for delivery interstate where necessary.

10. B.R.16 - The Engineering Manual - will be amended in due course.

(4276/104/159)

APPENDIX

PERATOL - APPLICATION INSTRUCTIONS.

Peratol is a Neoprene based self-vulcanising coating for corrosion protection. In its final state the coating has good abrasive resistance, is flexible, and can be patched.

Primer - The primer should be applied by brush. Recoating can be done after 15 minutes, although the primed surface can be left for any length of time without recoating, and can be attached by brush or spray peratol. The material is supplied in three solutions marked Part A, Part B and Part C, Parts B and C being activators. The 3 parts should be mixed and stirred thoroughly for 10 minutes and the solution is then ready for use. The activated Peratol has a working life of only 12 hours and, accordingly, no material outstanding from a previous days work is to be used. Thinning can be done to the activated solution to reach the correct viscosity for application though, in general, this will not be required. It should be noted, however, that once the solution has become stringy after excessive standing, the addition of thinners is useless. Thinning down does not increase the useful life of the activated solution.

The activated Peratol solution is to be applied in four thin coats. This should give a coating thickness of approximately $\frac{1}{64}$ of an inch.

Approximately 15 minutes drying time should be allowed between each coat.

2. Peratol is highly inflammable with a flash point below 70°P.

3. As long as possible should be allowed between the final coating and the undocking.

(4276/104/159)

777.

TORPEDO CONTROL INSTRUMENTS - ERRORS IN TORPEDO DEFLECTION SIGHTS MARK 3** MOD. 1 AND MARK 3***.

Battles "Durings"

It has been found that a deflection angle error of up to 40 can exist in Torpedo Deflection Sights Mark 3** Mod. 1 and Mark 3*** when in the bow and quarter fire positions. This arises from the introduction into the design of a hitting run correction.

777-778

14

2. Pending the modification and eventual supersession of these sights, the following instructions are to be carried out in respect of each sight fitted.

3. To find the error. Check the alignment of the salvo dial (B.R. 1703(3/52), paragraphs 11-16 refer).

Set the firing bearing ring, to bow fire.

Set the hitting run to infinity.

Set zero deflection angle.

Measure angle between ship's head and mean torpedo on salvo dial. If this angle is 30° , the sight has no error. If not, make the angle equal to 30° by moving the D.A. scale adjustment.

Read off D.A. on the scale. This reading is the error in the sight for bow fire.

Carry out the same procedure with the firing bearing ring in the quarter fire position.

The angle between the ship's head and the mean torpedo should be 150° .

4. To correct the error. Remove the front cover of the Deflection Sight and set the sight up for Bow Fire with zero Deflection Angle and Hitting run set to infinity. Draw out a new set of salvo markings for a 2° angular spacing on paper. Paste this over the original narrow spread markings lining up the mean torpedo 30° from the ship's head. Repeat the process for Quarter Fire, in this case pasting the new salvo marking over the original wide spread markings. Mark the three salvo markings "Bow", "Beam" and "Quarter".

A modified Salvo Dial for a ship fitted with four tubes is shown in Navy Order Diagram 777 of 1955.

When obtaining a line of sight from or via the Sided Sight, torpedoes are fired when the line of sight pointer crosses the appropriate spread markings on the salvo dial.

5. Error when spread foresight is used. - This modification does not remove the error from the spread foresight. To minimise the effect of the error when firing by spread foresight the hitting run dial should be set to infinity, regardless of the actual hitting run, and torpedoes fired in the normal way. This will give an arbitrary angled fire correction equal to the error in the sight.

6. A pencil reference to this Order should be made in B.R. 1703(3/52) Chapter II, paragraph 42, B.R. 1703(5), Chapter 9, paragraph 268, B.R. 1946(2), paragraph 40 and B.R. 1946(3), paragraph 96.

(The foregoing is the text of A.F.O. 1928/1955 altered to meet R.A.N. conditions).

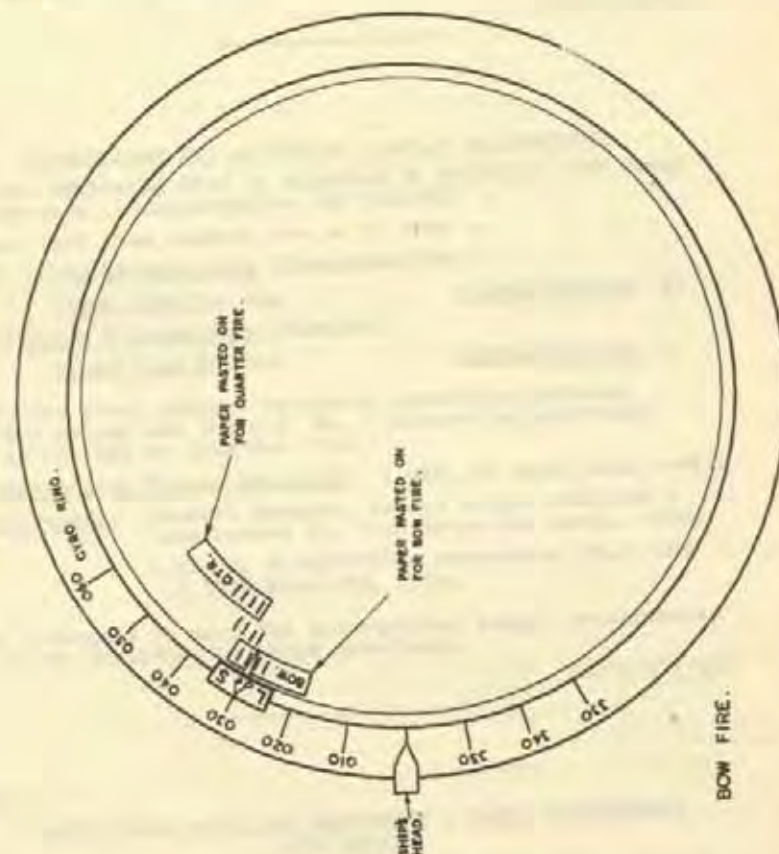
(4430/51/18)

778.

ALLOWANCES OF RULES, SPEED/TIME/DISTANCE - PATTERN 1448.

The allowance of rules, speed/time/distance, Pattern 1448, to ships of the "Daring" class, destroyers and frigates has been amended to two per ship, so that one may be used on the bridge and the other for surface plotting.

T. D. S. MK. 3rd MOD. 1. AND MK. 3rd
MODIFICATION TO SALVO DIAL.



2. Ships concerned in commission and ships in "D" Class commission in reserve should lodge demands for a second rule with the appropriate Storing Yard. Dormant demands for ships under construction, modernisation or conversion and ships in "E" Class commission in reserve will be amended by the appropriate (Superintending) Naval Store Officer in the normal manner.

3. The relevant Establishments of Sea Stores will be amended.

(The foregoing is the text of A.P.O. 1702/1955 altered to meet R.A.N. conditions).

(4518/36/340)

779.

ALTERATIONS AND ADDITIONS - OCEAN MINESWEEPERS.

The following item is approved in principle for Ocean Minesweepers, (Comprehensive and Limited) :-

Class List Item numbers are as follows :-

(a) Ocean Minesweepers (Comprehensive)

Class Item No. 614 Classification 'A'

(b) Ocean Minesweepers (Limited)

Class Item No. 511 Classification 'A'

"To fit sound powered telephone connection between the Bridge and the A.D. Mk. 3 controller position in the Boiler Room fan flat."

Compensating Weight Required: 1 cwt. at upper deck level.

References: General Manager, Garden Island Dockyard's memorandum No. 0090 dated 8th March, 1955.

H.M.A.S. RUSHCUTTER's memorandum 294/1/109 of 17th February, 1955.

2. Proposals to meet the compensating weight requirements are to be furnished by ships concerned.

(4284/101/63)

780.

CAMERAS AND ANCILLARY EQUIPMENT - CARE, MAINTENANCE AND REPAIR.

Valuable and intricate cameras are now in use in H.M.A. Ships and Establishments. To avoid damage to these cameras by untrained personnel, it has been decided to establish the responsibility for the various degrees of maintenance and repair.

2. DIVISION OF RESPONSIBILITY OF SERVICE PERSONNEL

The responsibility of Service personnel in regard to the care and maintenance of cameras and ancillary equipment, including Cine camera guns, is defined as follows :-

Electrical Officer -

Responsible for minor repairs of all cameras and overhaul of ancillary electrical equipment.

Photographers -

Custody, installation, loading, care and maintenance, routine functional checks.

Air Ordnance Personnel -

Harmonisation of camera guns in conjunction with photographers.

3. MINOR REPAIRS

Minor repairs may be effected in the Ship or Establishment at the discretion of the Electrical Officer.

Should any doubt exist as to whether the work involved is beyond the capabilities of available staff, cameras are to be returned to store, where they will be dealt with as detailed in paragraph 4 hereof. If no trained personnel are available, ALL cameras, even those needing only small repairs, are to be returned to store.

4. MAJOR REPAIRS

All types of cameras and ancillary equipment requiring major repairs are to be returned to the Superintending Naval and Air Store Officer, Sydney, accompanied by Forms A.S.331. Demands for replacements, when necessary, should be forwarded on Forms A.S.134 to the Superintending Naval and Air Store Officer, Sydney.

5. Navy Order 255 of 1949 is hereby cancelled.

(4518/50/261)

781.

DISPENSER, LIQUID SOAP, LIKE PATTERN 6896 - INTRODUCTION AND ALLOWANCES.

A dispenser for liquid soap has been introduced for use in galleys and bakeries. The dispenser will supersede Pattern 6452, formerly accounted for under Class E, Group 10, and will now be accounted for as a Permanent Naval Store as follows :-

<u>Class and Group</u>	<u>Pattern</u>	<u>Description</u>
B.10.D	Like 6896	Dispenser, for liquid soap.

2. Dispensers are to be fitted in all galleys and bakeries, ashore and afloat, above the wash-basins or above the sinks where separate wash-basins are not provided. The following allowances are applicable :-

Aircraft Carriers and Cruisers	4 No.
Daring Class Ships and Destroyers (all classes)	3 No.
Frigates (all classes) Survey Ships and O.M.S.	2 No.
All other ships and craft fitted with a galley.	1 No.
H.M.A. Naval Establishments	1 No. for each galley and bakery.

Dispensers are not to be supplied to any other services.

3. Ships in commission, and in "D" Class commission in Reserve, and H.M.A. Naval Establishments concerned should forward demands to the Superintending Naval and Air Store Officer, Sydney. Stocks of the dispenser are not yet available, but issue will be effected as supplies are received.

4. Dormant demands for ships in E Class commission in Reserve and for ships under construction, modernisation and conversion will be prepared by the Storing Yards concerned.

5. Supplies of liquid soap to B.S.S. 1545/1949, Pattern 5510, will be available on demand under Class E, Group 8. First outfit requirements should be based on an anticipated expenditure of one pint per dispenser per week.

6. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2154/1954 altered to meet R.A.N. conditions.)

(4506/4/75)

782.

FLEET FORMATION BOARDS, PATTERN 3027 - ALLOWANCES.

A second fleet formation board, Pattern 3027, is to be allowed to ships of the "Daring" Class, destroyers and frigates for use on the compass platform.

2. Ships concerned in commission, and in "D" class commission in reserve should forward demands to the appropriate (Superintending) Naval Store Officer. Dormant demands for ships concerned under construction, modernisation and conversion, and ships concerned in "E" class commission in reserve should be prepared by Storing Yards in the normal manner.

3. The relevant Establishments of Sea Stores will be amended.

(The foregoing is the text of A.P.O. 1701/1955 altered to meet R.A.N. conditions).

(4518/36/338)

783.

H.S.9 WRIST CHRONOGRAPHS - ACCOUNTING, ETC.

H.S.9 Wrist Chronographs are classified as Hydrographic Stores, and the Senior Officer, Hydrographic Service, Sydney, is responsible for the issue, etc., of those items in the Royal Australian Navy.

2. Requirements of H.S.9 watches for H.M.A. ships and establishments should be demanded from the Hydrographic Depot on Forms A.S.134, and issues in accordance therewith will be effected on Forms A.H.465. The watches should be taken on charge by Supply Officers in the Naval Store ledgers under Class F, Group 3, from the Supply Note (A.H.465), which should be endorsed with the ship's serial number of the relevant Form A.S.134 and bundled in the normal manner.

3. H.S.9 watches are to be issued only to aircrew in receipt of flying pay (vide Navyoirc. 060 Item) and aircrew undergoing O.P.S., Observer, or aircrewman training. The watches are to be issued on personal loan and recorded on the pertinent flying clothing cards A.S.1055.

4. Issues should be effected on Forms A.S.156Y, the No. 1 copies of which should be used to write the items off charge in the Naval Store ledger, and record the issue on the original and duplicate (Supply Officer's) copies of the Form A.S.1055. The No. 2 copies of the Forms A.S.156Y are to be forwarded to S.O.H.S. for information as early as practicable after the issues have been made.

5. H.S.9 watches no longer required or becoming defective or unserviceable whilst on personal loan are to be returned to the Supply Officer, who is to prepare Form A.S.1091Y to take the items on charge in the "serviceable stores" or "unserviceable stores" column of the ledger, as appropriate. The relevant flying clothing cards should be amended as necessary. The No. 2 copies of the Forms A.S.1091Y should be forwarded to S.O.H.S. Watches issued to replace others returned for survey should be dealt with in accordance with paragraph 4 hereof.

6. H.S.9 watches returned to the Supply Officer are to be forwarded to the Hydrographic Office for survey on Forms A.S.331. A receipt will be furnished by S.O.H.S. on Forms A.H.465 which should be endorsed with the ship's serial number of the pertinent A.S.331 and posted to the Naval Store ledgers.

7. The serial number of H.S.9 watches is invariably to be shown on all vouchers relating to the issue and return, etc., of these items.

8. No attempt whatever is to be made by flying personnel to repair H.S.9 watches or even to open them for replacement of broken glass, hands, etc. Watches in need of adjustment, and any watch which has been on issue from the Hydrographic Office for more than 18 months should be returned for overhaul through the Supply Officer, as indicated in paragraphs 5 and 6 hereof.

9. Losses of watches are to be reported in accordance with N.F.R. & I and Q.R. & A.I., copies of the reports, which should include full details of the circumstances, being forwarded to S.O.H.S. for information.

10. Commanding Officers of Air Squadrons, ships and establishments holding H.S.9 watches are to render a Return (A.H.394) of watches held on charge, and on personal loan, to S.O.H.S. through the Administrative Authority concerned, on the following occasions :-

- (a) Annually, on 31st December.
- (b) On a ship or air squadron paying off.
- (c) On supersession of the Commanding Officer.

11. R.A.N. Aircrew selected for training in the United Kingdom should, whenever possible, be issued with a Pattern H.S.9 watch before departure. A small number of watches will be held by the R.A.N. Liaison Officer, London, for the replacement, when necessary, of watches on loan to R.A.N. personnel.

12. Navy Order 193 of 1950 and 19 of 1955, and Navyoirc 163 Item of 24th February, 1955, are hereby cancelled.

(4576/11/64)

784.

NAVAL AIR STORES - DEFECTIVE ITEMS SUBJECT TO A.21 REPORT - DESPATCH FOR TECHNICAL EXAMINATION.

When instructions are received from Navy Office for items of air stores subject to A.21 report to be forwarded to a technical authority at Navy Office for examination, the following vouchers are to be used :-

- (a) Form A.S.549 when forwarded by a ship or station.
- (b) Form A.D.623 when forwarded by N.S.O. (Air)
Randwick.

2. All vouchers are to indicate clearly whether the stores concerned are permanent or consumable items.

3. When items are being returned by the technical authority after examination, the following vouchers will be used :-

- (a) Form A.S.549 when returning items to a ship or station.
- (b) Form A.S.331 when returning items to N.S.O. (Air)
Randwick.

4. If an item after technical examination has a scrap value only, the arisings will be returned to N.S.O., Port Melbourne, accompanied by a Form A.S.331 which will show the original description of the item and the arisings therefrom.

5. If an item is tested to destruction in the course of examination, a certificate to that effect will be sent to the ship or station or store depot by the technical authority.

(4401/1/44)

785.

NAVAL STORES (AIR) - ALTERATION IN REFERENCE NUMBERS.

The following spares, used on Sea Fury and Sea Hawk Aircraft, have been re-referenced under Sections 26AQ and 26PX. Stocks should be transferred accordingly.

Existing Ref. No.	Part No.	Description	New Ref. No.
26AF.3150	STD.532/1	Ferrule	26AQ.4821
30004	A.43446	Shackle	4822
30096	STD.915/G/22	Washer	4823
30469	STD.915/E/14	Washer	4824
31274	A.76457	Block	4825
31280	A.76459	Bush	4827
31284	A.76460	Nut	4828
31285	A.76458	Pin	4832
33099	STD.915/G/6	Washer	4833
34268	STD.915/B/16	Washer	4834
34313	STD.914/E/18	Washer	4835
34314	STD.914/E/20	Washer	4836
34417	STD.914/C/20	Washer	4837
34577	STD.327/88N	Bolt	4838
35149	STD.821/16	Washer	4839
37112	STD.915/E/6	Washer	4840
40927	STD.532/3	Ferrule	4841
41096	STD.608/1	Bush	4842
41383	A.85844	Lug	4843
43080	STD.459/B/20	Roller section	4844
26BX.2269	STD.327/190N	Bolt	4845
2803	A.107187	Bolt	4846
2844	A.113427	Stop cable	4847
2845	A.113428	Stop cable	4848
3204	R.543	Stringer	4849
3333	STD.550/G/18	Roller section	4850
3358	STD.1160/2/18	Roller section	4851
5617	STD.914/B/22	Washer	4852
26AF.30361	STD.914/E/22	Washer	2284
40714	A.110906	Washer	26PX.1198
40713	A.110802	Filter	1199
26BX.5712	STD.1231/1	Lug	1940
2456	STD.499/3	Plate	1941
6710	A/STD.1231/3	Tab locking	2144
26AF.30086	A/STD.915/G/20	Washer	2147
30452	STD.915/G/14	Washer	2192
30081	A/STD.915/B/20	Washer	3767
30085	A/STD.915/G/22	Washer	4150
30090	A/STD.915/E/20	Washer	5781
30082	STD.915/B/22	Washer	4162
40869	A/STD.915/G/16	Washer	5785
30390	STD.914/G/22	Washer	6130
Ground Equipment			
26AF.36672	M.1095	Tool rivetting	26AQ.29
26BX.3224	TD.526	Tool rivetting	6047
3222	TD.1029/1	Dimpler	6048
3223	TD.1029/2	Dimpler	6049
26AF.9866	R.71	Tool spinning	6050
26BX.3189	R.526A	Drift	26PX.95098
3190	R.526B	Drift	95099
3786	R.526C	Drift	95100
26AF.39898	R.526D	Drift	95101

2. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1931/1955).
(4407/14/1077)

786.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART D) -
BUTTERFLY NUTS FOR SIDE SCUTTLES - ADDITIONAL
PATTERN NUMBER.

To distinguish between the $\frac{3}{4}$ -in. and $\frac{1}{2}$ -in. sizes, separate pattern numbers have been assigned to the Butterfly Nuts for Side Scuttles, at present shown as Pattern 851, as follows :-

Class/Group	Pattern	Description
B.8D	851	Nuts, butterfly, tapped $\frac{1}{2}$ -in. suitable for side scuttles, Patterns 11376-11379 inclusive.
B.8D	856	Nuts, butterfly, tapped $\frac{3}{4}$ -in., suitable for side scuttles, Patterns 11370-11375 inclusive and Patterns 11380-11383 inclusive.

2. Records should be amended accordingly. H.M.A. Ships and Shore Establishments are to adjust their ledgers in accordance with Article 109 (g) of B.R.4 (Naval Storekeeping Manual).

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1991/1955 altered to meet B.A.N. conditions).

(4505/83/17)

787.

NAVAL STORES (GENERAL) (CLASS E, GROUP 5) - HELMETS
FOR PROTECTION FROM GUN-BLAST, PATTERNS 2931
AND 2932.

Although Blastproof Helmets, Patterns 2931 and 2932, can each be used with Telephones, Pattern 12500A, it has been decided to restrict future purchases to Pattern 2931. This Helmet is expected to be suitable for use with a newly designed headset which will eventually replace the telephone, Pattern 12500A. Helmets, Pattern 2932, will, therefore, be marked "O" in the Rate Book and Authorised List of Naval Stores.

2. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 1706/1955).

(4512/50/234)

788.

NAVAL STORES (GENERAL) (CLASS E, GROUP 10) - MATTRESSES
FOR OFFICERS IN SHORE ESTABLISHMENTS OTHER THAN IN
TROPICAL AREAS.

Future purchases of mattresses, which will be supplied for use by officers sleeping in single bedsteads in shore establishments, other than in tropical areas, will be restricted to 6'2" x 3' spring interior mattresses, pattern 3526.

2. No further purchases of the undermentioned mattresses will be made but existing stocks are to be issued until exhausted. Mattresses of these descriptions at present in use will be replaced by pattern 3526 mattresses only as they become beyond economical repairs :-

Pattern	Description
-	Mattresses, hair, 6'6" x 3' x 4"
3528	" " 6'4" x 3' x 4"
-	" " 6'2" x 3' x 4"
-	" spring interior, 6'3" x 3". (4514/1/104)

789.

NAVAL STORES (TECHNICAL) - RADAR - OBSOLETE STORES -
DISPOSAL.

Dockyards, Naval Store Depots, H.M. Ships (excluding submarines) and Fleet Shore Establishments at Home and Abroad

The stores, detailed in the Appendix to this Order are now obsolete. 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 them, and any stocks already held, as surplus to requirements in accordance with existing instructions. None of the items require to be mutilated before disposal.

2. No further returns of the items in the Appendix are to be taken on main or repairable ledger charge.

3. Strict adherence to the pattern numbers quoted is essential, e.g., no "A" patterns is to be considered surplus where a "plain" pattern only is shown.

4. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1396/1955 altered to meet R.A.N. conditions).

(4519/31/693)

APPENDIX

Pattern	Description	Pattern	Description
PIA/W343A	Wavemeter G.64	PIA/W3778	Rectifier
W1339	Time Base Unit	W4267	Transformer
W1358	Potentiometer	W4321	Mount
W1380/A	Transformer	W4337	Socket
W1383/A	Transformer	W4595	Box Heating
W1403	Plug	W4597	Heater Units
W1455	Mounting	W5018	Plug
W1611	Board 2AD	W5085/A	Mounting
W1664	Dipole Unit	W5086/A	Mounting
W1705	Connector	W5199	Lampholder
W1717	Switch	W5252	Pedestal Unit
W1727	Box Junction	W5384	Framework for Cabinet W5187
W1857	Coil Contactor	W7008	Chassis Lower Panel, L30
W1881	Thermostat	W7009	Chassis Upper Panel, L30
W1900	Alternator	W8158/A	Mounting
W1947	Box Junction	W8160/A	Mounting
W1948	Box Junction	W8161/A	Mounting
W1950	Box Junction	W8162/A	Mounting
W2013	Control Unit	56236	Balloon Covers
W2014	Control Unit	56620	Lens
W2039	Storage Box for Tools	56621	Lens
W2093A	Calibrator Unit	56622	Mount with Lens
W2094	Box Junction	57667	Socket
W2240	Wavemeter G.76	57759	Bracket
W2384	Feeder Group	58461/A	Choke
W2385	Feeder Group	58462	Transformer
W2387	Spanner Box	58463	Transformer
W2664	Ammeter	58464	Transformer
W2870	Plug	59696	Plug
W3014	Socket	66107	Box Distributing
W3234	Adaptor	66108	Box Distributing
W3242	Rectifier Unit	66109	Box Distributing
W3258	Transformer	66306	Box Distributing
W3268	Transformer		
W3340	Connection		
W3439	Support Arm		
W3509	Connection		
W3455	Choke		
W3480	Junction Box		
W3512	Cylinder Assembly		
W3570	Board 2AD		
W3572	Starter		
W3618	Plug		
W3637	Blower Unit		
W3665	Alternator		

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

790.

CAP COVERS.

No further purchases of marcelline cap covers will be effected. On exhaustion of present stocks of each size of this item, pique cap covers will be supplied in lieu for issue to ratings not dressed as seamen.

2. Victualling Yard Store Issue Notes will indicate the quantities of pique covers which have been supplied in lieu of marcelline covers demanded. Pique covers are to be taken on charge in the Officers' Clothing section of the Clothing Account and are to be charged at the current price for officers' cap covers.

(4532/58/3)

791.

DEHYDRATED VEGETABLES.

The compulsory issue of dehydrated vegetables will be discontinued when stocks held at H.M.A. Victualling Yards have been reduced. Pending reduction of those stocks, issues on the existing approved scale as set out below are to be made to general messes in all H.M.A. Ships and Establishments :-

Potatoes	5 $\frac{1}{2}$ lb.	per 100 No.	victualled per fortnight
Cabbage	3 $\frac{1}{2}$ lb.	" " "	" " "
Carrots	3 $\frac{1}{2}$ lb.	" " "	" " "
Parsnips	4 $\frac{1}{2}$ lb.	" " "	" " "
Onions	2 lb.	" " "	" " "

2. Ultimately stocks of dehydrated peas, cabbage, potatoes and onions only, will be maintained for issue as demanded by H.M.A. Ships and Establishments.

3. Navy Orders 322 of 1952 and 91 of 1955 are hereby cancelled.

(4528/65/124)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

792.

FORMS S. 584(L) AND A.S. 288A - ABOLITION.

The undermentioned forms have been abolished :-

S. 584(L) - Particulars of Candidate for Preliminary Examination for Warrant Officer (L), (R), (AL), (AR).

(3526/12/1355)

A.S. 288A - Annual Diving Return.

(3526/12/1320)

793.

FORMS - "SEAMAN" TRADE CERTIFICATE AND "SPECIALIST" TRADE CERTIFICATES FOR SEAMAN BRANCH RATINGS.

The following Trade Certificates for use in the Seaman Branch have been introduced :-

A.S. 1233T	Seaman Branch
A.S. 1233	Seaman Branch - Gunnery Specialist Qualifications.
A.S. 430P	Seaman Branch - Boom Defence Qualifications.
A.S. 430R	Seaman Branch - Physical Training Qualifications.
A.S. 430S	Seaman Branch - Radar and Plotting Qualifications.
A.S. 1233W	Seaman Branch - Surveying Recorder Qualifications.
A.S. 1233Z	Seaman Branch - Torpedo Anti-Submarine Warfare Qualifications.

2. Form A.S. 1233T - Seaman Trade Certificate - contains an entry regarding the number of hours during which the Seaman concerned has taken the wheel of a ship at sea. It is essential for this entry to be completed on all occasions on which Form A.S. 1233T is compiled, since the information is necessary should the rating, at any future time, seek employment in the Mercantile Marine.

For the present it will be necessary for Captains to assess the time spent at the wheel from the man's own evidence corroborated as possible by his Service records. Arrangements will, however, be made for this information to appear on the Seaman's History Sheet which will be introduced in due course.

3. Form A.S. 1233T is to be demanded from Superintending Naval and Air Store Officer, Sydney, as necessary by ships and establishments to meet the requirements for ratings borne. These forms are to be inserted in each rating's documents. Thereafter insertion of forms is to be effected at H.M.A.S. CERBERUS at the Recruit stage.

4. The "Specialist" Trade Certificates are to be issued together with the "Seaman" Trade Certificate and are to be demanded from the Superintending Naval and Air Store Officer, Sydney, as necessary by ships and establishments to meet the requirements for ratings borne in the various specialist branches. These forms are to be inserted in rating's documents. Thereafter insertion of forms is to be effected in the ship or establishment in which ratings qualify for their specialist rate.

5. Form A.S. 430T - Diver Qualifications, is in the course of preparation and will be used for ratings of all Branches who qualify in Diving.

6. The preparation of these Trade Certificates is to be in accordance with Q.R. & A.I., Article 1061.

(3526/12/1374)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

12th October, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
794	Conditions of Entry and Service for Direct Entry Engineer and Electrical Officers.

N.0126

794.

**CONDITIONS OF ENTRY AND SERVICE FOR DIRECT ENTRY
ENGINEER AND ELECTRICAL OFFICERS.**

Qualified Engineers, University Undergraduates and Ex-Naval Officers are eligible to apply for entry into the Engineering and Electrical Branches of the Royal Australian Navy on short service or permanent service commissions. The conditions governing entry and service are set out below.

ELIGIBILITY FOR COMMISSIONS.

2. Qualified Engineers.-

(a) Short Service Commissions.

Mechanical, Aeronautical and Electrical Engineers are eligible.

(b) Permanent Service Commissions.

Mechanical, Aeronautical and Electrical Engineers and Naval Architects are eligible.

3. Undergraduates.-

(a) Short Service Commissions.

Undergraduates studying Mechanical, Aeronautical or Electrical Engineering are eligible to apply during their final year at University.

(b) Permanent Service Commissions.

(i) Undergraduates studying Mechanical, Aeronautical or Electrical Engineering are eligible to apply during their 2nd, 3rd or final years of a four year University course.

(ii) Undergraduates studying Naval Architecture are eligible to apply during their final year.

4. Ex-Naval Officers.- Engineer and Electrical Officers from the Royal Navy or other Commonwealth Navies are eligible for permanent or short service commissions.

CONDITIONS OF ENTRY.

5. Applicants who are eligible, vide paragraphs 2, 3 or 4, must satisfy the following conditions :-

(a) Professional Qualifications.

(i) Qualified Engineers must possess a degree or acceptable equivalent.

(ii) University Undergraduates must have passed the prescribed examinations for each year of the course up to the date of application.

(b) Age.

(i) Qualified Engineers and Naval Architects must be under 25 years of age.

(ii) Qualified Electrical Engineers must be under 27 years of age.

(iii) Undergraduates must be under 25 years of age or, in the case of Electrical students, under 27 years on 1st March following graduation.

(iv) Ex-Naval Officers must be under 35 years of age.

(c) Nationality.

Applicants must be of pure European descent and the sons of British subjects, the burden of proof in a doubtful case resting upon the applicant; provided that the Minister for the Navy may reject the application of any applicant who is the son of a naturalized British subject.

(d) Medical Fitness.

Applicants must pass the prescribed medical examination.

(e) Interview and Selection.

Applicants who fulfil the above requirements will be interviewed by a selection committee arranged by Navy Office.

PROCEDURE ON ENTRY.

6. Qualified Engineers.- Successful applicants will be appointed to Flinders Naval Depot, and commissioned :-

(a) For short service in the probationary rank of Sub-Lieutenant (or Acting Lieutenant if over the age of 22½ years).

(b) For permanent service in the probationary rank of Acting Lieutenant.

7. Undergraduates.- Successful applicants will be appointed in the probationary rank of Midshipman (U), Acting Sub-Lieutenant (U) or Sub-Lieutenant (U) depending on whether they enter during their 2nd, 3rd or final years.

8. They will be appointed to a Naval Depot, in the same area as the University in which they are studying, for completion of courses and graduation.

9. During the long University vacation, officers will be required to undergo Naval training.

10. After graduation, Sub-Lieutenants (U) will be appointed to Flinders Naval Depot.

11. Whilst completing courses at University, Undergraduates will receive the pay and allowances laid down in Interim Pay Instructions. All compulsory fees (as defined by the Naval Board) will be paid by the Department of the Navy; the necessary text books being issued on a loan basis; Navy Order 340 of 1953 is relevant. Commonwealth Rehabilitation Training Scheme benefits will be terminated on appointment from shore to a Naval Depot, this being the date from which pay and allowances will commence.

12. Ex-Naval Officers.- Successful applicants will be commissioned in the rank of Lieutenant or Lieutenant-Commander depending upon age :-

22½ to 30½ years - Lieutenant. On confirmation in rank, seniority will be adjusted to ensure promotion to Lieutenant-Commander at age of 30½ years or after 5 years' service as Lieutenant, whichever is the later.

Over 30½ years - Lieutenant-Commander. On confirmation in rank, seniority will be ante-dated by 6 months for each whole year age exceeds 30½ years.

TRAINING.

13. On appointment to Flinders Naval Depot, on entry or after graduation, officers will undergo naval engineering or electrical courses. These courses will be of 6 weeks to 3 months' duration for Engineer Officers and 12 months' duration for Electrical Officers.

14. Engineer Officers, on completion of courses, will be appointed to a sea-going ship for practical experience and to obtain a Watchkeeping Certificate.

15. Electrical Officers, on completion of courses, will be appointed to a ship or Naval Air Station for practical experience.

16. The basic date of confirmation in the rank of Lieutenant or Lieutenant-Commander will be :-

- (a) For Engineer Officers - on award of the Watchkeeping Certificate or, in the case of ex-Naval officers, on completion of 6 months in an effective appointment.
- (b) For Electrical Officers - on completion of the Naval Electrical Course or, in the case of ex-Naval officers, on completion of 6 months in an effective appointment.

NOTE:- Results of courses, copies of Watchkeeping Certificates and recommendations are to be forwarded to Navy Office as early as possible.

SPECIALIZATION.

17. After the initial period at sea, Engineer Officers may volunteer to specialize in Ordnance or Aeronautical Engineering or Naval Architecture. Selection will depend upon Service requirements, consideration being given to previous graduation qualifications.

18. Engineer Officers serving on permanent service commissions may be sent to the United Kingdom for specialization courses. Later, they may also be required to undergo advanced courses in their specialisations, in the United Kingdom.

19. Electrical Officers may be selected, after the initial training period, to undergo further training in electronics.

PERIODS OF SERVICE.

20. Short Service Commissions.- Officers are required to serve for 5 years from the date of first appointment or from the first of March after graduation in the case of Under-graduates.

21. Officers may be given the opportunity to transfer to permanent commissions subject to vacancies and suitability.

22. On completion of 5 years' service, officers are required to enrol for 5 years on the Emergency List.

23. Permanent Service Commissions.- Officers are normally expected to serve until they reach the retiring age appropriate to their rank.

24. Applications to resign will not normally be recommended for acceptance except in very special circumstances, e.g., strong compassionate reasons.

DISCHARGE FOR UNSUITABILITY.

25. Officers will be liable to immediate discharge for misconduct or if for any reason they are considered by the Naval Board to be unsuitable for retention.

GRATUITIES.

26. Officers serving on a short service commission will be eligible for a gratuity provided that they complete 5 years' service and agree to enrol on the Emergency List.

PROMOTION.

27. Promotion of direct entry officers will be as follows :-

Midshipman (U) to Acting Sub-Lieutenant (U).	On 1st March in 3rd year at University.
Acting Sub-Lieutenant (U) to Sub-Lieutenant (U).	On 1st March in Final year at University.
Sub-Lieutenant (U) to Acting Lieutenant.	On 1st March after graduation.
Sub-Lieutenant to Acting Lieutenant (Qualified Engineers on short service commissions).	On attaining 1 year's seniority or 22½ years of age, whichever is earlier.
Lieutenant to Lieutenant-Commander.	On attaining 8 years' seniority. (See note).
To Commander and Captain.	By selection.

NOTE:- On confirmation in rank of Lieutenant, seniority will be adjusted, where necessary, to ensure promotion to Lieutenant-Commander at age of 30½ or after 5 years' service as a Lieutenant, whichever is the later.

GENERAL.

28. Other conditions of service for Direct Entry Officers, e.g., removal of families, leave, furlough, etc., are similar to those for other officers of the Permanent Naval Forces.

(4139/40/289)

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

18th October, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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

N.0131

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<u>SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES</u>	
825.	Losses of Medical and/or Dental Stores.
826.	Optical or Specialized Medical and Surgical Instruments - Repairs to.
827.	Victualling Stores - Safety Equipment - Flying Clothing - Damaged Protective Helmets - Reports.
<u>SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY</u>	
828.	A.R.R.10/1955 - R.A.N. Advancement Instructions - Amendment.
829.	Air Publications - Allotment of A.P.(R.A.N.) Number to R.A.N.A.M.M.

RESTRICTED

795-797

SECTION 1 - ADMINISTRATIVE AND GENERAL

795.

CEREMONIAL - HONOURS AND SALUTES TO ROYAL PERSONAGES AND THE GOVERNOR-GENERAL.

The following procedure is to be observed in the Royal Australian Navy in giving honours and salutes to Royal Personages and the Governor-General on shore.

2. Honours and Salutes will not be given on arrival until after the Personage has left his conveyance and has been received at the Saluting Base or has arrived in front of the Guard of Honour.

On departure, Honours and Salutes will not be given before the Personage enters his conveyance but immediately the conveyance starts to move. Where the departure is by aircraft, Honours and Salutes will be given immediately before the Personage boards the aircraft.

3. The procedure in H.M.A. Ships, whereby Honours and Salutes are given on arrival on board or prior to departure by ladder or brow is to remain unaltered.

(3244/3/49)

796.

DELEGATIONS OF LOCAL PURCHASE AUTHORITY.

The following variations of delegations of authority to arrange purchases without prior reference to the Contract Board or District Contract Board have been approved :-

- (a) a delegation of £200 is granted to the General Manager, Garden Island Dockyard; and
- (b) the delegation of £100 held by the Engineer Manager, Garden Island Dockyard, is revoked.

2. Appendix to Navy Order 742 of 1954 is to be amended accordingly.

(3031/81/85)

797.

INTRODUCTION OF NEW PHONETIC ALPHABET.

Ever since the start of Western Union, subsequently replaced by the North Atlantic Treaty Organisation, it has been apparent that the Able-Baker-Charlie phonetic alphabet is most unsuitable for Latin member nations.

2. The International Civil Aviation authority (ICAO) produced a phonetic alphabet which was entirely acceptable to the Latin member nations, but was not so acceptable to the English speaking nations.

5

797-798

3. Considerable negotiation has been proceeding on this problem for several years, as it is manifestly unsound to have within the NATO Organisation, two quite different phonetic alphabets. Extensive tests have been carried out since 1952, in which the two alphabets have been pitted against each other in an entirely international administration, with the result that it has been found that, taking a wide view, a modified ICAO alphabet gives the best results.

4. Final agreement has not yet been reached on the modified ICAO alphabet. It has therefore been decided, within NATO, that the following alphabet will be adopted and made effective for NATO use on 1st January, 1956 :-

ALFA	*NECTAR
BRAVO	OSCAR
CHARLIE	PAPA
DELTA	QUEBEC
ECHO	ROMEO
FOXTROT	SIERRA
GOLF	TANGO
HOTEL	UNIFORM
INDIA	VICTOR
JULIETT	WHISKEY
KILO	X-RAY
LIMA	YANKEE
MIKE	ZULU

*NECTAR is the only word likely to be changed by finalisation of the ICAO alphabet.

5. It is intended that the R.A.N. will conform with NATO and adopt the above alphabet on 1st January, 1956, in lieu of the existing Able-Baker-Charlie phonetic alphabet.

6. The final agreed alphabet will be promulgated as a correction to A.C.P. 125(A) in due course.

(The foregoing is the combined texts of A.P.O. 1776/1954 and A.P.O. 1545/1955 altered to meet R.A.N. conditions).

(4363/11/146)

798.

PREVENTION OF OIL POLLUTION.

Consideration has been given to further measures to be applied in H.M.A. ships and shore establishments to prevent the pollution of navigable waters by oil, in keeping with the International Convention for the Prevention of Pollution of the Sea by Oil, 1954 (Command 9197). Avoidance of pollution of the sea by oil is to continue to be regarded as of first importance, subject only to over-riding operational necessity, and in pursuance of this policy detailed Naval Board instructions will be issued in due course which will have as their objectives :-

(a) the prohibition, save in exceptional circumstances (e.g., stress of weather or damage to the vessel), of the discharge from any vessel, or place on land, or apparatus used for transferring oil from or to any vessel, of any oil or mixture containing oil into any part of the sea within the seaward limits of the territorial waters of the United Kingdom or of other waters (including inland waters) which are within those limits and are navigable by seagoing ships; and

(b) the prohibition, save in exceptional circumstances (e.g., stress of weather or damage to the vessel) of the discharge into the sea within the areas designated below of any crude oil, fuel oil, lubricating oil or heavy diesel oil, or a mixture containing 100 parts or more of any of, or of a combination of, those oils in a million parts of the mixture.

2. Area for Tankers.- (a) The whole of the sea which lies -

(i) outside the territorial waters of the United Kingdom; and

(ii) within 100 miles from the coast of any of the following countries :-

The United Kingdom, Belgium, the Netherlands, the Federal Republic of Germany and Denmark.

(b) The whole of the sea which lies -

(i) south of latitude 62° North; and

(ii) within 50 miles from the coast of Norway.

(c) So much of the Atlantic Ocean and of the English Channel, outside the territorial waters of the United Kingdom, and outside the area specified in sub-paragraph (a) above as lies within a line drawn from a point on the Greenwich Meridian 100 miles in a north-north-easterly direction from the Shetland Islands; thence northward along the Greenwich Meridian to latitude 64° north; thence westwards along the 64th Parallel to longitude 10° west; thence to latitude 60° north longitude 14° west; thence to latitude 54° 30' north, longitude 30° west; thence to latitude 44° 20' north, longitude 30° west; thence to latitude 48° north, longitude 14° west; thence eastwards along the 48th Parallel to the coast of France.

(d) The whole of the sea which lies within 150 miles from the coasts of Australia, except off the north and west coasts of the Australian mainland between the point opposite Thursday Island and the point on the west coast at 20° south latitude.

(e) The whole of the sea which lies within 50 miles from land, exclusive of -

(i) the areas specified in sub-paragraphs (a), (b), (c) and (d) above;

(ii) any area within the seaward limits of the territorial waters of the United Kingdom; and

(iii) the Adriatic Sea.

(f) So much of the Adriatic Sea as lies within 50 miles from the coast of Albania, and so much of the remainder of the Adriatic Sea as lies within 30 miles from any other coast (the Island of Vis being disregarded).

3. Areas for vessels other than tankers.- (a) The whole of the sea which lies :-

(i) outside the territorial waters of the United Kingdom; and

(ii) within 100 miles from the coast of any of the following countries :-

The United Kingdom, the Republic of Ireland, Belgium, the Netherlands, the Federal Republic of Germany and Denmark, or within 100 miles from the coast of any of the Channel Islands.

(b) The whole of the sea which lies :-

(i) south of latitude 62° North; and

(ii) within 50 miles from the coast of Norway.

(c) The whole of the sea which lies within 50 miles from land, exclusive of :-

(i) the areas specified in sub-paragraphs (a) and (b) above;

(ii) any area within the seaward limits of the territorial waters of the United Kingdom; and

(iii) the Adriatic Sea.

(d) So much of the Adriatic Sea as lies within 50 miles from the coast of Albania, and so much of the remainder of the Adriatic Sea as lies within 20 miles from any other coast (the Island of Vis being disregarded).

4. Pending issue of the detailed instructions and also the provision in ships and shore installations of equipment and facilities for disposing of oily residues, every effort is to be directed to avoiding the discharge into the sea or other navigable waters within the areas defined in paragraphs 1-3 above of any crude oil, fuel oil or heavy diesel oil, and additionally the discharge of lubricating oil into the sea, or other navigable waters, within the seaward limits of the territorial waters of the United Kingdom.

5. The Commanding Officer of any H.M.A. ship or the officer responsible for any shore installation, from which a significant discharge of oil occurs for any reason in the areas defined in paragraphs 1-3 above should report the fact with all appropriate details to his Administrative Authority. In the case of a discharge into United Kingdom waters, this report should be preceded by a preliminary report by signal to the Administrative Authority forthwith.

(The foregoing is the text of A.P.O. 1889/1955 altered to meet R.A.N. conditions).

[3626/51/27]

SECTION 2 - PERSONNEL

799.

ACCOUNTING - VICTUALLING AND PAY ACCOUNTS - COMPARISON OF NUMBERS VICTUALLED.

With a view to reducing work approval has been given to abolish :-

- (a) The final victualling column of the pay-ledger.
- (b) The whole of the victualling abstract of the ledger.
- (c) The quarterly comparison between the total number of days victualled claimed in the Provision Account and the total number of days victualling recorded in the ledger abstract.

2. In all ships and establishments it is still necessary to have some check against the numbers claimed in the Provision Account and the numbers actually messed. The following procedure is therefore to be instituted :-

- (i) A simple record is to be kept in the Regulating Office of the numbers of ratings borne for victuals, corrected each day for additions and reductions. A similar record for officers is to be kept in the office responsible for the victualling and checking of officers. The numbers so recorded are to be checked on one day each week with the numbers claimed by the Victualling Office as recorded in Form A.S.71Y - Daily Numbers Victualled (Form A.S.462Y for ships not carrying their own accounts) and any discrepancies adjusted, a suitable notation being made by the Supply Officer.
- (ii) The figures shown in the Regulating Office record are to be checked at least twice monthly by comparison with the numbers as shown by Forms (cards) A.S.224z, Personnel Record Card, maintained in ships' Regulating Offices.
- (iii) On each pay-day the cards A.S.224z are to be checked with actual persons at the general and miss-muster payments.

3. Any discrepancies are to be investigated and the results of these checks are to be certified by the Executive Officer, in the form shown hereunder, the certificates being forwarded as enclosures to the relevant Provision Account.

Certificate on each (Thursday) pay-day.

I certify that the Forms A.S.224z (Personnel Record cards) for ratings borne have this day been checked with ratings actually borne, as physically mustered at the general and miss-muster payments held this day, and that any discrepancies were rectified.

Executive Officer.

Certificate (twice monthly but not on fixed days).

I certify that the numbers of ratings actually messed as shown in the Regulating Office record has been checked with the numbers as shown by Forms A.S.224z, Personnel Record cards, and any discrepancies were rectified, as detailed hereunder.

(here insert details of adjustments made, i.e., back-checking and back-victualling).

Executive Officer.

(4526/6/43)

800.

INSTRUCTIONAL FILMS AND FILM STRIPS SA.630, "AIRCRAFT EJECTION SEAT, MARK 2, AND SAFETY EQUIPMENT" - DISTRIBUTION.

A copy of the new film strip SA.630, "Aircraft Ejection Seat, Mark 2, and Safety Equipment" is being obtained and will be supplied without demand by the Superintending Naval and Air Store Officer, Sydney, to the R.A.N. Air Station, Nowra.

2. The strip consists of 40 frames made up as follows :-

Section 1. - Operation - The object of this part is to show how the seat works during an ejection. The equipment worn by the pilot is not complete.

Section 2. - Daily Inspection (Pilot's Mate or Airframe Rating) - This part is a guide to carrying out the Daily Inspection of the Ejection Seat and associated Safety Equipment by the Pilot's Mate or Airframe Rating in accordance with N.A.W.O. General/G.37.

Section 3. - Installation of the Parachute Assembly.

3. Classification of the strip is "Restricted". A provisional training guide for use with the strip is available and will be distributed on the same scale as the strip.

(The foregoing is the text of A.P.O. 1760/1955 altered to meet R.A.N. conditions).

(4518/61/524)

801.

MEDICAL - X-RAY BURNS - PREVENTION.

Attention is drawn to the fact that X-Rays have a cumulative effect on the tissues and are liable to cause burns and other disabilities.

2. Before any investigation involving screening or multiple X-Rays is carried out the radiologist must ascertain, by consulting the medical history documents, other records, and by questioning the patient, the possibility of over-dosage. In cases of doubt, the investigation must invariably be deferred.

3. X-Ray examination by screen of the gastro intestinal tract is only to be carried out by :-

- (a) medical personnel recognised by the medical Director-General, of the Royal Australian Navy, or other Service Medical Directors, as competent to conduct the examination;
- (b) recognised specialists in radiology.

4. In no case is a portable X-Ray machine to be used for X-Ray examination by screening of the gastro-intestinal tract or chest.

5. Navy Order 456 of 1943 is hereby cancelled.

(4018/5/108)

802.

UNIFORM - INTRODUCTION OF MODIFIED SERGE WORKING DRESS.

Paragraph 4 of Navy Order 629 of 1955 is cancelled.

2. The current issuing prices of serge working dress are promulgated in the Official Memorandum - "Prices of Clothing, etc., maintained for Issue to Ships' Companies".

(4532/92/173)

803.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORMS FOR OFFICERS - SYDNEY AND MELBOURNE 1955/56.

Made-to-measure uniforms for officers of the Women's Royal Australian Naval Service may be obtained from T. Morrissey and Co., Pty. Ltd., 283 Elizabeth Street, Sydney, and Messrs. Ince Bros., 166 Swanston Street, Melbourne.

2. Details of the contracts have been communicated direct to the authorities concerned.

3. Navy Orders 513 of 1954 and 224 of 1955 are hereby cancelled.

(4533/81/243)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

804.

RADAR - VALVES CV2203, CV456 - TYPES 277, 293 AND 960 - USE.

Hydrogen Thyatron CV2203 should, in general, be used with Radar Types 277, 293 and in the backwash position of Type 960. CV456 may be used as an alternative in Types 277 and 293 if the CV2203 is not available.

2. CV456 is to be used in the discharge position in Type 960.

(The foregoing is the text of A.P.O. 1845/1955 altered to meet R.A.N. conditions).

(4518/40/415)

805.

WIRELESS - PATTERN W.6703 COMBINED TELEPHONE AND MICROPHONE SET - PARTIAL REPLACEMENT.

Combined Telephone and Microphone Set, Pattern W.6703, has proved not wholly satisfactory in service but is to continue to be demanded pending production of a suitable replacement.

2. The following items, if available, will, however, be issued in satisfaction of such demands for fitting in sheltered positions :-

Pattern	Description	Quantity
W.6702B	Microphone	1
7151	Plug	1
W.621	Receiver, Telephone	2
4966	Headgear	1
2411 or 142	Jack Box	As required

3. The use of Pattern 2411 or 142 telephone jack box is for fitting and wiring across the headphones terminals where box, drip proof, Pattern W.7546 is fitted in sheltered positions. When demanding Pattern 2411 or 142 telephone jack boxes from the nearest (Superintending) Naval Store Officer, this Order should be quoted as authority.

4. Pattern W.6703 is to continue to be used in exposed positions where splashproof phone jacks are not fitted but in all other instances demands are to specify that the alternative items quoted above, if available, are preferred.

(The foregoing is the unaltered text of A.P.O. 1982/1955).

(4519/1/245)

806.

WIRELESS - TYPE 691 AND RECEIVER CUH - HORIZONTAL
RADIATION PATTERNS - MEASUREMENT.

Reports received from sea indicate that difficulty is being experienced in the reception of ultra-high frequencies at certain bearings of the receiver from the transmitting origin; these effects being most pronounced when the transmitting ship and receiving ship are abeam, and steering parallel courses.

2. This effect is by no means new, and has already been experienced at varying degrees when using VHF. It will be realized that although aerials can readily be designed to give omni-directional radiation in azimuth when mounted on a clear site, it is seldom possible to obtain an unobstructed site in a ship. The large number of aerials in use at very high and ultra high frequencies causes such aerials to be sited on the superstructure in positions where other aerials, both wireless and radar, or in some cases the superstructure itself, form obstacles to radiation in certain directions.

3. Under these conditions it is probable that over the arc subtended at the aerial by the obstruction there will be a reduction in radiation which may appear as a null. When the subtended angle is small, however, diffraction may take place around the obstacle, and no noticeable reduction in radiation will occur.

4. Care is taken therefore, when siting these aerials to keep them as far from obstructions as possible, having in mind the number which will ultimately be fitted, and the effect of mutual interference between such aerials.

5. It is of great importance that ships should be aware of any nulls in the radiation patterns of their UHF aerials, and for this purpose instructions for measuring the horizontal radiation patterns are contained in Appendices 1, 2 and 3 to this Order. The patterns are to be plotted in 5° of bearing relative to ship's head, using Plotting Form A.8.376Y, supplies of which are to be demanded from S.N.S.O. Sydney, quoting this Order as the authority.

6. Commanding Officers are to ensure that the radiation pattern of all Type 691 UHF aerials are plotted in accordance with these instructions and that a copy of the radiation pattern for each aerial is placed in the Radio Equipment Log. An additional copy is to be available for use by the officer responsible for signal communications.

7. For new construction, modernisations and conversions the radiation patterns will be prepared by the Electrical Equipment and Trials Unit during radio sea trials. The Administrative Authority is to arrange for a consort to be made available if required.

8. Where an A. and A. resulting in a change in aerial rig has been carried out, the Officer-in-Charge, Electrical Equipment and Trials Unit, will make a recommendation to the Commander Trials regarding the necessity or otherwise for a check of the radiation pattern.

(The foregoing is the text of A.F.O. 1305/1255 altered to meet R.A.N. conditions).

(4519/11/1065)

APPENDIX I

The method of measuring the ship's radiation patterns is to use a distant transmitter as signal source and one of the ship's receivers as monitor.

2. Where transmitter and receiver aerial feeders terminate in the same office both the ship's transmitter and receiver aeriels can be tested by connecting them in turn to the monitor receiver. In ships where transmitters are fitted in a separate office, a modified procedure for measuring transmitter aerial radiation patterns will be necessary as detailed in Appendix III.

3. In either case the monitor receiver controls should be set as follows :-

- (a) Modulation to "A.M."
- (b) I.P. gain control turned $\frac{1}{2}$ turn anti-clockwise from "MAX".
- (c) Muting and A.G.C. to "A.G.C. OFF".
- (d) Any channel may be used.
- (e) Connect Pattern 54708 Wattmeter to local L.S. terminals in receiver junction box. Set impedance switches to 600 ohms. If an Audio Output Power Meter is not available, a Universal AVO Meter Pattern 47A may be used, as detailed in Appendix II.

4. The transmitter used as a source should be between 8 and 15 miles away, to ensure that the field strength is approximately uniform over the area of the turning-circle, which is not to exceed $\frac{1}{2}$ mile in diameter. The transmitter should be set to M.C.W. by inserting a shorted jack (or $1\frac{1}{2}$ -in. O.B.A. screw) in the key socket. Ship's own Type 691 transmitters should be switched off.

5. With the distant transmitter on a bearing uninterrupted by superstructure, the receiver audio gain control should be set to give a reading of 100 milliwatts on the Wattmeter. Readings of output in decibels relative to this level should be taken for every 5 degrees change in bearing while the ship is slowly turned in a circle, the diameter of which does not exceed $\frac{1}{2}$ mile. Two complete turns should be carried out for each aerial measured. Bearings should be related to ship's head.

APPENDIX II

If Wattmeter Pattern 54708 is not available connect an AVO meter Pattern 47A across the local L.S. terminals. Switch to 12 volts A.C. range. Reference level should be 5 volts and readings should be taken in volts.

2. In the absence of a decibel scale it is necessary to convert these readings to the nearest dB, and a voltage /dB conversion table is given herein.

Volts	dB	Volts	dB	Volts	dB	Volts	dB
12.0	+ 6	5.4	- 1	2.4	- 8	1.1	- 15
10.7	+ 5	4.8	- 2	2.1	- 9	0.95	- 16
9.5	+ 4	4.3	- 3	1.9	- 10	0.85	- 17
8.5	+ 3	3.8	- 4	1.7	- 11	0.75	- 18
7.5	+ 2	3.4	- 5	1.5	- 12	0.65	- 19
6.7	+ 1	3.0	- 6	1.35	- 13	0.6	- 20
6.0	0	2.7	- 7	1.2	- 14	0.35	- 25

APPENDIX III

If it is impossible to connect a receiver to one of the ship's transmitter aeriels, the procedure outlined in Appendix I must be reversed. In this case the ship should transmit M.C.W. using the aerial to be tested, and readings of signal strength are then taken at a distant monitor receiver while the ship is turned in a circle as described in Appendix I, paragraph 5.

2. The receiver controls of the distant monitor receiver are to be set as in Appendix I, paragraph 3 (a), (b), (c) and (d), using Pattern 54708 Wattmeters, or if not available Pattern 47A AVO meter as in Appendix II.

807.

SWITCHES, DOOR, A.P. 17972 AND A.P. 17973 FOR USE WITH BOILER ROOM AIR LOCK HATCHES - INSTRUCTIONS FOR FITTING.

Experience has shown that A.P. 17922 switches, mechanically operated, are insufficiently robust for use with the Boiler Room Air Lock Hatch securing mechanism fitted in destroyers.

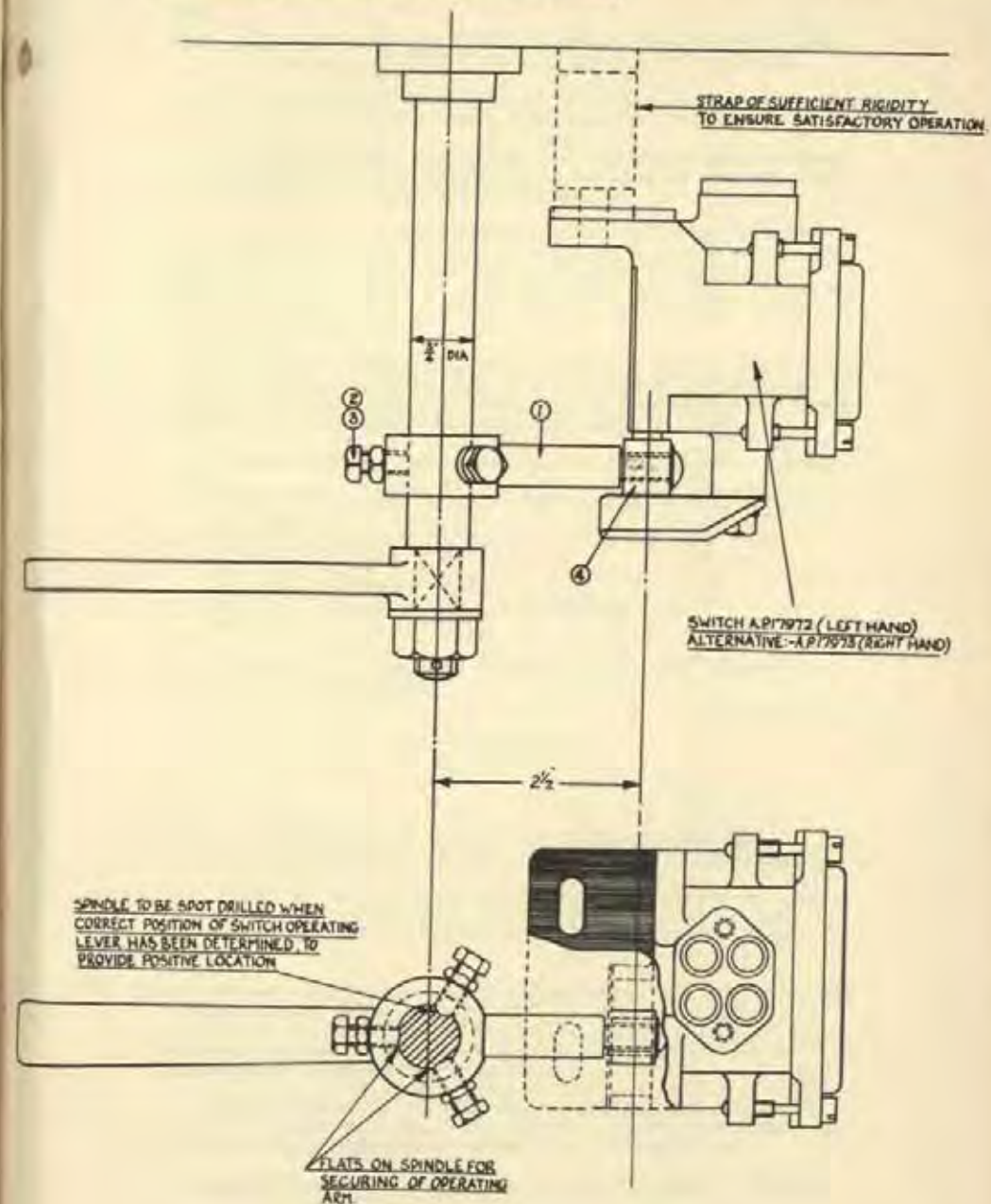
2. Trials have been carried out with A.P. 17972 door switches for this application, with satisfactory results. Switches of this pattern or A.P. 17973 (if more convenient for siting) should, therefore, be fitted in replacement of A.P. 17922 when the latter become defective. The method of fitting is shown on Drawing D.E.E. 18032 R/I. Dockyard assistance should be requested if necessary, by normal defect procedure.

3. Switches A.P. 17972 and 17973 are being fitted, where required, for Boiler Room Air Lock Hatches in new construction.

(The foregoing is the text of A.P.O. 1431/1955 altered to meet R.A.N. conditions).

(4518/25/115)

PROPOSED ARRANGEMENT OF SWITCH PATT. 17972 FOR BOILER ROOM HATCHES.



REFERENCE TABLE

ITEM	DESCRIPTION	REMARKS
1	SWITCH OPERATING LEVER	MILD STEEL RUSTPROOFED
2	SECURING BOLTS 2" B&F	MILD STEEL
3	LOCKNUTS 1/2" B&F	MILD STEEL
4	ROLLER 3/8" OUTSIDE DIAMETER	PHOSPHOR BRONZE

D.E.E. 18032 R/I

NOT TO SCALE.

808.

AMMUNITION - FUZZES, IGNITERS, PRIMERS, TRACERS AND TUBES -
PRIMERS NO. 17, MARK 2/1 - WITHDRAWN FROM SERVICE.

Primers No. 17, Mark 2/1 are fitted with magazines which have had the end hole closed with a brass plug.

2. It has now been found that the magazines were softened during brazing of the plugs, which could blow out and might cause prematures with following rounds.

3. Captain's of H.M.A. Ships are to scrutinise Primers No. 17 held on board in Q.F. 4.5-in. separate loading ammunition and loose, and any cartridges fitted with primers of this mark, or loose primers, should be landed at the nearest Naval Armament Depot, replacements being demanded as necessary.

4. Officers in Charge of Naval Armament Depots are to arrange for all primers of this Mark held in ammunition or loose in stock, or subsequently received, to be restricted for issue and reported specially in component stock returns.

5. Instructions about rectification will be given later.

6. Restriction List B should be amended as follows :-

- Col. 1. 11
- Col. 2. No. 17, Mark 2/1
- Col. 3. All
- Col. 4. Not to be used
- Col. 5. Set aside and report stocks
- Col. 6. A.F.O. 1986/55.

(The foregoing is the text of A.F.O. 1986/1955 altered to meet R.A.N. conditions).

(4433/43/398)

809.

AMMUNITION - 0.5-IN., AND BELOW - CARTRIDGES,
S.A. 0.303-IN. BALL, OF 1944 MANUFACTURE - WITHDRAWAL.

Owing to failure of .303-in. ball ammunition of 1944 United Kingdom manufacture, attributable mainly to age, it has been decided to withdraw all remaining stocks from service.

2. H.M.A. ships and shore establishments are to return all holdings of Cartridges, S.A. .303-in., Ball, of 1944 manufacture (other than of Australian manufacture) to R.A.N. Armament Depots at the first opportunity, ammunition of other manufacture being demanded in lieu.

3. This ammunition is regarded as coming under Category (ff) of Article No. 305, N.M. and E.R., i.e., not dangerous but may have a percentage of failures to function.

4. Australian manufacture are MF, NG, MH, MJ, MQ and MW.

5. Separate instructions have been issued to R.A.N. Armament Depots in regard to disposal action required. The following entry is to be made on sheet 10 of Restriction List (B) :-

- (a) *Ships, Establishments and Authorities concerned.* Type 15, 12 Frigates, R.A.N. Daring Class, H.M.A. Dockyards, G.E.S.O's, A.O.E.O's.
- (b) *Type of Equipment.* A/S Mortar, Mark 10.
- (c) *Part of Equipment affected.* Quadrant Elevation Switch operating gear.
- (d) *Purpose of Modification.* To provide additional lubrication between cam shaft and inner bearing.
- (e) *Nature of Modification.* Grease channel to be machined in inner bearing face. Grease nipple to be fitted.
- (f) *Drawings, etc.* A.M.E. 4002/113 Navy Order Diagram 811 of 1955.
- (g) *By whom to be carried out.* Ship's staff with Dockyard assistance.
- (h) *When to be carried out.* At the earliest opportunity.
- (i) *How to be treated.* As a defect.

NOTE:- When completed the work is to be recorded as Mounting Modification No. 2.

(The foregoing is the text of A.P.O. 1987/1955 altered to meet R.A.N. conditions).

(4428/33/15)

812.

MINE COUNTERMEASURES - MINESWEEPS - OPERATION AND MAINTENANCE - RECORDS AND REPORTS.

Navy Order 371 of 1955 is to be amended as follows :-
Paragraph 8 (b) - after "report" add "in triplicate".

(3385/55/3)

813.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (MODIFIED RIVER).

The following item is approved in principle for A.S. Frigates (Modified River) :-

Class Item No. 557 Classification 'A'

To transfer 16 tons of ballast from the after 4" Magazine to the Port oil fuel tanks Nos. 8 and 10 to counter inherent list. Ballast to be secured in position by welded strips, the provisions of A.P.O. 1224/51 and A.P.O. 3198/53 to be fully observed.

Compensating Weight: Nil.

References: H.M.A.S. BARCOO's memorandum 10/1/62 of 21st November, 1954.

F.O.I.O. E.A.'s E.A.4282/505/21/1 of 29th December, 1954.

2. Details of quantity of ballast transferred and new location are to be furnished to Navy Office on completion.
(4283/2/208)

814.

ALTERATION AND ADDITION ITEM - MODERNISED TRIBAL CLASS DESTROYERS.

The following item is approved in principle for Modernised Tribal Class Destroyers :-

Class Item: No. 520 Classification 'A'

"To remove Stampco washing machine and Horsercroft hydro extractor and replace by Lightburn washing and spin drying machine."

Compensating Weight: The completion of this item will result in a surrender equivalent to 770 lbs. at upper deck level.

2. As this item has been carried out in H.M.A.S. WARRAMUNGA, a notation is to be made in Form A.S.345 (Pair Copy).
(4280/1/257)

815.

ALTERATION AND ADDITION ITEM - OCEAN MINESWEEPERS.

The following item is approved in principle for Ocean Minesweepers (Comprehensive and Limited) :-

Class List Item Numbers are as follows :-

- (a) Ocean Minesweepers (Comprehensive).
Class Item No. 613 - Classification 'A'.
- (b) Ocean Minesweepers (Limited).
Class Item No. 510 - Classification 'A'.

"To provide fluorescent lighting over the deck and to replace existing 40 watt filament lamps with 60 watt filament lamps lighting fittings in the Naval Store."

Compensating Weight Required: Nil.

References: F.O.I.O. E.A.'s 2295/14/24/4 and 2326/14/23/5 dated 4th and 5th August, 1954, respectively.

(4280/1/203)

816.

CHARGES FOR BEDDING (NAVAL STORES) LOST BY NEGLECT.

With reference to Navy Order 252 of 1955, variations to replacement costs of bedding referred to therein are as follows :-

<u>Item No.</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Amended Replacement Costs</u>
2	-	Pillows Kapok 29" x 19" and 28" x 18".	11. 2
*12	8663	Coverlets Blue and White Cotton.	£1.19. 0
14	21	Mattresses coir 6'4" x 2'6".	£2.13. 4.

* The Pattern number of this item was amended, vide Navy Order 231 of 1955.

(3190/1/95)

817.

NAVAL STORES (ALL CATEGORIES) - RECEIPT AND RETURN OF NO. 4 COPY OF FORM A.S.134D.

Considerable inconvenience is being caused by the failure of H.M.A. ships and Fleet Establishments to return promptly to (Superintending) Naval Store Officers at Yards and Depots the certified No. 4 copies of Forms A.S.134D in accordance with Article 12(6) of B.R. 4 (Naval Storekeeping Manual).

2. To avoid unnecessary hastening action and the serious delays which occur in closing dockyard and depot accounts it is essential that after receipt of stores the certified copy of Form A.S.134D should be returned with the minimum of delay.

3. The attention of all Storekeeping Officers is accordingly drawn to the necessity for strict compliance with the instructions contained in B.R.4. The return of any uncleared vouchers should be expedited.

(The foregoing is the text of A.P.O. 2037/1955 altered to meet R.A.N. conditions).

(3325/3/323)

818.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 4)
RADIATOR, ELECTRIC, 2 KW. FOR H.M. SHIPS WITH A.C. SUPPLY -
INTRODUCTION.

H.M. Ships, excluding Submarines

A new 2 kW. radiator, with its component element, has been introduced for Frigates, Type 12 and future A.C. ships for space heating in large messes. These radiators are being added to the Rate Book and Authorised List of Naval Stores under Class F, Group 2B, Part 4, as follows :-

Pattern	Description	Ships' Accounting Classification
19640	Radiator, electric, non-luminous, 2 kW., 440 Volt, A.C.	Portable fitting
19641	Element, 1 kW., for Pattern 19640	Consumable.

2. These radiators will be fitted in R.A.N. Daring Class Ships.

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1226/1955 altered to meet R.A.N. conditions).

(4518/27/163)

819.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1C - PART 3) -
KEY TOGGLE BLOCK, PATTERN NO. 32098 - INTRODUCTION.

H.M. Ships concerned (excluding Submarines)

Reports have been received of failure in service of the keys fitted in Telephone Control Boxes, Patterns 12583, 12583A, 12584, 12584A, 12585, 12585A, 12586 and 12586A, due to excessive mechanical wear of the associated toggle blocks. A new key toggle block, therefore, has been designed to overcome this defect and is now incorporated in current production telephone control boxes.

2. Owing to the large number of telephone control boxes already manufactured and incorporating the original design of key toggle block, it has been decided to introduce a block of the new design for replacement purposes. It will be necessary, in certain cases, for two of the blind-tapped holes in the replacement key toggle block to be drilled and tapped 1/4 B.A. Std. thread right through to enable a pair of brackets to be fitted to the back of the block. This, however, will be obvious when replacement of the block is required.

3. The Key Toggle Block has been added to the Rate Book under Class F, Group 1C, Part 3, and the description is as follows :-

Pattern No.	Description	Ship's Accounting Classification
32098	Key Toggle Block (for Telephone Control Boxes Patterns 12583, 12583A, 12584, 12584A, 12585, 12585A, 12586 and 12586A)	Consumable.

4. Demands are to be forwarded to the appropriate storing yard, quoting this Order as the authority.

5. The Key Toggle Block is to be fitted by the ship's staff.

(The foregoing is the text of A.P.O. 1786/1955 altered to meet R.A.N. conditions.)

(4518/15/366)

820.

NAVAL STORES (TECHNICAL) - RADAR - OBSOLETE STORES -
DISPOSAL.

*Dockyards, Naval Store Depots, H.M. Ships and
Shore Establishments*

The stores, detailed in the Appendix to this Order are now obsolete. Any stocks on board H.M.A. Ships and in Shore Establishments should be returned to the nearest (Superintending) Naval Store Officer who should dispose of them and any stocks already held, as surplus to requirements, the items marked (M) being mutilated before disposal, in accordance with existing instructions.

2. No further returns of the items in the Appendix are to be taken on main or repairable ledger charge.

3. Strict adherence to the pattern numbers quoted is essential, e.g., no "A" pattern is to be considered surplus where a "Plain" pattern only is shown.

4. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 581/1955 altered to meet R.A.N. conditions.)

(4519/31/661)

APPENDIX

Pattern	Description
W. 2267	Transformer
W. 2268/A	Transformer
W. 2543	Transformer
W. 2545/A	Transformer
W. 2837	Transformer
W. 2915/A	Transformer
W. 2923	Pedestal Unit
W. 2924	Transformer
W. 2963	Transmitter (M)

Pattern	Description
W.2964	Receiver
W.2965	Panel
W.2968	Modulator Unit
W.3004	Box, junction
W.3016	Spanner
W.3162	Oscillator
W.3230/A/B	Dipole Unit
W.3308	Pedestal Unit
W.3312	Control Unit
W.3322	Oscillator
W.3602/A	Dipole Unit
W.3701	Bolt
W.3705	Reflector Unit
W.3728	Switch
W.3735	Box, junction
W.3761	Socket
W.3767	Mount
W.3784	Framework
W.3912	Box, junction
W.3939/A/B	Panel
W.3941/A	Amplifier
W.3942	Oscillator
W.3943/A	Rectifying Unit
W.3945	Transmitter (M)
W.3946	Panel
W.3970	Transformer
W.3971	Transformer
W.3972/A	Transformer
W.3973	Transformer
W.3974	Transformer
W.3990	Ammeter
W.4001/A	Dipole Unit
W.4004	Socket
W.4005	Socket
W.4066	Bracket
W.4160	Framework
W.4281/A	Pedestal Unit
W.4282	Reflector Unit
W.4283	Adaptor Plate
W.4284	Attachment Aerial
W.4285	Bracket
W.4286	Bracket
W.4311	Control Unit
W.4410	Box, resistance
W.4480	Holder
W.4499	Socket
W.4501	Socket
W.4502	Plug
W.4503	Socket
W.4504	Plug
W.4507	Box, junction
W.4594/A	Magnet
W.4924	Bracket
W.4926	Tuning Unit
W.5100	Thermometer
W.5136	Socket
W.5261	Transformer
W.5289	Waveometer
W.5297	Upper Chassis
W.5298/A	Lower Chassis
W.5299	Crystal Protection Unit
W.5340	Connection
W.5341	Connection

Pattern	Description
W.5371	Connection
W.5514	Box of Parts
W.5533	Plug
W.5576	Output Tester
W.5588/A	Dipole Unit
W.5595	Connection
W.5638	Plug
W.5674	Starter
W.5745	Generator
W.5788	Potentiometer Unit
W.5870	Labels
W.5977	Thermostat

821.

NAVAL STORES (TECHNICAL) - RADAR, TYPE 974, LUBRICATOR, PATTERN 100026 (FLA/1) - REPLACEMENT BY PATTERN 4166 (B9D).

Lubricator, Class/Group FLA/1, Pattern 100026 is to be replaced in Radar Type 974, as occasion arises, by Lubricator, Class/Group B9D, Pattern 4166.

2. Stocks of Pattern 100026 should be transferred to Class/Group B9D as "LIKE Pattern 4166" and when these are exhausted, requirements of Pattern 100026 should be met by supply of Pattern 4166.

3. H.M.A. Ships and Shore Establishments should adjust their Naval Store Account in accordance with Article 109 (g) of B.R. 4 (Naval Storekeeping Manual).

4. Relevant publications will be amended.

(The foregoing is the text of A.P.O. 1994/1955 altered to meet R.A.N. conditions.)

(4519/31/714)

822.

SIGNAL FLAGS - ALLOWANCES.

The quantities and sizes of sets of signal flags allowed to certain classes of ships have been revised and are shown in the Appendix hereto.

2. The remaining allowances of individual flags, pendants and fitted flags carried for special purposes (dressing ship, speed, flying signal and emergency flags, etc.) remain unchanged, as are also the allowances to ships not mentioned in the Appendix.

3. Demands should be rendered on Storing Yards by ships in commission and 'D' class commission in reserve for any additional flags required to complete to the revised allowances.

4. Demands should indicate the quantities and sizes of sets of flags due for return in view of the revised allowances and, on receipt of the new flags, surplus flags should be returned to the appropriate (Superintending) Naval Store Officer.

5. Dormant demands will be raised for ships under construction, modernisation and conversion, and ships in 'E' class commission in reserve by Storing Yards in the normal manner.

6. In the interests of economy, space and topweight, no increase in the number of flag lockers can be permitted.

7. The allowances set out in the Appendix supersede for H.M.A. Ships concerned the allowances set out in the relevant Admiralty Printed Establishments of Sea Stores.

(The foregoing is the text of A.P.O. 1128/1955 altered to meet R.A.N. conditions.)

(4510/14/90)

APPENDIX

Class of Ship	Flags - Signal and Pendant Size			
	No. 3	No. 3A	No. 4	No. 5
Aircraft Carriers	-	5A 1B	-	-
Cruisers	5A 1B	-	-	-
Ships of the 'Daring' Class	-	-	4	-
Destroyers and Frigates	-	-	4	-
Surveying Ships	-	-	2	-
Ocean Minesweepers	-	-	3A	-
Boom Defence Vessels	-	-	1	-
S.P.O's	-	-	-	1
Tugs	-	-	1	-

NOTES:- A - Includes 1 spare set to be held in store.
B - For secondary signalling position.

823.

TANKS, STEEL, FOR CLEANING THE INTERNAL PARTS OF TORPEDOS - REDUCTION IN NUMBER OF PATTERNS.

As Pattern 500 Tank, steel, is suitable for all the purposes for which this type of tank is required, only this pattern will be purchased in future.

2. The smaller dimension tanks, Patterns 501, 502, 503 and 504, have been marked obsolescent, but should be utilised until stocks are exhausted.

3. As a result of this decision and consequent on a review of requirements, the revised allowances of tanks, Pattern 500, will be as follows :-

Class of Ship	Allowance	Remarks
Carriers	2	Only when fitted with Torpedo Spaces.
"Daring" Class. Destroyers (all Classes)	1	Only if fitted with torpedo tubes.

Ships concerned in commission should reduce their holdings to conform with these quantities, deferring action to change the pattern of tanks until replacements are required. Supply to ships concerned under construction, modernisation and conversion should be arranged by Storing Yards in the usual manner.

4. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1859/1955 altered to meet R.A.N. conditions.)

(4506/14/82)

824.

FIRES - INSTRUCTIONS ON FIREFIGHTING WHERE EXPLOSIVES ARE INVOLVED.

The attention of Commanding Officers of all shore establishments holding explosives is drawn to the instructions in the Appendix regarding firefighting.

2. These instructions, which have been compiled by the Explosives Storage and Transport Committee, apply to all establishments controlled by the Army, R.A.F. and Ministry of Supply, and are already in force at R.A.N. Armament Depots.

3. Part of these instructions have been embodied in R.N. Air Stations Magazine and Explosives Regulations (B.R. 863), but attention is drawn to the additional instructions contained in Sections 1 and 5, particularly paragraphs 8 and 12 of Section 1.

4. When B.R. 863 is revised, it is intended that it should apply to all shore establishments holding explosives. Meanwhile Commanding Officers of all such establishments are to comply with the instructions in this Order.

(The foregoing is the text of A.P.O. 1727/1955 altered to meet R.A.N. conditions.)

(3513/1/49)

APPENDIX

SECTION I

General

An outbreak of fire in the vicinity of explosives, or amongst the explosives themselves, must be recognised as a potential source of very great and immediate danger to life and property. The Officer-in-Charge or the Superintendent, of an explosives establishment, must, therefore, regard as of the greatest importance his responsibility for ensuring

that the preventative measures specified in the relevant Fire Regulations are taken and the organisation is such that when a fire does take place it is tackled immediately and energetically with available resources. The term "explosives establishment" means any building, open air site, or underground site where explosives are held.

2. To avoid confusion the responsibilities of the persons present at such a fire are defined as follows :-

The Officer-in-Charge of the establishment is responsible for the general administrative arrangements, e.g., communications, medical, etc., and for the safety aspect of firefighting, i.e., he will decide in any particular instance whether the Firefighting Services are to tackle the building or stack on fire or to prevent the fire affecting adjacent buildings or stacks. He will advise the Senior Fire Service Officer on the risks involved in any given line of action.

The Senior Fire Service Officer in control, whether he belongs to the establishment or not, is responsible for the control and direction of all firefighting personnel and equipment on the objective or objectives selected by the Officer-in-Charge.

3. The Officer-in-Charge will arrange to evacuate to a place of safety all personnel not required for firefighting, rescue, or first-aid duties. He will also warn the Civil Police, particularly when Class 5 explosives are likely to be involved.

4. Firefighting measures within an explosives establishment call for close attention to detail and the co-ordination of all available means to ensure that an outbreak is tackled immediately and energetically and brought under control as quickly as possible. These measures may conveniently be subdivided as follows :-

- (a) Firefighting first-aid measures.
- (b) Establishment measures.
- (c) Civil Authorities measures.

5. *Firefighting First-Aid Measures* are the provision within a building containing explosives, or in the vicinity of an explosives stack in the open, or underground, of firefighting appliances and local alarms for operation by those on the spot. The prompt use of these appliances may be the means of preventing a serious fire and all concerned must be trained to be fire conscious and able to operate the equipment.

6. *Establishment Measures* include, as far as practicable, the provision of an adequate supply of water and foam, where the latter is necessary, hydrants, hose and fire engines, self-contained breathing apparatus, an efficient alarm system and trained firefighting personnel. All these appliances are to be maintained in an efficient condition.

Test calls should be made at frequent and irregular intervals. Special attention should be given to dealing with outbreaks during silent hours.

7. *Civil Authority Measures* are those taken by the Local Fire Authority, and include the provision of all the normal equipment used by them, together with trained firefighting personnel.

8. The close and efficient co-operation of these three elements is essential. Therefore, the Officer-in-Charge of an explosives establishment, however small, must inform the nearest Chief Fire Officer of the local authority fire service of the presence of explosives. In the United Kingdom the Chief Fire Officer of the local authority fire service is to be given full details of the layout of the establishment, the disposition of the explosives, their nature (in terms of firefighting only) and all other information necessary for firefighting, including full details of the firefighting first-aid and establishment firefighting measures. Any such information supplied should be marked with the appropriate security classification and handed to a responsible member of the Fire Service whose attention should be drawn to the classifications and the necessity for treating the document with care. He will be kept fully up to date as changes take place in the establishment affecting the firefighting arrangements. Where a group contains explosives of more than one fire class, the Officer-in-Charge of the explosives establishment, in consultation with the designated Fire Service Officer, will consider the relative risks and decide upon the symbol to be displayed.

He and authorised members of his staff may visit the establishment as necessary, by prior arrangement with the Officer-in-Charge, to ensure familiarity with the arrangements.*

The Officer-in-Charge and the Chief Fire Officer of the local authority fire service, in consultation, will prepare an agreed scheme of firefighting to cover all contingencies. The Officer-in-Charge will prepare a map of the area, showing the location of the explosives in each Fire Class, and will arrange one or more rendezvous points where a copy of this map will be available. Agreement should be reached between the two officers on their respective contributions in equipment and personnel towards the overall firefighting scheme, and on the conditions under which Civil Authority measures will be called upon. Combined exercises should be arranged. In Establishments overseas, information as above is not to be divulged to outside Fire Services, but a plan is to be prepared and is to be kept in an appropriate place for use if necessary.

9. To minimise delay there should be permanent telephone communication between the Officer-in-Charge and the Local Fire Service Officer, by direct line where possible, particularly at large establishments.

10. The control of firefighting operations within an enclosed explosives area when both the establishment and civilian fire services are operating must be considered. The broad principle is unified control.

11. When the Local Fire Service Officer is present the question whether he or the establishment fire officer will assume full control will have been decided by agreement under paragraph 8. If agreement cannot be reached the subject will be referred to Service Headquarters.

* The attention of the Officer-in-Charge is called to the Official Secrets Act, to which such visitors must subscribe, as well as to any other current security regulations.

12. To ensure public safety, the Officer-in-Charge should arrange with the local Police on the action to be taken by the latter when an outbreak occurs. The Police should also be kept informed of any changes necessitating modification of pre-determined arrangements.

13. To facilitate the task of the firefighting services, explosives and ammunition have been divided into Fire Classes according to their behaviour when involved in a fire and the action to be taken in dealing with such fires has been defined, see Sections 2 and 3, respectively.

14. To facilitate the work of the firefighting services, each building containing explosives or metallic powders is to carry a symbol to denote the Fire Class to which the explosives belong. The symbol may be painted on the building itself or on a board or plate fixed in a suitably prominent position. Stacks in open storage will be marked in a similar manner. The details of these symbols are as illustrated below, and to ensure uniformity they are to be adopted at all Government establishments throughout Great Britain, and at Service establishments abroad where practicable.

The symbols are to be positioned on the direct approach route to the building or stack, though sufficiently clear of it to avoid being damaged or displaced. They should be clearly visible in the headlights of road vehicles. Where the building contains explosives from two or more fire classes the symbol marking is to be agreed as at paragraph 8.

FIRE CLASS SYMBOLS.

SQUARES 12" x 12"

SYMBOLS 10" x 10"



CLASS 1



CLASS 2



CLASS 3



CLASS 4



CLASS 5



CLASS 6



CLASS MP

Note: YELLOW GROUND, BLACK SYMBOL, YELLOW FIGURES.

SECTION 2

Firefighting Classification

For firefighting purposes explosives and ammunition are divided into six Fire Classes, in accordance with their behaviour when involved in a fire. The Fire Class for each generic type of explosive is shown in column 10 of the Comprehensive Classified List of Government Explosives. There is also a class which comprises ammunition of the non-explosive dangerous goods class in which metallic powders are used. These are given in Appendix A to the List. Metallic powders are also included in this class when held in bulk in an explosives area.

2. Class 1 explosives are those which must be expected to explode or detonate en masse very soon after fire reaches them. (Most blasting explosives used by C.E.-in-C. Department are included in this class.)

3. Class 2 explosives are those which are readily ignited and burn with great violence without necessarily exploding.

4. Class 3 explosives are those which may explode en masse but, compared with Fire Class 1 explosives, may be exposed to a fire for some time before exploding. There will be a blast and fragment hazard.

5. Class 4 explosives are those which burn fiercely and give off dense smoke, with, in some instances, toxic effects. There is no risk of mass explosion.

6. Class 5 explosives are those containing toxic substances.

7. Class 6 explosives are those which may be exposed to a fire for some time before exploding. Risk of mass explosion is not involved but small sporadic explosions will occur with increasing frequency as the fire takes hold. There will be a fragment hazard but not a serious blast risk.

5. *Class MP* comprises substances of the non-explosive dangerous goods class containing metallic powders, such as magnesium, aluminium or zinc powders, either in ammunition, or in bulk when these are held in explosives establishments, and provision for firefighting has therefore to be included.

SECTION 3

Fighting Explosives Fires Above-Ground Sites

Success in fighting fires involving explosives is largely dependent on action being taken before the fire can develop and the availability of copious water supplies. Where gasoline is present, foam is required instead of water. For fires involving metallic powders see paragraph 10 of this section.

2. When a fire occurs at an open Storage Site, tarpaulins other than those of fire-proof material are to be removed from all accessible stacks.

3. *Class 1 Explosive Fires.* - If detected early, the prompt application of firefighting first-aid measures, may prevent the development of a serious fire. The fire alarm must be operated immediately and all non-essential personnel evacuated to a safe position.

On arrival of the firefighting service, action should be directed towards preventing the explosives from becoming involved, firefighting operations being carried out from behind substantial cover such as that afforded by intervening mounded buildings or high ground. The Officer-in-Charge is responsible for advising on the safety aspect of this operation and the Fire Service Officer must defer to his advice.

If the fire reaches the explosives an explosion is to be expected, the external effects of which will depend upon the quantity and type of explosive and the design of the building and its protecting traverses. Thereafter, in such cases, action will be confined to preventing the fire involving adjacent buildings or stacks.

The roofs and walls of buildings sufficiently near the burning building to feel the effects of the heat or be within range of burning debris or sparks should be thoroughly sprayed with water from the onset.

The Officer-in-Charge will decide whether the explosives contained in these buildings or stacks are also to be sprayed. If the number or size of fragments falling on such buildings is large no time should be lost in doing this. If drenchers or sprinklers are fitted in buildings they should be operated directly the risk is apparent.

At open storage sites the adjacent stacks are to be dealt with in a similar manner.

4. *Class 2 Explosives Fires - Storage Sites.* - When a fire occurs in an aboveground storage site, firefighting first-aid measures should be operated and an alarm sounded.

The firefighting services can fight the fire before and after the explosive becomes involved as there is no great risk of explosion. The fire is likely to be fierce.

The spread of the fire to neighbouring buildings is to be dealt with as for Class 1 explosive fires.

5. *Class 3 Explosives Fires.* - If detected early, the prompt application of the firefighting first-aid measures may prevent the development of a serious fire. The fire alarm is to be operated immediately and all non-essential personnel evacuated from the vicinity.

Once the explosives have become involved the firefighting services should only continue to operate when substantial cover such as that afforded by intervening mounded buildings or high ground is available.

The spread of the fire to neighbouring buildings is to be dealt with as for Class 1 explosive fires.

6. *Class 4 Explosives Fires.* - If detected early, prompt application of firefighting first-aid measures may prevent the development of the fire. The fire alarm should be operated immediately.

The firefighting services may fight the fire, whether the substances are or are not involved, as there is no risk of mass explosion. When the substances are involved, dense smoke will be given off and as there may be some risk of toxic effects, the use of self-contained breathing apparatus is essential. When incendiary fillings are involved a fierce fire, with intense heat, must be expected.

Action to prevent the fire spreading to other buildings or stacks will follow the lines prescribed for Class 1 explosives fires.

If phosphorus fillings have been involved in the fire, special precautions are necessary in disposing of residue, as loose phosphorus will ignite spontaneously when it dries out. The affected packages and loose residue should therefore be removed to a safe spot, split up into small isolated groups, and allowed to dry. If spontaneous ignition again occurs split the groups still further and allow contaminated material to burn out.

When the fire has been subdued, the building should be strewn with wet sand and thoroughly cleaned, all residue being removed to a safe place and allowed to burn out. The buildings should be dried out and carefully inspected in the dark for signs of phosphorus before being used again.

Phosphorus causes severe flesh burns which require medical treatment.

Special care should be exercised by firefighting personnel to avoid contact between phosphorus and firefighting equipment, clothing, or the person.

7. *Class 5 Explosives Fires.* - If detected early, prompt application of firefighting first-aid measures may prevent the development of the fire. The fire alarm should be operated immediately.

The firefighting services may fight the fire, whether the chargings are involved or not, as there is no risk of mass explosion. The toxic effects may, however, be very serious. The bursting charges of the weapons are liable to explode in a fire and scatter the toxic fillings; consequently, firefighting personnel must be equipped to deal with liquid contamination and toxic effects in the form of a cloud of lethal gas. They must have protective clothing and Service

Respirators or self-contained breathing apparatus. The fire should be fought from the windward side. A general alarm must be sounded to put the police and civilian population on the alert and enable them to proceed in accordance with the pre-arranged scheme. All personnel within the enclosed area should don respirators.

8. *Class 6 Explosives Fires.* - If detected before the explosives are involved, prompt application of firefighting first-aid measures will prevent the development of the fire. The alarm should be operated immediately.

Once the explosives have become involved, all non-essential personnel are to be evacuated from the vicinity but the firefighting services should continue to operate from behind light cover such as brick buildings.

The spread of the fire to neighbouring buildings is to be dealt with as for Class 1 explosive fires.

9. *Class MP Fires.* - If detected early, prompt application of firefighting first-aid measures may prevent the development of the fire. The alarm should be operated immediately.

To deal with burning powders, extinguishers such as powdered talc, powdered asbestos, asbestos graphite or dry sand should be used, care being taken to avoid agitating the powder.

Water, foam or chemical extinguishers (carbon dioxide, methyl bromide and carbon tetrachloride) should NOT be used on bulk stocks of metallic powders but fires involving ammunition in this class may, if caught in the early stages, be fought with water.

A notice to the above effect is to be displayed at each building where these powders are used or stored.

SECTION 4

Fighting Fires in Under-ground Sites

The term "under-ground sites" in the firefighting sense covers explosives storage sites where the whole of the storage space is below the natural ground level.

2. The general conditions of previous sections apply, together with the following special conditions.

3. In view of the great quantity of explosives often held at such sites and the confined space, special attention must be given to fire prevention measures, alarm circuits and the provision and efficient maintenance of adequate equipment.

4. The water supply should include reserve tanks on the surface, sited well clear of the crater area and, if water is carried to hydrants underground, consideration should be given to the provision of an alternative supply.

5. The alarm system should be arranged to sound throughout the whole area both above and below ground.

6. In air conditioned sites or in sites provided with forced ventilation the decision whether these are to be shut down on an outbreak of fire must be left to the Firefighting Officer on the spot.

7. Firefighting personnel of the establishment fire service should be drawn principally from those working above ground, who should, however, be familiar with the underground arrangements.

8. Conveyor belts must be stopped on the sounding of the alarm. They may be linked up to the Alarm System to ensure automatic stoppage.

9. Passage ways must be adequate and kept clear to enable working personnel to get away and to allow firefighting personnel to approach the fire.

10. The firefighting equipment retained underground should be sited where it is most likely to be readily accessible when an outbreak is detected.

11. Self-contained breathing apparatus is essential for underground firefighting.

12. The firefighting action follows the general lines set out for above-ground sites with the following exceptions :-

Class 2.

If these explosives become involved, the flames are likely to sweep through the workings, the available oxygen will be quickly exhausted and the chances of escape or of firefighting are very small.

Class 4.

The smoke, or flames given off by these substances when they have become seriously involved will make firefighting very difficult.

Class 5.

These weapons will only be held at underground sites in very exceptional circumstances.

Should they be involved in a fire at an underground site, the fire can be fought so long as it is clear that only the packages are involved. When there is a risk of the weapons bursting, through heat or explosion, firefighting should be suspended.

Full protective equipment should be worn in all operations of this nature.

The site can be entered at a reasonable interval, 2 or 3 days after the fire ceases, and inspected by fully protected personnel.

13. No person, unless equipped with self-contained breathing apparatus is to enter underground explosives storage site after an outbreak of fire until the area has been certified free from noxious gas.

SECTION 5

Ammunition of the Non-Explosive Categories of Dangerous Goods

These comprise various types of ammunition which are listed in Appendix A to the Comprehensive Classified List of Government Explosives (see Section 2, paragraph 1 of these Instructions). They are to be treated in the manner described for Class 4 explosive fires and the symbol indicating this class is to be exhibited in the vicinity of the buildings in which they are stored except in the case of those which are in class MP.

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

825.

LOSSES OF MEDICAL AND/OR DENTAL STORES.

Many instances have occurred of the loss of Medical and Dental Stores on charge to H.M.A. ships and establishments not being reported to the Captain immediately on discovery of the loss, thus prejudicing enquiries or investigations.

2. The attention of all members of the Royal Australian Navy in charge of such stores is drawn to the following relevant regulations :-

Q.R. & A.I., Article 4841, 4842 and 4845 - Losses, Theft and Finding of stores to be reported.

C.O.R., Article 417 - Mis-appropriation of Government Stores.

C.O.R., Article 533 - Discrepancies in and damage to Naval and Victualling Stores in transit.

N.A.R. & I., Article 361 - Thefts, Irregularities, etc., Advice to Naval Board and Audit Office.

N.P.R. & I., Article 9 - Charges against pay for Losses and Improper Expense.

Q.R. & A.I., Chapter 48.

3. All losses are to be reported to the Captain immediately and investigated by him. Reports are to be forwarded as soon thereafter as possible.

4. Particular care is also to be taken to ensure that the Lost and Broken Report, Form A.M. 189, accompanying the relevant store account is signed by the Captain and bears a statement that the circumstances have been investigated by him.

5. Navy Order 140 of 1947 is hereby cancelled.

(4481/30/4)

826.

OPTICAL OR SPECIALIZED MEDICAL AND SURGICAL INSTRUMENTS -
REPAIRS TO.

In all cases where valuable specialized instruments supplied for medical or surgical use become defective, e.g., microscopes, cystoscopes, the following procedure is to be adopted :-

Ships Afloat -

- (a) No attempt is to be made at repair.
- (b) The instrument is to be surveyed and returned to Medical Store.
- (c) A demand is to be created for replacement of the instrument, and it will be supplied if in stock.

Shore Establishments -

- (a) No attempt is to be made at repair.

- (b) The instrument is to be surveyed and either returned to Medical Store or forwarded to the local Agent for the particular instrument concerned for advice and/or necessary repair.
- (c) In the event of the Agent not being established in the nearest city, the instrument is to be surveyed and returned to the Medical and Dental Store Officer.
- (d) A demand is to be created for replacement of the instrument and it will be supplied if in stock.

2. Navy Order 464 of 1945 is hereby cancelled.

(4481/30/5)

827.

VICTUALLING STORES - SAFETY EQUIPMENT - FLYING CLOTHING -
DAMAGED PROTECTIVE HELMETS - REPORTS.

It is desired to obtain further information on the effectiveness in accidents of the Protective Helmets, Marks 1 and 1A, which were developed from limited available data and experimental evidence on protective headgear.

2. Any Protective Helmet damaged in wear as a result of an accident of any kind is to be withdrawn from the aircrew concerned and forwarded together with a report in the form of the Appendix to this Order to the Institute of Aviation Medicine, Farnborough, for examination.

3. Damaged helmets forwarded to Farnborough in accordance with these instructions should be issued to the Naval Medical Liaison Officer, Institute of Aviation Medicine, Farnborough, on Form S.549 (quoting this Order) and a receipted copy forwarded with the Quarterly Flying Clothing Account.

(The foregoing is the text of A.P.O. 2049/1955 altered to meet R.A.N. conditions.)

(4533/4/6)

APPENDIX

REPORT TO ACCOMPANY DAMAGED PROTECTIVE HELMET

(A) DETAILS OF ACCIDENT AND EQUIPMENT DAMAGE

1. INCIDENT

- (a) Date(b) Aircraft(c) Name
- (d) Rank
- (e) Crew duty(f) Narrative
-
-
-
- (g) Stopping distance of main impact

2. HELMET, FLYING, TYPE F.

- (a) Size(b) If lost, how and when?
- (c) Was chin strap fastened?(d) Was the oxygen mask attached?(e) Type of Mask
- (f) Was the mask accidentally detached, if so how?
- (g) Damage to helmet

3. HELMET PROTECTIVE

- (a) Mark(b) Size and Fitting
- (c) Fit? (tight, loose, etc.)
- (d) If lost, how and when?
- (e) Was chin strap fastened?(f) Damage to helmet

4. VIZOR/GOGGLES*

- (a) Mark(b) Position (up, down, etc.) at accident
- (c) Damage to Vizor/Goggles*
- (d) Wind protection?
- (e) Flash protection?
- * Strike out which is inapplicable.

REPORT TO ACCOMPANY DAMAGED PROTECTIVE HELMET

(B) CLINICAL REPORT

DateAircraftNameRank

Crew duty

1. INJURIES

*B.- X-ray evidence of the greatest value. In the absence of a complete P.M., post-mortem X-ray films should be taken. Actual films should be included in this report; they will be returned if necessary.

2. CRANIAL

- (a) Scalp
- (b) Skull
- (c) Brain and meninges
- (d) Length of Unconsciousness
- (e) Retrograde Amnesia
- (f) Residual signs
- (g) Face
- (h) Eye.....
- (j) Ear
- (k) Jaw

3. SPINAL COLUMN

- (a) Nature of injury
- (b) Site of injury
- (c) Damage to spinal cord

4. OTHER INJURIES

.....

.....

.....

5. REMARKS

.....

.....

.....

6. Is this report made out on (a) Clinical evidence?.....

(b) Operative findings?

(c) Post Mortem findings?

If (b) indicate nature of operation

If (c) give cause of death

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

828.

A.B.R.10/1953 - R.A.N. ADVANCEMENT INSTRUCTIONS - AMENDMENT.

A.B.R.10 is to be amended as follows :-

Article 5,Page 4, Line 19.

Delete the following words :-

"Bandmaster	Date of passing professionally for Bandmaster.
-------------	--

Band Corporal	Date of passing professionally for Band Corporal."
---------------	--

And insert the following words in lieu :-

"Bandmaster	Date of recommendation for course for Bandmaster if passed at first attempt or otherwise date of passing.
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Band Corporal	Date of recommendation for course for Band Corporal if passed at first attempt or otherwise date of passing.
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Bugle Sergeant	Date of recommendation for course for Bugle Sergeant if passed at first attempt or otherwise date of passing.
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Bugle Corporal	Date of recommendation for course for Bugle Corporal if passed at first attempt or otherwise date of passing.
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Article 165.

Under the heading "Band Branch" insert the following sub-heading - "(A) Recruit (Musician)".

Paragraph 2 - after the words "for advancement to Musician" add the words "1st Class".

At the end of the Article add the following -

"(B) Recruit (Junior Musician)

On completing the Preliminary course, vide Article 150(a) and passing the Disciplinary Course, vide Article 150(b) Recruits (Junior Musician) will be rated Junior Musician to date three calendar months from date of entry plus any period of back classing (See also Article 152) and will then carry out a Junior Musician's Technical Course of 21 months or until attaining the age of 17½ years, whichever is the shorter. This course will cover the syllabus of training laid down in Article 205.

2. A written and practical examination will be held on completion of the course and "Time Gained" for advancement to Musician 1st class awarded as follows :-

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

Results of examination are to be recorded on Form A.S.536B and reported on Form A.S.161.

3. Advancement to Musician 2nd Class is to be made on passing the above examination, with effect from the date of completing 2 years from the date of entry or on attaining 17½ years of age whichever is the earlier.

4. Failure to pass the examination will entail one month's backclassing or discharge "Unsuitable" as decided by the Commodore Superintendent of Training, Flinders Naval Depot. Ratings over the age of 17 years if they so desire and if recommended by the Commodore Superintendent of Training, Flinders Naval Depot, may be transferred to another branch instead of being discharged "Unsuitable".

5. No time gained will be awarded in respect of marks obtained on re-examination after back classing.

6. Further advancement from Musician 2nd Class will be in accordance with Appendices 126-129."

Article 205 - (h).

After the words "General Educational Subjects", add the words "including lectures on First Aid, Badges of Rank, Naval Tradition, A.B.C.D. and Venereal Disease."

Add the following new paragraph 2.

"2. The examining officer in :-

- Squad Drill, is to be a Gunnery Officer.
- A.B.C.D. is to be an Executive or Engineer Officer.
- Musical subjects, is to be a Band Officer."

Article 206.

Paragraph 1, Line 1.

After the words "On completion of the Recruit Technical Course" insert the following words, "vide Article 165 (A) in the case of Recruit Musicians and the Technical Training Course, vide Article 165 (B) in the case of Junior Musicians."

Article 206.

Paragraph 1, Line 7.

After the word "conducting" delete the word "and". After the words "Elementary knowledge of Naval Band Instruments" add the words "and A.B.C.D. (vide Article 30)".

Article 207.

Delete the existing Article and insert the following in lieu :-

Delete existing article and substitute -

207. Examination for Band Corporal.

Advancement courses of three months' duration for Band Corporal will be held at Flinders Naval Depot twice a year, commencing after Christmas and mid-winter leave periods.

2. Application for this examination may be made to the Commanding Officer at any time after being rated Musician. Names of recommended volunteers, together with advice of date of recommendation, are to be forwarded to Navy Office (copy to Commodore Superintendent of Training, Flinders Naval Depot) by 30th April, and 31st October each year; Form A.S. 442 in duplicate is to be enclosed with the rating's Certificate of Service.

3. During the course, candidates will receive instruction in the subjects shown hereunder. An examination will be held on completion of the course.

Subject A.

(a) Drill.

(i) Squad Drill. Power of Command, appearance and manner. (100 marks)

(ii) Elementary Band Drill.

The position of instruments at "Attention" and at the "Ready". To perform the duties of drum major, using the mace. (50 marks)

(b) Discipline.

Q.R. & A.I., C.O.R., and current orders concerning the Band Branch.

Duties of a Leading Hand of a Mess. (50 marks)

- (c) A.E.C.D. (vide Article 30). (100 marks)

Subject B.

Music (Theoretical).

- (a) Elements of Music. (100 marks)
 (b) Elementary Harmony. (100 marks)
 (c) Elementary Orchestration. (100 marks)

Subject C.

Music (Practical).

- (a) Must be a very good performer on his instrument (a). (100 marks)
 (b) Ear tests. Knowledge of Naval Band instruments. Ability to teach. (100 marks)
 (c) Conducting. (100 marks)

4. The examining officer in Subject A (a) and (b) is to be a Gunnery Officer, in Subject A (c) an Executive or Engineer Officer, and in Subjects B and C a Band Officer. Sixty per cent in each subject and sixty-five per cent in the aggregate are required to pass the examination.

5. On successful completion of the examination, original copy of Form A.S. 442 is to be completed and enclosed in rating's Certificate of Service, and the duplicate copy forwarded to the Director of Manning. Rating's basic date of passing will be date of recommendation for course, but see paragraphs 6 and 7 for basic date in re-examination.

6. In the case of failure in one subject, a candidate may be re-examined in that subject by his own ship's officers, (see paragraph 7 below). The examining board is to recommend on Form A.S. 442 the period which should elapse before re-examination; re-examination being subject to a minimum period of four months. Forms A.S. 442, when noted accordingly, should be disposed of as in paragraph 5 above. Where a candidate is successful after re-examination in the one subject, a new Form A.S. 442 in duplicate is to be completed and disposed of as in paragraph 5 above. Rating's basic date of passing will be date of successful re-examination.

7. Failure in more than one subject at the examination following the course or failure on re-examination in one subject will entail taking the whole examination again. A further course will not, however, be provided, and the examination will be taken in the rating's own ship, Subject A (a) and (b) being conducted by a Gunnery Officer, Subject A (c) by an Executive or Engineer Officer, and Subjects B and C by a Band Officer. Basic date of passing will be date of successful completion of examination. On examination, Form A.S. 442, in duplicate, is to be completed and disposed of as in paragraph 5 above.

Article 208.

Delete the existing Article and insert the following in lieu :-

208. Examination for Bandmaster.

Advancement courses of six months' duration for Bandmaster will be held at Flinders Naval Depot twice a year, commencing after Christmas and mid-winter leave periods.

2. Application for this examination may be made to the Commanding Officer at any time after being rated Band Corporal. Names of recommended volunteers, together with advice of date of recommendation, are to be forwarded to Navy Office (copy to the Commodore Superintendent of Training, Flinders Naval Depot) by 30th April, and 31st October each year; Form A.S. 442 in duplicate is to be enclosed with the rating's Certificate of Service.

3. During the course candidates will receive instructions in the subjects shown hereunder. An examination will be held on completion of the course.

Subject A.

- (a) Drill.
 (i) Squad Drill.
 Power of Command, appearance and manner. (100 marks)
 (ii) Band Drill.
 Full ceremonial, including funeral drill. (100 marks)
 (b) Discipline.
 Q.R. & A.I., C.O.R., and current orders concerning the Band Branch. (50 marks)
 (c) A.E.C.D. (vide Article 30). (50 marks)

Subject B.

Music (Theoretical).

- (a) Elements of Music. (100 marks)
 (b) Elementary Harmony. (100 marks)
 (c) Elementary Orchestration. (100 marks)

Subject C.

Music (Practical).

- (a) Solo performance on his instrument(s). (100 marks)
 (b) Ear tests, Viva Voce (including a technical knowledge of all string and wind instruments used in Naval Bands). (100 marks)
 (c) Conducting. (100 marks)

4. The examining officer in Subject A (a) and (b) is to be a Gunnery Officer, Subject A (c) an Executive or Engineer Officer, and in Subjects B and C a Band Officer. Sixty per cent in each subject and sixty-five per cent in the aggregate are required to pass the examination.

5. Procedure for completion and disposal of Forms A.S. 442, and for re-examinations is to be in accordance with paragraphs 5 to 7 inclusive of Article 207.

APPENDIX

Appendix 128.

(B) (V).

Delete entirely and insert the following in lieu :-

"(V) - Qualified First Aid Course."

Appendix 129.

Delete entirely and insert the following :-

"129. Musician 1st Class.

(A) Captain.

(B) (i) Ex-Junior Musician - fifteen months' service as Musician 2nd class.
Direct Entry Recruit (Musician) - eighteen months' service as Musician 2nd Class.

(ii) Seniority to be computed from the basic date of completing the appropriate period of service as Musician 2nd Class, vide (B) (i) above by applying "Time Gained" and "Time Lost" as shown in (P) (i). When advancement is deferred under (P) (ii) the period of deferment is to be added to "Time Lost".

(iii) Must pass in each of the appropriate sections shown in (P) (i) with the exception of the Educational Tests.

(C) and (D) Disciplinary Course - See Article 150(b).
Recruit Technical - See Article 165(A).
Course for Recruit Musicians
Technical Course - See Article 165(B).
for Junior Musicians
Advanced Technical - See Article 206.
Course

(E)

(P) (i) "Time Gained" or "Lost" is to be applied as follows :-

Course	Grade of Pass	"Time Gained"
Disciplinary Course	Very Good	1 month
	Good	$\frac{1}{2}$ month
Recruit Technical	Very Good	1 month
Course for Recruit Musicians	Good	$\frac{1}{2}$ month
Technical Course for Junior Musicians		

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Course	Grade of Pass	"Time Gained"
Advanced Technical Course	Very Good	2 months
	Good	1 month
Higher Educational Test (one subject)		2 months
Educational Test, Part 1		$\frac{1}{2}$ month (but not in addition to "Time Gained" for Higher Educational Test, vide Article 26 (1)).

"Time Lost" is to be applied in respect of the Advanced Technical Course - two months in respect of each failure.

(ii) Should the Captain decide that a man is not fit for advancement he may defer advancement for a period not exceeding two months at a time. Where time has been gained the first period of deferment may exceed two months by the amount of such "Time Gained", as decided by the Captain in each case. Periods for which advancement is deferred are to be entered on History Sheet and reported on Forms A.S. 161."

Article 130.

Delete entirely.

2. A.B.R.10 will be amended by R.I. Series in due course.
(4139/13/1511)

829.

AIR PUBLICATIONS - ALLOTMENT OF A.P.(R.A.N.) NUMBER TO R.A.N.A.M.M.

Royal Australian Naval Air Maintenance Manual (short title R.A.N.A.M.M.) has been allotted the following Air Publication number :-

A.P.(R.A.N.)140.

All copies of this publication are to be amended accordingly.

(4139/41/815)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

19th October, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
830.	Vaccination and Immunisation.

VACCINATION AND IMMUNISATION.

The following Order is subject to the provisions of G.R. & A.I., Articles 1464 and 1465, as adapted by C.O.R., Article 577. Where requirements relating to civilians are given hereunder it is to be understood that these are included for guidance only and do not imply any responsibility of this Department for vaccinations or immunisations at public expense.

Dependants of Naval personnel proceeding overseas at Departmental expense may, within the provisions of this Order, be vaccinated or immunised free of charge at Naval Medical Establishments and certificate issued. When such persons elect to be immunised by a civilian medical practitioner, they will do so at their own expense.

2. As it is not practicable to promulgate by Navy Orders, the frequent changes in international regulations for air travel, travellers leaving Australia by air will be informed of their requirements in passage instructions issued by authorities sponsoring the flight.

3. R.A.N. CERTIFICATES OF VACCINATION AND IMMUNISATION.

(a) R.A.N. Personnel - International Certificates: These may be required in the following circumstances in conformity with the regulations of the World Health Organisation. They require stamping with an approved stamp for authentication and these have been distributed as necessary.

- (i) International Certificates are always required when travelling by air.
- (ii) International Certificates may be required of personnel travelling overland or by sea in other than H.M.A. Ships.
- (iii) In order to avoid an unnecessary amount of paper work the following rules are to be observed :-

Smallpox, Cholera: International Certificates need only be given when an immediate requirement exists. This will generally be for those travelling by air or proceeding individually by private ship. If an officer or rating, who, by virtue of his position, or for any other reason, believes that he may be travelling by air or proceeding by private ship within the period for which the vaccination protection is valid, he is to be given the required International Certificates on demand. If it should happen that an individual requires an International Certificate, not having been given one originally, he can only obtain it from the Medical Officer who carried out the vaccinations. If this Medical Officer is not available, the required vaccination or immunisation will need to be done again, as the World Health Organisation will not accept a certificate unless it is signed by the Medical Officer who actually did the work.

Yellow Fever: Every officer and rating is to be given an International Certificate after immunisation against yellow fever, whether an immediate requirement exists or not.

Typhoid Group of Fevers: These are not quarantine diseases and International Certificates are not required.

Plague and Typhus: Immunisation is no longer required by International Sanitary Regulations but certain countries may require them intermittently before entry would be permitted. These occasions will be advised by signal. Certificates are to be made on page 10 or 11 of the booklet after immunisation.

(b) Wives and Families of Naval Personnel: Individual International Certificates are to be given for each vaccination except for the typhoid group of fevers for which an ordinary medical certificate stating that the required vaccination has been carried out, will suffice.

(c) Naval Civilian Employees, Wives and Families: Similar rules to those in force for wives and families of Naval personnel, apply.

(d) Counter-stamping and counter-signing: All International Certificates issued by other than Service medical officers require to be counter-stamped and counter-signed by a Naval Medical Officer or by the local Medical Officer of Health. In cases of difficulty in Australia, such certificates may be sent to the Medical Director-General, Navy Office, for countersignature. As yellow fever certificates are issued only by recognised centres, they do not require such countersignature. See paragraph 13 hereof.

(e) Method of Dating: The following extract from the Weekly Epidemiological Record, No. 245 (5th September, 1951), issued by the World Health Organisation, Geneva, is promulgated for information and is to be followed in the Royal Australian Navy.

"It has been reported that a number of misunderstandings have occurred concerning the date of issue, and hence, the duration of the period of validity, of International Certificates of vaccination, due to differences in national practice of recording the date. For example, 10th August, 1951, may be written in the following manner :-

10 Aug. 1951: Aug. 10th, 1951: 10.8.1951: 8.10.1951.

In order to reduce to the minimum the number of such misunderstandings it is suggested that when completing the International Certificates of Vaccination in English or French, the following method of recording the date should be adopted. The day should be written in Arabic numerals and should appear first; the month should be written in Roman numerals and should appear second; the year should be written in Arabic numerals and should appear last. In the example quoted above, the date would appear as 10.VIII.1951. The suggestion made in this extract would of course apply equally when the authentication of a certificate is dated."

(f) The International Sanitary Regulations which operate generally from 1st October, 1952, specify as "Vaccination" in all cases, the methods of protection hitherto referred to as "Inoculations".

4. Corrections, Blotches, on International Certificates.

It is of paramount importance that blotches, corrections, etc., on International Certificates must be avoided, as these blemishes may be regarded as forgeries by some foreign officials and may result in delay and inconvenience to travellers.

5. In accordance with an agreement signed by Sweden, Denmark and Norway, which came into force on 1st April, 1955, the three Scandinavian countries are from that date regarded as a single unit in respect of the application of quarantine regulations.

6. Recording.- All vaccinations and immunisations are to be recorded in the medical envelope (A.F.Med.4).

7. Arrangements for Supply of International Certificates.- Printed International Certificates of Vaccination are supplied to all H.M.A. Ships and Establishments. Civilians requiring certificates may procure them in each capital city, through the office of the Department of Health in the State concerned.

8. Strict adherence to the intervals between doses of T.A.B., T.P.T., and cholera vaccine is to be observed wherever possible. Only in very exceptional circumstances are these intervals to be shortened.

9. SMALLPOX (Compulsory at all locations).-

(a) (i) All officers and ratings entering the Service are to be vaccinated, or, if considered desirable by the Medical Officer, re-vaccinated; re-vaccination of active service personnel is to be carried out every three years, or at more frequent intervals when circumstances demand.

(ii) The multiple pressure method of vaccination is to be used.

(b) Method of vaccination:

(i) The area to be vaccinated should be well cleansed with soap and water and must be thoroughly dry before the lymph is applied. Care should be taken not to rub the skin so vigorously as to damage the epidermis and thus encourage the development of secondary vesicle (methylated spirit, alcohol or other agents should not be applied).

(ii) A small drop of vaccine lymph covering an area about one-eighth of an inch in diameter is placed on the skin at the prepared site, usually on the left arm. A flat sided needle - straight Hagedorn - which should be of relatively large size, in good condition, sharp and sterile, is held parallel or tangential to the arm with the forefinger and middle finger above and the thumb below. The side of the needle point is then pressed firmly and rapidly into the drop thirty times as a routine, taking about ten seconds. The number of pressures to be employed in making the insertion varies according to the vaccination history of the individual being vaccinated. In making the pressure, the needle is lifted clear of the skin each time. Suitable needles may be obtained from R.A.N. Medical Store, No. 24 Shed, Bundoock Street, Randwick, N.S.W.

This rapid up and down motion of the needle is in a plane perpendicular to the skin. The needle point is not driven into the skin but at each pressure the elasticity of the skin pulls a little of the epidermis over the point of the needle so that the lymph is carried into the deeper epidermal layers. If the skin has not been unduly irritated by a preliminary cleansing procedure and the needle has been properly aligned no pain or bleeding should occur.

As soon as the pressures have been completed the excess lymph should be wiped off with cotton wool, the remainder being allowed to dry.

(iii) The immediate application of a dressing is unnecessary. At the stage of maximum reaction, however, a piece of sterile gauze may be placed over the lesion if considered desirable.

(iv) First vaccination after entry should be done by means of an insertion about one-eighth of an inch in diameter. If there is a definite scar of previous vaccination, thirty pressures are to be employed in making this insertion. If there is no evidence of previous vaccination, ten pressures only need be employed.

(v) Routine re-vaccination is to be done by an insertion with thirty pressures.

(vi) When re-vaccination is undertaken in the presence of an epidemic or undue prevalence of smallpox, there should be at least two separate areas of insertion with thirty pressures in each.

(vii) When primary vaccination is performed on infants, the multiple pressure technique using thirty pressures should be employed. The best age for vaccination in a thriving infant is from three to four months.

(c) Recording of results: Accurate reading of the results of vaccination depends both on the period of time after insertion at which the maximum local reaction occurs and on the degree of reaction. Maximum reaction may occur at any time within 2-10 days after vaccination. At least two inspections should be carried out, the first after 48 hours and the second on the sixth day, the latter to assess the result which is to be recorded as follows :-

(i) Where vesicle formation is absent, a second attempt is to be made. If a similar result is obtained, it should be recorded as "Insusceptible to vaccination" (I.T.V.).

NOTE:- This insusceptibility should not be considered a final life long categorization. Such persons are to be re-vaccinated at the usual intervals required for those who have been successfully vaccinated.

(ii) Where vesicle formation is present -

(a) Where vesicle formation is moderate and is judged to have reached or passed its maximum at the time of inspection (on the sixth day) it should be recorded as "Accelerated Reaction (Vaccinoid)". (A.R.(V)).

(b) Where vesicle formation is more marked than in (a) and is still developing it should be recorded as "Typical primary vaccinia" (T.P.V.).

If in doubt whether the reaction has reached its maximum at the sixth day, a further inspection is to be made two days later.

(iii) Insusceptible to vaccination: A local reaction reaching maximum size on the second or third day and accompanied by elevation and itchiness of the site but without a vesicle should be recorded as "Insusceptible to vaccination" (I.T.V.).

(iv) Pregnancy: Vaccination of pregnant women should be avoided as far as possible, specially during the first three months of pregnancy. It should only be performed in urgent circumstances.

(d) Precautions with regard to simultaneous use of other immunising agents:

(i) If yellow fever immunisation is necessary, it should precede primary vaccination against smallpox, a period of 4 days intervening.

(ii) If circumstances demand that primary vaccination against smallpox be done first, there should be an interval of 21 days from the date of vaccination before the yellow fever immunisation is given.

(iii) Where there is evidence of previous successful vaccination against smallpox, yellow fever immunisation and re-vaccination against smallpox may be carried out at the same session but if time permits yellow fever immunisation should always precede re-vaccination by at least four days.

(iv) Immunisation for other than yellow fever may be given at the same time as vaccination but in the other arm.

(e) A vaccination book should be kept in all ships and establishments in which are to be entered the following details of all vaccinations and re-vaccinations carried out :-

Origin and Batch No. of Lymph used.	Date	Name	Rank or Rating	Official No.	Primary or re-vaccination.	Result and Date	Initials of M.O.

Particulars of all Cowpox vaccination and re-vaccinations are to be included in Table V of the journals of medical officers.

Use one of the following terms in stating the result, viz. :-

"Reaction of Immunity", "Accelerated Reaction (Vaccinoid)".
"Typical Primary Vaccinia".

A certificate of "No reaction" will not be accepted.

NOTE:- As the term "Reaction of Immunity" is required in the International Vaccination instead of "Insusceptible to Vaccination", the former term should be used when compiling the Certificate.

(f) It is to be noted that the International Certificate, Column 5, requires an indication of the result of primary vaccination only.

(g) The medical officer can obtain supplies of lymph by demand on the Medical and Dental Store Officer, R.A.N. Medical Store, No. 24 Shed, Bundock Street, Randwick, N.S.W. or in accordance with C.O.R., Article 579, in the following sizes :-

Code Word	Size
ORION	Single dose capillary tube.
OFFAL	10 dose phial.
OPERA	25 dose phial.
OXIDE	50 dose phial.
OCEAN	100 dose phial.

The greatest possible use is to be made of multiple dose containers and, when ordering supplies, medical officers are to indicate the number and size of the container required as well as the total number of doses.

On foreign stations, supplies are to be obtained locally from recognised sources, but, if such cannot be procured, application is to be made by signal to the Medical Director-General.

(h) Lymph must be carefully stored in the coolest available place and must be used within seven days of its "Date of Manufacture".

The "Date of Manufacture" has been accepted as the date of issue of the vaccine from the supplier's refrigerated storage. If the lymph can be stored continuously at a temperature between 0°C. and 10°C. the period may be extended to fourteen days. If the whole of the contents of a multiple-dose container are not expended on one day, the remainder is to be discarded.

Requirement: All Naval personnel and Naval civilian employees and the wives and families of both, require a certificate of vaccination before leaving Australia.

Certificate: Valid for 3 years from the 8th day after a successful primary vaccination, or in the event of a re-vaccination, on the date of that re-vaccination.

Age of individual: Three months and over; in face of special risk may be done at any age.

10. TYPHOID GROUP OF FEVERS (compulsory at all locations).-

(a) All officers and ratings are to be immunised against the enteric group of fevers and re-immunised every year.

Immunisation is to be carried out on all officers and ratings before they join one of H.M.A. Ships or proceed abroad by any means.

(b) Recent research has shown that a higher degree of immunity is produced when the interval between the first and second doses of certain vaccines is increased. In future, the interval between the initial dose and the second dose of T.A.B. Vaccine is to be from 21 to 28 days.

(c) Dosage.- The vaccines now being supplied may vary in strength from time to time. It is therefore important that the dosage as prescribed on the label is strictly adhered to. Proportionately smaller amounts are to be used for the protection of women and children. T.A.B. Vaccine normally supplied for Service use comprises -

1 c.c. 1,000 million B.typhosus
 500 million B.paratyphosus A
 500 million B.paratyphosus B.

At the above strength the recommended adult dosage is one-half c.c. first dose, and one c.c. second dose.

(d) On foreign stations where Typhoid and Paratyphoid Fevers are prevalent, a "booster" dose of the same amount as the initial dose may be given when considered advisable to all persons on arrival on the station, irrespective of their previous immunisation history, with the object of increasing their immunity.

(e) The immunogenic properties of bacterial vaccines are best preserved at or just below 39°F. (4°C.) and such vaccines deteriorate in protective power when kept for long periods at or above "room" temperatures. All bacterial vaccines should, when possible, be kept in a cool room or refrigerator but should not be actually frozen.

(f) T.A.B. vaccine can be obtained in the same manner as explained in paragraph 9(g). Demands should be economical and limited to the quantities required.

(g) In order to reduce reactions, attention is drawn to the importance of giving the injections subcutaneously. Intramuscular injections, because of their rapid absorption, tend to give general reactions and a lower degree of immunity.

(h) It is considered undesirable to exercise the arm unduly after immunisation with T.A.B. in accordance with Medical Officers' Instructions.

International Requirement: None exists at present, but all Naval personnel and Naval civilian employees and the wives and families of both are strongly advised to have T.A.B. vaccinations carried out before leaving Australia.

Certificate: Valid immediately on completion of vaccinations for a period of 1 year.

Age of individual: One year and over.

11. TETANUS (compulsory at all locations).-

(a) All officers and ratings are to be protected against tetanus by vaccination with tetanus prophylactic (formalinised) toxoid (T.P.T.), dosage 1.0 c.c. first, 1.0 c.c. second, 1.0 c.c. third, with intervals of six to twelve weeks between first and second doses and six to twelve months between second and third doses. A re-immunising dose of 1.0 c.c. is required every five years.

(b) This confers an immunity considered to be five years long, which, however, takes some weeks to develop. Where indicated by their nature injuries received prior to commencement or completion of T.P.T. course should be treated by the administration of Tetanus Anti Toxin up to one month after the third dose of T.P.T. has been administered. Thereafter, the medical officer must be guided by the nature and severity of the injuries sustained, when deciding whether the omission of Tetanus Anti Toxin is justified. Warning:- T.P.T. is not at any time to be admixed with other prophylactic agents for administration and must always be injected subcutaneously only.

International Requirement: None exists at present.

Certificate: Not required, but valid for 5 years if given one month after the third injection of T.P.T.

Age of individual: The doses given above may be administered to personnel of all ages and either sex.

12. YELLOW FEVER (when circumstances demand).-

(a) (i) The African endemic yellow fever area comprises -

"From the mouth of the River Senegal along that river eastward to the 15 degrees North parallel of latitude, thence eastward along that parallel to the Eastern border of the Anglo-Egyptian Sudan, thence northward along the north-western boundary of Eritrea to the Red Sea Coast, thence southward along the eastern coast of Africa to the northern boundary of the French Somali coast, thence along that boundary successively westwards, southwards and eastwards to the southern boundary of British Somaliland and along that boundary eastwards and northwards to the eastern coast of Africa and thence along this coast to the southern boundary of Tanganyika Territory, thence westwards along that boundary to its junction with the eastern border of Uganda Protectorate, and thence along this and the eastern border of the Belgian Congo to the 10 degrees south parallel of latitude, thence westward along that parallel to the west coast of Africa, thence northward along the west coast of Africa to the mouth of the River Senegal; including the islands of the Gulf of Guinea. The Barotse Province and the Belovale District in the Western Province of Northern Rhodesia are also included in the endemic area. The port of Massawa in Eritrea and an area of 10 kilometres in radius from the centre of the town of Asmara in Eritrea, as well as the Territory of the French Somali Coast including the port of Jibuti, and the territory of British Somaliland are excluded from the endemic area. The continued exclusion of these areas is, however, contingent on their maintenance of an *Aedes aegypti* index not exceeding 1 per cent in the port of Massawa, in and around Asmara, in the port of Jibuti and in the British Somali port of Berbera, Hargeisa and Zeilah, as reported quarterly to the World Health Organisation."

(ii) The South American endemic yellow fever area comprises -

"that area bounded by a line beginning on the Pacific Coast of Colombia at the 5 degree North parallel of latitude and extending east along that parallel of latitude to the eastern slopes of the central Cordillera to an elevation of 2,000 metres; thence southward along the eastern slopes to the Central Cordillera and the Andes Mountains, at the same elevation to the boundaries of Argentina and Bolivia; thence eastward and northward along the southern and eastern boundaries of Bolivia to the 15 degrees South parallel of latitude; thence eastward along that parallel of latitude to the western boundary of the State of Goiaz; thence northward along that boundary and the western boundary of the State of Maranhao to the Atlantic Coast; thence along the Atlantic and Caribbean coasts of South America to the eastern boundary of the Canal Zone; thence southward across the Isthmus of Panama and along the Pacific Coast of Panama and Colombia to the 5 degree North parallel of latitude, excluding, however, the ports of Belém in Brazil, Cayenne in French Guiana, Paramaribo in Surinam, Georgetown in British Guiana, and Caribbean ports of Colombia and Venezuela, and the cities of Caracas in Venezuela, and Bogota in Colombia. In addition, the Ilheos and Itabuna districts in the State of Bahia in Brazil bounded on the

north by the River Contas, on the west by the 40 degrees meridian longitude, on the south by the River Pardo and on the east by the Atlantic Ocean, are for the time being regarded as endemic yellow fever areas."

(b) Precautions with regard to simultaneous use of other immunising agents:

- (1) See paragraph 9(d)(1) to (1v).
- (ii) Vaccination against diseases other than smallpox may be given at the same time but in the other arm.
- (c) The attention of medical officers is drawn to the rapidity with which this vaccine becomes inert if not stored at a temperature of 4°C. or under.
- (d) Deterioration of yellow fever vaccine even under optimum storage conditions is rapid. After twelve months' storage the vaccine should be discarded.
- (e) Stocks of yellow fever vaccine are not maintained in the Royal Australian Navy nor is the vaccine made in Australia.
- (f) Yellow fever certificates are not valid -
- unless the vaccine and the method employed have been approved by the World Health Organisation;
 - until 10 days after the date of the vaccination except in the case of persons re-vaccinated within six years;
 - for more than six years from the date of the last immunisation.
- (g) Immunisation against yellow fever can only be given at authorised centres by the Commonwealth Medical Officer, Department of Health, of the State concerned and by appointment. As much notice as possible is to be given to this officer, who endeavours to vaccinate in groups of 10 if practicable.

International Requirement: All Naval personnel and Naval civilian employees and the wives and families of both require a certificate of vaccination against yellow fever before leaving Australia, when -

- proceeding to West or East Africa by air;
- proceeding to West or East Africa by sea, or in ships calling at any ports in these countries;
- proceeding to or through the South American yellow fever endemic area by whatever route;
- proceeding for service on the East Indies Station (including those destined for shore establishments);
- proceeding for service afloat on the South Atlantic Station;
- proceeding to or through India and Pakistan by R.A.F. aircraft except on scheduled Transport Command Flights and flights in Service chartered aircraft.

Certificate: Valid for six years from the 10th day after immunisation or from the date of re-vaccination. Travellers to or through India or Pakistan should not arrive there less than 15 days after immunisation. This is a local requirement.

Age of individual: No lower limit. When infants under the age of 9 months are to be vaccinated against both yellow fever and smallpox, there should be an interval of 21 days between the two vaccinations, no matter which is performed first. Under no circumstance is the interval to be shortened.

13. CHOLERA (when circumstances demand).-

(a) Protective immunisation against cholera consists of a dose of one-half cubic centimetre of cholera vaccine (4,000 million organisms) followed by a dose of one cubic centimetre (8,000 million organisms) after an interval of seven days.

(b) Renewed protection against cholera is required every six months. Dose - 1 c.c. (8,000 million organisms).

International Requirement: All Naval personnel and Naval civilian employees and the wives and families of both proceeding to or through India by air or to India by sea or areas where the disease is endemic, may require vaccination against cholera. All personnel proceeding for service on the East Indies Station require immunisation against cholera.

Certificate: Valid for a period of six months from the date of the second vaccination. After re-immunisation validity is reckoned from that date.

Age of individual: One year and over.

14. In addition to the above vaccinations and immunisations protection against the following diseases may also be required in the circumstances set out below.

15. PLAGUE (when circumstances demand).-

(a) Protective immunisation against plague consists of a dose of one-half cubic centimetre of plague vaccine followed by a dose of one cubic centimetre after an interval of seven days.

(b) Renewed protection against plague is required after a period of six months.

International Requirement: None exists at present, but, Naval personnel and Naval civilian employees and the wives and families of both may require a certificate of vaccination against plague when proceeding by air to India, Burma, Far East, South America and the Azores. Instructions will be promulgated by signal.

Certificate: Valid for six months from the seventh day after the second vaccination. Interval between vaccinations nine days. To be recorded on page 10 or 11 of the booklet.

Age of individual: Two years and over.

16. TYPHUS (when circumstances demand).-

(a) Protective vaccination against typhus consists of three doses of one cubic centimetre of typhus vaccine given at intervals of seven days.

(b) Renewed protection against typhus is required after one year.

International Requirement: Korea and Japan only, at present.

Certificate: Valid for one year from the seventh day after last vaccination. Three vaccinations required at intervals of seven days. To be recorded on page 10 or 11 of the booklet.

Age of individual: One year and over.

17. JAPAN AND KOREA.- The following special arrangements are in force for Japan and Korea. Members of the R.A.N. or Naval civilian employees, and wives and families are to be protected as follows. These requirements are to be rigidly adhered to and no member is to be permitted to land in Japan except on duty in an emergency, unless documentary evidence of complete immunisation is available.

(a) Smallpox. Successful vaccination with calf lymph within the previous twelve months or three unsuccessful attempts at re-vaccination at seven day intervals during the same period.

(b) Typhoid and Paratyphoid: Vaccination or re-vaccination with T.A.B. within one year prior to embarkation.

(c) Typhus: Vaccination against typhus within sixty days prior to embarkation. Dosage - 1.0 c.c. first, 1.0 c.c. second, 1.0 c.c. third, with an interval of seven days between each dose. Requirement is intermittent and changes of requirement are advised by signal.

(d) Cholera: Vaccination against cholera within four months prior to embarkation.

(e) Tetanus: Vaccination against tetanus by tetanus prophylactic toxoid - the first two doses if within six months prior to departure or the complete course if more than six months.

(f) Encephalitis: The immunisation against Japanese B. Encephalitis will be carried out after arrival in Japan and will be arranged locally as required.

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

19. It is of the utmost importance that the foregoing measures be strictly complied with to ensure that no personnel proceed abroad without adequate protection against the infections referred to in this Order.

20. Navy Orders 197 of 1950, 35 of 1952, and 208 of 1953 are hereby cancelled.

(4018/5/107)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

20th October, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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

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831.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING AUGUST, 1955.

The undermentioned non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous, etc., contained in the Appendix to this Order, have been distributed to Ships and Services during August, 1955. Navy Order 100 of 1954 is relevant.

(4139/3/102)

APPENDIX

MAGAZINES, PAMPHLETS, ETC.

<u>TITLE</u>	<u>DATE</u>
Aeroplane	29th April, 1955.
Aeroplane	6th May, 1955.
Aeroplane	27th May, 1955.
Aeroplane	3rd June, 1955.
Aeroplans	10th June, 1955.
Aeroplane	17th June, 1955.
Aeroplane	24th June, 1955.
Aircraft Vol.33 No.11	August, 1955.
Defence of Merchant Shipping - Australian Shipowners Handbook.	Memoranda Nos. 13, 15, 16, 22, 30 and 32.
Fibres Natural and Synthetic Vol.16 No.6	June, 1955.
Fibres Natural and Synthetic Vol.16 No.7	July, 1955.
Flight	22nd April, 1955.
Flight	29th April, 1955.
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Flight	13th May, 1955.
Flight	20th May, 1955.
Flight	27th May, 1955.
Joint Services Recognition Journal Vol.10 No.5	May, 1955.
List of Propellant Lots accepted for Naval Service.	Amendments 19, 20 and 21.
N.A.M.A.N. N1428-N1440	31st May, 1955.
N.A.M.A.N. N1441-N1453	30th June, 1955.
United Nations Review Vol.1 No.12	June, 1955.

AMENDMENTS TO AIR PUBLICATIONS.

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	" Supplement (June, 1955)
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	STI/Griffon/RAN.8
	RANAMO/E.7 (April, 1955)
	" /E.9 (May, 1955)
	E.2 Issue 14 (25.5.1955)
	SI/Propellers/21 (26.5.1955)
	E(RR)39 Issue 2 (14.5.1955)
	E(RR)42 (23.5.1955)
	SI/Double Mamba/Index (20.5.1955)
	SI/Double Mamba/1 (18.5.1955)
	SI/Python/3 (19.5.1955)
	STI/Nene/7 (9.5.1955)
	E.25 (18.4.1955)
	L.28 (18.4.1955)
	STI/Nene/6 (14.4.1955)
	E.5 (Issue 4) (2.5.1955)
	STI/Propellers/34 (23.6.1955)
	STI/Ghost/10 (23.6.1955)
	STI/Ghost/10 Diagram (23.6.1955)
N.A.M.O. Firefly	STI/116B (11.6.1955)
	SI/RAN.14 (June, 1955)
	RANAMO Supplement (June, 1955)
N.A.M.O. Gannet	E.1 (24.6.1955)
	STI/11 (14.6.1955)
	STI/12 (15.6.1955)
	SI/2 (1.4.1955)
N.A.M.O. General	A.L. 33 and 34
	STI/Instrument/RAN.2 (May, 1955)
	STI/Miscellaneous/RAN.8 (May, 1955)
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	" /R.12 (November, 1954)
	" /R.13 (June, 1955)
	" /I.2 (May, 1955)
	" /R.14 (May, 1955)
	" /R.15 (June, 1955)
	" /R.16 (June, 1955)
	STI/Electrical/Index (21.5.1955)
	STI/Instrument/Index (21.5.1955)
	I.70 (14.5.1955)

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
N.A.M.O. General	R.48 (18.5.1955)
	Q.58 (14.5.1955)
	Q.58 Diagram Figs. 1 & 2
	A.64 (7.5.1955)
	I.71 (24.6.1955)
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	STI/RAA/62 (9.6.1955)
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	R.46 (14.4.1955)
	R.47 (14.4.1955)
	STI/Miscellaneous/221 (14.4.1955)
	A.63 (23.4.1955)
	RANAMO/R.18 (June, 1955)
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	RANAMO/13 (June, 1955)
	" /R.17 (June, 1955)
	RANAMO Supplement (June, 1955)
	RANAMO/W.6 (Issue 3) (July, 1955)
N.A.M.O. Miscellaneous	SI/Meteor/54B (22.6.1955)
	STI/Meteor/115A (4.6.1955)
	STI/Balliol/14 (9.6.1955)
	STI/Dakota/RAN.7 (April, 1955)
	STI/Sycamore/RAN.14 (May, 1955)
	RANAMO/Sycamore/P.4 (May, 1955)
	SI/Vampire/RAN.4 (April, 1955)
	SI/Vampire Trainer/RAN.6 (May, 1955)
	SI/Meteor/51B (14.5.1955)
	Westland Whirlwind/F.1 (4.5.1955)
	STI/Sea Prince/7 (23.4.1955)
	SI/Westland Whirlwind/2 (26.4.1955)
	STI/Wirraway/RAN.17 (June, 1955)
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	SI/Wirraway/RAN.11 (June, 1955)
	SI/Vampire Trainer/RAN.7 (June, 1955)
	RANAMO/Wirraway/A.6 Issue 2 (June, 1955)
	RANAMO/Vampire Trainer/A.5 (June, 1955)
	RANAMO Supplement (June, 1955)
N.A.M.O. Sea Fury	STI/78 (23.4.1955)
	RANAMO Supplement (June, 1955)

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
N.A.M.O. Sea Venom	A.L. 3 A.1 (18.4.1955) A.2 (23.5.1955) X.12 (14.4.1955) X.12 Diagram STI/Index (21.5.1955) STI/93 (14.6.1955) SI/27A (9.6.1955)
N.A.M.O. Sycamore	RANAMO Supplement (June, 1955)
N.A.M.O. Vampire & Sea Vampire	A.L. 52 STI/140 (15.6.1955) X.32 (Issue 2) 23.4.1955
N.A.M.O. Vampire Trainer	RANAMO Supplement (June, 1955)
Air Clues	April, 1955. May, 1955.
Air Pictorial	April, 1955. May, 1955.
Alvis Leonides Modification Bulletins	Nos. 38, 77, 159, 263, 288, 296, 302, 304, 310, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337 Index of Modification Sheets (Issue No. 8) Index of Service Bulletins (Issue No. 6)
Bristol Sycamore Helicopter Mk.51-P.N.	A.L.2
D.C.A. Aeronautical Information Publication Pt.2	A.L.2, 3, 4 and 5
D.C.A. Airways Operations Instructions Pts.1, 2 and 3	A.L.1 (Corrigenda)
D.C.A. Airways Operations Instructions Pts. 2 & 3	A.L.1 and 2
D.C.A. Operations Letter A.T.C. No. 132 dated 26.5.1955	
De Havilland Goblin Operation, Maintenance & Overhaul Handbook, A.L.27	
De Havilland Goblin Spare Parts List	A.L.15
Firefly Modification Bulletin	A.L.17 and 18
I.C.A.O. Monthly Bulletin	March, 1955.
R.A.N. Aircraft Maintenance Manual	A.L.20
Rotol Service Bulletin	No. 24 (May, 1955)
Sperryascope	3rd Quarter, 1954. 4th Quarter, 1954. 1st Quarter, 1955.
Sperry Field Service Bulletins	No.2 General Service (Aeronautical) No.6 Aeronautical Products No.9 " "

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
Sperry Field Service Bulletins	No.9 Horizon Gyro Unit Type "B" No.19 Zero Reader Flight Director Type Z.L.1 No.1A Electric Horizon Type HL6 No.3A Zero Reader Flight Director Type Z.L.1 No.8A Horizon Gyro Unit Type "B" No.10A Gyrosyn Compass Type C.L.1/C.L.1A No.17A Gyrosyn Compass Type C.L.2 No.6B Electric Gyro Horizon Type H.L.5 No.7B Flight Instruments No.5BA Zero Reader Flight Director Type Z.L.1 No.5E Zero Reader Flight Director Type Z.L.1
Sperry Sales and Service News	September, 1954. October, 1954. November, 1954. December, 1954, and January, 1955. February, 1955. March, 1955. April-May, 1955.
A.A.P. No.2 Table of Contents (10th Edition)	Sub A.L.57 (A.L.6935)
A.A.P. No.2 Group D Section 1A	Sub A.L.47 (A.L.6930)
A.A.P. No.2 Group F Section 4	Sub A.L.25 (A.L.6972)
A.A.P. No.2 Group F Section 14C (5th Edition)	Sub A.L.20 (A.L.6721)
A.A.P. No.2 Group G Section 5D	Sub A.L.22 (A.L.6908)
A.A.P. No.2 Group G Section 6H	Sub A.L.6 (A.L.6925)
A.A.P. No.2 Group H Section 28B	Sub A.L.21 (A.L.6969)
A.A.P. No.2 Group H Section 128F Vol.1	Sub A.L.22 (A.L.6875)
A.A.P. No.2 Group H Section 128F Vol.5 (2nd Edition)	Sub A.L.11 (A.L.6909)
A.A.P. No.2 Group H Section 128F Vol.6	Sub A.L.12 (A.L.6970)
A.A.P. No.2 Group I Section 31A	Sub A.L.13 (A.L.6929)
A.A.P. No.2 Group I Section 15D	Sub A.L.10 (A.L.6931)
A.A.P. No.2 Group N Section 33 Pt.1	Sub A.L.16 (A.L.6944)
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A.A.P. No.2 Group N Section 33 Pt.4	Sub A.L.11 (A.L.6943)

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A.A.P. No.2 Group T Section 32C (8th Edition)	Sub A.L.14 (A.L.6843)
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A.A.P. No.2 Group Y Section 10AP	Sub A.L.5 (A.L.6864)
A.A.P. No.2 Group Y Section 110LB	Sub A.L.7 (A.L.6933)
A.A.P. No.2 Group Y Section 110U	Sub A.L.4 (A.L.6956)
A.A.P. No.2 Group Y Section 110V	Sub A.L.5 (A.L.6954)
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R.A.A.F. General D.T.S. Spec. Instns.	No.154 and 155
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R.A.A.F. Merlin Power Plant Orders	A.L.8, 11, 12 and 13
R.A.A.F. M/T Maintenance Instns. Vol.1	A.L.7 Instruction 12/1 (Issue 2)
R.A.A.F. Radio Facility Charts, Aust. & N.Z. (Area "D")	1st August, 1955.
R.A.A.F. Radio Facility Charts, Aust. & N.Z. (Area "D")	Military Aviation Notice Serial:- No. 30D (25/7/55) No. 31D (1/8/55) No. 32D (8/8/55) No. 33D (15/8/55)
R.A.A.F. Repair & Maintenance	A.L.102, 103, 132, 133 and 134 Instruction 6/2/1
R.A.A.F. Safety Equipment D.T.S. Special Instructions	No.45
R.A.A.F. Summary of Aircraft Accidents	July/September, 1954.
R.A.A.F. Summary of Defect Reports	Leaflet Instruments Pt.1 (Period 1/10/54 to 10/5/55) Instruments Pt.2 (Period 1.10.54 to 10.5.55) Electrical No.1/55 (Period 1.1.55 to 31.3.55) Engines & Accessories (Issue 6) Sect.2 (Oct.-Nov. 1954) Armament Part 5 (April-Dec. 54)
R.A.A.F. Temporary Armament Servicing Memorandum	Instruction Bomb Carriers/4
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AMENDMENTS TO B.R.'S ETC.

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55	6, 7
70	March and April Supplements
91C	4
125/54-55	Supplements 21, 22 and 23
128(1)	Supplement No.9
241(2)	1
669(1)	A.F.O. "P" 231/55, 238/55, 244/55, 253/55
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1644(3)	1
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1837(7) Div.L Sect.D	2
1837(7) Div.K Sect.L	2
1837(7) Div.K Sect.C	2
1837(7) Div.K Sect.B	4
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1917(1)	Amendment List No.20
1917(2)	Amendment List No.20
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<u>B.R.</u>	<u>AMENDMENT NO.</u>
2016(1)	3
A.C.P.118 R.N. Supplement	Change 5
A.C.P.127B	Correction 1
O.U.5225	A.F.O. "P" 246/55
O.U.5225(3)	136

<u>TITLE</u>	<u>DATE</u>
Lloyds Shipping Index	2nd August, 1955.
Lloyds Shipping Index	8th August, 1955.
Lloyds Shipping Index	15th August, 1955.
Lloyds Shipping Index	22nd August, 1955.
Lloyds Shipping Index	29th August, 1955.

C.N.Os.832-876/55.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

25th October, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

832.

FUMIGATION OF H.M.A. SHIPS.

H.M.A. ships in common with other ships are liable to infestation by rats and in some cases by fleas, bugs, etc.

2. It appears hardly necessary to point out the very grave danger of rat infestation in the case of H.M.A. ships operating in or arriving from areas where plague is endemic or where sporadic cases may, from time to time, occur showing that the rat population is affected by the bacillus of plague.

3. The only satisfactory method of eliminating rats is by complete fumigation of the whole ship. This procedure is to be carried out at the earliest possible opportunity by any of H.M.A. ships in which rats have been observed and especially if the ship has returned from areas referred to in the foregoing paragraph.

4. Captains are to ensure that an item for fumigation is inserted in ship's main defect list for annual refits or more frequently if considered necessary.

5. Special care is also to be taken in regard to the provision of adequate rat guards and in the disposal of garbage when alongside.

6. In cases of doubt, the representative of the Commonwealth Department of Health should be consulted.

7. Navy Order 270 of 1945 is hereby cancelled.

(4276/L/332)

833.

PRESENTATIONS AVAILABLE FOR RE-ALLOCATION.

The presentations ex H.M.A.S. AUSTRALIA and H.M.A.S. TORRENS shown in the Appendix to this Order are available for re-allocation within the Royal Australian Navy. Ships or Services requiring any of the items should forward details of their requirements to reach Navy Office by 30th December, 1955.

2. Presentations ex AUSTRALIA are subject to return in the event of the commissioning of another H.M.A.S. AUSTRALIA.

3. Administrative Authorities are requested to consider the possible requirements of ships which are expected to commission in the near future.

(3583/71/478)

APPENDIX

(A) H.M.A.S. AUSTRALIA - GOVERNMENT PROPERTY

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
1	Battalion Emblem in carved wood.	67th Australian Infantry Battalion.	N.K.
2	Block, oak, with brass stars. Piece of keel of H.M.S. VICTORY.	C.W. Darley, I.S.O.	N.K.
<u>Books:</u>			
3	Life and Letters of the Late Admiral Sir Bartholomew James Sullivan, K.C.B.	Henry Norton Sullivan.	20/7/1928.
4	The King's School, by J.H.M. Abbott.	J.H.M. Abbott, Esq., Hepburn Court, Lavender Bay, Sydney.	8/10/31.
<u>Bowls:</u>			
5	Silver, inscribed "From Agnes Carnick Webster (N.S.W.) "Bonnie Scotland", November, 1915, all good luck to H.M.A.S. AUSTRALIA."	Mrs. A.C. Webster.	N.K.
6	Wood, New Zealand kauri.	Lord Bledisloe, G.C.M.G., K.B.E., Governor-General of New Zealand, and Lady Bledisloe.	28/3/35.
<u>Cups:</u>			
7	E.P.N.S., inscribed "Hobart Regatta, 1930 - Officers Race, Officers, H.M.A.S. AUSTRALIA."	Royal Regatta Committee.	N.K.
8	E.P.N.S., inscribed "Hobart Regatta, 1929 - Warship Race, Officers, H.M.A.S. AUSTRALIA."	Royal Regatta Committee.	N.K.
9	E.P.N.S., S.B.A.S.C. Teams Race, 1937.	J. Berkery, Hobart.	20/3/37.
10	Gold plated H.M.A.S. AUSTRALIA, inscribed "Deck Hockey, won by A.X. Division, 1942."	N.K.	N.K.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
<u>Cups:</u>			
11	Silver, 8" high, with tapered stem, and two handles, on plinth 4" high, inscribed "H.M.A.S. AUSTRALIA, Interpart Deck Hockey."	Captain W.S.F. McLeod, O.B.E., R.N.	11/8/34
12	Silver (presented to Boat's crew, Officer's gig.)	Royal Hobart Regatta Committee.	N.K.
13	Silver, with plinth, engraved "Presented by First Cruiser Squadron to H.M.A.S. AUSTRALIA, highest aggregate in the cruiser regatta, Mediterranean Fleet, Alexandria, 9th October, 1935."	Rear-Admiral, First Cruiser Squadron, and Captains, and Officers and men of H.M. Ships LONDON, DEVONSHIRE, SHROPSHIRE, SUSSEX and EXETER.	N.K.
14	Silver, Interpart Association Football.	Captain, and Officers, H.M.A.S. AUSTRALIA.	N.K.
15	Silver, Interpart Australian Rules Football - Winners, 1915, Seamen, Port Watch. Winners, 1916, Stokers.	Captain and Officers, H.M.A.S. AUSTRALIA.	N.K.
16	Silver, won by H.M.S. PIONEER Tag-of-War Team, 1908.	N.K.	N.K.
<u>Drawings, Etchings, Pictures, etc.:</u>			
17	Drawing, black and white, framed, "Denied his natural rest" by Norman Lindsay.	The Bulletin Proprietary Limited, Sydney, N.S.W.	N.K.
<u>Engravings:</u>			
18	""Euryalus" Towing "Royal Sovereign"."	N.K.	N.K.
19	""Victory" after the Battle of Trafalgar."	N.K.	N.K.
<u>Paintings:</u>			
20	"Lord Nelson".	N.K.	N.K.
21	Pen etching, 21" x 13½", from a drawing "Off Jutland", by Commander H.L. Boyle, R.N.	Presented by Father Gibbons.	N.K.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
	<u>Photographs:</u>		
22	"H.M.A.S. AUSTRALIA", 1886-1905.	R.S. Difball.	N.K.
23	"H.M.A.S. AUSTRALIA", 1913-1924.	R.S. Difball.	N.K.
24	"H.M.A.S. AUSTRALIA", 1928.	R.S. Difball.	N.K.
25	"H.M.S. BULLDOG".	Ship's Company, H.M.S. BULLDOG.	December, 1935.
26	"H.M.A.S. SYDNEY".	N.K.	N.K.
27	"H.M.S. VALIANT" 15" x 12".	Ship's Company, H.M.S. VALIANT.	13/7/36.
28	"H.R.H. The Duke of Gloucester" signed, (3 No.).	H.R.H. The Duke of Gloucester.	N.K.
29	"H.R.H. The Prince of Wales" signed.	H.R.H. The Prince of Wales.	N.K.
30	"H.R.H. The Prince of Wales" autographed, (3 No.).	H.R.H. The Prince of Wales on the occasion of his visit to the ship on 28/6/28.	28/6/28.
31	"H.M., King George V", autographed.	N.K.	N.K.
32	"H.M., King George VI", by Peter North.	N.K.	30/12/41.
	<u>Photographs of paintings:</u>		
33	"Captain Robert Johnston".	D. Hope Johnston, Esquire, M.A., J.P., F. Hist. S., F.R.G.S.	N.K.
34	"Passing of AUSTRALIA", 1924.	"	N.K.
35	"Arrival of "The Duff" off Point Venus".	"	N.K.
	<u>Pictures:</u>		
36	"A.N.A.R.E. Camp, Heard Island", inscribed "Presented to H.M.A.S. AUSTRALIA by A.N.A.R.E. in appreciation of her successful voyage to Heard Island in July, 1950".	A.N.A. Research Expedition, Heard Island.	11/9/50.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
	<u>Pictures:</u>		
37	"Big Ben Peak, Heard Island", inscribed "Presented to H.M.A.S. AUSTRALIA by A.N.A.R.E. in appreciation of her successful voyage to Heard Island in July, 1950".	A.N.A. Research Expedition, Heard Island.	11/9/50.
38	"Cremorne", 12" x 15", by Will Ashton.	Will Ashton.	N.K.
39	"The Fighting Temeraire".	N.K.	N.K.
	<u>Prints:</u>		
40	"An East View of Montreal".	Ward C. Pitfield, Esq.	14/8/28.
41	"H.M. King George V".	N.K.	N.K.
42	"The Australian Navy".	N.K.	N.K.
43	Framed, "The Guildhall of the City of London".	Corporation of the City of London.	10/4/35.
	<u>Ensigns:</u>		
44	Commonwealth, blue, silk, and staff, with truck. Engraved on silver mounting on staff "Presented to His Royal Highness, the Duke of Gloucester, by the Sailors and Soldiers, Mothers, Wives and Widows Association of New South Wales, Sydney, 22nd November, 1934".	H.R.H., The Duke of Gloucester, K.G.	27/3/35.
45	White Ensign, silk, in carved wooden casket. Inscriptions on casket - "Presented by the South Australian Branch of the Navy League, together with the white silk ensign enclosed, to the Officers and men of H.M.A.S. AUSTRALIA" - "England expects that every man will do his duty".	The South Australian Branch of the Navy League.	27/10/31.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
	<u>Ensigns:</u>		
46	Framed copy of The London Times account of the Battle of Trafalgar, 1805.	N.K.	N.K.
47	Gavel and mount.	Gunnery Staff Officers.	1948.
	<u>Medallions:</u>		
48	Bronze, commemorating 150th anniversary of British settlement in Tasmania.	Sesqui-centenary Committee of Tasmania.	2/3/54.
49	Commemorating the arrival of H.M.A.S. AUSTRALIA, 1913.	N. Collins.	N.K.
	<u>Models:</u>		
50	H.M.A.S. AUSTRALIA.	N.K.	N.K.
51	H.M.A.S. AUSTRALIA.	N.K.	N.K.
52	H.M.A.S. AUSTRALIA, in 13' glass case. "First Flagship of R.A.N." This model was made by interned Hawke Battalion and presented to Rear-Admiral A.O. Leveson, R.N., who entrusted it to the care of Rear-Admiral Leggatt for presentation to H.M.A.S. AUSTRALIA, Battle Cruiser.	Interned Hawke Battalion through Rear-Admiral Leggatt of H.M.S. NEW ZEALAND.	1928.
53	Table for 13' glass case.	N.K.	N.K.
54	Table for Instructional Model, KENT Class Cruiser.	N.K.	N.K.
55	Swords, Japanese Naval Officers. These swords were taken by the Royal Navy after the capitulation of Japan in 1945, and distributed as mementos of the Far Eastern War. (2 No.)	The Admiralty.	March, 1948.
56	Triptych - painting of The Last Supper, in three sections.	The Army and Navy Citizens Committee, New York, N.Y., U.S.A.	N.K.

(B) H.M.A.S. AUSTRALIA - WARDROOM MESS PROPERTY.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
	<u>Ashtrays:</u>		
57	Silver (5 No.).	Outgoing Officers.	N.K.
58	Silver (3 No.), inscribed "H.M.A.S. AUSTRALIA - "Oh, Sydney, is a happy place"."	Lieutenant-Commander P.C. Voelcker, R.N.	6/3/1934.
59	Book, "The Book of Navy Songs" inscribed "To the Wardroom Officers, H.M.A.S. AUSTRALIA, from Lieutenant A.P. Albert, R.A.N.R., Sydney, 1932".	Lieutenant A.P. Albert, R.A.N.R., Sydney.	1932
60	Cigar and cigarette case, wooden, large, ex H.M.A.S. AUSTRALIA, 1913-1934.	Officers of Wardroom Mess.	N.K.
61	Cigarette lighter, silver, hand grenade, 3½" high, inscribed "H.M.A.S. AUSTRALIA - from "Cheese", 1936."	Lieutenant D.F. Chilton, R.N.	15/8/36.
62	Coffee Pot, silver, E.P.	Surgeon Commander J.M. Henderson.	11/1/33.
63	Cup, silver, with stand.	Commander Wellwood Maxwell, R.N.	1918.
64	Decanter, cut glass, 1 quart.	Commander E.D.B. McCarthy, R.N., Lieutenant-Commander M.H.A. Kelsey, R.N., Lieutenant-Commander H.L. Howden, R.A.N., and Lieutenant W.L. Marmann, R.N.	22/4/30.
	<u>Etchings, Pictures, etc.:</u>		
	<u>Etchings:</u>		
65	Cruiser "Koln", inscribed "Der Offiziers Messe, H.M.A.S. AUSTRALIA, Von Der Offiziers Messe des Kreuzers "Koln" (Sgd.) Bruch Korvetten Capitan Erster Offizier, 15/5/33".	Officers' Mess, Cruiser "Koln".	15/5/33.
66	H.M.A.S. AUSTRALIA, by Roland Langmaid.	Wardroom Mess.	N.K.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
	<u>Paintings:</u>		
67	H.M. King George VI, framed.	Wardroom Mess.	N.K.
	<u>Water Colours:</u>		
68	"Catapulting of sea-planes from a cruiser".	Wing Commander Butler.	N.K.
69	"The Fleet Invincible", 1917, by Birchall.	Lieutenant H.J. Buchanan, R.A.N.	1/10/30.
	<u>Photographs:</u>		
70	H.M. Queen Elizabeth, signed.	Wardroom Officers.	11/10/48.
71	H.M. King George VI, signed.	Wardroom Officers.	11/10/48.
	<u>Jugs:</u>		
72	Water, E.P.N.S., 3 pint.	Dr. T.R. Street, Cessnock, N.S.W.	N.K.
73	Water, silver plated.	Surgeon Lieutenant-Commander J. Ellis Richards, R.A.N.	29/5/31.
	<u>Mugs:</u>		
74	Pewter (3 No.).	Mr. M.D. Owen.	N.K.
75	Pewter, ½ pint, inscribed "Presented to the Wardroom Officers H.M.A.S. AUSTRALIA, by the R.N. Officers, racing whaler's crew, Royal Albert Regatta, 1949".	R.N. Officers racing whaler's crew.	August, 1949.
76	Pewter, ½ pint.	Lieutenant A. Sallman.	3/5/49.
77	Pewter, 1 pint, Royal Hobart Regatta, 1949.	F.O.C.A.P. Staff racing whaler's crew.	August, 1949.
	<u>Shakers, bitters:</u>		
78	E.P.N.S.	Lieutenant-Commander N.W. Rockingham, R.N.	18/12/52.
79	Silver	Commander (S) W.D.H. Graham.	15/3/53.
	<u>Tankards:</u>		
80	Pewter, ½ pint.	H.W. Cowper.	March, 1948.
81	Pewter, ½ pint.	K.W. Major.	16/7/48.
82	Pewter, ½ pint.	Commander J.H. Dowson.	1/12/52.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
	<u>Tankards:</u>		
83	Pewter, ½ pint, glass bottom	Commander J.H. Dowson.	1/12/52.
84	Pewter, 1 pint.	Commander (S) R.F.M. Lowe, R.A.N., and Lieutenant-Commander T.M. Synnot, R.A.N.	19/7/51.
85	Pewter, 1 pint.	A.B. and S.M. Mill, Auckland, New Zealand.	6/4/50.
86	Silver, ½ pint, engraved "To the Wardroom Mess, H.M.A.S. AUSTRALIA, in appreciation of good fellowship, Royal Tour, 1935, from F. Leslie Burch, London News Agency."	F. Leslie Burch, London News Agency.	28/3/35.
87	Silver, ½ pint.	K. Von Bibra.	28/3/35.
88	Silver, ½ pint, engraved "Royal Tour, 1935. A toast to happy days and good messmates, from Percy E.G. Bayley, Australian Press Association".	Percy Bayley, Australian Press Association.	28/3/35.
89	E.P.N.S., 1 pint, inscribed "Wardroom Officers, H.M.A.S. AUSTRALIA. Good sailing".	Flight Lieutenant L. Webber, R.A.A.F.	25/3/43.
90	Silver, 1 pint.	Pay Lieutenant-Commander R.W. Lethbridge, R.N., Pay Lieutenant P. Perry, R.A.N., and Pay Lieutenant E.D. Creal, R.A.N.	28/5/31.
91	Silver, 1 pint.	Lieutenant J.C. Morrow, Lieutenant E.F.V. Dechaincaux and Pay Lieutenant W.E. McLaughlin.	20/7/31.
92	Silver, 1 pint.	Lieutenant J. Plunkett-Cole, R.A.N., and Lieutenant A.W.R. McNicoll, R.A.N.	1/1/32.
93	Silver, 1 pint.	Commander P.S. Bell, R.N.	24/6/32.
94	Coffee Pot, silver, (R.P.).	Pay Lieutenant R. Lowe.	10/1/33

(C) H.M.A.S. TORRENS.

ITEM NO.	DESCRIPTION	DONOR	DATE OF PRESENTATION
95	Bowls, Silver, Rose, inscribed "Sth. Aust. Senior Cadets Hornabrook Challenge Cup" for Rifle Shooting.	Captain & Mrs. R.W. Hornabrook.	1908.

834.

R.A.N. AUTHORITIES - SHORT TITLES AND ABBREVIATIONS.

The abbreviated addressees listed in the Appendix to this Order are authorized for use as appropriate in communications and correspondence.

2. Abbreviations other than those listed are not to be used as Signal Addressees.

3. Proposed amendments are to be forwarded to Navy Office by Administrative Authorities.

(3311/1/9)

APPENDIX

ACNB	Australian Commonwealth Naval Board.
AJASS	Australian Joint Anti-Submarine School.
ALUSNA	American Legation United States Naval Attache.
ANA	Australian Naval Attache at
BDO	Boom Defence Officer.
BEO	Base Engineer Officer.
BRNO	British Resident Naval Officer.
C OF P SYDNEY	Captain of the Port, Sydney.
CORS	Commanding Officer, Reserve Ships.
CST FND	Commodore Superintendent of Training, Flinders Naval Depot.
DIO	Captain (D), 10th Destroyer Squadron.
DSB	Defence Signals Branch, Melbourne.
POCAP	Flag Officer Commanding Australian Fleet.
POICEA	Flag Officer-in-Charge, East Australian Area.
POX 1	Captain (P), 1st Frigate Squadron.
GMGID	General Manager, Garden Island Dockyard, Sydney.
GMWD	General Manager, Williamstown Dockyard, Melbourne.
GOEA	General Overseer, East Australia.
GOSEA	General Overseer, South East Australia.
NABO	Naval Air Engineer Overseer.
NASO	Naval Armament Supply Officer.
NHQ SYDNEY	Naval Headquarters, Sydney.
NOIC NEA	Naval Officer-in-Charge, North East Australian Area.
NOIC NWA	Naval Officer-in-Charge, North West Australian Area.
NOIC SEA	Naval Officer-in-Charge, South East Australian Area.

NOIC WA	Naval Officer-in-Charge, West Australian Area.
NSO	Naval Store Officer.
NEJLS	New Zealand Joint Services Liaison Staff.
OCMD	Officer-in-Charge, Mine Depot.
OIC	Officer-in-Charge.
PNO	Principal Naval Overseer.
RANAS	Royal Australian Naval Air Station at
RANC	Royal Australian Naval College.
RANLO	Royal Australian Naval Liaison Officer at
RANTE	Royal Australian Navy Torpedo Establishment.
RNO TASMANIA	Resident Naval Officer, Tasmania.
RNO QUEENSLAND	Resident Naval Officer, Queensland.
RNO SOUTH AUSTRALIA	Resident Naval Officer, South Australia.
SASO	Superintending Armament Supply Officer.
SML	Commander SM 4th Submarine Squadron.
SHASO	Superintending Naval and Air Store Officer.
SNDF	Superintendent, Naval Dockyard Police.
SOHS	Senior Officer, Hydrographic Service, Sydney.
SORF	Senior Officer, Reserve Fleet.
SRNLO	Senior Royal Naval Liaison Officer.
SVSO	Superintending Victualling Stores Officer.
UKSLS	United Kingdom Services Liaison Staff.
VSO	Victualling Stores Officer.

835.

REPUBLIC OF KOREA PRESIDENTIAL CITATION OF UNITED STATES 7TH FLEET.

The President of the Republic of Korea has awarded a Presidential Citation to the United States Seventh Fleet, the translation of which is :-

"Syngman Rhee

President of the Republic of Korea.

July 27, 1953.

PRESIDENTIAL UNIT CITATION.

The President of the Republic of Korea takes profound

pleasure in citing

THE SEVENTH FLEET
UNITED STATES NAVY

for exceptionally meritorious service to the

Republic of Korea

during the period July 1950 through July 1953.

The SEVENTH FLEET has distinguished itself in support of United Nations Forces in Korea by its continued devastating attacks against the enemy. Its Carrier Task

Force, spearheading these attacks, provided extremely effective close air support for United Nations ground forces, conducted heavy air strikes in enemy forward and rear areas, covered amphibious landings, disrupted enemy supply routes, destroyed enemy bridges, railway and supply centres, and ships, trains and trucks, and provided valuable visual and photographic reconnaissance. Other units of the Fleet assisted materially in maintaining supremacy of the seas, maintained effective naval blockades thus denying the enemy ingress or egress by water, conducted highly valuable gunfire support of front-line ground forces, bombarded enemy installations, conducted beach reconnaissance and demolition raids behind enemy lines, interdicted enemy land forces and communications, and conducted mine-sweeping to keep critical areas free of mines. Units of the Seventh Fleet participated in the assault landing at Inchon from 13 through 17 September, at Wonsan from 25 October to 18 November, 1950, and in the redeployment of troops from Hungnam in December, 1950. The Fleet provided gunfire and heavy air support to the I ROK Corps assigned to hold the eastern sector of the United Nations main line of resistance. This support was essential to this heroic Corps in the critical actions following April, 1952, when in spite of overwhelming numbers of the enemy, it successfully resisted the enemy's efforts to break through. The full employment of the aggressive capabilities of units of the Seventh Fleet aided United Nations Forces materially in the accomplishment of their mission.

The efficiency with which the Seventh Fleet accomplished all of its assigned missions was in accord with the highest traditions of the Naval Service and reflects great credit upon the Unit and each individual member.

By this citation each member of the SEVENTH FLEET who served in Korean waters during the stated period is entitled to wear the Presidential Unit Citation Ribbon.

(Sgd.) Syngman Rhee."

2. H.M.A. ships which served in the United States 7th Fleet between July, 1950, and July, 1953, are included in the citation, but as it is contrary to naval policy to wear special ribbons for unit citations, the wearing of the Republic of Korea Presidential Unit Citation Ribbon by officers and ratings of the Royal Australian Navy is forbidden.

(This Order will be reprinted for posting on Notice Boards.)
(3593/110/16)

836.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

Paragraph 31 of Navy Order 504 of 1954 is to be amended by deleting numbered lines (i) to (vi) and particulars, and substituting the following :-

- (i) Bells
- (ii) 2768 Kcs.
- (iii) 4340 Kcs.
- (iv) 277.8 Mcs.
- (v) 2732 Kcs.
- (vi) 3892 Kcs.
- (vii) 281.9 Mcs.

(3384/191/4)

837.

WARSHIPS OF THE ROYAL NAVY AND OF OTHER NAVIES - CHARGES FOR SERVICES.

The following instructions set out the procedure to be followed in connection with charges for supplies and services of the nature indicated hereunder, rendered to warships of the Royal Navy, and of other Navies visiting Dockyards and Naval ports in Australia :-

Categories into which visits may normally be grouped are as follow :-

- (a) Formal Visits are those requiring special honours and ceremonies to be rendered. They are normally made when important persons are embarked, when the ships are participating in national ceremonies or any other special occasions.

- (b) Informal Visits are those involving the participation in local ceremonies in which formalities are normally restricted to customary salutes and exchange of calls. They may include the objectives of operational visits.
- (c) Operational Visits are those made primarily for logistical purposes, repairs, search and rescue, transport of personnel, recreation, passage through territorial waters, combined exercises, material trials or in connection with other operational tasks.

2. WARSHIPS OF THE ROYAL NAVY.

NATURE OF SERVICE	FORMAL VISITS OR INFORMAL VISITS	OPERATIONAL VISITS
(a) Port Dues.	Unless special services are rendered or special accommodation provided, when recovery is normally to be made, no charge will be made for the use of Naval Berths or mooring facilities. For the use of other berths, charges, if made by the Port Authority, will be met by the R.A.N. within the same limitations.	As for formal visits.
(b) Cars for duty journeys.	Charges will be waived for such occasions as Flag Officers or Commanding Officers paying calls on Naval Administrative Officers or local dignitaries.	As for formal visits
(c) Pilotage and services incidental thereto, e.g., towing, mooring, making fast.	No charge is to be made for pilotage, towage, mooring, etc., services provided by R.A.N. personnel or craft. If claims are received for pilotage, charge is to be met by R.A.N. The cost of services rendered (e.g. towage) by non-Naval Authorities is to be recovered.	Cost is to be recovered.
(d) Removal of ashes, rubbish, etc.	Charges will be waived unless removal involves considerable inconvenience and expense when a special report should be made to Naval Board for consideration.	Cost is to be recovered.
(e) Supplies of water (except distilled water for which the prescribed charges are to be made without any abatement.)	If the cost, plus any additional expenses (e.g. lighterage, towage of water barge) incurred in making the supply does not exceed £20, no charge is to be made. If the overall cost, assessed as above, exceeds £20.0.0., the whole cost is to be recovered	Cost is to be recovered.

NATURE OF SERVICE	FORMAL VISITS OR INFORMAL VISITS	OPERATIONAL VISITS
(f) Telephone, teletype, facilities.	Where facilities exist for the connection of visiting ships to the ship-shore telephone or teletype systems, such connections should be made without charge. Similarly, all telephone calls made within the vicinity of the Port or Dockyard are not recoverable. Where special arrangements are anticipated to be necessary for the provision of telephone facilities, the matter should be submitted for Naval Board consideration.	Cost is to be recovered.
(f) Motor Transport for journeys organised officially for ships' companies e.g., for organised games or for sight-seeing tours.	If provided from local Naval resources, no charge is to be made. Transport is not to be hired from other sources, e.g., Department of Supply, without prior Naval Board approval.	Cost is to be recovered.

3. The services to be rendered free in accordance with the foregoing are limited in the aggregate to £300 (Australian) in respect of each Naval Port or Dockyard visited. The cost thereof, within this limitation, may be charged to R.A.N. votes.

A detailed statement of expenditure incurred in the provision of the facilities referred to is to be furnished as soon as practicable after departure of the ship. The statement should indicate the extent to which the costs of these services have been charged to (a) Admiralty and (b) R.A.N. votes.

Pending Naval Board consideration of this statement, the charges involved should be withheld from the monthly claim on Admiralty.

4. Service Aircraft - Equivalent and analogous charges, e.g., landing, parking and housing fees, should be waived for Service aircraft belonging to the Royal Navy which make formal or informal visits. When stores are supplied or work is done beyond the scope of these services, the total cost should be assessed for recovery.

5. WARSHIPS OF OTHER NAVIES.

- (a) Where invitations are issued by the Commonwealth Government for ships to visit Australia, expenditure on services provided in the nature of entertainment, viz. transport or fares and telephones, is to be met from Departmental funds, within the limitations set out above for ships of the Royal Navy.
- (b) Where visits are not so arranged all expenditure is recoverable.

(3244/4/200)

SECTION 2 - PERSONNEL

838.

BRANCH OFFICERS - COMMISSIONED OFFICERS (BRANCH LIST) - AGE LIMITS FOR PROMOTION THERETO.

The age limit for promotion to Branch Officer in all branches is now between the age of 25 years and 34 years (except for Upper Yardmen candidates, executive, not selected for Acting Sub-Lieutenants who are eligible for promotion to Commissioned Officer (Branch List) provided they have attained the age of 23 years and are qualified under current regulations).

2. There are certain exceptions to the general rule in paragraph 1 which affect the maximum age for promotion. The position in each Branch is as set out below :-

(a) Gunner	}	34
Gunner (T.A.S.)		
Boatswain		
Boatswain (P.R.)		
Communications		
Airman		
Shipwright		
(b) Regulating		
(c) Engineer		
(d) Mechanician*		
(e) Air Engineer*		
(f) Ordnance Engineer	}	No age limit is prescribed, but should the number of candidates exceed vacancies, selection will be made from those under 38 years of age.
(g) Electrical		
(h) Bandmaster		
(i) Wardmaster	}	For the present there will be no upper age limit for promotion to the appropriate Branch rank.
(j) Writer		
Stores		
Cookery Catering		

3. Navy Order 625 of 1955 is hereby cancelled.

(The foregoing is the text of A.P.O. 1178/1955 altered to meet R.A.N. conditions.)

(4008/3/50)

839.

CLEARANCE DIVING - SPECIALIST QUALIFICATION - ADVANCEMENT.

With reference to paragraph 2 of Navy Order 317 of 1952, all ratings who qualify in Clearance Diving are required to relinquish any other specialist qualification held. In order that this will not jeopardise a rating's advancement, the Naval Board have approved the following :-

- (a) All ratings who are fully qualified and become due on the roster for advancement to a higher rating while undergoing a course for Clearance Diver will be advanced.
- (b) (i) Able and Leading Seamen and Petty Officers who qualify for C.D.3 and who previously held the specialist qualification requirement/s for advancement to the next higher rate will be advanced in their due turn on the roster, provided they are recommended. Able and Leading rates so advanced and those Able and Leading rates advanced as at (a) above, and those ratings who joined the C.D. course as Acting Leading Seaman or Acting Petty Officer will be eligible for confirmation on the normal due date.
- (ii) Able and Leading Seamen who are advanced under (b) (i) above and who become fully qualified, with the exception of the appropriate C.D. specialist qualification requirement/s for advancement to the next higher rate will, subject to recommendation, be permitted one advancement on an Acting and Provisional basis in their due turn on the roster. Confirmation in rating and any further advancement will be subject to qualifying in accordance with normal rules.
- (iii) Petty Officers, Leading Seamen and Able Seamen (holding a specialist qualification) who at the time of qualifying C.D.3 were not fully qualified in their specialist qualification requirement/s for advancement to the next higher rate will, when otherwise fully qualified, be advanced on an Acting and Provisional basis in their due turn on the roster, provided they are recommended. Confirmation in rating and any further advancement will be subject to qualifying in accordance with the normal rules.
- (iv) Able Seamen who did not hold a specialist qualification prior to qualifying C.D.3 will be required to qualify for advancement in accordance with the normal rules.

2. Ratings advanced in accordance with these instructions will be required to qualify in the class of Clearance Diving and obtain the appropriate recommendation at the earliest opportunity.

3. Ratings advanced as above who for any reason fail to qualify at a higher class C.D. course or who are not recommended for specialist qualification appropriate to their rating are to be reported to the Naval Board without delay.

(4008/4/120)

840.

**DRAFTING CATEGORIES OF MEMBERS ACCORDING TO
PHYSICAL STATE.**

The following categories are to be used to define the type of service in which officers and ratings of the Royal Australian Navy may be employed, or to indicate the limitations of service resulting from their physical condition :-

<u>Category</u>	<u>Type of service or limitation of service.</u>
A	Physically fit for service anywhere.
B	Physically fit for appointment or draft to a ship or establishment where a full time or part time medical officer is borne (anticipated period to be stated).
BY	Physically fit for appointment or draft to a ship or establishment where a full time medical officer is borne (anticipated period to be stated).
C	Under medical treatment and unfit for duty anywhere (anticipated period to be stated).
D	Physically unfit for sea service temporarily but fit for duty in a shore establishment (anticipated period to be stated).
F	Fit for sea service in a ship not regularly employed in tropical areas (anticipated period to be stated).
K	Temporarily unfit for duty in a potentially malarious area (anticipated period to be stated).
Y	Temporarily unfit for sea service or for service in a shore establishment or depot north of Brisbane or Fremantle (anticipated period to be stated).

2. Before an officer or rating is officially recorded as in Category B, BY, D, F, K or Y, he or she is to be surveyed normally on A.F. Med. 23.

3. In all signals and correspondence referring to these cases, the category letters indicated above are to follow the name of the officer or rating concerned.

4. Special care is to be taken to review cases at the expiration of the period specified at the previous examination.

INTERIM MEDICAL SURVEYS.

5. Wherever practicable, and where there is no contra-indication, Boards of Interim Medical Surveys are to recommend a definite period of time for personnel in limited categories, e.g., Category "Y" for six (6) months.

6. The practice of recommending personnel to be placed in limited categories "until expiration of present engagement" will potentially embarrass a member's request for re-engagement or further service. Also it not infrequently happens that the cause for placement in limited categories will disappear in time and the member could be once again fit for general service.

7. There is now a world-wide tendency in the various defence forces to retain personnel with minor defects, especially in view of shortage of personnel.

8. Personnel with psychiatric disabilities which are not of a gross nature, should receive every possible treatment and encouragement to return to full duty.

9. Psychiatric problems are also world-wide and it has been found that many of these patients can be made fit to render further useful service.

10. Navy Orders 631 of 1943, 388 of 1947 and 119 of 1950 are hereby cancelled.

(4013/5/234)

841.

**INSTRUCTIONAL FILMS AND FILM STRIPS - "THE QUEEN'S
NAVY" - DISTRIBUTION.**

Copies of the instructional film "The Queen's Navy" are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Establishments.</u>	<u>No. of Copies</u>	
R.A.N. Film Library, Sydney.	1	
Flinders Naval Depot.	1	
H.M.A.S. LEEUWIN	} (for National Service Training)	
H.M.A.S. PENGUIN		1
H.M.A.S. HUDON	} (for Reserve Training)	
H.M.A.S. LONSDALE		1
H.M.A.S. MORETON		1
H.M.A.S. TORRENS		1

2. This film gives a general picture of the Royal Navy, pointing out that the efficiency of the Navy as a fighting force comes from mastery of the sea, mastery of self through discipline and training and mastery of science. Running time 17 minutes.

(4518/61/540)

842.

MEDICAL - INJECTIONS.

Intravenous injections are to be given only by a medical officer.

2. Hypodermic and intramuscular injections may be given by senior sick berth staff, that is, Leading Sick Berth Attendant and above, under instructions from a medical officer, or in ships without a medical officer, the Commanding Officer. All orders for such injections are to be written not verbal, except in emergency, when the written order is to be supplied as soon as possible thereafter.

3. Sick Berth Attendants may give hypodermic and intramuscular injections as part of their training, but only under the personal supervision, and in the presence of a medical officer or senior member of the sick berth staff of the rating Leading Sick Berth Attendant and above, and in compliance with written orders.

4. Navy Order 318 of 1947 is hereby cancelled.

(4018/5/109)

843.

NEW PAY-ACCOUNTING SCHEME : SHIPS' SYSTEM.

It is anticipated that the revised Manual of Instructions and the first supply of forms, referred to in Navy Order 265 of 1955, will be distributed to all ships and fleet establishments concerned early in the New Year 1956.

2. The new system will probably come into force on a date to be fixed about mid 1956. Before this date, however, certain preliminary work in ships and fleet establishments concerned is to be undertaken :-

- (i) Ship's pay ledgers are to be thoroughly checked with Certificates of Service and other personal documents to ensure the correctness of details. (In the new system full names are required to be written on the pay-account cards. This task will be made easier therefore if full names are written in the pay-ledger when each rating's details are being checked with his Certificate of Service).
- (ii) The Manual of Instructions and the forms are to be studied by all concerned.
- (iii) It will be necessary for ships and fleet establishments to render to Navy Office, by a date to be promulgated by signal, certain particulars of the current pay and allowances of all officers and ratings for the purpose of setting up the punched card file record at Navy Office. A special form will be provided. (The form is of the general pattern of new Form A.8.41a (Variation Sheet) in the new system, but larger.) Changes affecting the pay particulars so reported will also have to be notified as they occur, up to the date the new system is operative. Further detailed instructions will be issued in due course.

3. The new pay-account cards, with commencing Form A.8.41a (Variation Sheet), are to be written up immediately before the effective date of the introduction of the new system, and balances transferred from the pay-ledger accounts to the pay-account cards as soon thereafter as is possible. It should be practicable to arrange for a considerable part of this work to be done in advance of the effective date; the ideal to achieve would be for the pay-account cards to be completed and ready on the effective date.

4. From the effective date the pay-card system should be kept up-to-date as a first priority. The pay-ledger should be closed in the usual manner and forwarded into office.

5. It is appreciated that the introduction of the new system will throw some extra work onto Supply Branch officers and ratings in the introductory stages. This is inevitable and if tackled with enthusiasm should not be of long duration.

6. During the transition period a Supply Officer with experience in the details of the new system will be available in Sydney and Melbourne to advise ships and establishments.

(4801/5/56)

844.

TRUNK-LINE TELEPHONE CALLS ORIGINATED IN H.M.A. SHIPS.

The attention of Captains is directed to the requirements for the proper recording of trunk-line telephone calls, and the recovery of amounts due for private trunk-line calls.

2. It has come under notice that, in many instances, the instructions to forward lists of trunk-line calls to the Naval Officer-in-Charge concerned, monthly, and on discontinuance of the service, have not been observed, resulting in unnecessary correspondence and in some cases inability to recover the amounts involved in respect of private trunk-line calls.

3. All trunk-line calls are to be recorded, indicating official or private calls, and a list thereof forwarded to the Naval Officer-in-Charge concerned, monthly, and on discontinuance of the service, a reference being inserted to the recovery of the individual amounts in respect of private trunk-line calls.

4. Captains are to issue the necessary instructions to ensure that (a) private calls are properly recorded, and (b) prompt action is taken to effect recovery from the member concerned, of the amount due for the private trunk-line call, either by payment in cash at the time the call is made or by subsequent charge in the member's ledger account.

5. Navy Orders 342 of 1942 and 211 of 1947 are hereby cancelled.

(4801/8/29)

845.

UNIFORMS, OFFICERS' - RELACING.

The Commonwealth Government Clothing Factory, South Melbourne, is now in a position to execute orders for the relacing of uniforms within three days of the receipt of garments.

(4533/27/55)

846.

MAINTENANCE - AIRCRAFT - OPERATIONAL TURN ROUND -
INTRODUCTION OF OPERATIONAL TURN ROUND SCHEDULES.

The servicing of aircraft, in preparation for immediate operational flight, during which the aircraft is refuelled, re-armed, systems replenished, and a Before Flight Inspection carried out, is known as the Operational Turn Round. In order to reduce the "Turn Round" time of aircraft to a minimum, Operational Turn Round Schedules are produced to provide guidance as to the methods to be employed.

2. Operational Turn Round Schedules are prepared as Volume 4, Part 18 (Naval) of Air Publications for the Front Line aircraft types. The Schedule will cover all servicing operations required to prepare the aircraft for its operational flight, timed and sequenced into "safe" and "unsafe" periods regarding armament, and deploying the persons carrying out the operation as best to reduce the overall time.

3. The Schedules are prepared on the basis of the ideal team to service a single aircraft in a reasonable Turn Round time. Depending upon the number of aircraft to be "Turned Round" and other conditions at the time of the operation the Schedules will require suitable adaptation. Any proposals for amendments to these Schedules based on experience should be forwarded by Carriers and Naval Air Stations to the Administrative Authority.

4. Carriers and R.A.N. Air Stations are to ensure that Operational Turn Round Drills are carried out regularly under as realistic conditions as possible by Front Line Squadrons.

5. Schedules will be issued, to applicable units, as they become available. The issue of the Schedules is promulgated in Navy Orders appertaining to distribution of Air Publications.

(The foregoing is the text of A.F.O. 2034/1955 altered to meet R.A.N. conditions.)

(3384/42/4)

847.

MAINTENANCE - NAVAL AIRCRAFT INSPECTIONS - ALTERATIONS
IN TITLE PERIODICITY AND RECORDING.

It has become increasingly evident during the last few years that not only are the titles of aircraft inspections anachronistic in that they no longer describe the periodicity or extent of the inspection, but also that the regulations concerning the application and recording of these inspections can be interpreted in various ways by the Service.

2. It has been decided, therefore, to :-

- (a) Rename the present series of aircraft inspections with permanent titles independent of periodicity and less confusing to ratings newly entered, and

- (b) Reform and amend existing regulations to eliminate small anomalies and possibilities of misinterpretation.

3. The following changes in Naval Aircraft servicing policy are to be put into effect forthwith :-

- (a) The existing series of inspections is to be renamed in a progressive series as follows. These names are to be used henceforth in any correspondence, reports, forms, etc., where reference to inspections is necessary.

Present	Future	Short Title
Daily Inspection	Primary Inspection	P.I.
Daily One Star Inspection	Maintenance Check One	Maincheck 1
Daily Two Star Inspection	Maintenance Check Two	Maincheck 2
Daily Three Star Inspection	Maintenance Check Three	Maincheck 3
Minor Inspection	Maintenance Check Four	Maincheck 4
Minor One Star Inspection	Maintenance Check Five	Maincheck 5
Minor Two Star Inspection	Maintenance Check Six	Maincheck 6

- (b) Operations required at each type of inspection are as follows :-

Pre-Embarkation Supplementary and Before Flight Inspections	} Unchanged
Primary Inspection		- All present Daily unstarred items, including conditional items where applicable.
Maintenance Check One	- All present Daily items marked with one star.
Maintenance Check Two	- All present Daily items marked with both one and two stars.
Maintenance Check Three	- All present Daily items marked with one, two and three stars.
Maintenance Check Four	- As for present Minor Inspection.
Maintenance Check Five	- As for present Minor One Star Inspection.
Maintenance Check Six	- As for present Minor Two Star Inspection.

- (c) (i) Primary Inspections only are to be signed for in the Daily Inspection Log of the Form A.700.
(ii) For all Maintenance Checks, aircraft are to be placed unserviceable in the Change of Serviceability and Repair Log, Part 4 of Form A.700 where completions and supervision of the inspections will be signed for. Time and date of completion are to be recorded. The ratings detailed to carry out the inspections are to complete columns 7 to 10 in respect of the work they have completed. Columns 11 and 12 are to be completed by the rating supervising the work.

(111) (A) A Primary Inspection is to be carried out conjointly with Maincheck 1, 2 and 3. On completion the Primary Inspection is to be signed up in the Daily Inspection portion of Form A.700.

(B) On completion of a Maintenance Check Four, Five or Six a Primary Inspection is mandatory in accordance with R.A.N.A.M.M. Article 103, paragraph 6.

(d) (1) The period of validity of Primary Inspections will henceforth be 72 hours, timed from the commencement of the previous Primary Inspection. An extension of up to 12 hours may be authorised by the Air Engineer Officer, but only one extension may be granted in a period of 7 days.

(11) Maintenance Check One will be valid for 7 days from commencement of the inspection.

(111) The Maintenance Checks Two and Three will be valid for 28 days and 12 weeks respectively, and the interval between these checks will commence from the commencement of the previous relevant Maintenance Check, the date and time of which will have been recorded in columns 1 and 2 of the Change of Serviceability and Repair Log of the Form A.700, vide paragraph 3(c) (11).

NOTE:- Pending amendment to Form A.700 the time of commencement of Primary Inspections is to be recorded in Column 3 of the Daily Servicing Certificate Form A.700 and the heading of the column amended accordingly.

(1v) The Maintenance Checks 4, 5 and 6 will be calculated from the completion date and time of the previous Maincheck as shown in columns 9 and 10 of the Change of Serviceability Log.

(e) A Maintenance Check Three latitude of + 10 days is permissible in those instances where the inspection coincides with a Maintenance Check Four or Five for which 10 days' extension has also been granted. In all other respects the Maintenance Check Three latitude remains at + 3 days. In the former case a Maincheck 2 will be carried out followed by a Maincheck 1 seven days later if the full 10 days' extension is to be utilised.

(f) The period of validity of conditional operations in the "O" Section of the present Daily Servicing Schedule has now been extended to 72 hours, not 24 hours as hitherto. The corresponding conditional operations in the "L" Section are similarly extended.

4. The necessary amendments to R.A.N.A.M.M. (A.P.(RAN)140) and R.A.N.A.M.O. General G.5 will be issued in due course.

5. Retrospective action covering amendments to Servicing Schedules and other relevant Air Publications will necessarily take some time to implement but will be progressed as and when schedules, leaflets, etc., become due for reprint and re-issue, or when large amendments become necessary.

6. The above instructions are not applicable to aircraft maintained on a flying hour basis.

(The foregoing is the text of A.P.O. 1502/1955 altered to meet R.A.N. conditions.)

(3053/21/37)

848.

SHORE STATIONS - OPEN WIRE RECEIVING LINES - FITTING OUT INFORMATION.

A.E.R.E. Installation Specification No. B.809 has been prepared to show the layout, fitting and wiring of Open Wire Receiving Lines for Shore Wireless Stations.

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. Authorities holding B.999 "Index of Installation Specifications for Radio Equipment Applicable to R.N. Shore Wireless Stations, Air Stations and Naval Radio Vans", should amend same to include this specification.

(The foregoing is the text of A.P.O. 2090/1955 altered to meet R.A.N. conditions.)

(4519/1/247)

849.

ELECTRICAL EQUIPMENT AND TRIALS UNIT - DUTIES AND RESPONSIBILITIES.

Paragraph 2(c) of Navy Order 16 of 1955 is to be amended by deleting the words "and overall gunnery control trials (Navy Order 189 of 1954)."

(3388/61/2)

850.

AIRCRAFT - AMMUNITION - ROCKET (A/C AND MOTOR) - HEADS, FLASH, 60-LB.

Navy Order 386 of 1955 is to be amended as follows :-
For "Navy Order 386 of 1956" read "Navy Order 386 of 1952".

(4443/13/22)

851.

AIRCRAFT - BOMBS - NOSE PISTOL - TYPES IN SERVICE.

It has been decided that KB.21h PISTOLS, aircraft, bomb, No.76, Mark 1, will be the standard nose pistols for H.E. filled bombs in Naval Service.

2. The allowances in C.B.4485B are being amended accordingly, but, as stocks are not yet available in the R.A.N., KB.071 PISTOLS, aircraft, bomb, No.42, Mark 2, will continue to be supplied for the present in accordance with existing allowances.

(The foregoing is the text of A.P.O. 2035/1955 altered to meet R.A.N. conditions.)

(4443/3/16)

852.

GUNS - Q.F. 40-MM. - ALL MARKS, CASING, BREECH - MODIFICATIONS.

The following modification is approved :-

Guns	Q.F., 40-mm. Marks N1, N1/1-N1/3, 4, 9, 10 and 11.
Part affected	Breech casing.
Purpose	To facilitate ejection of chargers from automatic loader and so obviate jamming of chargers.
Nature of Modification	Removal of metal from charger aperture of breech casing where necessary.
Drawing	I.P. NOD.3138/337.
By whom to be done ..	R.A.N. Armament Depots.
When to be done	When convenient.

2. Schedule of Modifications, Part 1 :-

Q.F., 40-mm., Mark N1 and Accessories	Add Serial No. 32
Q.F., 40-mm., Mark 4 and Accessories	Add Serial No. 54
Q.F., 40-mm., Mark 9 and Accessories	Add Serial No. 23
Q.F., 40-mm., Mark 10 and Accessories	Add Serial No. 33
Q.F., 40-mm., Mark 11 and Accessories	Add Serial No. 25.

(The foregoing is the text of A.P.O. 2097/1955 altered to meet R.A.N. conditions.)

(4428/43/261)

853.

GUNNERY AND UNDERWATER WEAPON EQUIPMENT STORES - ESTABLISHMENTS OF SPARE PARTS, TOOLS AND ACCESSORIES.

To ensure that all H.M.A. Ships, Establishments and Gunnery Equipment Depots hold the correct books of reference in force at present for the compilation of List of Equipment, spare gear, etc., (Form AD.787 series), the following list is promulgated :-

B.R. NUMBER	PART OF POLIO NO.	EQUIPMENT OR SERVICE APPLICABLE
B.R.226(A) 49	Part 1	6" Triple Mks. 22, 23 and RPIO Mk.24 (This is also used for Twin Mk.21 Mountings in the R.A.N.).
B.R.226(B)(45)	Guard Cover and Part 1	All holders of an equipment for which a "part" is required.
"	Part 10	4.7" CP. Mk.18 Mounting.
"	Part 11	4.7" CP. Twin Mk.19 Mounting.
"	Part 27	4" Mk.3, 3* and 3** Mounting.
"	Part 28	4" Mk.4 Mounting.
"	Part 29	4" Twin Plain RP.50, 51 and 52, Mk.19 Mounting.
"	Part 30	4" Mks. 23, 23* and 23**.
"	Part 58	2 Pdr., Mk.7, 7*P, and RP.50 Mk.7 Mountings.
"	Part 60	2 Pdr., Mk.8 Mounting.
"	Part 64	40-mm., Bofors Mk.4 and 4* Mounting.
"	Part 66	40-mm., Bofors RP.50 Mk.5 (British) Mounting.
"	Part 69	50-mm., Bofors, Single, hand-worked. (L.S. Mk.1-4, Mk.3 (Naval Service), 3 and 3 ON).
"	Part 77	20-mm., Mk.5 and 5M Mountings.
"	Part 79	20-mm., Mk.7A and 7A S/M Mountings.
"	Part 90	Type 6 Gyro Gunsights.
"	Part 99	Auto electrical equipment schedules and interchangeability.
		(NOTE:- 4" Mk.20 Mountings use Part 29 of B.R.226(B) 45).
B.R.226(C)	Guard Cover	All holders of an equipment for which a "part" is required.
"	Part 1	Introduction - All holders of B.R.226(C) Guard Cover.
"	Part 3, Polio 1	3 Man Rangefinder Directors - Electrical Transmission types. (AA) Mks. 2 and 2W, (AA/SU) Mk.3, 3(R), 3W, 3W(R), 3WD and 3WD(R).

B.P. NUMBER	PART OR FOLIO NO.	EQUIPMENT OR SERVICE APPLICABLE
B.P.226(C)	Part 3, Folio 2	Rangefinder Directors - Mechanical Transmission types. (AA/SU) Mk.4*, 5* and 5** and (AA/SU) Mk.6.
"	Part 7, Folio 1	Simple Tachometric Directors. Mk.1; Mk.1, Mods. 1 and 2; Mk.2, Mods. 0, 1, 2 and 3; Mk.3, Mods. 0 and 1.
"	Part 7, Folio 2	Barrage Directors, Mk.3.
"	Part 7, Folio 3	C.R.B.F. Directors. Mks. 2M; 2M Model 1; Mks. 3, 4, 7, 7 Model 1 and Mk.9.
"	Part 7, Folio 4	Reflector Sights for C.R.B.F. Directors and S.T.A.A.G. Mountings.
"	Part 10, Folio 1	AA/SU Director Mk.6*.
"	Part 10, Folio 2	Flyplane Predictor Mk.3.
"	Part 10, Folio 3	T.S. Officers Control Panel Mk.3
"	Part 10, Folio 4	Contacting Panel Mk.35.
"	Part 10, Folio 5	Anglesometer Part 2.
"	Part 10, Folio 6	Admiralty Fire Control Clock, Mk.12.
"	Part 10, Folio 7	G.R.U. Stabiliser Mk.2.
"	Part 10, Folio 8	E.C.U. and T.C.U. Mk.4, Model 3.
"	Part 10, Folio 9	Range Control Unit Mk.2.
"	Part 10, Folio 10	Miscellaneous Associated Equipments comprising :- Master switch box; Power Control Test Panel Mk.39; Resistance Panel No.1; Resistance Panel No.2; Relay Panel Mk.36; Amount Adjustment Unit; Sensitivity Adjustment Unit.
"	Part 10, Folio 11	Admiralty Pattern Spares (for complete F.P. System Mk.3). NOTE:- With B.R.226(C) it should be noted that a "part" containing a number of "folios", is a unit and is not divisible. Example:- Ships requiring a list of spare gear for a Barrage Director Mk.3 would demand B.R.226(C) Part 7 and omit any reference to a folio.

B.R. NUMBER	PART OR FOLIO NO.	EQUIPMENT OR SERVICE APPLICABLE
B.R.227	Guard Cover	Establishment of Spare Parts, Tools and Accessories for Underwater Weapons.
B.R.227(1)	Part 1	Squid A/S Mortar Mks. 1 to 4.
A.B.R.226	Folio 17	40-mm. S.T.A.A.G. Mk.2* and 2M Mountings.
A.B.R.226(B)	Folio 21	4.5" Twin RP.41 MTG. Mk.6 and 6*.
A.B.R.226	Folio 100	Provisional List of Spare Parts for Mk.7 Fuse Setting Machines and Associated Equipment for use in R.A.N.
-	Folio C/R55	A/S Mortar Mk.10.
-	Folio D	PR.4 Torpedo Tubes.
-	Folio E	QR.8* and 8*** Torpedo Tubes.
Preliminary Pamphlet	-	Gyro Roll Correctors Mk.3, 7 and 9.
"	-	Director Aiming Binocular Sight - Mk.2.
"	-	G.R.U. Stabiliser Mk.2, Model 3.
"	-	S.T.A.A.G. Mk.3.
"	-	Modernised Portable A.A. Trainers.
"	-	Torpedo Tubes QR. Mks.1, 2, 5, 7, 8, 8*, 8***, 9*, 11.
"	-	Torpedo Tubes PR. Mks. 2 and 3.
"	-	Torpedo Tubes TR. Mk.4**.
"	-	Gun Direction System Mk.2* comprising :- (a) Gun Direction Binocular Sight Mk.1. (b) G.D.O. Sight Type T.275. (c) Lookout Sights Type T.240. (d) Retransmission units, types 1B/1E, 2B/2E, 3B/3E, and 6B/6E. (e) Target Indication Unit. Mk.2 BF. Mod. 1. (f) Optical Projection Units Mods.1, 2 and 4 for TIU Mk.2 B.F. (g) Optical Projection Units Mod.3 for Blind Fire Safety Unit Mk.2. (h) Communications Panel. (j) Weapons designation panel. (k) Sight relay cabinet.
A.P.O.2247/50	-	Torpedo Control Equipments and Roll Units Types "A" and "C".

2. Although no authorized lists of spare parts are available, restricted quantities of spare parts are available in Gunnery Equipment Depots for the following equipments. Ships and establishments should forward demands in accordance with established gunnery equipment supply and demand procedure for such component items which can reasonably be expected to be classified as a spare part, giving as much information for identification as is available.

Director Control Towers (Destroyer and Cruiser types)
Fuse keeping clocks Mk. 2 and 3.
Admiralty Fire Control Table Mk.5.
Admiralty Fire Control Box Mk.2.
Admiralty Fire Control Clock Mk.1, 2 and 3.
12 Pdr. 12 cwt. Mk.9 Mounting.
U.S. Bofors Directors.
U.S. Twin and Quad. 40-mm. Bofors Mountings (Handbook only).
Depth Charge electro-hydraulic release gear.
Hedgehog mountings.
A/S Mortar Mk.10 Control Equipment.
Torpedo Control System Destroyers Mk.5.
Air look-out sights Type T.240.
2" Rocket Flare Projectors, Mk.5.
2" Sextuplet Rocket Flare Launchers.
Dummy Directors. (Handbook only).
Dome Teachers. (Handbook only).
Duplex Quick Response Recorder and Amplifier, Type P.A.10H. (Handbook only).

3. If the Gunnery Equipment Depot cannot meet the requirements from stock held, Ships and Establishments will be notified on Form D.479 Stores Demand rejection note whereupon replacement should be effected by a defect list item.

4. H.M.A. Ships, Establishments or Gunnery Equipment depots holding any of the above types of equipments, requiring a spare part list and not having been previously issued are to forward their requirements to the "Director of Ordnance and Underwater Weapons (Q Section) Albert Park Barracks, Melbourne", stating their requirements and the type of equipment fitted or held.

5. All handbooks or parts of B.R.'s on spare parts not indicated above should be returned in accordance with B.R.1, paragraph 10.

(4426/2/44)

854.

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

With reference to paragraph 3 of Appendix to Navy Order 40 of 1953, B.R.226(B) (45), Part 66 for 40-MM. Bofor Twin RP.50 Mk.5 (British), is to be further amended as hereunder, the amendment to be shown as Amendment A.101, and a notation is to be inserted on the amendment page of B.R.226(B) (45) Part 66 quoting this Order as the authority :-

Page 7 -

Page 7 -

Section M	Classification	On Charge to
Index Nos. 10 to 18	Delete: R Insert: NS	Delete: Ordnance Engineer Insert: Supply Officer.
		(4429/1/164)

855.

ANTI-SUBMARINE - EMERGENCY UNDERWATER TELEPHONE - TYPE 183.

Paragraphs 8 and 9 of Navy Order 664 of 1955 are to be amended as follows :-

Paragraph 8 - The Handbook of Type 183 is B.R.1288, which will be distributed to all concerned without demand. It is to be noted that one copy of B.R.1288 is supplied with each Type 183P and forms an integral component of the set.

Paragraph 9 - The relevant Establishment of Stores is A/S 223 for Type 183 and A/S 233 for Type 183P.

(4518/15/327)

856.

TORPEDO COMPONENTS - WASHERS ST. NO. T.1074B, T.1551, T.13332 AND DISC ST. NO. T.1703 - REVISED METHOD OF ACCOUNTING.

Paragraph 2 of Navy Order 504 of 1955 is to be amended by altering the allowance for "Darings" and Destroyers to read as follows :-

	T.531	T.532	T.533	T.534
"Darings" and Destroyers	1	-	-	-

(4431/12/448)

857.

STANDARD DAN BUOYS.

There have been two recent cases of loss of Standard Dan Buoy, the cause of which may have been the failure to rig the Dan Buoy with sufficient elliptical floats.

2. The normal number of elliptical floats or fisherman's pellets for each dan is six. The attached diagram gives the number required on dan buoy moorings according to the depth of water and strength of tidal stream or current, also the length of mooring wire. When laying dans in deep water, spare dan cans may be used to advantage instead of floats. Comparative buoyancies are 30 lbs. for elliptical floats and 106 lbs. for standard dan buoys.

(4501/51/99)

858.

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

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

Class List Item No. 517 Classification "A"

Item: 4" Secondary Supply Arrangements

- (a) To increase the size of the folding platform and resite abaft the Starboard Mortar Handling Room door, and fit eyebolts at chest level for safety strap.
- (b) To change position and size of cleat for securing 4" cruet hoist rope to prevent excessive wear on rope.

Compensating Weight Required: Nil

References: C.S.T. Flinders Naval Depot memorandum 09725/12/7 dated 31st May, 1955.
Navy Office memorandum No. 07223 of 21st July, 1955.

2. Separate action will be taken for H.M.A.S. QUIBERON during conversion.

(4283/1/189)

859.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (SLOOP).

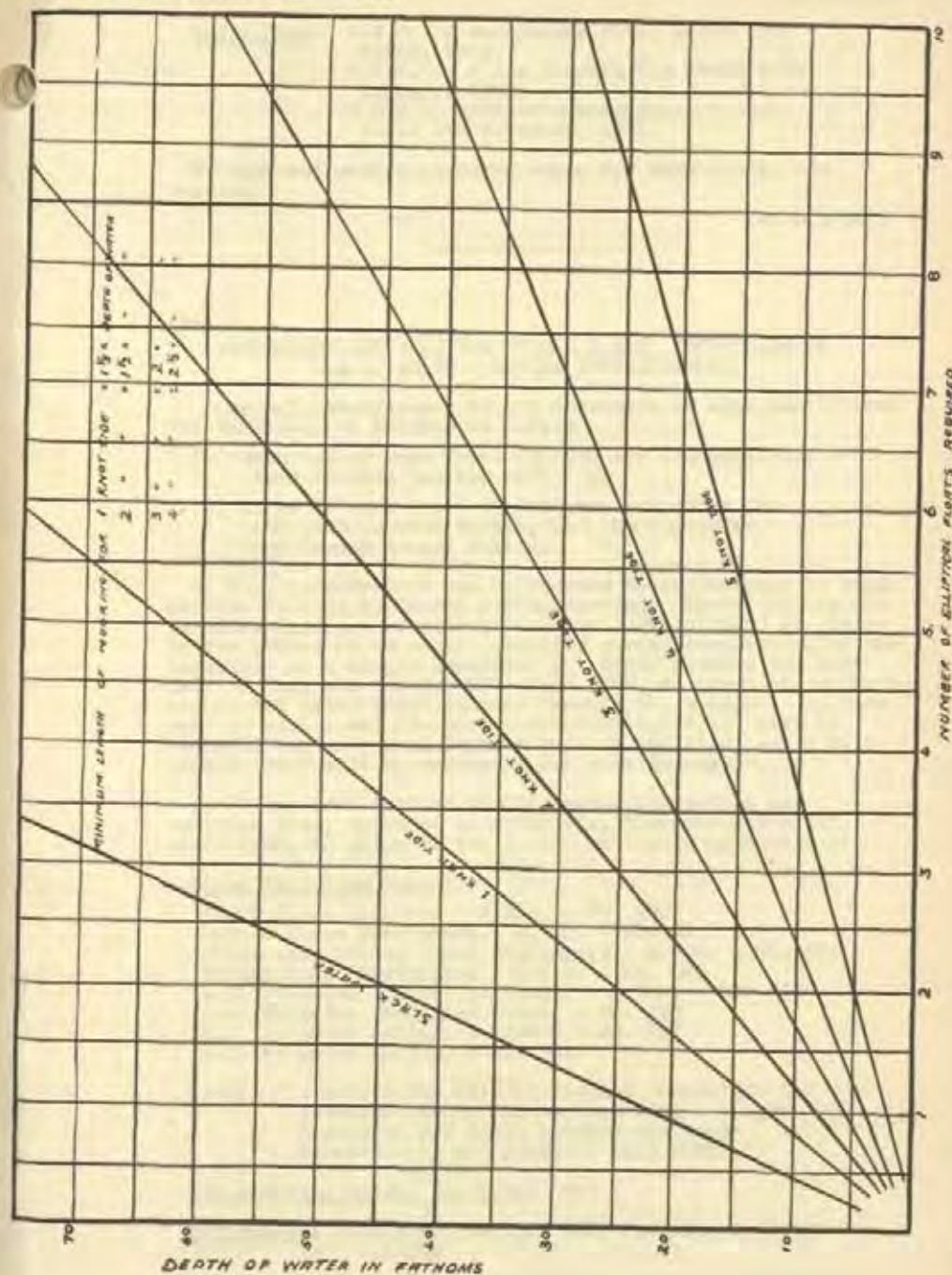
The following item is approved in principle for A.S. Frigates (Sloop) :-

Class List Item No. 510 Classification "A"

Item: "To fit 1 No. additional Poem Inlet Tube to each Boiler Room."

Compensating Weight Required: Nil.

Navy Order 857 of 1955 Diagram.



References: G.M.G.I.'s memorandum 2701, dated 25th March, 1955.
P.O.I.C., E.A.'s 208/461/6/5 dated 20th January, 1955.
H.M.A.S. WARREGO's memorandum 2/8250 dated 8th December, 1954.

2. Separate action is being taken for SWAN during conversion.

(4276/5/147)

860.

ALTERATION AND ADDITION ITEM - U.H.F. CONVERSION OF H.M.A. SHIPS - MUTUAL INTERFERENCE.

Mutual interference to CUH Receivers of equipment fitted for Send-Receive Working is likely -

- (a) when two or more Types 691/CUH are connected for Send-Receive Working only; or
- (b) three or more Types 691/CUH are connected one for Send-Receive Working and the remainder for Common Aerial Working.

2. This interference can be reduced by replacement of Send-Receive Working by Common Aerial Working. Where this is not possible (because of siting or other difficulties) an alternative method is to modify existing aerial connections by the insertion of a Single Resonator A.P.66932 between the Send-Receive Unit and the Receiver P116 (CUH) as shown on Admiralty Signal and Radar Establishment Drawing No. B.88247. In this case an additional Flexible Connection A.P.67151 will be required for each Send-Receive Unit so modified, and a Calibration card will be necessary for each Resonator.

3. It has been decided the following Alteration and Addition Item, approved in principle, Classification "A", shall apply to Ships of the R.A.N. as listed hereunder :-

Class List Item Nos.

Light Fleet Carriers - B.W.O. - No. 282
Battle Class Destroyers - M.W.O. - No. 88
Modernised Tribal Class Destroyers - M.W.O. - No. 522
Tribal Class Destroyers - M.W.O. - No. 509
A.S. Frigates (Converted Fleet) - B.W.O. - No. 520
A.A. Frigates (Modified River) - No. 523
A.S. Frigates (Modified River) - No. 591
A.S. Frigates (Sloop) - No. 514.

Item: "To modify the existing Aerial Connection to Receiver Outfit CUH by inserting a Single Resonator A.P.66932 between the Send-Receive Unit and Receiver P116 (CUH)."

Compensating Weight Required: Nil

References: A.S.R.E. Drawings Nos. B.81125, B.88247, C.88248.

4. Separate action is being taken in respect of New Construction Vessels and Ships undergoing Modernisation or Conversion.

(4276/4/337)

861.

EDUCATIONAL STORES - ACCOUNTING.

Paragraph 12 of Navy Order 637 of 1955 is to be amended as follows :-

For "Navy Order 44 of 1952" read "Navy Order 445 of 1952".

(4575/1/25)

862.

NAVAL STORES (AIR) - AIRCRAFT INSTRUMENTS - TRANSFER FROM SECTION 6J TO SECTION 6A AND 6AA OF R.A.F. VOCABULARY.

The undermentioned instrument and spares previously dealt with under Section 6J of the R.A.F. Vocabulary have been transferred to Section 6A and 6AA. Stocks and records should be adjusted accordingly.

OLD SECTION 6J REFERENCE NO.	PART NUMBER	DESCRIPTION	NEW SECTION REFERENCE NO.
1135	16459-0	Horizon Gyro Unit, Mark I	6A/4348
1237	16459-3	Bezel	4400
1238	16459-38	Gasket, Bezel	4407
1239	F16440-018	Dial Assembly	4406
1241	16440-8	Knob fast erection	4409
1246	16440-57	Sleeve push rod	4414
1247	16459-020	Block Terminal	4401
1248	16459-018	Cover fast erection switch	4403
1249	Q16459-03	Cover rear Assembly	4404
1250	SK.9300-19	Gasket rear cover	4408
1251	SK.9300-20	Ring lock rear cover	4411
1396	16459-37	Cover terminal block	4405
1351	16459-021	Indicator power failure	6AA/6800
1356	SK.8805-47	Contact Assembly fixed (Gimbal)	6801
1357	12801-956	Screw special fixed contact Assembly	6802
1359	SK.8029-311	Screw moving contact Assembly	6803
1360	SK.8411-89	Potentiometer pitch Assembly	6804
1361	SK.9072-45	Wiper Arm, Potentiometer	6805
1362	16459-035	Rear casting Assembly	6806
1363	SK.8805-120	Potentiometer Roll Assembly	6807
1364	SK.8805-52	Brush Assembly	6808
1366	E.16459-45	Spacer Brush Assembly	6809
1367	SK.8958-35	Washer Securing Screws	6810

OLD SECTION 6J REFERENCE NO.	PART NUMBER	DESCRIPTION	NEW SECTION REFERENCE NO.
1368	SK.9300-22	Panel Resistor	6811
1369	SK.9300-78	Block terminal Socket	6812
1370	16459-036	Slip ring Assembly	6813
1371	SK.8029-134	Ferrule Slip ring leads	6814
1372	SK.9300-57	Wiper Arm Assembly, Roll pick off	6815
1374	SK.9300-30	Switch contact G.G. shift	6816
1375	SK.9300-3	Block terminal plug	6817
1376	SK.9300-41	Gasket terminal block	6818
1377	SK.9300-40	Circlip retaining rear casting	6819
1378	SK.9300-39	Washer Sealing	6820
1395	16459-027	Bracket Assembly Mounting	6821
1397	16459-53	Clip Cable	6822
1398	12803-405	Washer Special	6823

(The foregoing is the unaltered text of A.F.O. 2168/1955.)

(4403/14/770)

863.

NAVAL STORES (AIR) - SAFETY EQUIPMENT - R.F.D. LIFERAFT PACK TYPE 'L', STORES REF. 27C/2241 - ARRANGEMENT OF CONTENTS.

The Appendix to Navy Order 595 of 1954 (Naval Stores (Air) - Safety Equipment - Introduction of R.F.D. Liferraft, Scale of Equipment and Arrangement of Contents), is cancelled and superseded by the Appendix herewith.

(4476/101/20)

APPENDIX

Reference Number, Naval Pattern or Vocabulary Number	Description	Denomination of Quantity	Scale of Equipment per pack	Source of Supply
Part 1 - Items to be included at all times				
27C/2241	Pack type "L" empty	No.	1	N.S. (Air)
27C/NIV	R.F.D. Liferraft Mk.3A	No.	1	N.S. (Air)
6D/NIV	Cylinder CO ₂ , Mk.9 unwired	No.	1	N.S. (Air)

Reference Number, Naval Pattern or Vocabulary Number	Description	Denomination of Quantity	Scale of Equipment per pack	Source of Supply
6D/NIV	Head, operating type "Q" modified	No.	1	N.S. (Air)
27C/1902	Baler	No.	1	N.S. (Air)
27C/1890	Drogue	No.	1	N.S. (Air)
27C/NIV	Bellows, lightweight	No.	1	N.S. (Air)
27C/2044	Sleeve fabric	No.	1	N.S. (Air)
27C/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)
27C/1906	Paddles	No.	2	N.S. (Air)

STOWED IN EQUIPMENT TRAY

27C/2161	Kit, de-salting, 2 pint	No.	1	N.S. (Air)
22P/25	Ration, emergency flying Mk.4	No.	1	Vict.
524/6(c)	Kit, First Aid, Mk.5	No.	1	Medical
27H/2107	Heliograph, 2 inch	No.	1	N.S. (Air)
12D/113 or 12D/758	Signals, distress, 2 star red or	No.	3	Arm
12D/NIV	Signals, distress, day and night, Mk.13, Mod. 0	No.	2	Arm
A.P.(N) 115	Aircrew Survival Booklet	No.	1	N.S. (Air)
27H/2733	Ground/Air Emergency Code	No.	1	N.S. (Air)

Part 2 - Items which may be included at Commanding Officer's Discretion

22P/11	Knife	No.	1	Vict.
524/6(b)	Kit, First Aid, Aircrew Dinghy	No.	1	Medical
12D/461	Matches	Tins of 30	2	Arm.
6E/374	Compass marching	No.	1	N.S. (Air)
22B/154	Socks, Woollen	Prs.	1	Vict.
Vocab. No. 25404	Gloves, blue	Prs.	1	Vict.
27C/2230	Cushion, water Type B (2 pt.)	No.	1	N.S. (Air)
27C/NIV	Tin (9C/Mod/019)	No.	1	N.S. (Air)

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	N.S. (Air)
B11/716	Needles	No.	3	N.S.
32B/498	Thread	Yds.	4	N.S. (Air)
Vocab. No. 11666	Water Sterilizing Outfits	No.	1	Vict.
E10/T.329	Mosquito netting (54 in. wide)	Ft.	7	N.S.

864.

NAVAL STORES (AIR) - TRANSFER OF ITEMS HELD UNDER R.A.F. VOCABULARY SECTIONS 1A, 1B AND 1C TO NAVAL STORES (GENERAL).

The tools, etc., enumerated in Appendix I to this Order, held under Sections 1A, 1B and 1C of the R.A.F. Vocabulary, will in future be dealt with as Naval Stores (General) under the Rate Book pattern numbers allocated.

2. The Naval Store Accounts are to be amended as necessary and in accordance with the Naval Storekeeping Manual (B.R.4) Article 109(d).

3. In future all demands for the stores should be forwarded to the Superintending Naval and Air Store Officer, Garden Island, Sydney. Outstanding demands held by the Naval Store Officer (Air), Randwick, are to be transferred to the Superintending Naval and Air Store Officer, Garden Island.

4. No further supplies of the items detailed in Appendix II will be made, but services holding stocks should retain them for use as required.

5. The Rate Book for Naval Stores (B.R.810), the Alphabetical List of Consumable Naval Stores (B.R.1979) and Air Stores Establishments will be amended.

(The foregoing is the text of A.F.O. 225/1955 altered to meet R.A.N. conditions.)

(4403/1/90)

APPENDIX IClass B. Group 11

<u>Pattern No. Allocated</u>		<u>R.A.F. Vocab. Sections and Ref. Numbers</u>
3219	Spanner, single-ended 7/16 in. Whit. $\frac{1}{8}$ in. B.S.F. 4 in. long	1C/3219
3221	Spanner, single-ended 9/16 in. Whit. $\frac{1}{8}$ in. B.S.F. 4 in. long	3221
4594	Knife, survival, with type "D" sheath	1B/4594
6239	Wrench, torquometer, 0-150 lb./ft. T.Q. 150	1C/6239
6447	Wrench, torquometer, 0-50 lb./ft. T.Q. 50A	6447
6449	Wrench, torquometer, 0-500 lb./in., RH.BES.1400, $\frac{3}{8}$ square drive	6449
6450	Wrench, torquometer, adaptor, $\frac{3}{8}$ in. female, $\frac{1}{2}$ in. male	6450
6451	Wrench, torquometer, socket A.B.M. 10	6451
6459	Wrench, torquometer, 0-500 lb./in. LH.BES.1401, $\frac{3}{8}$ square drive	6459

Spares for Pattern 10167 - Tool, Automatic Hand Riveting - Repetition Type

5821	Bar, tommy	1C/5821
5823	Handle, removable	5823
5830	Tail, jaw	5830

<u>Pattern No. Allocated</u>		<u>R.A.F. Vocab. Sections and Ref. Numbers</u>
5836	Pin, insert	5836
5927	Barrel	5927
5928	Brush, bearing	5928
5929	Cursor, complete	5929
5569	Extension, curved, $\frac{1}{8}$ -in. diam. rivets	5569
5934	Cam taper	5934
5935	Rivet, bearing bush	5935
5936	Rod, control	5936
5937	Roller, cam	5937
5938	Spindle, cam, roller	5938
5943	Nosepieces, screw, set	5943
5944	Short screws, set	5944

Spares for Pattern 10177 - Tool, Automatic Hand Riveting - Single Acting Type

5850 Rivet, x-in diam. 1C/5850

Class E. Group 8

1648	Oilstone, shaped, medium No.3	1B/1648
1650	Oilstone, shaped, medium No.7	1650
1652	Oilstone, shaped, fine No.9	1652
1653	Oilstone, shaped, medium No.9	1653
1654	Oilstone, round file, fine, No.11	1654
1655	Oilstone, round file, fine, No.12	1655
1663	Oilstone, point, fine, No.27	1663
1677	Oilstone, shaped, fine, No.45	1677
1678	Oilstone, shaped, medium, No.45	1678
1682	Oilstone, shaped, medium, No.48	1682
2949	Oilstone, square, medium, No.5	2949

Class E. Group 11

3947 Brush, commutator, cleaning 1A/3947
3950 Core, spun glass 3950

Class E. Group 12

2963 Peg, wood (watchmaker's, etc.) 1B/2963

Class F. Group 10, Part 5

4430 Pencil, etching, electric, type B 1B/4430
4431 Pencil, spare point, tungsten, for Pattern 4430 4431

APPENDIX II

<u>Ref. No.</u>	<u>Description</u>
1A/884	Watchmaker's set
2727	Calipers, micrometer
2728	Calipers, micrometer
2734	Calipers, micrometer
3910	Chart, thread
3919	Calipers, indicating
1A/3924	Button, toolmaker's
3925	Brush, aircraft cleaning
1B/1255	Glass, watchmaker's
1658	Oilstone, fine
1664	Oilstone, medium
1815	Pot, melting

<u>Ref. No.</u>	<u>Description</u>
3074	Reamer, hand
4135	Plate, stencil
4433	Plate, stencil
1C/3202	Slips, parallel, adjustable, No.1
3203	Slips, parallel, adjustable, No.2
3204	Slips, parallel, adjustable, No.3
3205	Slips, parallel, adjustable, No.4
3206	Slips, parallel, adjustable, No.5
3247	Straight edge, Tailor's, wood, 8-ft.
5559	Straight edge, Tailor's, wood, 6-ft.
5574	Tool, straining, wire
N.I.V.	Squegee, steel roller, $\frac{1}{2}$ -in. x $1\frac{1}{2}$ -in.

865.

NAVAL STORES (GENERAL) (CLASS F, GROUP B) - SPEED CORRECTOR FOR GYRO-COMASSES - RE-DESIGN.

Navy Order 638 in Table of Contents contained in Navy Orders 623-647/55 is to be amended as follows :-

For "Naval Stores (Air) - Alteration in Reference Numbers" read "Naval Stores (General) (Class F, Group 1B) - Speed Corrector for Gyro-Compasses - Re-Design."

(4518/37/178)

866.

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - PHOTOGRAPHIC EQUIPMENT - PATTERN 5988 AUTOMATIC LIGHT CONTROL UNIT FOR CINE PRINTING - INTRODUCTION.

An automatic light control unit has been introduced to facilitate the use of Continuous Cine Printers, Patterns 5989, 5990, 5991 and 5992, and to improve the standard of print production. The unit is being added to the Rate Book and Authorised List of Naval Stores as follows :-

<u>Class and Group</u>	<u>Pattern</u>	<u>Description</u>	<u>Ship's Accounting Classification</u>
F5	5988	Automatic Light Control Unit	Permanent.

2. The unit will be allowed on the scale of one to each service allowed continuous cine printers.

3. Issue will be made without demand by the Superintending Naval and Air Store Officer, Sydney.

4. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2790/1954 altered to meet R.A.N. conditions.)

(4518/50/271)

867.

Naval Stores (Technical) - Radar - Obsolete Stores - Disposal.

Dockyards, Naval Store Depots, H.M. Ships (including Submarines) and Establishments at Home and Abroad.

The stores detailed in the Appendix to this Order are now obsolete. Any stocks on board H.M. Ships and in Shore Establishments should be returned to the nearest Naval Store Depot who should dispose of them and any stocks already held, as surplus to requirements in accordance with existing instructions. No items referred to herein require mutilation for security reasons before disposal.

2. No further returns of the items in the Appendix are to be taken on main or repairable ledger charge.

3. Strict adherence to the pattern numbers quoted is essential, e.g., no "A" pattern is to be considered surplus where only a PLAIN pattern is shown.

4. B.R.810 (Rate Book of Naval Stores) and B.R.1979 (Alphabetical List of Consumable Naval Stores) will be amended.

(The foregoing is the unaltered text of A.P.O.1732/1955.)

(4519/31/705)

APPENDIX

<u>PATTERN NO.</u>	<u>DESCRIPTION</u>	<u>PATTERN NO.</u>	<u>DESCRIPTION</u>
W440 to W445 Inclusive	Board Supply.	W.6983	Connection.
W446	Panel.	W.6984	Connection.
W450/A	Panel.	W.7086	Moulding.
W.491/A	Mount.	W.7987	Display.
W.494	Receiver.	W.7988	Rectifier Unit.
W.734 to W.744 Inclusive	Spanner.	W.9063	Connection.
W.999/A	Alternator Motor.	50036	Switch.
W.1103	Holder.	50074	Switch.
W.1105	Support.	52932	Switch.
W.1113	R.B. Unit.	53046	Coupling Unit.
W.1122	Switch.	53055	Coupling Unit.
W.1142	Meter Unit.	53356/A	Display.
W.1168	Control Unit.	53366	Connection.
W.1169	Mounts.	53390	Connection.
W.1171	Multi Vibrator.	53556	Transformer.
W.1172	Pot. Unit.	53557	Transformer.
W.1173	Rectifier Unit.	53558	Choke.
W.1174	Rectifier Unit.	54515	Mounting.
W.1175	Holder.	54634	Connection.
W.1671	Labels.	54660	Guard Plate.
W.1672	Plugs.	55008	Box Ind.
W.1723	Stand.	55009	Box of Parts.
W.2116	Choke.	55010	Box Junction.
W.3386	Scales.	55013	Scale.
W.3426	Switch Rotary.	55022	Connection.
W.4868	Switch.	55069	Connection.
W.6175	Panel.	55173	Screen.
W.6697	Transformer.	55283	Box of Labels.
		55286/A/B	Illuminator.
		55527	Supply Unit.
		55528	Transformer.

<u>PATTERN NO.</u>	<u>DESCRIPTION</u>	<u>PATTERN NO.</u>	<u>DESCRIPTION</u>
55612	Box.	58033	Cathode Unit.
55613	Box.	58286	Kit of Parts.
55971	Board.	58405	Gear Box.
56028	Connection.	58407	Box of Parts.
56045	Switch Unit.	58590	Rectifier.
56107	Map Contour.	58689	Transformer.
56705	Voltage Regulator.	58736	Bracket.
57644	Calibrator Unit.	59890	Display.
57645	Monitor Unit.	60373	Switch.
56213	Box of Parts.	65403	Switch Unit.
57988	Sheet Perspex.	66299	Heater Element.
57989	Sheet Perspex.	66381	Brake Unit.
58031	T.B. Unit.	W.891R	Generator.
58032	Mixer Unit.		

868.

NAVAL STORES - PROCEDURE FOR REPORTING DEFECTIVE ITEMS.

A report was recently received at Navy Office that a Naval Store item supplied to one of H.M.A. Ships became unserviceable after a very short period in service. When the defective article was returned to store no mention was made in the covering voucher that the period of service had been unsatisfactory with the result that the article was disposed of as scrap and was not available for examination when the circumstances were reported at a later date.

2. In future, in the event of any stores proving unsatisfactory in service, a report on the matter, including the following information, should be forwarded to Navy Office through the usual channels :-

- Yard or Depot from which received.
- The (Superintending) Naval Store Officer's registered number and date of the relevant Supply Note.
- The nature of the defects and whether they are considered attributable to any extent to conditions under which items were stowed in the ship's storeroom.

3. The defective article should invariably be suitably labelled and returned at the first opportunity to the Storing Depot, accompanied by a copy of the report.

4. The foregoing directions are supplementary to, and do not supersede current instructions for reporting defects in particular classes of stores, which should be complied with as necessary, e.g., Defective Electrical and Radio equipment is to be reported on Form A.S.1183 vide Navy Order 515 of 1954.

5. Navy Order 316 of 1943 is hereby cancelled.

(4501/30/33)

869.

ADJUSTABLE NAVAL STORE CABINETS IN SMALL H.M.A. SHIPS.

With reference to Navy Order 389 of 1951, it has been reported that, owing to vibration, the drawer handles of Adjustable Naval Store Cabinets become loose and in some cases completely detached. Repairs have been found difficult because the inner lining of the shallow drawers covers the heads of the screws holding the handles in place.

2. If trouble of this nature is experienced, it may be remedied by cutting a hole the size of the screw-head in the inner lining of the drawers and 1" screws used to replace the shorter screws now in use. A screwdriver may then be used to tighten the screws when necessary. Work of this nature should be carried out from ships' resources.

3. Future purchases of A.N.S.C's will incorporate an appropriate modification.

(4505/30/155)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

870.

MEDICAL - LIFEBOAT FIRST AID EQUIPMENT - SCALE "H".

This equipment is issued by the Medical and Dental Store Officer, 24 Shed, Bundock Street, Randwick, New South Wales, to whom demands in quintuplicate should be forwarded. The set is known as Scale "H" of medical stores.

2. One set per lifeboat is to be drawn.

3. The set is sealed and consists of the following items. First aid instruction for lifeboats should take into consideration the items as listed below.

Burn Cream (sterile) Pyropax, 2 oz. tubes	8 No.
Morphia syrettes, $\frac{1}{2}$ grain, individual	36 No.
Iodine, tincture, $1\frac{1}{2}$ oz. bottle	1 No.
Eye drops - cocaine in castor oil	1 oz.
Mosquito repellent lotion, 4 oz. bottle	1 No.
Ointment, boric acid, $\frac{1}{2}$ oz. tube	4 No.
Tablets, oral, Paludrin (Anti-malaria)	100 No.
Tablets, oral, energy (benzedrine)	50 No.
Tablets, solution, acriflavine	50 No.
Eye dropper - glass - in tin	2 No.
Measure, glass - medicine - 1 oz.	1 No.
Bandages, W.O.W., 1 inch	12 No.
Bandages, W.O.W., 2 inches	12 No.
Bandages, W.O.W., 3 inches	12 No.
Bandages, triangular	6 No.
Lint, absorbent, 4 oz. packets	1 pkt.
Plaster, adhesive, 3 inches	5 yds.
Shell dressings	12 No.
Wool, cotton, absorbent	8 oz.
Forceps, splinter	1 No.
Scissors, counter, 8 inches	1 No.
Tourniquet, Samway, 3 feet	1 No.
Box, bondwood, steel bound, containing above in sealed carton	1 No.

4. Spare sets, above actual requirements, are not to be demanded.

5. These sets are not to be drawn for lifefloats as they are not sufficiently waterproof. Seale "G" is designed for lifefloats, and is available.

6. Navy Order 271 of 1945 is hereby cancelled.

(4482/2/131)

871.

STOCKS OF REPAYMENT CLOTHING.

New repayment clothing is frequently returned to H.M.A. Victualling Yards by ships and establishments in a condition which is unsuitable for further issue. It is apparent that, in many cases, deterioration has been caused by lengthy and improper stowage and attention is drawn to Consolidated Orders and Regulations, Articles 479 and 500, regarding the regulation of stocks and action to be taken in regard to articles liable to deterioration remaining unissued at the end of a reasonable period.

2. It is particularly important that demands on Victualling Yards are regulated to ensure that stocks of garments are not allowed to become unbalanced as regards sizes, and that stocks of the less popular size are not allowed to remain in a ship for too long a period. To assist Supply Officers in this regard, it is intended to promulgate, as soon as possible, standard size ranges of the more important items of clothing. These will show in respect of each item the approximate requirement expressed as a percentage of each size.

(4532/1/181)

872.

UNIFORM - AVAILABILITY OF GOLD WIRE BADGES.

Stocks of the undermentioned gold wire badges are now available on demand from the Superintending Victualling Store Officer, Royal Edward Victualling Yard :-

Pattern Numbers

N.14
N.69
N.83
N.107
N.181
N.193.

2. Navy Orders 417 and 560 of 1955 are relevant.

(4532/12/170)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

873.

ABOLITION OF NAVAL AIR MAINTENANCE ORDERS (N.A.M.O's) -
REPLACEMENT BY ROYAL AUSTRALIAN NAVAL AIR MAINTENANCE
ORDERS (R.A.N.A.M.O's).

It is intended to replace all Naval Air Maintenance Orders by Royal Australian Naval Air Maintenance Orders.

2. The change-over will be implemented by :-

- (a) no further N.A.M.O's will be issued to the Service subsequent to orders dated 30th September, 1955;
- (b) cancellation lists of N.A.M.O's which are NOT applicable in the Royal Australian Navy will be issued;
- (c) N.A.M.O's remaining after issue of cancellation lists will be mandatory until reprocilgated as R.A.N.A.M.O's;
- (d) after completion of reprocilgation as R.A.N.A.M.O's the N.A.M.O's will no longer be mandatory in the Royal Australian Navy, instructions will be issued to that effect and all copies of N.A.M.O's recalled.

3. New binders for filing all R.A.N.A.M.O's will be issued without demand. In the case of engines, it is intended to issue a separate binder for each type, i.e., Goblin, Ghost, Twin Wasp, Wasp, Leonides, etc.

4. A titled cross reference list co-relating N.A.M.O's to R.A.N.A.M.O's will be issued for inclusion in each binder. This will obviate the need to amend Servicing Schedules and records.

(4139/36/112)

874.

FORM A.D.488 - REPORT OF EXAMINATION AND REPAIRS OF
PROPELLERS SHAFTING AND UNDERWATER FITTINGS -
REVISION.

The "Note" (5 lines) at the end of Section III of Form A.D.488 (Revised 1954, vide Navy Order 850 of 1954) is to be deleted.

2. The maximum allowable depth of pitting in this section of the form is to be inserted in accordance with the following table.

VESSEL	MAXIMUM DEPTH ALLOWABLE OF PITTING
DESTROYERS (BATTLE CLASS)	$\frac{1}{8}$ "
" (TRIBAL CLASS)	$\frac{3}{8}$ "
FRIGATES (CONVERTED FLEET)	$\frac{1}{4}$ "
" (MODIFIED RIVER)	$\frac{1}{4}$ "
" (SLOOP)	$\frac{1}{4}$ "
OCEAN MINESWEEPERS	$\frac{1}{4}$ "

(3526/13/329)

875.

FORMS - S.1275 - RADIO EQUIPMENT LOG.

The Radio Equipment Log has been revised; its size has been reduced and the recording of much information found by experience to be unnecessary has been abolished.

2. The revision includes :-

- (a) A reduction of nearly 50 per cent in the width of the log.
- (b) The introduction of a loose-leaf record to be known as the "Set Office Performance Record Book" for the recording of Daily, Weekly and Quarterly performance tests, together with day-to-day defects. This book, which is complementary to the R.E. Log, will normally be kept at the set.
- (c) A monthly summary of the results of the performance tests only will be recorded in the Radio Equipment Log, together with such other information as :-
 - (i) Defects (transcribed from the Set Office Performance Record Book when A.S.1183 action is taken).
 - (ii) Modifications and As. and As. approved for equipment fitted.
 - (iii) List of equipment fitted and its location.

3. Technical handbooks will continue to be the authority for weekly, monthly and quarterly maintenance routines.

4. The revised Log will consist of the following forms :-

Item 1. Cover (S.1275).

Instructions for the use of the Log are printed on the inside front cover. A list of the various sheets and their "S" Form numbers comprising the contents of the Log are printed on the inside back cover.

Item 2. Signature Sheet (S.1275(b)).

This sheet provides columns in which the Electrical Officer will certify monthly that the Log has been written up-to-date, countersigned by the Captain.

Item 3. Index Sheet (S.1275(c)).

This sheet provides columns in which the Electrical Officer is to insert a list of the equipments fitted and their location in the ship.

Item 4. Display Index Sheet (S.1275(n)).

The Electrical Officer is to insert a list of ancillary displays (P.P.I's, Skiatrons, etc.) fitted and their location in the ship.

Item 5. Separator Sheet (S.1275(d)).

These sheets separate the record sheets for each piece of equipment.

- (a) For sets listed in the Appendix - The type number of equipment will be printed on the front of this sheet and also on a tab attached to the sheet which will facilitate quick reference to any part of the Log. Space will be provided on each tab for further identification of the equipment, e.g., 285 (Port).

- (b) For sets not listed in the Appendix - Blank sheets will be provided on which the Electrical Officer can insert the type numbers.

Item 6. Modification and A. and A. Sheet (S.1275(e)).

A sheet on which the Electrical Officer is to keep a record of modifications and As. and As. approved for each equipment, its authority and when carried out.

Item 7. Performance Record Sheets (S.1275(h)).

This sheet is used for recording the performance data or equipment. It should be filled in :-

- (a) On satisfactory completion of Radio Technical Sea Trials by the authorized representative of the Director, Naval Electrical Branch - normally the Officer-in-Charge, Electrical Equipment and Trials Unit.
- (b) Periodically as specified on the Performance Record Sheets.
- (c) On completion of a major repair or modification that invalidates previous records. Where modifications cause alterations to the typical results of performance tests a new Performance Record Sheet is to be inserted in the Log and the "fitting out results" column completed by the Electrical Officer. The former sheet is to be retained for record purposes.
- (d) On supersession of the officer responsible, by him and his relief.

NOTES:- (1) A separate sheet will be required for each individual equipment fitted.

(2) Typical test figures for each equipment are to be extracted from the relevant handbooks and entered in the appropriate column.

Item 8. Defect Sheets (S.1275(r)).

This sheet provides space in which to insert remarks concerning major or recurrent defects for which Forms A.S.1183 have been rendered, together with action taken.

5. Set Office Performance Record Book.- This will consist of Daily (S.1275(p) providing for 6 daily entries), Weekly (S.1275(q)), Quarterly (S.1275(r)) and Defect (S.1275(s)) Sheets. These sheets will be supplied loose and should be made up on board into book form as required, i.e., for 6-monthly or yearly periods.

6. In A.S. Frigates (Converted Fleet) and above, separate logs are to be kept for Communication and Radar equipment fitted. In smaller sea-going vessels and also in R.A.N. Air Stations a single log is to be maintained for all radio equipment fitted. In small craft (e.g., S.A.R. Craft) in which maintenance work is not normally carried out at sea the Log is to be kept at the base.

7. Method of Distribution.- Supply will be made by the Superintending Naval and Air Store Officer, Sydney, on demand. Ships and authorities are to restrict their demands to the forms appropriate to the equipment actually fitted. (See Appendix).

8. Custody.- It is intended that the Log shall be kept in the custody of the Electrical Officer.

9. Transfer of Equipment.- When equipment is transferred from one ship to another or when equipment is returned to store the appropriate sheets of the Radio Equipment Log are to be transferred with it.

10. Additional Insertions in the Log.- The ship's copy of each of -

- (a) S.1275(M) - Report of External Communications Trial
- (b) S.1551 - Report of DF Calibration

is to be inserted and retained in the Radio Equipment Log.

(3526/12/1408)

APPENDIX

The following code numbers have been given to equipments for use in the Radio Equipment Log :-

Communication and Miscellaneous Equipment

1 - 60/EQR	21 - DAS/DAS2	41 -
2 - 89Q	22 - 601	42 -
3 - 59	23 - 602E	43 -
4 - 57/DW/DMR	24 - QH3	44 -
5 - 87M	25 - 612/E	45 -
6 - 86M	26 - 603/4/5	46 -
7 - TBL	27 -	47 -
8 - B28	28 -	48 -
9 - TBK/TBM	29 -	49 -
10 - TBS	30 -	50 -
11 - P38/48/104	31 -	51 -
12 - FM12	32 -	52 -
13 - TCS	33 -	53 -
14 - B29	34 -	54 -
15 - PH4	35 -	55 -
16 - 607/608	36 -	56 -
17 - 55M	37 -	57 -
18 - YE	38 -	58 -
19 - TAJ	39 -	59 -
20 - AN/APN4	40 -	

Radio Equipments

60 -	72 - 282/3/4/5 -	85 -
61 -	3AH	86 -
62 -	73 - 274	87 -
63 -	74 - 275	88 -
64 - 253P	75 - 960	89 -
65 - 242M	76 - 79B	90 -
66 - 243/243Q/940/941	77 - 267FW	91 -
	78 -	92 -
67 - 291/W/U/W	79 -	93 -
68 - 277P/293P	80 -	94 -
69 - 261/B/BQ	81 -	95 -
70 - 268	82 -	96 -
71 - 282/3/4/5 -	83 -	97 -
3AD	84 -	98 -
		99 -

Displays

100 - Displays.

2. Demands.- A Destroyer, for example, demanding a Radio Equipment Log will ask for :-

- (a) S.1275 (Cover) 2
(One for Radar and one for Communications)
(b) S.1275(b) (Signature Sheet) 4
(c) S.1275(c) (Index Sheet) 6
(d) S.1275(n) (Display Index Sheet) 6
(e) S.1275(d) (Separator Sheet) :-

One for each individual equipment, using the code numbers listed in paragraph 1 hereof, e.g. -

S.1275(d) (5) - 2
S.1275(d) (8) - 6
S.1275(d) (15) - 1
S.1275(d) (26) - 2
S.1275(d) (74) - 1

and one for displays, S.1275(d) (100). For sets not listed in paragraph 1, demands should be made for one S.1275(d) sheet for each individual equipment fitted, the type number being filled in on receipt.

- (f) S.1275(e) (Modification and As. and As. Sheet).
Two for each type of equipment fitted, including displays but there is no need to quote the code number in this case.
(g) S.1275(h) (Performance Record Sheet).
Four (i.e., 2 years' supply) for each individual equipment fitted, using code numbers listed in paragraph 1, e.g. -
S.1275(h)(6) - 16 (Allowing four sheets for each of four sets fitted)
S.1275(h)(15) - 4
S.1275(h)(74) - 4

For sets not listed in paragraph 1, demands should be made for four in number S.1275(h) sheets for each individual equipment fitted, type numbers being filled in on receipt.

- (h) S.1275(f) (Defect Sheet).
Demand as for S.1275(e) in sub-paragraph (f).
(j) Set Office Performance Record Book.
(i) S.1275(p) (Daily)
A year's supply for each individual equipment fitted for which daily routines are applicable, using the code numbers listed in paragraph 1, e.g. -
S.1275(p)(10) - 104 (52 for each set fitted)
S.1275(p)(74) - 52.

For sets not listed in paragraph 1, demands should be made for 52 in number S.1275(p) sheets for each individual equipment fitted for which daily routines are applicable, type numbers being filled in on receipt.

- (ii) S.1275(q) (Weekly)
A year's supply for each individual equipment fitted, using the code numbers, e.g. -

S.1275(q)(15) - 52
(one set only fitted).

For sets not listed in paragraph 1, demands should be made for 52 in number S.1275(q) sheets for each individual equipment fitted, type numbers being filled in on receipt.

- (iii) S.1275(r) (Quarterly)
A year's supply for each individual equipment fitted, using the code numbers, e.g. -

S.1275(r)(11) - 16 (one for each of four sets fitted).

For sets not listed in paragraph 1, demands should be made for four in number S.1275(r) sheets for each individual equipment fitted, type numbers being filled in on receipt.

- (iv) S.1275(s) (Defect Sheet)
Six sheets for each individual equipment fitted without quoting code numbers.

SECTION 6 - SHORE ESTABLISHMENTS

876.

NAVAL ARMAMENT STORE ACCOUNTS - FORMS S.1422 -
CONTINUOUS ACCOUNTS - AUDIT PROGRAMME.

Navy Order 845 of 1954 is to be amended by deleting in paragraph 2 all reference to Cerberus (G.E. Account).

(4426/6/37)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

26th October, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
877	Accounting Procedure for Victualling Stores - Provisions.

N.0132

ACCOUNTING PROCEDURE FOR VICTUALLING STORES - PROVISIONS.

The accounting procedure for Provisions in the R.A.N. has been reviewed with the following objects :-

- (a) to reduce accounting work in ships' victualling;
- (b) to simplify stocktaking;
- (c) to facilitate the control of victualling costs; and
- (d) to assist personnel in menu planning.

2. A revised system of accounting has now been approved, the essential features of which are :-

- (a) All receipts, issues and returns are recorded in a loose-leaf stock ledger, in which a separate ledger sheet is allocated to each item.
- (b) Daily Victualling Numbers are supplied by the Executive Officer.
- (c) Victualling allowance is calculated to cover the cost of feeding a man for a full day, and may be claimed only for numbers actually fed.
- (d) Costed meal menus, with details of ingredients required for their preparation, and a standard scale for issues to Messes of such items as tea, sugar, bread, butter, etc., will be distributed to all ships and establishments. Use of costed menus is, however, optional.
- (e) A daily control of victualling expenditure and standard of victualling is maintained by means of running record of victualling allowance credits and value of provisions issued to the General Mess. It is expected that the allowance and the value of issues should be approximately equal in each calendar month.
- (f) Audit of accounts will be carried out on board by Navy Office Inspectors.

3. The new system is to be introduced in all H.M.A. Ships and Establishments as from the 1st January, 1956, when all stock balances as at 31st December, 1955, are to be transferred to the new ledger account (Form A.S. 71).

4. The following Forms are to be used in the operation of the system :-

Form No.	Title
<u>For Account:</u>	
* A.S. 71	Provisions Ledger Sheet.
* A.S. 462	Return of Numbers Victualled and Provisions Expended.
A.S. 104	Numbers and Contents Book.
<u>For Receipts:</u>	
* A.S. 134v	Demand for Victualling Stores.
* A.S. 92	Fresh Provisions Received from Contractors.

Form No.	Title.
A.V. 120	Yard Store Issue Note.
A.S. 549	Supply, Receipt or Return Note.
S. 90	Bakery Book.
A.S. 10462	Order for Fresh Provisions.
<u>For Issues:</u>	
* A.S. 113	Daily Issue Sheet.
A.S. 109	Menu.
A.S. 77	Requisition for Provisions.
A.S. 330	Report of Survey.
A.S. 75	Certificate of Casual Condemnations.
A.S. 549	Supply, Receipt or Return Note.
A.V. 119	Yard Store Receipt Note.
<u>For Numbers Victualled:</u>	
* A.S. 257c	Daily Numbers Victualled.
* A.S. 81	Mess Sheet.
* A.S. 72	Repayment Mess Account.
<u>For Stocktaking:</u>	
* A.S. 1053	Record of Masters of Victualling Stores.
A.S. 148	Stocktaking Report.

Forms marked * are new Forms, supplies of which will be made without demand.

5. Instructions regarding the use of these Forms are appended :-

(a) A.S. 71 - Provisions Ledger Account:

- (i) Loose leaf ledger sheets, enclosed in binders, are to be used for recording all receipts, issues and returns of items of provisions. The issue column is dissected to show the issues made to General Mess, Wardroom, extra issues, issues of a special nature (e.g., to a Naval Hospital, family victualling, etc.) and miscellaneous issues, with a column for daily totals.
- (ii) All transactions are to be posted daily so that the Stock Ledger is an up-to-date record of stocks held.
- (iii) Receipts and issues are to be posted on separate lines, the "remains" column being invariably completed.
- (iv) The final column is to be initialled by the officer taking stock of the item concerned.
- (v) Entries on Form A.S. 71 are to be supported by the following vouchers or records :-

(ii) Issues to Repayment Messes:

Provisions for issue on repayment are to be demanded on Form A.S. 77 and signed by the person responsible for victualling arrangements in the repayment Mess concerned. The requisitions are to be passed to the Supply Officer or his authorised representative for approval before issue. A receipt is to be obtained on the Form at the time issue is made, and one copy of the Form given to the Demanding Officer or rating. The total issues are to be posted daily to the Stock Ledger. The original copies are to be passed to the Victualling Office for further action (see sub-paragraph 1 and paragraph 4). These Forms are to be rated and valued.

(iii) Materials for Breadmaking:

Items required for breadmaking are to be issued on Form A.S. 77, one copy of which is to be retained by the baker to support his entries in the Bakery Book. The original receipted copy is to support the entries in the Stock Ledger.

(iv) Extra Issues:

Extra issues, in accordance with regulations, are to be entered on Form A.S. 77, a notation being made thereon of the relevant authority for issue, and the number of personnel involved. The Forms are to be approved by the Supply Officer or his authorised representative. Where such issue is made in bulk to one person, a receipt is to be obtained. The original receipted copy is to support the entries in the Stock Ledger.

(v) Issues to Sick Mess:

Special issues to Sick Mess (excluding Naval Hospitals) are to be accounted for in a similar manner to Extra Issues, except that the issues are to be authorised by the Medical Officer.

(f) Form A.S. 330 - Report of Survey:

Provisions condemned and destroyed on board, or returned to a Victualling Yard.

The Forms are to be prepared in triplicate and distributed as follows :-

Original - To be rendered to the Director of Victualling.

Duplicate - To accompany stores returned to a Victualling Yard or, if stores are condemned and destroyed on board, to be forwarded to the (S) Victualling Store Officer at the port at which the stores were drawn.

Triplicate - To be retained to support the entries in the Stock Ledger.

Forms A.V. 119 - Yard Receipt Note - in respect of condemned stores returned to a Victualling Yard, are to be attached to the relevant Form A.S. 330.

(g) Form A.S. 75:

Casual condemnations are to be recorded on Form A.S. 75 as they occur, and posted to the Stock Ledger. The certificate is to be closed at the end of each quarter, certified by the Supply Officer and approved by the Captain. The original copy of Form A.S. 75 is to be forwarded to the Director of Victualling, and the duplicate copy retained to support the entries in the Stock Ledger.

(h) Form A.S. 549 - Demand, Supply or Receipt Note:(i) Provisions returned to a Victualling Yard:

Form A.S. 549 is to be used to return stores, other than condemned stores, to a Victualling Yard. The original is to accompany the stores, and the duplicate used to support the entry in the Stock Ledger. When the Yard Receipt Note, Form A.V. 119, is received, it is to be filed with the relevant Form A.S. 549.

(ii) Issues to other H.M.A. Ships, Royal Navy, Allied Services, etc:

Issues to other ships are to be made on Form A.S. 549. The original copy is to be retained by the receiving ship; the duplicate receipted copy is to be forwarded to the Director of Victualling with Form A.S. 462 (see sub-paragraph 1); and the triplicate copy used to support the entries in the Stock Ledger.

(j) A.S. 257c - Daily Numbers Victualled:

Forms A.S. 257c are to be completed by the Executive Officer and passed to the Supply Officer as early as possible during the forenoon of each day. Separate Forms are to be used for the Repayment Messes and the General Mess. Details from lines 11, 12 and 13 are to be entered in Form A.S. 462. The details for each Mess are to be abstracted to Form A.S. 113 - Issues Direct to Messes. The numbers of personnel to be victualled from each Galley are to be calculated from Form A.S. 257 by making allowance for expected arrivals, expected departures and Provision Allowance ratings for the meals involved and abstracted to Form A.S. 77. Forms A.S. 257c are to be retained in the Victualling Office.

(k) Form A.S. 81 - Mess Sheet:

- (1) Details of the following personnel borne, as ascertained from the Victualling and Check Sheets which are received from the Executive Officer, are to be entered in Form A.S. 81 :-

All personnel in Repayment Messes.

Army and R.A.A.F. personnel in General Mess.

Allied Services personnel in General Mess.

Civilians in General Mess.

Each day the Executive Officer is to supply a certified list of absentees in each category showing name and reason for absence.

- (ii) Separate Mess Sheets are to be maintained for each category as in (k) (1).
- (iii) Victualling and Check sheets are not to be prepared for officers on Provision Allowance when required for night, and/or week-end duty, but a monthly list showing names and dates for duty is to be supplied by the Executive Officer.
- (iv) The total number victualled as shown in the Mess sheets less absentees are to be checked on one day each week against the numbers shown in Form A.S. 257c and any discrepancies investigated with the Executive Officer. A notation of this check is to be made on the Mess sheets. For repayment messes only, the number of days victualled column is to be completed against each entry each month and the sheets totalled; the total number of absentees is to be deducted from this figure to prove the total number of days shown in Form A.S. 72 (see paragraph 6).
- (v) Forms A.S. 81 are to be forwarded to the Director of Victualling at the close of each quarter.

(1) Form A.S. 462 - Return of Numbers Victualled and Provisions Expended:

- (1) This Form shows daily details of numbers victualled and provisions issued to the General Mess.
- (ii) The Form is designed -
- to enable the Supply Officer to exercise control of the expenditure to ensure that the Victualling Allowance is not exceeded;
 - as an internal check on the postings to the Stock Ledger of such issues; and,
- for the information of Navy Office.

- (iii) Form A.S. 462 is to be maintained concurrently with the Stock Ledger and, so far as is practicable, independently of it.
- (iv) The Victualling Allowance is the amount available for the feeding of a man present for the full day, and it is expected that the value of provisions expended should closely approximate the total Victualling Allowance claimed in each calendar month, thus ensuring that the approved standard of victualling is maintained.
- (v) The Supply Officer, or Victualling Officer where no Supply Officer is borne, is to initial the Form at least once a week as evidence that he has carefully perused the entries. The Supply Officer may be considered personally responsible if the Victualling Allowance is exceeded.
- (vi) Where the General Mess operations result in a debit balance, such balance is to be carried forward for elimination or reduction in the succeeding period. An explanation is to be given on the back of the Form in cases where the debit balance is excessive.
- (vii) Line 11 of Form A.S. 257c - Daily Numbers Victualled - is to be posted to the "full victuals" column of Form A.S. 462. The numbers of "Provision Allowance" personnel present for Breakfast and Dinner are to be shown in the columns provided. The total daily number catered for is to be computed by adding one-third of the numbers shown under 'B' and 'D' for ratings on Provision Allowance to the number shown in the "full victuals" column. The resultant figure is to be used to compute the daily amount of Victualling Allowance.
- (viii) The total quantities and value of provisions issued to the General Mess on Forms A.S. 77 and A.S. 113 are to be posted daily to Form A.S. 462. These supporting vouchers are to be initialled as evidence of posting.
- (ix) The General Mess balance is to be calculated daily and shown in the column provided. At the end of each calendar month the total line is to be completed to show the quantities of provisions expended and these are to be checked and agreed with the totals in the appropriate dissection column in the Stock Ledger. The Form is then to be certified and forwarded to the Director of Victualling.
- (x) A separate Form A.S. 462 is to be used for the R.A.N. College and Naval Hospitals. The certificate in Form A.S. 462 for Naval Hospitals is to be signed by the Medical Officer in lieu of the Supply Officer; sub-paragraph (ix) above is also applicable to these Forms.

6. Repayment Mess

- (i) A record of the daily numbers victualled and the value of provisions issued is to be maintained on Form A.S. 72 for each Repayment Mess. The details for this record are to be extracted daily from Form A.S. 257c and A.S. 77.
- (ii) The total number victualled is to be checked against the details shown in the Mess sheets at the close of each calendar month.
- (iii) Mess balances are to be adjusted at the close of each month.

7. Stocktaking.

- (a) Stocktaking is to be carried out by an Officer -
 - (i) In a ship with Supply Officer:
not less than once in each quarter;
on change of Supply Officer; and,
on "Paying Off".
 - (ii) In a ship without a Supply Officer:
once each month;
on change of Captain;
on change of rating keeping account;
on "Paying Off".
- (b) Test checks are to be carried out by the Supply Officer where the normal quarterly stocktakings are not carried out by this Officer.
- (c) The quantities found are to be compared with Remains as per Form A.S. 71, and the Stock Ledger sheet is to be initialled, and dated in the column provided. Stocktaking Report - Form A.S. 148 - is to be prepared to adjust any discrepancies, one copy being used to support the entries in the Stock Ledger, and two copies forwarded to Navy Office with Form A.S. 462.
- (d)
 - (i) A record on Form A.S. 1053 is to be maintained in every ship and establishment carrying Victualling Stores.
 - (ii) It is to be kept personally by the Supply Officer or under his direct supervision, and in ships without a Supply Officer by the Officer appointed for Victualling Duties.
 - (iii) Entries are to be made as musters are carried out and are to show the date of the muster, the number of items mustered, and the signature of the officer who carried out the muster.
 - (iv) The record is to be available for inspection by the Captain, by visiting Command and Fleet Supply Officers, and at official inspections.

- (v) On supersession, the Supply Officer, or Captain in ships without a Supply Officer, is to transfer the record to his successor.

GENERAL.

- (a) Erasures are not to be made. If an error has been made the incorrect figure is to be struck through, the correct figure inserted, and the alteration initialled by the person concerned.
- (b) Where practicable, all entries are to be made in ink (purple or green ink must not be used).
- (c) Issues of provisions to attached vessels required to make trips of limited duration, e.g., tenders to TARANGAU, MELVILLE and Survey ships may be accounted for as follows :-
 - (i) Issue to be made on Form A.S. 549.
 - (ii) On completion of voyage, stock to be mustered and taken on charge in Parent ship's account per Form A.S. 549.
 - (iii) Certificate to be prepared showing details of provisions expended, particulars of movements and numbers victualled.
 - (iv) Certificate to be forwarded to Director of Victualling with monthly Form A.S. 462.

(4528/4/392)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

1st November, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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

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List of Admiralty Fleet Order Repronulgated as Commonwealth Navy Orders (Navy Order 104 of 1954).

SECTION 1 - ADMINISTRATIVE AND GENERAL

878.

COMMISSIONING OF H.M.A.S. MELBOURNE.

H.M.S. MAJESTIC, Light Fleet Carrier, was commissioned as H.M.A.S. MELBOURNE at Barrow, England, on 27th October, 1955.

(4278/2/119)

SECTION 2 - PERSONNEL

879.

EDUCATIONAL TEST FOR COMMISSIONED RANK (BRANCH LIST) - SUPPLY AND SECRETARIAT BRANCH.

The following revised educational qualifications will be required of ratings in the Supply and Secretariat Branch before promotion to Commissioned Rank (Branch List) :-

- (a) The special Supply and Secretariat Branch H.E.T. Practical Mathematics paper will be abolished after the October, 1955, examination.
- (b) The educational qualification for promotion to the Branch List in the Writer and Stores categories will continue to be the possession of a Higher Educational Certificate (second class passes (55 per cent) in four subjects), but with English as the only compulsory subject.
- (c) The educational qualification for promotion to the Branch List in the Cookery and Catering categories is amended to the following :-

A first class pass (75 per cent) in either English or General Knowledge

or

A second class pass (55 per cent) in either of these subjects and one other subject, or in both English and General Knowledge.

The full Higher Educational Certificate, covering four subjects, will no longer be required to qualify for Branch rank.

- (d) The professional examinations for the Branch List in all four categories of the Supply and Secretariat Branch (Q.R. and A.I., Appendix I, Part 8, Sections XII, XIII and XIV) will in future include questions designed to ensure that candidates have the arithmetical knowledge necessary for the performance of the duties of their category on the Branch List.

2. The changes in paragraph 1 (b) and (c) are retrospective. The names of all ratings who are now qualified under the above rules will be advised by letter.

(The foregoing is the text of A.F.O. 2076/1955, altered to meet R.A.N. conditions).

(4006/36/26)

880.

EXAMINATIONS - UPPER YARDMEN (E) - PRELIMINARY ANNUAL EXAMINATION - REVISED ARRANGEMENTS.

The qualification for C.W. candidates in the Engineering Branch is a pass in the Preliminary Annual Examination for Upper Yardmen (E) candidates. Commencing in 1955 this examination will include educational subjects only; professional subjects will not be included. The subjects and syllabus are given in the Appendix to this Order.

2. The examination may be taken at any time after being rated Acting Engine Room Artificer 4th class, Acting Ordnance Artificer 4th Class, Acting Naval Shipwright 4th class, Acting Aircraft Artificer 4th class, Mechanician 2nd class, Aircraft Mechanician 3rd class, Engineering Mechanic 1st class, or Naval Airman I Mechanic, and once passed, need not be taken again.

3. All candidates will be restricted to three attempts at the Preliminary Examination.

4. Q.R. and A.I., Appendix I, Part 2, Section II, will be amended in due course.

5. Commanding Officers are reminded of their responsibility for verifying the eligibility of candidates to sit for this examination before the question papers are demanded. Applications for papers are to be made direct to Navy Office, reporting full particulars of candidates. Any subsequent withdrawals from the examination are to be reported to Navy Office and the corresponding examination papers are to be returned.

6. The marking authority to whom worked papers are to be forwarded immediately after the examination is the Director of Naval Education Service, Navy Office, Melbourne.

(The foregoing is the text of A.F.O. 658/1955 altered to meet R.A.N. conditions.)

(4006/36/25)

APPENDIX

The Preliminary Annual Examination for Upper Yardmen (E) candidates will consist of the following papers :-

	<u>Maximum Marks</u>
English	200
Mathematics	200
Applied Mechanics	200
General Science	200
<u>Total</u>	<u>800</u>

Each paper will last 2½ hours.

SYLLABUSEducational Subjects.

(1) English - Candidates will be required to write an essay, for which at least half the total marks allotted to the paper will be awarded. The subjects will generally be of a practical nature, and there will be a choice of at least four. Candidates should try to make the subject-matter of their essays as interesting and accurate as possible, but errors of fact, unless betraying an avoidable ignorance, will not be heavily penalized, since most of the marks will be awarded for good grammar, a pleasing style, and a clear arrangement of topics. Candidates should aim at a minimum length of five hundred words for their essays.

In addition, candidates may be required to reduce a prose passage to about one-third of its length without omitting any of its essential meaning. In making such a precis, candidates may use the words of the original passage when they are suitable for reproduction, but in general should use their own words. They may also be asked to enlarge a tersely-expressed passage from some well-known author or to paraphrase a difficult prose passage.

Candidates should also be prepared for one or more of the following tests: to explain the meaning of common metaphors; to correct ungrammatical sentences; to differentiate between words of nearly similar meaning; to correct the punctuation of a given passage; to supply the correct words in a passage in which wrong ones are used; to explain the meanings of difficult words; and for other similar exercises.

(2) Mathematics - The metric system; conversion of units. Elementary geometry and algebra with practical applications. Simple problems involving equations. Plotting curves and use of graphs. Elementary Trigonometry. Calculation of areas, volumes and surfaces in practical cases. Meaning of differential co-efficient; simple examples of differentiation with applications; maxima and minima. Meaning of an integral; simple examples.

(3) Applied Mechanics - Elementary principles of statics and dynamics treated with reference to practical applications. Force, effect of a force in causing motion. Moment of a force about a point. Conditions of equilibrium. Finding the resultant of given forces. Centre of gravity. Friction. Simple machines. Mechanical advantage and efficiency. Velocity ratio. Instantaneous axis. Work, energy and power. Centrifugal force. Elementary notions of stress and strain. Hooke's law. Ordinary tests of materials. Properties of fluids. Hydraulic press. Equilibrium of floating bodies. Energy of fluid under pressure and in motion. Pressure exerted by a jet of fluid.

(4) General Science - Construction and working of cells in common use in the Service; secondary batteries. Ohm's law and its applications. Electrical instruments in common use; electric bells, telephones, arc and incandescent lamps. Specific resistance divided circuits, shunts. Continuous current dynamos and motors, including general knowledge of types, management and maintenance. Electrical power and energy.

Elementary outlines of inorganic chemistry, including the following: water and hydrogen; the air, oxygen and nitrogen, and the phenomena of combustion; acids, bases, and salts; the chemistry of carbon, including limestones and the hardness of water; properties of the common metals.

Production and properties of cast iron, wrought iron, and steel. The heat treatment of steel. Service steels. The corrosion of steel.

The elementary metallurgy of copper, brass, bronzes and bearing metals. Aluminium and magnesium, and the light engineering alloys.

881.

PROGRAMME OF EDUCATIONAL TESTS IN THE ROYAL AUSTRALIAN NAVY - 1956.

The following is the programme for the Educational Tests in the Royal Australian Navy, during 1956.

EDUCATIONAL TEST I.

Tuesday, 13th March, 1956.

Tuesday, 31st July, 1956.

Tuesday, 20th November, 1956.

HIGHER EDUCATIONAL TEST.Monday, 16th April, 1956 to
Friday, 20th April, 1956
inclusive.Monday, 15th October, 1956 to
Friday, 19th October, 1956
inclusive.

(This Order will be reprinted for posting on Notice Boards.)
(4017/7/186)

882.

PROGRAMME OF PROFESSIONAL EXAMINATIONS - 1956.

The programme of professional examinations to be conducted from Navy Office during 1956 is as follows :-

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDI- DATES DUE AT NAVY OFFICE
Commissioned Electrical Officer (L), (R), (AL) and (AR)	Wednesday, 1st February, 1956	9th January, 1956
	Thursday, 2nd February, 1956	
Commissioned Air Engineer	Monday, 6th February, 1956	9th January, 1956
	Tuesday, 7th February, 1956	
Acting Sub- Lieutenant (L)	Tuesday, 14th February, 1956	23rd January, 1956
	Wednesday, 15th February, 1956	
	Thursday, 16th February, 1956	

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDI- DATES DUE AT NAVY OFFICE
Leading Wran Sick Berth Attendant	Tuesday, 21st February, 1956	14th January, 1956
Petty Officer Wran Sick Berth	Tuesday, 21st February, 1956	14th January, 1956
Leading Writer	Tuesday, 6th March, 1956 Wednesday, 7th March, 1956	6th February, 1956
Leading Wran Writer (G.D.)	Tuesday, 6th March, 1956 Wednesday, 7th March, 1956	6th February, 1956
Leading Wran Writer (Pay)	Tuesday, 6th March, 1956	6th February, 1956
Leading Wran Writer (S.H.)	Tuesday, 6th March, 1956	6th February, 1956
Leading Stores Assistant (V)	Tuesday, 6th March, 1956 Wednesday, 7th March, 1956	6th February, 1956
Leading Stores Assistant (S)	Tuesday, 6th March, 1956 Wednesday, 7th March, 1956	6th February, 1956
Leading Wran Stores Assistant (V)	Tuesday, 6th March, 1956	6th February, 1956
Leading Wran Stores Assistant (S)	Tuesday, 6th March, 1956	6th February, 1956
Leading Writer R.A.N.R.	Wednesday, 7th March, 1956 Wednesday, 14th March, 1956 Wednesday, 21st March, 1956	6th February, 1956
Leading Stores Assistant (V) R.A.N.R.	Wednesday, 7th March, 1956 Wednesday, 14th March, 1956 Wednesday, 21st March, 1956	6th February, 1956
Leading Stores Assistant (S) R.A.N.R.	Wednesday, 7th March, 1956 Wednesday, 14th March, 1956 Wednesday, 21st March, 1956	6th February, 1956
Leading Steward	Tuesday, 20th March, 1956	20th February, 1956
Leading Steward R.A.N.R.	Wednesday, 21st March, 1956 Wednesday, 28th March, 1956	20th February, 1956
Leading Wran Steward (G)	Tuesday, 20th March, 1956	20th February, 1956
Leading Dental Assistant	Tuesday, 20th March, 1956	14th February, 1956
Petty Officer Dental Assistant	Tuesday, 20th March, 1956	14th February, 1956
Lieutenant-Commander (S) Part II	Monday, 19th March, 1956 Thursday, 22nd March, 1956	1st March, 1956
Petty Officer Writer	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Petty Officer Wran Writer (G.D.)	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDI- DATES DUE AT NAVY OFFICE
Petty Officer Wran Writer (Pay)	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Petty Officer Writer, R.A.N.R.	Wednesday, 18th April, 1956 Wednesday, 25th April, 1956 Wednesday, 2nd May, 1956 Wednesday, 9th May, 1956	19th March, 1956
Stores Petty Officer (V)	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Stores Petty Officer (S)	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Petty Officer Wran Stores (V)	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Petty Officer Wran Stores (S)	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Stores Petty Officer (V) R.A.N.R.	Wednesday, 18th April, 1956 Wednesday, 25th April, 1956 Wednesday, 2nd May, 1956 Wednesday, 9th May, 1956	19th March, 1956
Stores Petty Officer (S) R.A.N.R.	Wednesday, 18th April, 1956 Wednesday, 25th April, 1956 Wednesday, 2nd May, 1956 Wednesday, 9th May, 1956	19th March, 1956
Petty Officer Steward	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	19th March, 1956
Petty Officer Steward R.A.N.R.	Wednesday, 18th April, 1956 Wednesday, 25th April, 1956 Wednesday, 2nd May, 1956	19th March, 1956
Petty Officer Wran Steward (G)	Tuesday, 17th April, 1956	19th March, 1956
Commissioned Wardmaster	Tuesday, 17th April, 1956 Wednesday, 18th April, 1956	15th March, 1956
Leading Sick Berth Attendant	Tuesday, 22nd May, 1956	15th April, 1956
Sick Berth Petty Officer	Tuesday, 22nd May, 1956	15th April, 1956
Sick Berth Chief Petty Officer	Tuesday, 22nd May, 1956	15th April, 1956
Commissioned Ordnance Engineer	Tuesday, 14th August, 1956	15th July, 1956
Acting Sub-Lieutenant (E)	Tuesday, 21st August, 1956 Wednesday, 22nd August, 1956	23rd July, 1956
Leading Wran Sick Berth Attendant	Tuesday, 21st August, 1956	15th July, 1956

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDI- DATES DUE AT NAVY OFFICE
Petty Officer Wran Sick Berth	Tuesday, 21st August, 1956	15th July, 1956
Leading Writer	Tuesday, 4th September, 1956 Wednesday, 5th September, 1956	6th August, 1956
Leading Wran Writer (G.D.)	Tuesday, 4th September, 1956 Wednesday, 5th September, 1956	6th August, 1956
Leading Wran Writer (Pay)	Tuesday, 4th September, 1956	6th August, 1956
Leading Wran Writer (S.H.)	Tuesday, 4th September, 1956	6th August, 1956
Leading Writer R.A.N.R.	Wednesday, 5th September, 1956 Wednesday, 12th September, 1956 Wednesday, 19th September, 1956	6th August, 1956
Leading Stores Assistant (V)	Tuesday, 4th September, 1956 Wednesday, 5th September, 1956	6th August, 1956
Leading Stores Assistant (S)	Tuesday, 4th September, 1956 Wednesday, 5th September, 1956	6th August, 1956
Leading Wran Stores Assistant (V)	Tuesday, 4th September, 1956	6th August, 1956
Leading Wran Stores Assistant (S)	Tuesday, 4th September, 1956	6th August, 1956
Leading Stores Assistant (V) R.A.N.R.	Wednesday, 5th September, 1956 Wednesday, 12th September, 1956 Wednesday, 19th September, 1956	6th August, 1956
Leading Stores Assistant (S) R.A.N.R.	Wednesday, 5th September, 1956 Wednesday, 12th September, 1956 Wednesday, 19th September, 1956	6th August, 1956
Leading Steward	Tuesday, 11th September, 1956	13th August, 1956
Leading Steward R.A.N.R.	Wednesday, 12th September, 1956 Wednesday, 19th September, 1956	13th August, 1956

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDI- DATES DUE AT NAVY OFFICE
Leading Wran Steward (G)	Tuesday, 11th September, 1956	13th August, 1956
Leading Dental Assistant	Tuesday, 18th September, 1956	15th August, 1956
Petty Officer Dental Assistant	Tuesday, 18th September, 1956	15th August, 1956
Lieutenant- Commander (S) Part I	Monday, 17th September, 1956 Thursday, 20th September, 1956	15th August, 1956
Petty Officer Writer	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Petty Officer Wran Writer (G.D.)	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Petty Officer Wran Writer (Pay)	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Petty Officer Writer R.A.N.R.	Wednesday, 17th October, 1956 Wednesday, 24th October, 1956 Wednesday, 31st October, 1956 Wednesday, 7th November, 1956	17th September, 1956
Stores Petty Officer (V)	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Stores Petty Officer (S)	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Petty Officer Wran Stores (V)	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Petty Officer Wran Stores (S)	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Stores Petty Officer (V) R.A.N.R.	Wednesday, 17th October, 1956 Wednesday, 24th October, 1956 Wednesday, 31st October, 1956 Wednesday, 7th November, 1956	17th September, 1956
Stores Petty Officer (S) R.A.N.R.	Wednesday, 17th October, 1956 Wednesday, 24th October, 1956 Wednesday, 31st October, 1956 Wednesday, 7th November, 1956	17th September, 1956

EXAMINATION	DATES OF EXAMINATION	RETURN OF CANDI- DATES DUE AT NAVY OFFICE
Petty Officer Steward	Tuesday, 16th October, 1956 Wednesday, 17th October, 1956	17th September, 1956
Petty Officer Steward R.A.N.R.	Wednesday, 17th October, 1956 Wednesday, 24th October, 1956 Wednesday, 31st October, 1956	17th September, 1956
Petty Officer Wran Steward (G)	Tuesday, 16th October, 1956	17th September, 1956
Commissioned Wardmaster	Tuesday, 23rd October, 1956 Wednesday, 24th October, 1956	15th September, 1956
Leading Sick Berth Attendant	Tuesday, 13th November, 1956	15th October, 1956
Sick Berth Petty Officer	Tuesday, 13th November, 1956	15th October, 1956
Sick Berth Chief Petty Officer	Tuesday, 13th November, 1956	15th October, 1956
Commissioned Writer Officer	Tuesday, 27th November, 1956 Wednesday, 28th November, 1956	1st November, 1956
Commissioned Stores Officer	Tuesday, 27th November, 1956 Wednesday, 28th November, 1956	1st November, 1956
Commissioned Engineer and Commissioned Mechanician	Wednesday, 5th December, 1956	1st November, 1956

2. It should be ensured that candidates are qualified in all respects before submitting returns to Navy Office.

3. Returns of candidates must be received in Navy Office by the date laid down. Returns received after that date will not be accepted except in special cases.

4. Navy Order 413 of 1953 and 486 of 1954 is hereby cancelled.

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

(4007/3/133)

833.

R.A.N. RELIEF TRUST FUND - FINANCIAL STATEMENT FOR
1954-1955.

The Statement of Accounts of the R.A.N. Relief Trust Fund, for the period 1st July, 1954, to 30th June, 1955, and the Balance Sheet as at 30th June, 1955, are promulgated as an Appendix to this Order.

2. The Assets of the Fund, as shown in the Balance Sheet, comprise :-

	<u>AS AT</u> 30th June, 1955	<u>AS AT</u> 30th June, 1954
Invested Capital bearing interest	£16,759	£37,733
Money out on loan, bearing no interest	£64,808	£22,233
Working Capital, some of which bears Savings Bank Interest	£18,898	£7,969.

3. The considerable increase in the money out on loan has been made possible through the availability of additional Working Capital drawn from the following sources :-

Sale of Invested Capital	£20,974
Donations as shown in paragraph 8	£7,654
Annual Contribution from Central Canteen Fund (as notified by C.N.O. 163/55)	£10,000
Central Canteen Fund Contributions received in advance	£18,333.

4. The development of loan business, since the establishment of the present Trust Fund on 1st July, 1947, is indicated hereunder :-

<u>YEAR</u>	<u>LOANS MADE</u>	<u>OUT ON LOAN AT END OF YEAR</u>
1947-48	£ 4,720	£ 3,201
1948-49	11,199	5,175
1949-50	15,149	5,862
1950-51	14,718	6,069
1951-52	20,066	7,140
1952-53	27,372	9,281
1953-54	48,110	22,223
1954-55	109,418	64,808.

The large increase in the last two years is due to the introduction of substantial housing and furniture loans, which came into operation towards the close of the year 1953-54.

5. The reasons for which loans have been made are indicated as follows :-

<u>Nature</u>	<u>No. of Cases</u>	<u>Percentage of Cases</u>
Hospital and Medical Expenses	841	26
Housing and Accommodation	522	16
Furniture and Household necessities	360	12
Travelling and Removals	475	15
Arrears in household bills	754	23
Household expenses pending first payment of wife's allotment	78	3
Other reasons	174	5
	<u>3,204</u>	<u>100</u>

Viewed in terms of money, the amount loaned for housing and furniture well exceeds the sum expended on other loans, as is shown by the following figures :-

Housing Loans	£53,309
Furniture Loans	£11,792
Other Loans	£44,317
	<u>£109,418</u>

6. It will be seen that the major portion of loan money goes to personnel who are establishing homes and urgently require to supplement their own savings, usually in order to complete the deposit on house or land or to provide essential furnishings. The majority of loans under the heading of "other loans" are made to personnel who are in financial difficulty mostly on account of heavy medical expenses or other unforeseeable emergencies; such loans are made subject to reasonable investigation by the Agents of the Fund as to the bona fides of the case.

7. Grants have been made during the year as under :-

To widows of men who died while serving.	£492
To Ex-Naval men who are ineligible for benefits from the Services Canteens Trust Fund, not having served between 3.9.39 - 30.6.47.	£ 51
	<u>£543</u>

8. The following donations have been received during the year :-

Ship's Fund of H.M.A.S. GASCOYNE paid off.	£ 200. 0. 0.
Bequest from Estate of the late Miss J.E. Mutton of Sydney.	2,080. 0. 0.
Distribution of profits, Australia House Canteen.	26. 8. 6.
Employment of Naval personnel loading S.S. RADNOR with War material for Indo China.	3,181. 2. 2.

Balance of Prize Money not distributed.	£ 639.16. 3.
Fleet Canteen, Sydney.	1,500. 0. 0.
Messrs. Crossle and Co., Melbourne, Annual Donation.	5. 0. 0.
Miscellaneous.	21.15. 1.
	<u>£7,654. 2. 0.</u>

Where appropriate the thanks of the Trustees have been conveyed to the Donors.

9. Even with the increased Working Capital indicated, the Trustees are still unfortunately obliged to limit expenditure on housing and furniture loans. In the case of housing loans, for which the present limit is £300 to any one person, applicants have to remain up to 8 months on the Waiting List before approved loans can be made available. Furniture loans must be limited to a maximum of £75 towards the first payment on new furniture, or £150 in the case of second hand furniture where extended terms of payment are not obtainable. It is the intention of the Trustees to raise these maxima and to reduce the time lag on housing loans as additional Working Capital becomes available.

(4814/51/25)

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND.

(I) STATEMENT OF INCOME AND EXPENDITURE FOR YEAR ENDED 30TH JUNE, 1955.

1953/54	EXPENDITURE	1954/55	1953/54	INCOME	1954/55
£ 523	Administrative Expenses	£ 417.14. 8	£1,952	Interest on Investments and Bank Balances	£1,287. 9. 0
178	Grants	543.11. 5	3,333	R.A.N. Central Canteen Fund Contribution	8,333. 6. 8
4,357	Loss on Sale of Investments	194. 6. 4	283	Donations	7,654. 2. 0
286	Bad Debts - £313.14. 5 (Less) Bad Debts revived 58. 0. 0	255.14. 5	52	Exchange	- - -
276	Excess of Income over Expenditure	15,863.10.10			
<u>£5,620</u>		<u>£17,274.17. 8</u>	<u>£5,620</u>		<u>£17,274.17. 8</u>

(II) BALANCE SHEET AS AT 30TH JUNE, 1955.

1953/54	LIABILITIES	1954/55	1953/54	ASSETS	1954/55
£66,269	Accumulated Funds Balance 1/7/54	£66,269. 1.11	£ 7,969	Cash in Hand, Bank and Agencies' Advances	£18,898.13. 0
	Add - Excess of income over expenditure for 12 months ended 30/6/55 -	15,863.10.10	37,733	Investments, Trustee Securities at cost (face value £18,200)	16,759. 3. 6
	Balance 30/6/55	82,132.12. 9		Loans outstanding - £ 22,233. 6. 9	
1,666	R.A.N. Central Canteen Fund Contributions received in advance	18,333. 6. 8		Balance outstanding at 1/7/54	
				Add - Amounts advanced 1/7/54 - 30/6/55	109,418. 9. 5
				Less Repayments - 1/7/54 - 30/6/55	£ 66,587.18.10
				Bad Debts	255.14. 5
			22,233		66,843.13. 5
<u>£67,935</u>		<u>£100,465.19. 5</u>	<u>£67,935</u>		<u>£100,465.19. 5</u>

J.C. MORROW	Commodore	} TRUSTEES, R.A.N. RELIEF TRUST FUND
J.B. FOLEY	Captain (S)	
HERRERT J. FAWELL	Senior Chaplain	
C.A. PARKER	Captain (S) (Rtd.)	SECRETARY

884.

ROYAL AUSTRALIAN NAVAL RESERVE - PAY ACCOUNTING.

A member of the Royal Australian Naval Reserve is, in future, to be borne for pay in H.M.A. Ship's ledger only if the period of continuous service is intended to exceed three months. For lesser periods he is to be borne for pay in the Drill Pay Register at the Naval Staff Office.

2. When the intended period of training is thirteen days or less, the procedure at present laid down by the Regulations is to be continued. If this period is exceeded due to unforeseen circumstances such as Ship's movements this procedure will continue to apply.

3. When the intended period of continuous service or training is more than thirteen days but not more than three months, the following procedure is to be followed :-

- (a) FORTNIGHTLY DRAWING RATE.- A fortnightly drawing rate is to be inserted in Part 1. of Form RANR - 3D. This rate, which is to be calculated on the back of the form, is determined as detailed in the following example :-

FORTNIGHTLY DRAWING RATE.

<u>CREDITS.</u>	£	s.	d.
Active Pay		1.12.	2.
* Marriage Allowance		7.	9.
* Separation Allowance		4.	0.
Other Allowances		-	-
Total Daily Credits		£2.	3.11.
Total Fortnightly Credits		£30.	14.10.
<u>LESS DEBITS.</u>			
* Allotment	£16.	7.	0.
Income Tax deduction		17.	0.
			<u>17. 4. 0.</u>
BALANCE		£13.	10.10.
Less Contingency Charge		2.	0.10.
FORTNIGHTLY DRAWING RATE		<u>£11.</u>	<u>10. 0.</u>

- * NOTE:- Royal Australian Naval Reserve Regulations and Instructions (Prov.) Article 245, and Interim Pay Instruction No. 52/1 are applicable.

The contingency charge, which is to be determined by the Certifying Officer, is provided to cover any miscellaneous charges that may arise such as stores lost, etc., and should be adjusted to provide a fortnightly drawing rate extended to the nearest ten shillings.

When a member commences continuous service or training during a pay period a pro-rata amount of the fortnightly drawing rate is to be assessed for the first pay period and inserted on the form.

- (b) MARRIAGE ALLOWANCE.— Action in regard to the application for Marriage Allowance and signing of the Marriage Certificate is to be completed at the Naval Staff Office prior to commencement of service or training.
- (c) ALLOTMENT.— The married member, who is required by Royal Australian Naval Reserve Regulations and Instructions (Prov.), Article 245, to declare an allotment in favour of his wife, must complete Form A.S.63 (Allotment declaration) at the Naval Staff Office prior to commencement of training. Allotments are to be paid by the Certifying Officer, by cheque. Reference to the amount of the allotment, voucher, etc., is to be recorded in the Drill Pay Register as each payment is made and the voucher noted that this action has been taken. Form A.S.54 should also be prepared in respect of the stoppage of each allotment.

When the new pay-accounting scheme is introduced, (Navy Order 265 of 1955 refers), separate books of Forms A.S.54 and A.S.63 are to be obtained by Certifying Officers and used solely for members of the Royal Australian Naval Reserve borne for pay in Drill Pay Registers.

- (d) INCOME TAX.— Income tax deduction is to be taken into account in assessing the fortnightly drawing rate. The normal "P.A.Y.E." system will apply and the local Taxation Group Certificate will be issued by the Certifying Officer. The amount of the tax deducted is to be paid to the Deputy Commissioner of Taxation in the State in which the pay account is kept. Payment of the amount, however, is not normally to be made until the period of continuous service or training has been completed and the member's account has been finalised in the Drill Pay Register.

Where, however, the period of training commenced in one financial year and extends to the following year, the member is to be credited in the Drill Pay Register with the amount of Active Pay and Allowances earned up to the last pay day of the year in which the training commenced and debited with an assessment of income tax, having regard to his taxable emoluments and the value of subsistence for the period involved.

The amount of tax deductions made is to be paid to the Deputy Commissioner of Taxation, before the close of the financial year, and the member issued with a Group Certificate to enable him to furnish an Income Tax Return by the due date.

For the remainder of the period of training the pay and allowances earned subsequent to the last pay day of the previous year should be credited in the Drill Pay Register and tax charged thereon in the usual manner.

A Group Certificate for this period should also be forwarded to the member.

The Tax Rebate Form should be completed at the Naval Staff Office prior to commencement of service or training.

- (e) FORMS.— If a member is unable to report to the Naval Staff Office during normal working hours for completion of the necessary forms, the Staff Officer (Reserves) is to ensure that they are completed before the period of service of training commences.

All forms completed by a member, who is borne for pay in the Drill Pay Register, are to be retained in the Naval Staff Office.

- (f) PAYMENTS.— Payments up to the amount of the fortnightly drawing rate may be made by the Supply Officer through the Ship's Cash Account. Particulars in regard to payments made each pay period (nil payments being shown where applicable) are to be inserted in Part 1 of Form RANR - 3D and the cash account voucher noted that this action has been taken. No payment is to be made through the Ship's ledger unless the member is borne for pay.
- (g) COMPLETION OF PERIOD.— On completion of the period of continuous service or training, the Supply Officer is to complete the remainder of Form R.A.N.R. - 3D, particularly in regard to miscellaneous charges, the word NIL being inserted where applicable.

4. If a member is to be borne for pay in the Ship's ledger, Part 2 of Form R.A.N.R. - 3D is to be completed by the Certifying Officer.

5. Where a member during a period of service or training is borne for pay in the Drill Pay Register, and approval is given for the period to be extended, he will continue to be borne for pay in the Drill Pay Register unless the unexpired portion of the initial period of service or training, together with the extended period, exceeds three months. In such circumstances accounting instructions are to be sought from the Director of Navy Accounts.

6. The provisions of this Order apply to all members of the Royal Australian Naval Reserve undergoing a period of continuous service or training whether annual continuous training, voluntary service, or a special qualifying course.

7. It is again emphasized that, to preserve the morale of the Reserve Forces, it is essential that payment of moneys due be made on completion of training. Supply Officers are to ensure that Forms R.A.N.R. - 3D are completed and forwarded in ample time to enable personnel to be paid promptly at the Naval Staff Office. One copy of Form R.A.N.R. - 3D is to be handed to the member on leaving the Ship or Establishment and one copy despatched at the same time by the fastest available mail, air mail being used where applicable.

8. The foregoing instructions are to be brought into effect, immediately upon receipt of the revised Forms R.A.N.R. - 3D which are at present being printed. Initial stocks of these forms will be supplied to Naval Staff Offices without demand by the Superintending Naval and Air Store Officer, Garden Island.

9. Royal Australian Naval Reserve Regulations and Instructions (Prov.) will be amended in due course.

10. Navy Order 361 of 1951 is hereby cancelled.

(4801/5/48)

885.

TRAINING - A.B.C.D. - W.R.A.N.S.

All W.R.A.N.S. officers and ratings are to undergo Junior A.B.C. and Fire-fighting Courses at the A.B.C.D. School, Flinders Naval Depot.

2. Recruit Wrens will attend these courses during recruit training period; W.R.A.N.S. officers and ratings at present serving, when circumstances permit.

(4006/20/45)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

886.

AVIATION - A/S BOMBING ASSESSMENT.

This Order is issued with the object of standardizing the assessing of A/S bombing results. Full details will be promulgated in the revised edition of A.P.(N) 82 (Manual of Air Gunnery Exercises).

2. The main difference between this method, to be known as "The Circular Kill Assessment", and the method previously taught is that allowance is made for the target to be on any course when attacked. This is considered necessary, as in future operations only "snap" attacks are likely to be successful.

3. Assumptions made in the Circular Kill Assessment method are as follows :-

- (a) A standard attack is made with Mark 11 Depth Charges.
- (b) The hull splitting distance is 20-ft.
- (c) The submarine depth is 30-ft. (i.e., snorting).
- (d) The diameter of the pressure hull is 20-ft.
- (e) The depth charge travels 40-ft. horizontally under-water to depth.

4. The resultant lethal area, as seen on the surface, is a circle 30-ft. radius centred on a point 40-ft. from the aiming point (S/M Conning Tower) back along the line of attack.

5. A perspex cursor is used as a method of assessment. This cursor has inscribed upon it a Target Spot through which is drawn a "line of attack" arrow. To the Scale in use, and 40-ft back along this arrow from the target, a further spot is inscribed. Using this spot as centre, a circle of radius 30-ft. is described. The fall of shot of the bomb(s) is plotted on the Form S.421 in relation to the target, and the

approximate line of attack is drawn in. It is usual to drop the practice bombs to represent the first and fourth Depth Charge of a Stick of Four, in which case the line joining these two bombs should be trisected in order to obtain the position of the 2nd and 3rd Depth Charges of the Stick. The Target Spot on the perspex cursor is now placed on the Target on the Plot and the "Line of Attack" arrow lined up with the apparent line of attack of the aircraft. If any one or more Depth Charges come within the circle inscribed on the perspex cursor, one "kill" can be credited.

(The foregoing is the text of A.P.O. 1743/1955 altered to meet R.A.N. conditions.)

(3385/41/4)

887.

AMMUNITION AND EXPLOSIVES - DUMPING AT SEA.

It is Naval Board policy that all dumping of ammunition and explosives is to be carried out in deep water.

2. Deep water for this purpose is to be considered as water of over 300 fathoms in depth.

3. The only exception permitted is when immediate disposal is essential for safety (e.g., disposal of a misfired round).

4. Navy Order 310 of 1947 is hereby cancelled.

(4433/1/800)

888.

GUNS - Q.F. 40 M.M. AND 2 PDR. (IN MULTIPLE MOUNTINGS) - MATCHING OF MUZZLE VELOCITIES OF BARRELS.

Navy Order 45 of 1955 is to be amended as follows :-

- (1) Delete paragraph 2.
- (11) Insert new paragraph 2 :-

"2. In these mountings, gun barrels are to be within 20 f.s. M.V. or 0.010 in. mean wear at 1-in. from C. of R. of each other. Barrels should be exchanged when necessary to give effect to this requirement. Spare barrels will be supplied on the scale laid down in Navy Order 428 of 1955. Each pair of spare barrels held on board should be matched within 20 f.s. M.V. of each other."

(4428/50/17)

889.

GUNS - Q.F. 40 M.M. - EXCHANGE ZONE AND ALLOWANCES
OF SPARE BARRELS.

Paragraph 1(a) of Navy Order 428 of 1955 is to be amended to read as follows :-

- (a) for guns in multiple mountings - 2 spare barrels for every six or less guns mounted. Each pair of spare barrels held should be matched within 20 f.s. M.V. of each other.

(4428/43/206)

890.

SAFE CUSTODY OF SMALL ARMS AND SMALL ARMS AMMUNITION.

Navy Order 633 of 1955 is to be amended by the insertion of Navy Office Drawing No. O/2610, Revision No. 2 dated June, 1955.

(5301/1/2)

891.

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

The following item is approved in principle for A.S. Frigates (Converted Fleet).

Class List Item No. 518Classification "A"

Item: "To replace existing ciling at sea bollards (Bean Type) fitted Port and Starboard sides of the Bridge at Superstructure Deck level, with tubular type bollards."

Compensating Weight: The completion of this item will result in a surrender equivalent to 1,800 lbs. at upper deck level.

References: F.O.C.A.P's A.P. 977/1925/17 dated 16th July, 1955.

Captain (F) 136 QUAD/1/6120 dated 4th July, 1955.

2. Separate action is being taken for H.M.A.S. QUIBERON during conversion.

(4283/1/188)

UNCLASSIFIED
 NAVY OFFICE-MELBOURNE
 DRG NO 0/2610
 DATE NOV. 1953
 TRACING NO 1 COPY NO 12
 DRAWN F.C. PASSED
 TRACED D.M. APPROVED
 CHECKED G.C.L. DEN
 REVISION NO 1 DATE DEC 1954
 DRAWN PASSED
 CHECKED G.C.L. DEN
 SOLID LINK KEEP CHAIN REPLACED BY SOLID METAL BAR
 REVISION NO 2 DATE JUNE 1955
 DRAWN PASSED
 CHECKED G.C.L. DEN
 TOP & BOTTOM RACKS MODIFIED

PISTOL CUPBOARD. TO TAKE FIVE PISTOLS. SCALE:- 3 INCHES = 1 FOOT.

SPECIFICATION

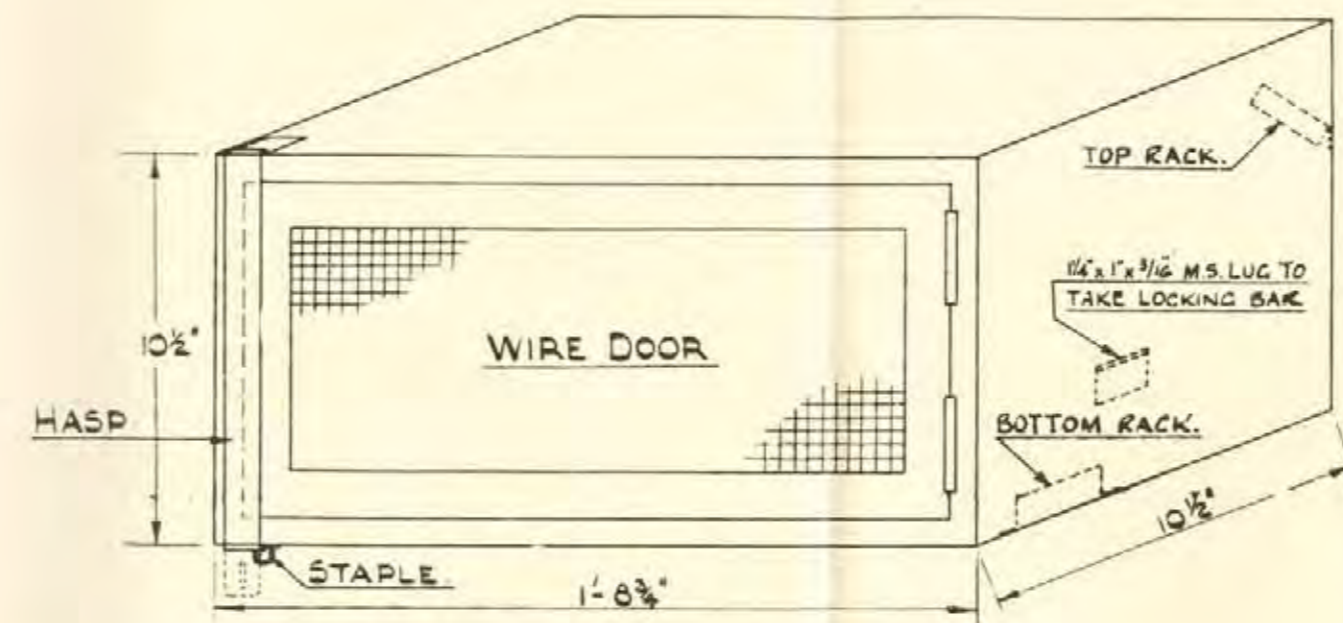
CUPBOARD TO BE CONSTRUCTED OF 22G ZINCANNEAL FORMED AS SHOWN AND FITTED WITH HINGED DOOR AT FRONT DOOR TO HAVE PANEL OF STOUT WIRE MESH BENT ON WIRE FRAME ATTACHED BY CLIPS NOT MORE THAN 4" APART RIVETED TO DOOR STOWAGE RACK TO BE CONSTRUCTED OF 20G ZINCANNEAL TO TAKE FIVE PISTOLS AS SHOWN.

A LOCKED SOLID METAL BAR IS TO BE FITTED PASSING THROUGH THE TRIGGER GUARDS OF THE PISTOLS. THE LOCK IS TO BE OF HIGH SECURITY & THE LOCKING ARRANGEMENTS ARE TO BE WHOLLY WITHIN THE CUPBOARD 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.

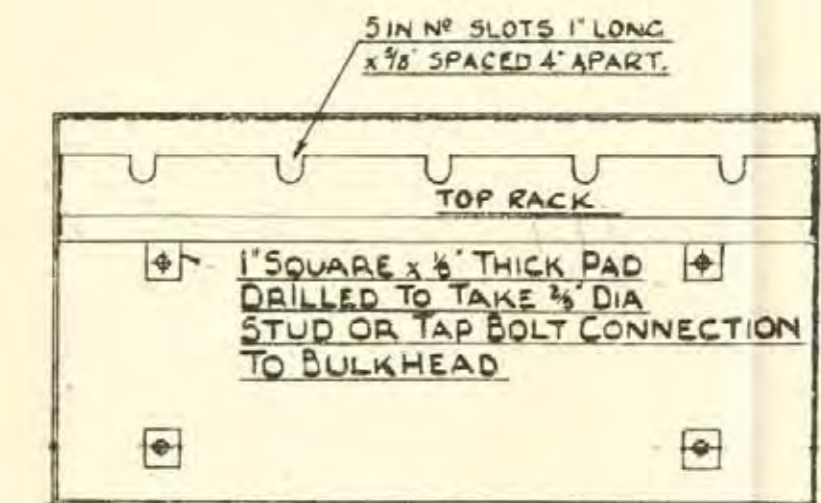
METHOD OF CONNECTION TO ADJACENT STRUCTURE

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.

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



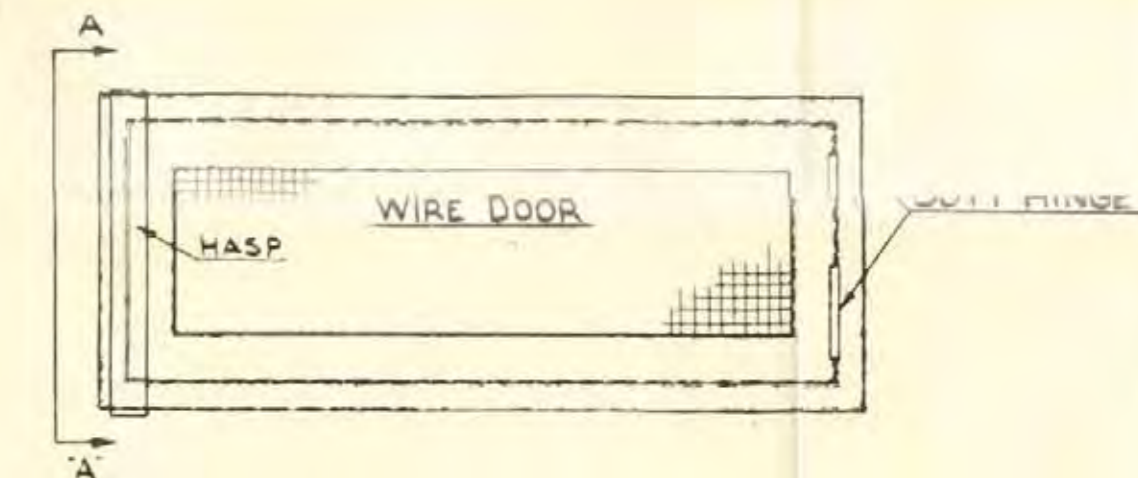
DIAGRAMMATIC ARRANGEMENT.



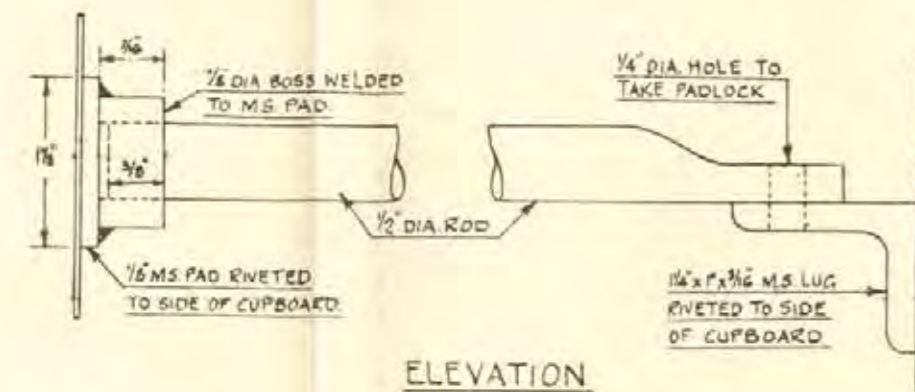
BACK ELEVATION.



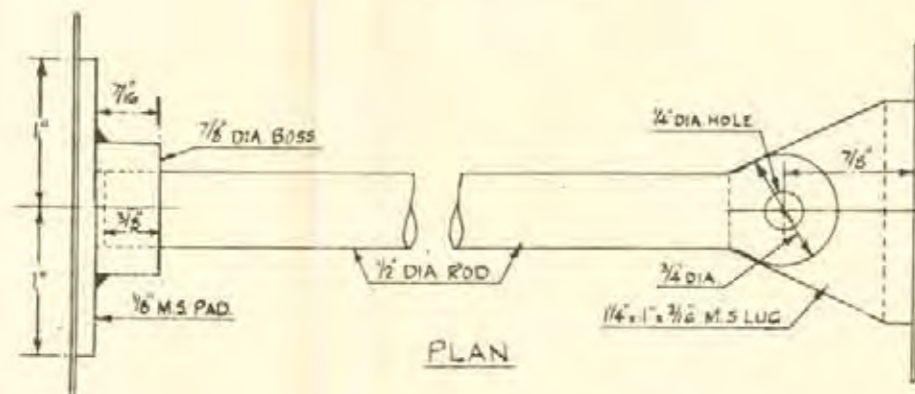
PLAN AT TOP.



FRONT ELEVATION.



ELEVATION

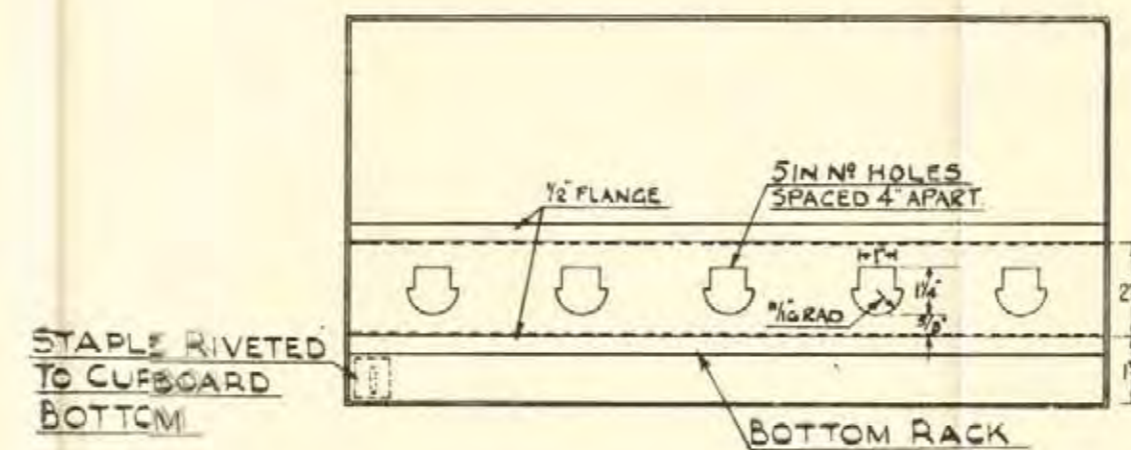


PLAN

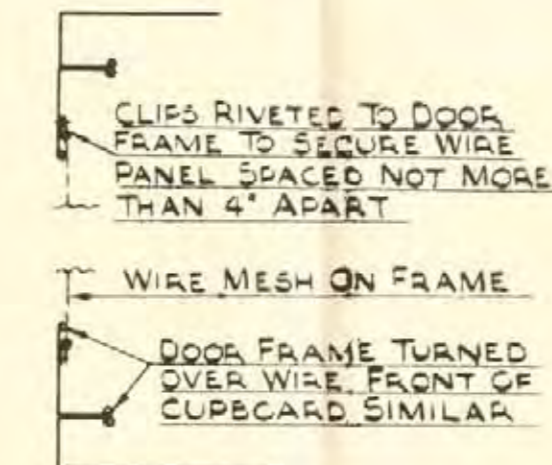
DETAIL OF LOCKING BAR.

FULL SIZE

TO BE POSITIONED SO THAT BAR PASSES THRO' PISTOL TRIGGER GUARDS.

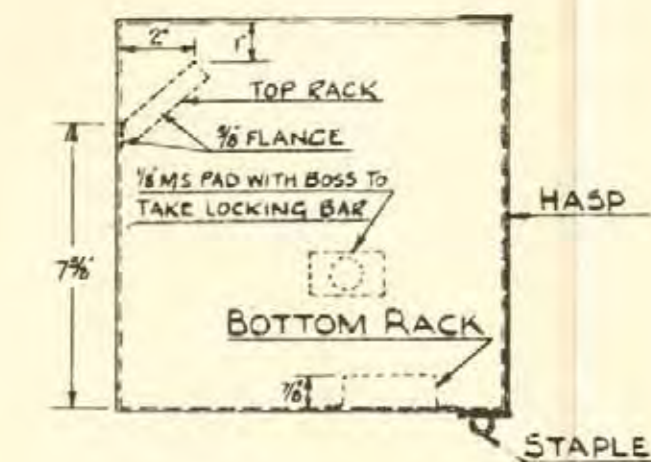


PLAN AT BOTTOM.



TYPICAL SECTION THRO' DOOR. SIDES OF DOOR SIMILAR.

SCALE - HALF FULL SIZE



VIEW LOOKING ON "AA".

892.

ALTERATION AND ADDITION ITEM - BATTLE CLASS DESTROYERS.

The following item is approved in principle for Battle Class Destroyers :-

Class List Item No. 85Classification "A"

- (a) To fit two 5½ cu. ft. Domestic Automatic Refrigerators in lieu of Cold Water Drinking Units in the Crew Space Stations 30-42 and 91-97 on the Lower Deck.
- (b) To fit one 5½ cu. ft. Domestic Automatic Refrigerator in the After Petty Officers' Mess.
- (c) To fit one 5½ cu. ft. Domestic Automatic Refrigerator in the Crew Space Station 49-54 on the Lower Deck.

Compensating Weight Required: Nil.

- References: (a) ANZAC's 23/1/6 of 3rd August, 1952, Appendix II.
- (b) F.O.C.A.F.'s A.F. 1554/1005/28 (paragraph 2(b)) of 19th November, 1952.
- (c) Navy Office memorandum 01696 of 22nd February, 1955.

(5172/1/52)

893.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT FLEET CARRIER.

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

Class List Item No. 280Classification "A"

"To fit Command Interroom Loudspeaker in Captain's Sea Cabin."

Compensating Weight Required: 370 lbs. at Hangar Deck Level.

- References: (a) F.O.C.A.F.'s A.F. 371/1901/15 of 17th March, 1955.
- (b) C.O. SYDNEY's 17/3/178 of 27th February, 1955.

2. Proposals to meet compensating weight requirements are to be forwarded.

(4278/3/629)

ELECTRIC ARC WELDING OPERATORS - PRECAUTIONS AGAINST
ELECTRIC SHOCK.

A.S. No. C.C.5 - 1954, Australian Standard Rules for the prevention of electric shock to manual metallic arc welding operators, published by the Standards Association of Australia, includes the following :-

OPERATING PRECAUTIONS

- (a) Secondary Connections. Whenever practicable, the power should be cut off from the welding terminals before connecting the welding leads to the terminals, and before changing the polarity of the leads in the case of direct-current machines not provided with a changeover switch.

The welding leads of transformer-type machines shall be connected as indicated on the machine terminals.

Connections of and in the welding leads may be made by the operator, and he shall ensure that all electrical connections are clean at the contact areas and that they are properly tightened and insulated.

- (b) Precautions when Welding. All parts of the welding circuit, including the return path, shall be considered electrically alive, and consequently the operator shall ensure that no part of his body is placed in such a position as completes a path through it for the passage of electric current.

When working in positions which require him to stand on or rest against the work to be welded, or against any metal in contact with the work, the operator shall exercise care not to touch the exposed portion of the electrode or the electrode-holder with any other part of his body, thus incurring the risk of the passage of an electric current through his body.

It is recommended that under no-load conditions there shall be no potential difference between the electrode holders of welders working together. Welders with machines connected to separate phases should not work in close proximity to one another.

- (c) Welding in Confined Spaces. Where the operator is required to weld in a confined space such as a boiler drum, air receiver, tank or in similar positions, the following conditions shall apply :-
- (i) An all-insulated electrode holder shall be used.
 - (ii) Adequate ventilation shall be provided.
 - (iii) An assistant shall be appointed, who shall keep the operator under constant observation.

- (iv) Suitable means shall be provided, adjacent to the work, to enable the assistant to cut off the power quickly in case of necessity.
- (v) Provision shall be made for the expeditious withdrawal of the operator in case of shock or other injury and for the application of suitable treatment.
- (vi) Superimposed high-frequency attachments shall not be used.

Under such working conditions it is recommended that the power be cut off until the operator is in position for welding, and also when, for any reason, he is required to leave the job.

It is also recommended that apparatus be provided to reduce the no-load (open circuit) voltage to a value not greater than 32 volts. If such apparatus is used, then for the purpose of these rules the conditions specified in items (iii) and (iv) hereof may be waived. Attention is drawn, however, to the fact that other codes or statutory requirements might, for other reasons, require compliance with the conditions of items (iii) and (iv).

- (d) Insulation. The flux covering of an electrode holder shall not be assumed to be effective insulation, and consequently the charging of an electrode into the holder, or the handling of an electrode once it is in contact with the holder (whether the holder is of the all-insulated type or not), shall be done with an insulating glove or other protective device, or alternatively, the power shall be cut off during these operations.

NOTE:- A DRY leather glove usually has some insulating properties and may be considered as an insulating medium, whereas a damp glove, or a glove wet from perspiration or any other cause has no insulating properties and therefore should not be used.

Electrodes should be removed from the holders when not in use to eliminate danger from electrical contact with persons or conducting objects. Electrode holders, when not in use, should be so placed that they cannot make electrical contact with persons or conducting objects.

- (e) Care of Welding Leads. The welding leads, both electrode and work, shall be protected from damage to the insulation cover or the conductor wires. When a defect in the lead is found it shall be reported immediately to the responsible supervisor. Damaged leads shall not be used. Connections in the leads shall be made with suitable metallic connectors and shall be effectively insulated.

INSPECTION AND MAINTENANCE

(a) Welding Machine. A visual inspection of the welding machine shall be made, followed by an insulation resistance test at least once every twelve months. (Insulation resistance shall be measured at a voltage of 500 volts D.C. between live parts; between any live part and the case, frame or exposed metal; and between live parts and a flexible electrode applied to non-conducting parts normally handled in service. The voltage shall be applied for a sufficient time for the reading of the testing indicator to become practically steady). The insulation resistance so measured shall be not less than 1 megohm. A suitable record of the periodic tests shall be kept by the owners of the machine. Machines with an insulation resistance of less than 1 megohm shall be withdrawn from service and not returned thereto until effective adjustments or repairs have been made.

(b) Welding Leads, Electrode Holders, etc. Welding leads, electrode holders, etc., shall be inspected at least monthly by persons qualified and authorized to do so, to ensure that all accessories are maintained in a safe and serviceable condition.

2. The attention of all operators and others associated with electric arc welding is to be drawn to the foregoing rules, and the recommendations for periodic testing, recording insulation resistance indications, inspection and maintenance are to be strictly observed.

3. Navy Order 333 of 1947 is hereby cancelled.

(4227/99/3)

895.

IMPROVED TYPE SPRING CLIPS AND RINGS FOR SIGNAL
FLAGS.

An improved type of spring clip and ring for Signal Flags has been adopted for use in the R.A.N. and will be introduced into service when existing stocks are exhausted.

2. In conformity with present practice all clips and rings removed from condemned flags are to be returned to store. The attention of all concerned is to be drawn to the necessity for closely observing this instruction.

3. Navy Order 199 of 1946 is hereby cancelled.

(3311/30/4)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

896.

MESS GEAR - UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS', AND SEAMEN'S MESSSES - REPLACEMENT ALLOWANCES FOR 1955-1956.

Line 2 of Navy Order 653 of 1955 is to be amended as follows :-

Delete "Article 419" and insert "Article 489".

(4530/1/128)

LIST OF ADMIRALTY FLEET ORDERS REPROMULGATED AS
COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

(FOR PREVIOUS REPROMULGATIONS OF ADMIRALTY FLEET ORDERS
SEE STATEMENT IN ISSUE OF NAVY ORDERS 475-487 OF 1955.)

A.F.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
<u>1954</u>		
1419	-	558
1487	673	-
1743	-	618
1766	-	797
2514	-	781
2543	-	672
2565	-	648
2722	-	533
2790	-	866
2869	-	562
2968	539	-
2991	-	717
3149	-	511
3261	-	664
3412	-	614
<u>1955</u>		
3	-	508
31	153	-
33	-	523
36	-	1851
46	156	-
48	-	211
50	-	235
80	-	305
100	-	283
103	-	249
104	-	270
105	446	-
106	-	331
112	-	320
114	-	210
116	-	321
147	-	748
148	-	329
162	-	232
163	-	230
170	349	-
176	-	340
220	-	368
221	-	250
222	-	334
223	-	251
225	-	864
226	-	292
227	-	372
230	-	740
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
279	-	315
283	-	231
285	-	279

A.F.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
370	-	595
394	-	384
405	-	405
408	-	443
409	344	-
410	-	366
411	345	-
413	-	335
415	-	339
421	-	338
423	-	374
468	-	328
469	-	308
476	343	-
477	-	583
478	-	365
483	-	313
486	-	596
487	-	332
488	-	370
489	346	-
492	-	394
494	-	540
495	-	413
510	-	119
522	-	619
551	-	432
552	-	498
555	-	404
557	-	369
558	-	569
561	-	431
562	-	592
564	-	437
567	452	-
568	-	642
581	820	-
602	-	481
603	-	367
605	-	521
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
650	-	577
671	-	480

A.F.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-
684	709	-
687	541	-
724	-	425
728	-	416
730	441	-
744	-	402
746	-	386
748	457	-
749	-	407
751	-	388
752	-	389
753	447	-
762	-	571
763	-	411
765	-	590
767	-	469
819	442	-
824	-	496
830	-	772
833	445	-
834	-	467
836	537	-
837	444	-
838	-	429
841	-	758
843	669	-
844	451	-
844	-	506
846	-	528
882	-	474
915	-	483
916	-	538
917	-	468
919	448	-
921	-	503
922	-	504
925	-	570
928	-	707
931	615	-
935	-	526
969	-	475
990	535	-
992	519	-
997	-	520
998	536	-
1000	449	-
1025	-	510
1040	-	490
1059	-	733
1062	-	617
1085	533	-
1088	534	-
1121	-	500
1124	591	-
1125	-	527
1128	-	822
1137	-	509
1138	-	542
1146	531	-

A.F.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
1178	-	838
1212	-	606
1219	-	612
1226	-	818
1232	-	668
1233	-	641
1272	-	599
1281	-	652
1302	-	549
1304	631	-
1305	-	806
1306	-	551
1331	-	688
1346	-	692
1364	-	604
1365	605	-
1369	-	610
1372	-	554
1374	684	-
1379	-	671
1386	-	607
1396	-	789
1399	-	649
1400	584	-
1425	-	566
1429	659	-
1431	-	807
1433	-	608
1435	-	683
1437	703	-
1444	705	-
1454	-	797
1456	694	-
1458	-	674
1459	753	-
1470	-	563
1474	581	-
1484	-	693
1502	-	847
1546	661	-
1548	-	632
1549	-	774
1562	-	739
1584	639	-
1615	-	695
1616	-	662
1617	-	663
1618	-	697
1619	-	634
1622	638	-
1625	-	700
1627	-	667
1632	708	-
1637	-	710
1638	713	-
1665	754	-
1666	687	-
1692	-	731
1701	-	782
1702	-	778
1705	704	-
1706	787	-
1727	-	824

A.F.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
1732	867	-
1761	-	724
1766	-	655
1775	-	729
1777	-	730
1778	-	809
1779	-	696
1782	734	-
1786	-	819
1787	-	752
1789	-	741
1818	-	763
1845	-	804
1849	-	773
1851	732	-
1852	698	-
1853	-	699
1854	701	-
1859	-	823
1911	-	765
1913	-	767
1925	-	810
1927	-	735
1928	-	777
1929	-	737
1931	785	-
1933	712	-
1980	727	-
1982	805	-
1986	-	808
1987	-	811
1991	-	786
1994	-	821
2020	-	728
2034	-	846
2035	-	851
2037	-	817
2049	-	827
2090	-	848
2097	-	852
2168	862	-

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 of 1954 to 877 of 1955, dated 1st June, 1954, to 26th October, 1955.)

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

2nd November, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
897	Sunken Submarine - Search and Rescue.

N.0137

897.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

- Part I - Introduction.
- Part II - General Instructions and Submiss/Subsunk Organisation, 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 Accident.
- Part VI - Submarine Search and Rescue Exercises.

PART I - INTRODUCTION

This Order, concerning the conduct of search and rescue operations of sunken submarines, is issued in agreement with the Department of Air.

2. Whilst R.A.A.F. and Naval 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 Secretary, Department of the Navy. The Director of Operations Division is responsible within the Naval Staff for co-ordinating submarine search and rescue matters, liaison with Department of Air being maintained by the Director of Naval Air Warfare, Organisation and Training.

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 salvaging 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 Naval 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) Oil.
- (e) Indicator buoys.
- (f) Patches of fluoresceine (green dye).

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 -

- (i) Immediate initial search.
- (ii) 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 Majesty'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 FORCE.

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 Force. He is to inform all concerned as soon as he assumes the responsibility of Senior Officer Search Force. The ship of the Senior Officer Search Force is to be marked with a large red flag at the masthead by day and by an all round red light at the masthead by night, and should make frequent puffs of black smoke to identify the Senior Officer to aircraft.

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 Fleet, 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.

11. 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 organization 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. 01815 (in particular Aadies, Echo Sounder, Radar, Salvage, etc.); if shortage of operators restricts the use of this equipment this should be reported, e.g., "Three Aadie Operators".
- (e) Details of special personnel embarked.

Details as in (a) should be included in the sailing signal 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 Submaas/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. (a) General Instructions for Diving Signals. Except as laid 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 897 of 1955, paragraph 14(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 "PRIORITY" 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.

(i) 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 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 submarine is operating, the Senior Officer of A/S vessels in company may act as a signal link.

(g) Form of Diving Signals. Diving signals are to be made in one of the following forms, whichever is appropriate:-

"Diving at (time) for (time in hours or minutes)

(for exercise

- (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 Force.
- (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.

- (c) 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 :-
- (i) T.A.S. Officer to assist on the staff of the Senior Officer Search Force.
 - (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 Force.

19. Ships at sea exercising with submarines are to surface when ordered and 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.
Addressed	-	A.I.G. 1051.

TEXT :-

SUBSUNK (name of submarine) dived (or seen to have sunk) position (latitude and longitude) at (zone time). Navy Order 897 of 1955 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.
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Carry out operation SUBMISS/SUBSUNK.

- (a) Reference Navy Order 897 of 1955.
- (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;
 - (ii) 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 aircraft 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 forecasts 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 part 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 airborne search and rescue facilities are made fully available to operate as required by the Naval Commander responsible for the operation. He is also to provide air 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 "3".1, Article 34, where applicable, with the following frequency substitutes :-

- (i) Bella
- (ii) 2768 Kcs
- (iii) 4340 Kcs
- (iv) 2778 Mcs
- (v) 2732 Kcs
- (vi) 3892 Kcs
- (vii) 281.9 Mcs.

32. Communications between Surface Vessels and Aircraft.-

- (a) Communication with co-operating R.A.A.F. aircraft is to be on the RAAF/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-operating 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 Kcs) using International procedure and "Q" Code or plain language.
 - (ii) By signalling lamp using plain language and International procedure.
 - (iii) 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 fly 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 (i), 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 aforementioned signals by sending a succession of T's in the morse code or by day by hoisting the answering signal consisting of a pennant of alternate red and white vertical stripes.

(a) The Senior Officer of the Search Force is to be prepared to home any aircraft directed to join him using procedure ABLE, as set out in Admiralty Fleet Order "S" 4/1954 on 450 Kcs.

33. Communication with R.A.A.F. marine craft and Naval S.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 4475 Kcs when such craft are in the search area.

34. Merchant Ships.-

(a) Distress and rescue communications with ocean-going 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 Kcs (HARMAN call-sign 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 :-

<u>Locality</u>	<u>Operator</u>	<u>Details of Chamber.</u>
		(a) Capacity
		(b) Maximum depth
		(c) Whether fitted with entrance air lock.

<u>Locality</u>	<u>Operator</u>	<u>Details of Chamber.</u>
H.M.A.S. RUSHCUTTER Sydney.	H.M.A.S. RUSHCUTTER.	(a) 18 (b) 133 feet (c) Yes.
Brisbane	M.R. Hornibrook, 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 SUBSUNK) 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 ordering 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. 3-in. in diameter and 18½-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 ½-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 yellow, and the after buoy is yellow. For identification purposes, the following inscription is carried on each buoy around the top surface :-

"H.M.S. (Submarine's name).
Pinder 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 mast will be replaced by a vertical whip aerial.

(b) On the approach of surface vessels, and at regular intervals by firing candles giving off yellow or white smoke, or red, green or white smoke grenades. As far as possible, yellow candles will be used by day. Submarines also carry a number of fluorescein containers which can be attached to smoke candles. These, on reaching the surface, will produce a 6 ft. patch of green dye, which will last for about 10 minutes in wind force 2 and possibly longer in calm weather, but it is possible to mistake these for the wake of "White Horses" in rougher sea conditions. These green patches will only serve to differentiate between a candle fired by a submarine in distress and a marker dropped by an aircraft, but, in calm weather will also serve to give an indication of a submarine's presence for a longer period than a smoke candle will burn.

NOTE 3:- It should be remembered that if the submarine is flooded in the after compartments it may not be possible for her to fire smoke candles. Correspondingly, a partially flooded submarine may have only a limited number of her smoke candles available, and searching ships should not therefore expect many to appear.

- (c) Pumping out fuel or lubricating oil.
- (d) S.S.T. signalling or hull tapping.
- (e) Blowing out air.

(f) In the event of being unable to use methods (b), (c), (d) or (e) - with the exception of Hull tapping - survivors may, if they think there are surface ships close at hand, transmit on the Emergency Underwater Telephone Type 183 - in the hope that these voice transmissions may be heard. This telephone has, however, a range of only approximately 500 yards and a limited endurance and is fitted for communication between the surface ships and the submarine after the latter has been found (see also Note 1 of paragraph 108).

42. Submarines are at present being fitted with a Submerged Signal Ejector for firing smoke candles in the forward escape compartment as well as aft. Not all submarines are yet fitted. It should be remembered that a partially flooded submarine may have only a certain number of her smoke candles available and searching ships should not therefore expect many to appear.

SIGHTING OF SUBMARINE INDICATOR BUOY.

43. (a) In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and as the sighting 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 available means. When practicable the name of the submarine should be included in the report.

(c) Indicator buoys are attached to submarines with lengths of wire which vary with the class of submarine as follows :-

All existing submarines ("A", "T" and "T" Conversion, "S" and "U" Class) 600 feet.

All new construction submarines (E.14 and E.15 and Porpoise Class which are fitted for rescue bell operation) 1300 feet.

If a buoy from an existing submarine (as listed above) is sighted in depths of water greater than 100 fathoms, or from a new construction submarine in depths of water greater than 225 fathoms, 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 buoy is adrift. In this connection it should be noted that the mooring wire is $\frac{1}{2}$ -in. galvanised acid grade steel wire rope with a nominal breaking strain of 1 ton. The total weight in water of the mooring wires is 26 lbs. for the 600 ft. length and 56 lbs. for 1300 ft. length. 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 necessarily 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 accident 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 asdics 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 Force as soon as practicable, and should be prepared to signal the information in paragraph 12 hereof when requested.

47. Recommended action by Searching Forces.- Having marked the datum position, the Senior Officer Search Force 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(a)).

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 follows :-

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 buoys, 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. It is possible that the submarine will be transmitting on Type 183 in the hope of these transmissions being heard (see paragraph 41 (f) and Note 1 of paragraph 108).

(c) Asdic search of the area.

50. Aircraft and ships not fitted with asdics 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 :-

(i) Visual search for survivors.

(ii) S.S.T. communication ship allocated to each searching group.

(iii) As supplements to a surface asdic sweep.

(iv) Datum ship if no surface ship is available.

(v) An Underwater Telephone Link when the submarine has been found if no other ship is available.

(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.

(iii) A submerged submarine may have a very slight advantage over a surface vessel when asdic 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. Square 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 organise 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 BAKER	- 000 degrees datum position 2.8 miles.
Square CHARLIE	- 045 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 elapsed to prevent confusion with others laid in the vicinity.

62. Box Search. (See Diagram III). A/S vessels form up in line abreast at asdic distance apart 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).

63. Crossways Search Scheme, Types A & B. (See Diagrams 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 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 at 1,800 yards apart.

(b) The course signalled will be that for the first sweep after joining up. The datum position and the area to be swept 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 manoeuvred (e.g. as in Diagram 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 equal to twice the width swept by all ships in line abreast. Each square is searched in two directions as shown in Diagram V. In this search a contact will only be swept over twice, once in each direction.

68. Method of Execution. (See Diagram 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 ships into line ahead. When the Senior Officer is in position so that his consortes will cover the bottom half of the square, a further "9 Turn" is executed bringing the ships into line abreast 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 astern 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 tides 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 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 :-
 - (i) 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/S 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 Force 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 (O.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. S.S.T. Asdic and Echo Sounder Policy.- The policy hereunder 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) Asdics. 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) Echo Sounder. 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 S.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 S.S.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 S.S.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 Kcs. 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 calling 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, if, in the opinion of the surviving members of the crew, this may attract the attention of the Searching Force.

90. When transmitting, and the searching ships have not yet made contact, the sunken 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 S.S.T. silence 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 S.S.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 Force, Search Group info. the Shore Authority conducting operation SUBMISS/SUBSUNK.

94. S.S.T. and Asdic Silence.— No ship or submarine of the Searching Force is to transmit any underwater signal by Morse or Underwater Telephone unless —

- (a) She has first heard S.S.T. signals (or Underwater Telephone transmissions) from what appears to be a submarine in distress.
- (b) She is initiating the initial call (see paragraph 84).

95. Asdics.— 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' silences 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 ship 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 pendants and green Very's light.
Submarines fire green grenade.
- (b) By Night. Green Very's light.
Submarines fire green grenade.

99. Asdic transmissions by searching submarines.- If 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 akin to bad morse transmissions.

100. Classification of Bottomed Targets.- Full information on the interpretation of echo sounding and Asdic recorder traces are given in C.B. 4127(7)(45).

101. If available, wreck charts of the area being searched will be of valuable assistance.

102. Air Searches.- The R.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 search. To ensure that a survivor or indicator buoy 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. In order to avoid confusion as far as possible, submarines are being issued with a small number of fluorescine containers for fitting to white smoke candles. These will colour a patch of water with green dye for a short time, but since only a small number is so far available, a submarine in distress may still be obliged to fire candles without the fluorescine attachment.

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 masthead by day	Senior Officer Search Force	Indicates S.O. during Operation SUBMISS/SUBSUNK.
All round red light	Senior Officer Search Force	Indicates S.O. during Operation SUBMISS/SUBSUNK (paragraph 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 Very's light	A/S vessels	Indicates she can hear possible underwater message. Ships in vicinity to maintain Asdic and S.S.T. silence.
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 underwater message. Ships in vicinity to maintain Asdic and S.S.T. silence.
Two white rockets by night	Searching ships	Fired by FIRST ship to sight survivors in the water.
Vertical searchlight beam at night	Datum ship	Indicates datum position.
I.P.F. Stud 4	Datum ship or aircraft over indicator buoy	Indicates datum position or, if by aircraft, 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.

NOTE 1:- Submarines are now being fitted with an Emergency Underwater Telephone - Type 183 - which transmits on 8 Kcs. and is independent of the ship's main electric power. For this reason, and because it is duplicated at each end of the submarine, it can be guaranteed to be available after an accident.

The Type 183 is not provided for indication of the submarine's position (though it may be used for this, vide paragraph 41(f)) - its maximum range being in the region of 500 yards - but for communications for those in the submarine and the surface force, once the former has been found.

Portable Type 183 Underwater Telephones will be issued in the event of SUBSUNK to submarines taking part in the search since the fitted version, having a topside transducer only, cannot be used by a submarine on the surface. Submarine Target Vessels, Diving Vessels, and Survey Vessels will also be supplied with these portable underwater telephones. In addition, one set will be allocated to each squadron of Asdic fitted ships that may become involved in Submarine Rescue Operations. This is always to be carried in an operational ship of the squadron, normally the Senior Officer's ship.

Communications between Type 183 and other types of Underwater Telephones (AN/UQC 1A or 173) is possible. The transmission can also be received on Type 129 or detected by 144 and 164 when tuned down.

The Senior Officer Search Force is to detail a ship or submarine as Underwater Telephone Link as soon as communications with the submarine have been established.

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 128-133).

110. The 12 grenades should be fired at least two and a 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 aircraft 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 co-operating search and rescue aircraft are to be in accordance with paragraphs 30 to 35 of this Order.

116. 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. All submarines are now having one compartment (Torpedo Storage Compartment in most submarines, but the Tube Space in "U" Class) modified for use as a recompression chamber. In this compartment survivors requiring recompression can be taken to a pressure equivalent to 157 feet if more suitable recompression chamber arrangements are not immediately available.

120. Attention is drawn to Confidential Admiralty Fleet Order 63/1952 (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.)

121. Instructions as to "When and How to Escape" are issued individually 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.

122. Current submarine escape policy is based on the theory that, following a submarine accident, if any portion of the submarine is left unflooded, it must include one or other of the compartments at the ends of the submarine. For this reason, these compartments - forward Torpedo Stowage Compartment (and Torpedo Tube Space since it is not possible to escape from this compartment itself), and aft, the Steering Gear Compartment (or After Torpedo Tube Space in "A" Class submarines, and Engine Room in "U" Class submarines - once again it is possible to escape from the Steering Gear Compartment of "U" Class submarines) are known as the Escape Compartments, and all escape equipment is concentrated and duplicated in these compartments. This equipment consists of :-

- (a) Release Gear for the Submarine Indicator Buoy.
- (b) A Submerged Signal Ejector and Ready Use Smoke Candles, Grenades and Fluorescine Attachments.
- (c) Type 183 Emergency Underwater Telephones.
- (d) Dwyer CO₂ Indicator to show the percentage of CO₂ in the compartments.
- (e) As many as space will allow of DSEA Sets and Submarine Escape Immersion Suits.
- (f) Complete instructions on "When and How to Escape". Other escape equipment, as it becomes available, will also be sited in both these compartments.

123. The subsequent information given in this section is on the broad lines of the instructions referred to above but refers to all British submarines and not to any particular class.

124. 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.

125. 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 Spherical Indicator Buoy is moored by 360 feet of thin wire. These buoys have a low margin of buoyancy and cannot be expected to be visible in any appreciable seas except at short range; it is also possible that they may not watch in a tide way. The new cylindrical aluminium buoy, which is now fitted in most submarines, is moored by 600 feet of wire and has considerably more buoyance than the spherical type.

(b) Smoke candles and grenades.

- (i) Smoke Candles and Grenades can only be fired by Submerged Signal Ejectors. Submarines are now fitted with one Submerged Signal Ejector in each Escape Compartment. In the past, and still in a number of submarines, each submarine has been fitted with two Submerged Signal Ejectors, both sited aft in the Steering Gear Compartment (in the Engine Room in "A" Class submarines). The normal maximum number of Smoke Candles (both white and yellow) likely to be available is 36 (but see paragraph 41(b) Note) and it is unlikely that more than 8 of these will be fitted with fluorescine-containing attachments.
 - (ii) The diameter 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 aircraft (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 "AN" 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 aircraft 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 grenades 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.

- (vi) Fluorescine attachments to smoke candles (of which a submarine carries four, in a Ready Use Stowage by each submerged signal ejector) produce a six foot patch of green dye on the surface which will last for about 10 minutes in calm seas. This patch would prevent confusion between a candle and an aircraft marker. It may also last longer than the candle will burn and will thus provide an indication for a longer period of the presence of a submarine.

NOTE:- 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 5 minutes and is then designed to sink. The container is 4 inches in diameter, painted green with a yellow tail and propeller arming device.

Flame Float No. 2 Mk. VIII which is 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.

126. Unless the submarine is certain she has been observed to sink, she will know that searching forces are not likely to arrive 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 aircraft.
(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.

127. 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 forces or aircraft by any other means available.

128. THE DECISION AS TO THE MOMENT WHEN TO ESCAPE RESTS ENTIRELY WITH THE SENIOR SURVIVOR IN THE SUBMARINE.

129. The maximum period for which escape can be delayed is 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 will have available an instrument known as a Dwyer CO₂ Indicator which can be operated to show conclusively when the moment has been reached beyond which escape can no longer be delayed. This instrument, fitted in both escape compartments of all submarines, is independent of electricity and is very simple to operate. There is also available ample data from which to calculate approximately the moment when escape must be made.

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.

130. Once the submarine is located, every endeavour should be made to establish underwater telephone communication. By this means conditions in the submarine can be made known to the submarine escape experts who should be with the Senior Officer Search Force, and those in the submarine can be made aware of conditions on the surface, and other information which might affect the decision when to escape.

The submarine escape experts will be in a position to advise those in the submarine what to do, what precautions to take, and when would be the best time to escape, taking into consideration conditions in the submarine, weather and ships and equipment available on the surface. Paragraph 128 above, however, will still apply.

131. 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 1 1/2 hours to improve conditions sufficiently to make escape possible.

132. 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 again, and the whole cycle takes about 10 minutes. Therefore, if tower escape is being used, survivors 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.

133. It is possible under the most favourable conditions for survivors to delay their escape, awaiting 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 sighting of survivors in the water.

134. 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 Escape 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 SUBMARINE ACCIDENT.

135. 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.

136. 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 onboard 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 -

Navy Order 897 of 1955, Part V, paragraph 136:

- (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 E.A.

Mother Mrs. C.M. Smith, 2 Holland Avenue,
Brighton.

- (b) Changes due to additional personnel onboard 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).

137. 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.

138. In the event of a submarine accident, it will be the responsibility of the sailing authority to produce the next-of-kin list.

139. In the case of submarines cruising independently, and visiting ports at which there is no Naval Authority, this list is to be held by the operating authority, who will be responsible for producing it in the event of an accident.

140. 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 Naval Board.
- (b) In the case of R.N. ratings with next-of-kin living outside Australia, the Naval Board will inform the Admiralty who will take the necessary action.

PART VI - SUBMARINE SEARCH AND RESCUE EXERCISES.

141. The intention to carry out exercises to test the organisation 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.

142. 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.

143. 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.

144. Communications are to be in accordance with Admiralty Fleet Order "S".1 and paragraphs 30 to 35 of this Order.

145. 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.

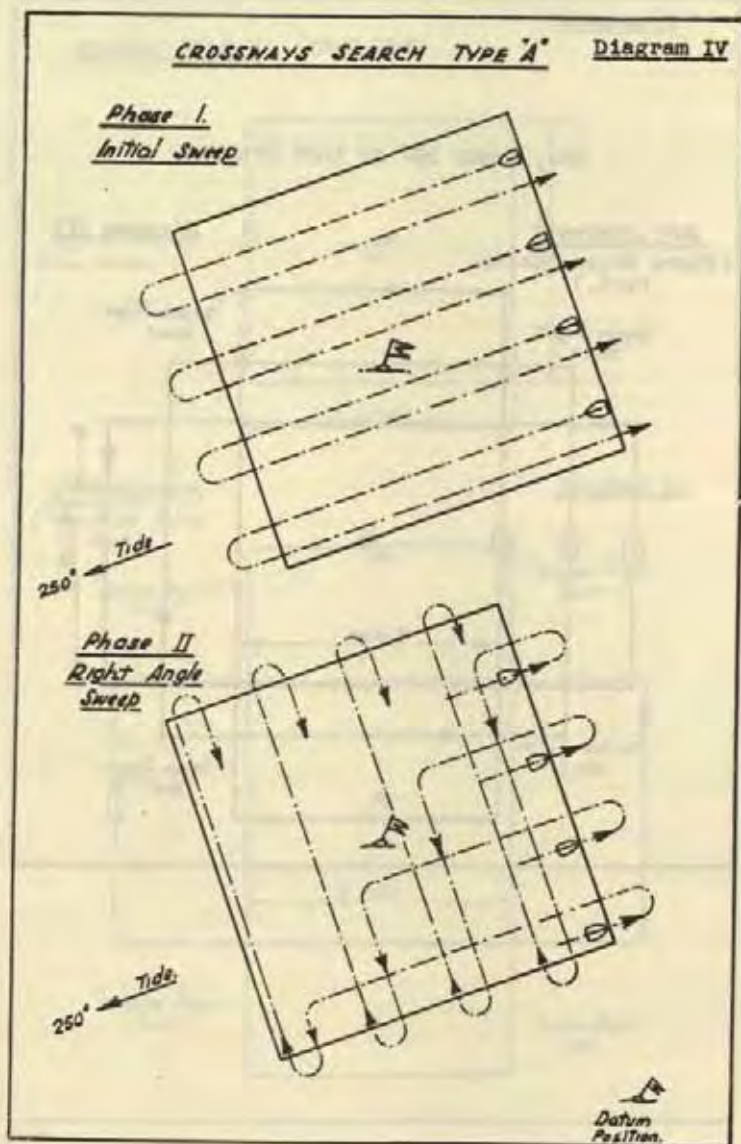
146. No other exercises involving dived submarines should continue during a SMASHEX.

147. Navy Orders 504 and 770 of 1954, and 836 of 1955 are hereby cancelled.

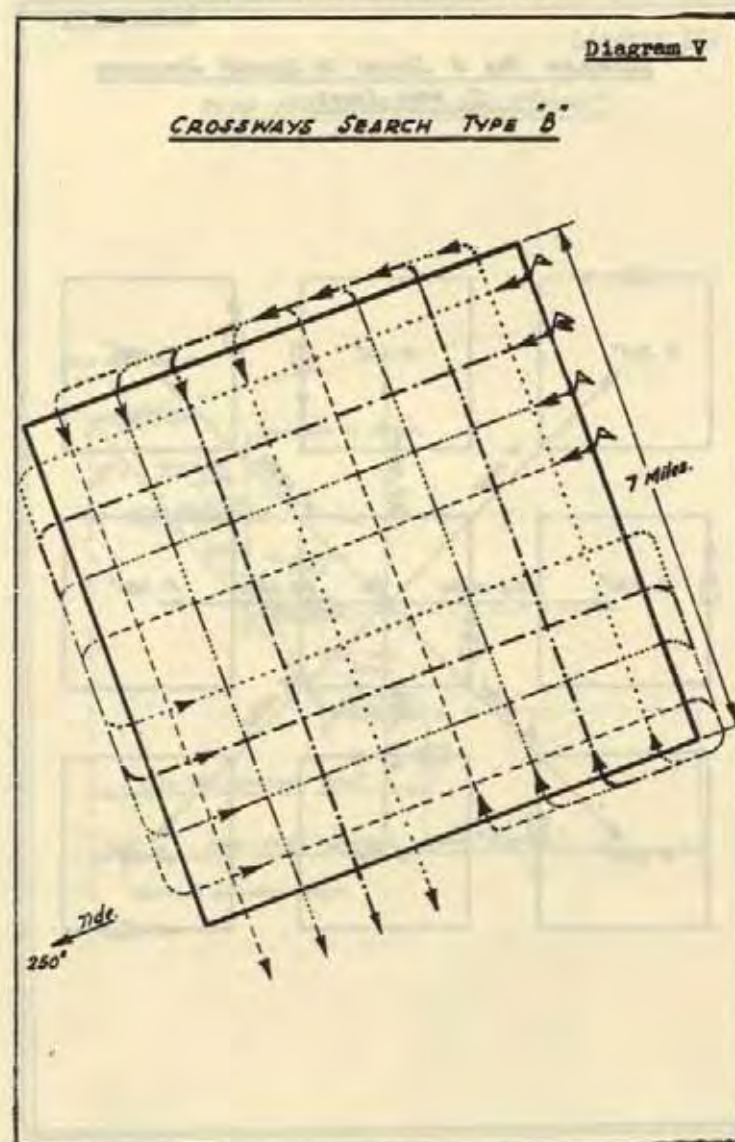
(3384/191/5)

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

Navy Order 897 of 1955 Diagram.



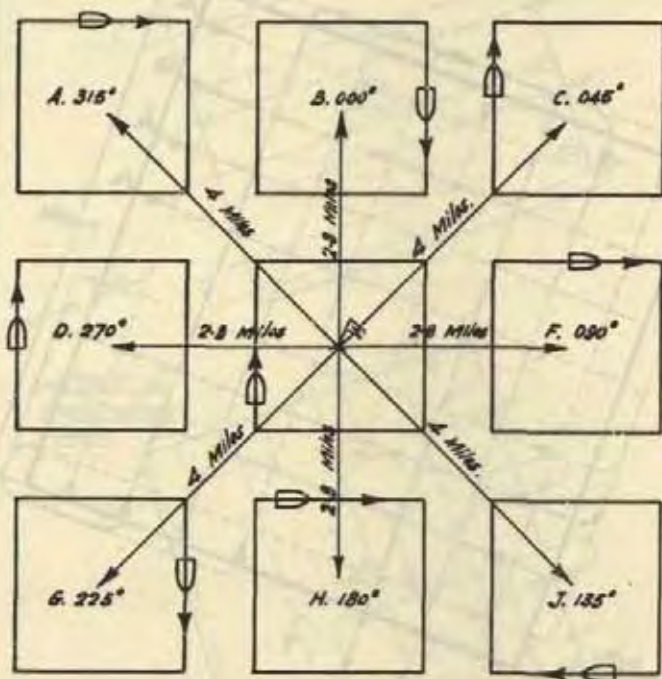
Navy Order 897 of 1955 Diagram.



Navy Order 897 of 1955 Diagram.

Diagram VI

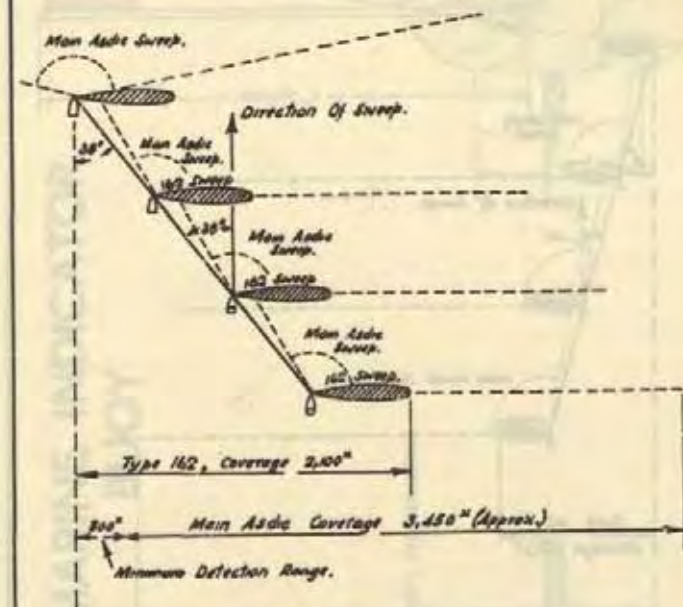
DIAGRAM FOR A SERIES OF SQUARE SEARCHES
OF 2 MILE SIDES.



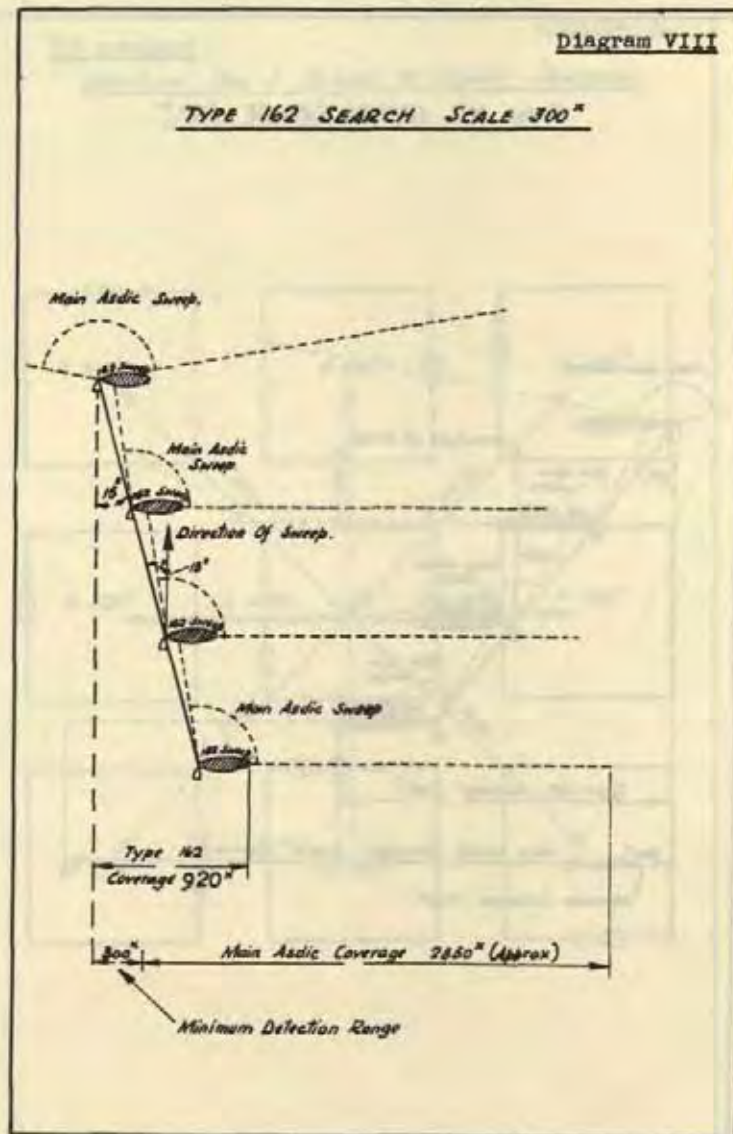
Navy Order 897 of 1955 Diagram.

Diagram VII

TYPE 162 SEARCH SCALE 600^x



Navy Order 897 of 1955 Diagram.



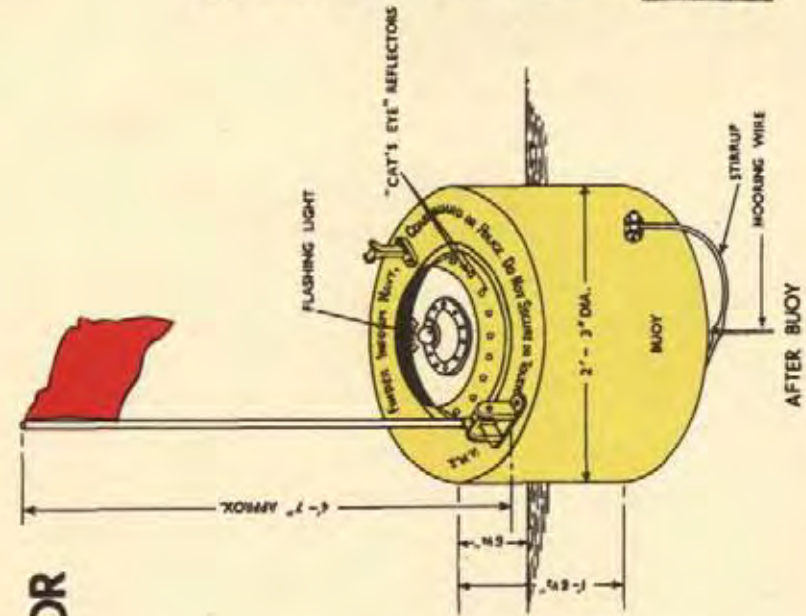
RESTRICTED

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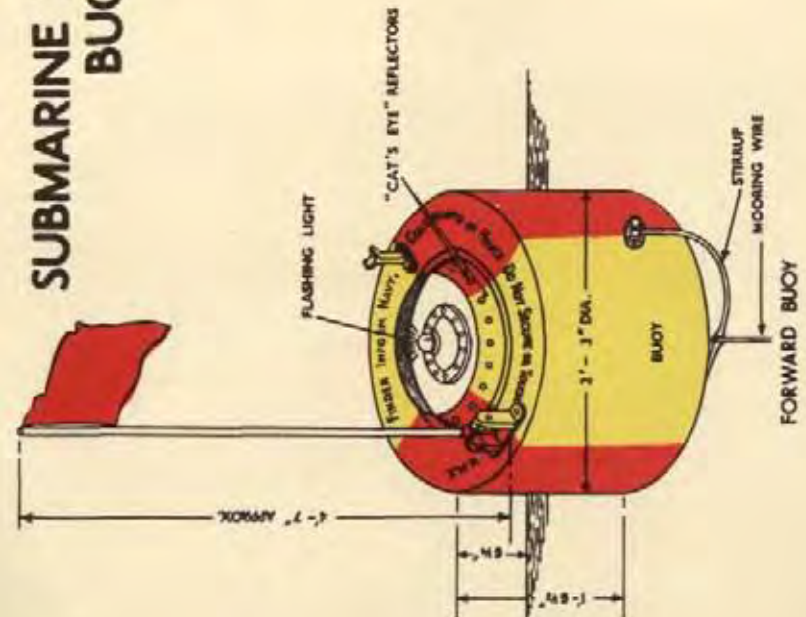
Navy Order 897 of 1955 Diagram.

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Diagram IX



SUBMARINE INDICATOR BUOY



RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

8th November, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

N.0135

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SECTION 1 - ADMINISTRATIVE AND GENERAL

898.

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

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

- (a) One lighter to be allocated to Marine Section, Jervis Bay.
- (b) Remaining lighters not in use to come under the control of the Captain of the Port, Sydney, with one craft always at 72 hours' notice and others available for duty as required at 30 days' notice.
- (c) H.M.A.S. PENGUIN to be the responsible authority for preparing the lighters at Sydney for use by Carriers if required, assisted as necessary by General Manager, Garden Island Dockyard, and Captain of the Port, Sydney, for storing.
- (d) Captain of the Port, Sydney, to be responsible for nominating any change of notice in non-running lighters at Sydney consistent with maintenance conditions.

2. Navy Order 244 of 1953 is hereby cancelled.

(3211/15/73)

899.

DRAFTING - EXCHANGE DRAFTS.

Ratings may apply to exchange drafts if they are of the same branch and hold the same rating and specialist qualification.

2. Exchange drafts will not normally be approved where a rating will be required to undergo a course at an early date or where additional expense will be incurred in the movement.

3. On receiving requests for exchange drafts, Captains of the respective ships are to exchange service documents and, if the proposed exchange is acceptable to both Captains, the request is to be submitted to the Naval Board by the senior ship for decision. Every endeavour is to be made to forward requests for exchange as soon as possible after receipt of the original draft note in order that ample notice may be given of the changed draft.

4. Approval of an exchange draft will not affect a rating's position on the roster for sea service, i.e., a member appropriated to sea who elects to exchange with another rating and remains temporarily ashore will still hold the top position on the roster for sea and may expect an early draft for sea service.

5. A rating serving ashore who is due for further shore service and who volunteers to exchange drafts with a rating who has been appropriated to sea will, if the exchange is not approved, retain his original position on the roster for sea.

6. When a rating serving at sea, who is appropriated for shore service, applies to exchange drafts with another rating so as to remain at sea, and the exchange is approved, his position on the roster for shore service will be taken back 12 months and he will be considered for shore service when he again reaches the top of the roster - this may take longer than twelve months depending on the turnover and the state of the branch. Owing to the shortage of sea billet for Able rates of the Naval Airman Branches, however, the position for shore service will be taken back 6 months only. In order that all ratings in branches where a shortage of sea billets exist may have experience in sea-going appropriations exchanges in those branches will not normally be approved.

7. Paragraph 12 of Navy Order 439 of 1949 is hereby cancelled.

(4013/5/228)

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

900.

FLAGS - PARADING OF WHITE ENSIGN ON SHORE.

The White Ensign may be carried at parades within the boundaries of Naval Establishments for the purpose of training or rehearsal.

2. It should not be paraded on shore in Australia on any other occasion without special Naval Board approval.

(The foregoing is the text of A.P.O. 2414/1955 altered to meet R.A.N. conditions.)

(3583/11/111)

901.

PRESENTATIONS, RELICS AND TROPHIES, ETC. - ACCOUNTING.

The following amendment is to be made to Navy Order 297 of 1955 :-

After "Official residences" in paragraph 2, line 5 add - "but excluding minor gifts of little intrinsic value".

2. Navy Order 204 of 1941 is hereby cancelled.

3. The following amendment is to be made to Navy Order 598 of 1955 :-

Amend "Paragraph 8 - Is to be deleted." to read "Paragraph 8F - Is to be deleted."

(3583/71/410)

SECTION 2 - PERSONNEL

902.

INSTRUCTIONAL FILMS AND FILM STRIPS E.784, "THE CRESCENT WINGS" - DISTRIBUTION.

A copy of the new commercially produced educational film E.784, "The Crescent Wings", is being obtained and will be supplied without demand by the Superintending Naval and Air Store Officer, Sydney, to the R.A.N. Air Station, Nowra.

2. The film shows in a simple non-technical manner why the crescent wing form was developed. Scenes were filmed in aircraft factories, design offices and high-and-low speed wind tunnels. In view of the importance of this wing form in present and future aviation, this film is considered to be a most useful addition of considerable interest and educational value. Running time 19 minutes - 1 spool.

(The foregoing is the text of A.P.O. 2153/1955 altered to meet R.A.N. conditions.)

(4518/61/533)

903.

MALARIA AND SCRUB TYPHUS - MEASURES FOR PREVENTION AND CONTROL.

Clause (d), paragraph 6, of Navy Order 132 of 1954 is to be deleted and the following substituted in lieu :-

- (d) Only those prophylactic drugs ordered for any particular location are to be used, except by order of a medical officer, when other drugs are considered necessary for a particular member for medical reasons.

(4018/1/44)

904.

OFFICERS SHORT COURSES - JANUARY TO JUNE, 1956.

The following short courses for Officers will be held in H.M.A. Schools during the period January to June, 1956 :-

- | | |
|----------------------------|--|
| (a) <u>Divisional.</u> | 16th January.
19th March.
11th June. |
| (b) <u>Gunnery.</u> | |
| Basic: | 2nd April. |
| Lieutenant R.A.N.R.: | 2nd April. |
| (2 weeks) | |
| (c) <u>Communications.</u> | |
| Basic: | 16th April. |
| Lieutenant R.A.N.R.: | 16th April. |
| (2 weeks) | |
| (d) <u>T.A.S.</u> | |
| Basic: | 21st May. |

(e) N.D.

Basic:	16th January. 7th May.
Lieutenant R.A.N.R.:	6th February. 28th May.
(2 weeks)	
Reserve (n) Officer: Part 1	9th April.
Part 2	23rd April.

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.

(4007/11/125)

905.

PROMOTION FROM THE LOWER DECK TO ACTING SUB-LIEUTENANT R.A.N. - SUPPLY AND SECRETARIAT BRANCH - REPORTS.

In order that Officers in the Supply and Secretariat Branch, promoted from the Lower Deck through the Upper Yardmen Scheme, should be equated, age for seniority, as closely as possible to Cadet entered Officers, it is important that Commanding Officers should ensure that potential suitable candidates are selected as young as possible.

2. With a view to shortening the period between selection and the opportunity for promotion, the following alterations to the procedure laid down in Q.R. and A.I., Appendix I, Part 2, Section IV, have been approved :-

(a) Professional Preparation (paragraphs 12 and 13)

While a period of 12 months under special supervision, employed as laid down in these paragraphs, is to be regarded as the normal minimum, Commanding Officers are granted discretion to nominate a candidate, who is in all other respects qualified to appear before a Fleet Selection Board after 9 months, having regard to his maturity, character, ability and previous experience. In such cases a note should be made on Form S.1304 giving the reasons for reducing the period of professional preparation.

(b) Fleet Selection Boards to be convened three times a year (paragraph 15)

Arrangements are to be made by the appropriate Administrative Authorities to convene Fleet Selection Boards three times a year at the beginning of April, August and December. Reports (including Nil Returns) required by paragraph 17 of Q.R. and A.I., Appendix I, Part 2, Section IV, should reach the Naval Board by the 15th of the month in which the Board is held.

(The foregoing is the text of A.P.O. 2429/1955 altered to meet R.A.N. conditions.)

(4008/4/131)

906.

TRAINING - ELECTRICAL BRANCH (AIR) PETTY OFFICERS -
TRAINING IN FIREFIGHTING AND AIRCRAFT HANDLING.

It has been decided that there is a requirement for Petty Officers of the Electrical Branch (Air) to be able to take charge of aircraft handling and firefighting, both ashore and afloat, in an emergency.

2. Limited training in firefighting and aircraft handling on the types of aircraft borne is to be given to all Petty Officer Electricians (Air), Petty Officer Radio Electricians (Air), Electrical Artificers (Air), 4th Class, and Radio Electrical Artificers (Air), 4th Class, during the first few months of joining their ships or Naval air stations.

3. It is emphasized, however, that this training is only intended for use in an emergency and Petty Officers of the Electrical Branch (Air) should not be employed on routine aircraft handling duties.

(The foregoing is the unaltered text of A.P.O. 2086/1955.)
(4006/61/10)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

907.

AVIATION - LANDING - OFF-CENTRE LANDING ON AIRCRAFT
CARRIERS - LIMITATIONS.

The arrestor hook installations of the present day naval aircraft are proofed for arrested landings up to 15 ft. off-centre. Landing carried out in excess of this figure may result in damage to the aircraft and the arrestor gear.

(The foregoing is the unaltered text of A.P.O. 2267/1955.)
(3384/42/5)

908.

ELECTRIC HOT WATER URNS - FITTING OF AUTOMATIC CUT-OUT

Trials at sea of electric hot water urns, fitted with a newly developed automatic cut-out to minimise damage should the urns "boil dry", have proved satisfactory and it has been decided that all electric hot water urns fitted in H.M.A. Ships shall be fitted with similar cut-outs.

2. Ships concerned are to include the following item in the next defect list :-

"Electric hot water urns to be fitted with 'new' type automatic cut-out."

3. The Makers name, Makers serial number and capacity in gallons of the urns concerned are to be stated.

4. This Order is applicable to all sizes of electric hot water urns, including those of two gallon capacity and under, usually dealt with as Naval Stores.

5. Arrangements are to be made for stocks held at Naval Store Depots and Central Machinery and Spares Depot to be fitted with the Cut-outs.

(3776/12/64)

909.

AIRCRAFT - AMMUNITION - R.P. MOTORS, HEADS, ETC., AND
ROCKETTS FOR ASSISTED TAKE OFF - MOTORS, ROCKET, TESTING
OF - ELECTRICAL TEST PRECAUTIONS.

In the course of preparing (i) 2-in. rocket flares, (ii) 3-in. rocket motors for loading on the launchers of aircraft and (iii) 5-in. A.T.O. motors for loading on the TATOG installation of aircraft, as laid down in B.R. 924 for (i) and A.P. 2802B, Volume 1 - for (ii) and (iii), the electrical tests are to be carried out under conditions that will ensure that accidental ignition does not cause injury to personnel or damage to material.

2. Only safety ohmmeters, Mark N1 and N3, are to be used.

3. Rocket motors may be tested with their heads assembled and/or with the Venturi fitted provided that the test position is sited in the open, well clear of all other operations, and the head is pointing in a safe direction.

4. Rocket motors may be tested in approved positions between decks provided that the head is not on and that the Venturi, when detachable, is not fitted and the number of motors in the preparing space is reduced to a minimum.

5. The period that may be permitted to elapse between electrical test of the rocket motor and its loading on to the aircraft should not normally exceed 48 hours.

6. B.R. 862 will be amended in due course.

(The foregoing is the unaltered text of A.P.O. 2165/1955.)
(4443/1/15)

910.

AMMUNITION - 40-MM., 20-MM. AND 2-PDR. - CARTRIDGES,
Q.F., 40-MM. BOFORS, BRITISH NAVAL SERVICE, H.E. TRACER,
MARKS 51T, 52T OR N1 - WITHDRAWAL.

Following failures at proof of the Tracer Igniters, it has been decided to withdraw from service all Cartridges, Q.F., 40-mm. Bofors, British Naval Service, H.E. Tracer, of Marks 51T, 52T and N1 (fitted with Tracer Igniter, Marks 4 or 5).

2. These cartridges are to be regarded as coming under N.M. and E.R. (B.R. 862(45)), Article 305, Category (ff), i.e. not dangerous but may have a percentage of failures to function.

3. Commanding Officers of H.M.A. ships are to arrange for any cartridges JS116, JS129, JS142 and JS155, 40-mm. H.E., Marks 51T, 52T or N1, 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 (as for Home Depots).

5. The following amendments are to be made to Sheet 70 (a) of Restriction List (B) :-

Delete Items 2, 4 and 5 and re-number Items 3 and 6.

Column 1 - 4.
 Column 2 - H.E.T., Marks 51T, 52T and N1.
 Column 3 - All (A).
 Column 4 - Withdraw.
 Column 5 - Home Depots :-

Set aside pending instructions to remake.

Depots Abroad :-

Return to United Kingdom for remaking.

Column 6 - A.P.O. 2296/55.

(The foregoing is the text of A.P.O. 2296/1955 altered to meet R.A.N. conditions.)

(4442/20/76)

911.

A/S WEAPONS - A/S MORTAR MARK 10 - EXAMINATION OF QUADRANT ELEVATION SWITCH.

(Type 12 and 15 Frigates, R.A.N. Daring Class)

An instance has occurred of the quadrant elevation switch in an A/S Mortar Mark 10 mounting failing to operate at the safe limits to which it had been set originally. This resulted in the firing circuits remaining complete when the mounting was being operated in dangerous pitch and roll arcs, with the possibility of firing into the ship's structure or into the danger area above the ship.

2. Examination of the quadrant elevation switch showed that one of the spring fingers had been bent downwards, presumably to increase contact pressure, and this had resulted in the finger continuing to make contact with the sloping side of the revolving cam after the latter had moved to the "switch open" position.

3. The angular movement of the cam is relatively small compared with the movement of the mounting, and the clearance between the spring finger and the edge of the cam will not exceed approximately .040 of an inch for any position of the mounting in pitch and roll.

4. It is important, therefore, that the fingers are not bent downwards further than is necessary to ensure good contact on the face of the cam.

5. Instructions regarding modification of the cam to prevent this defect will be issued in due course. As an immediate precaution ships' staffs concerned are to examine their quadrant elevation switches to ensure that the necessary clearances for correct working are being obtained.

6. Routine checking, in accordance with the Addendum to C.B. 4581(3), paragraph 9(a), is to be carried out both before and after firing, and also, subsequent to care and maintenance routines.

(The foregoing is the unaltered text of A.P.O. 2579/1955.)

(4428/33/17)

912.

DIVING - PATTERN 7650 - MANUAL FOR PATTERN 5561A CLEARANCE DIVING BREATHING APPARATUS AND PATTERN 5562A SHALLOW WATER BREATHING APPARATUS - AMENDMENT NO. 2.

The following amendments are to be made to Pattern 7650, Manual for Pattern 5561A Clearance Diving Breathing Apparatus and Pattern 5562A Shallow Water Breathing Apparatus.

Paragraph 23. Before (1) After every dive

Insert (1) On receipt

Check the condition of all the equipment particularly that of the rubber gear, i.e., harness, sealing rings, diaphragms, "O" rings, etc.

Assemble and test the outlet relief valve and fit on harness.

Test the assembled Clearance or Shallow Water Diving cylinder and reducer valve assemblies as applicable (refer to Section 1, paragraph 32).

Test the emergency cylinder assemblies (refer to Section 1, paragraph 32).

Renumber Inspection Periods (1) to (4) as (2) to (5).

Period (2). After-face mask and mouthpiece add :-

Inspect all screw threads for corrosion or deposit. If white, or greenish white deposit is noticed, scrub with fresh water and a bristle brush. Wipe off bull-nose connections with clean soft cloth.

Period (5). Delete all reference to :-

"Six-monthly intervals" and "Immediately prior to issue" together with respective maintenance operations.

and insert :-

Five-yearly intervals -

Check the condition of all the equipment.

Renew all rubber sealing rings, diaphragm and "O" rings.

Assemble and test outlet relief valve.

Test the assembled Clearance or Shallow Water Diving cylinder and reducer valve assemblies as applicable (refer to Section 1, paragraph 32).

Test the emergency cylinder assemblies (refer to Section 1, paragraph 32).

Paragraph 25. At the end of first sentence -

Add on equipments in service.

Delete The storage lifeabrasive foreign matter.

Paragraph 30 (2). After using spanner A O 47611 (Pattern)

Add :-

This will ensure that the minimum strain is imposed on the locating pin when screwing and unscrewing the spring adjuster or cover cap.

Paragraph 31 (2). First sentence -

Amend to read :-

Ensure that the locking ring is screwed home, then remove the reducing valve cover cap and

Paragraph 55. Before (1) Inspection of

Insert On receipt :-

Remove and inspect the diaphragm of the pressure reducing valve (refer to paragraph 60). Test the assembled Clearance or Shallow Water Diving cylinder and reducing valve assemblies as applicable (refer to paragraphs 65 and 67).

Remember Inspection Periods (1) and (2) as (2) and (3).

Period (4). Delete entirely.

Paragraph 56, at the end of first sentence :-

Add on equipments in service.

Delete The storage lifeabrasive foreign matter.

(The foregoing is the unaltered text of A.F.O. 2445/1955.)
(4512/50/245)

913.

SHALLOW WATER DIVING - ASSISTANCE TO SUBMARINES.

As H.M. Submarines no longer carry Shallow Water Diving Dress, all requirements for inspection of, or underwater work on, the hulls and underwater fittings of submarines are, in future, to be carried out by fully qualified divers or shallow-water divers provided by the depot ship or H.M.A. ships in company.

(The foregoing is the text of A.F.O. 2229/1955 altered to meet R.A.N. conditions.)

(3383/27/10)

914.

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

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

Class List Item No. 521 Classification "A"

Item: "To fit Pattern 57745A Transformer in lieu of Motor Alternator Pattern 56920 as part of outfit DXD."

Compensating Weight: The completion of this item will result in a surrender equivalent to 445 lbs. at upper deck level.

References: Commanding Officer, H.M.A.S. QUADRANT's Q.96/17/2864, dated 1st November, 1954.

F.O.C.A.P's A.F.90/1801/18, dated 2nd February, 1955.

2. As this work is not applicable to H.M.A. Ships QUIBERON, QUICKMATCH and QUEENBOROUGH, action in accordance with paragraph 1 (d) of part 11 of Navy Order 424 of 1953 is to be taken.

(3764/21/6)

915.

ALTERATION AND ADDITION ITEM - TRANSFER OF SOUND POWERED TELEPHONE TO AIR ENGINEER'S OFFICE.

The following alteration and addition item is approved in principle for Majestic Class Light Fleet Carrier H.M.A.S. SYDNEY :-

Class List Item No. 278 Classification "A"

Item: "To transfer sound powered telephone MK. XV A.P. 13251A from Air Electrical Office to Air Engineer's Office."

Compensating Weight Required: Nil.

References: H.M.A.S. SYDNEY's Item temporary distinguishing letter G.

2. In order to maintain "AS FITTED" drawings in an up-to-date state, Forms A.S.197/A.D.526 and accompanying diagrams are to be raised as forwarded to Navy Office to amend the following :-

<u>Drawing No.</u>	<u>Title</u>	<u>Schedule, reference and notes.</u>
630/16/28	Ship's Direct and Exchange Telephones.	Schedule, reference and notes.
630/16/29	Ship's Direct and Exchange Telephones.	Wiring Diagram.
630/16/30	Ship's Direct and Exchange Telephones.	Details of Junction Boxes.

3. This work is to be carried out by Ship's Staff.

(4278/3/610)

916.

NAVAL STORES (GENERAL) (CLASS E, GROUP 6) - WHITE PAINT FOR CEREMONIAL WEB EQUIPMENT - SUPPLY.

Navy Order 594 of 1955 is to be amended by the insertion of paragraph 4.

"4. This new material is to be thinned with water to brushing consistency before use."

(4512/60/172)

917.

NAVAL STORES (GENERAL) (CLASS E, GROUP 2B, PART 1) - CHART TABLE LAMP FITTINGS, PATTERNS 17014, 17014A, 17015, 17085, 17186 AND 17192 - ACCOUNTING CLASSIFICATION.

It has been decided that Chart Table Lamp Fittings, Patterns 17014, 17014A, 17015, 17085, 17186 and 17192, which have previously been accounted for as Permanent Sea Stores, will in future be accounted for per "As Fitted" drawings.

2. Arrangements are to be made for all chart table lamp fittings on charge in the Naval Store account to be transferred to the appropriate "As Fitted" drawing.

3. Where these fittings are already shown on "As Fitted" drawings, the reference mark referred to in Navy Order 197 of 1953, paragraph 5(a), is to be deleted, quoting this Order as authority.

(The foregoing is the texts of A.F.O's 224 and 1621/1955 altered to meet R.A.N. conditions.)

(4518/24/83)

918.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3B) - GYRO-COMPASSES AND CONTROLS - INCREASED PITCH CLEARANCE.

H.M.A. Ships

In order to obtain increased pitch clearance for compasses fitted in submarines, the mercury box and compensator weight assemblies, which are components of Pattern 2743 Control, have been re-designed. Future contracts for controls and master gyro-compasses will provide for the incorporation of these new design components.

2. This change in design necessitates the introduction of the following new items of equipment which will be added to the Rate Book and Authorised List of Naval Stores under Class F, Group 3B :-

Pattern Number	Description	Ships' Accounting Classification	Corresponding Old Pattern
1035	Gyro-compass	Permanent	1005
5035	Gyro-compass	Permanent	5005
5036	Control for gyro-compasses, Patterns 1035 and 5035	Permanent	2743.

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2172/1955 altered to meet R.A.N. conditions.)

(4518/37/189)

919.

NAVAL STORES FITTED IN PLACE BY SHIPBUILDERS.

The attention of all concerned is drawn to the necessity for the Supply Officer to be informed of the alteration in the quantity or location of the stores, in the event of any Naval Stores supplied and fitted in place, being removed from their original placement.

2. Navy Order 127 of 1938 is hereby cancelled.

(4501/30/34)

920.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A1) OSCILLOSCOPES, MINIATURE, PATTERN 68622 AND POWER UNITS, PATTERN 68623 - ADDITION TO THE AIR STORE ESTABLISHMENT.

Oscilloscopes, miniature, C.T.52, Pattern 68622, and Power Units D.C., Pattern 68623, have been introduced under Class F, Group 1A, Part 1, as permanent Naval stores for common Naval radio test equipment, and will now be added to the Air Store Establishment for servicing all types of radio equipment in workshops (both Carrier and Air Station) and installed in aircraft.

2. Technical features of this instrument are as follows :-

- Free running T.B. p.r.f. of 10 c/s to 50 kc/s.
 - Single stroke T.B. sweep time 3 microseconds to 80 milliseconds.
 - Built-in attenuator.
 - Y plate calibration.
 - Y plate amplifier, gain 80 (25 c/s to 150 kc/s), gain 25 (25 c/s to 1 mc/s).
- C.R.T. - 2½-in. single beam.
Power supplies - 115/180/230V at 50/500 c/s and 24V D.C.

The power units D.C. or A.C. are housed within the oscilloscope when in use and are easily interchanged.

3. Allowances are as follows :-

Service	Quantity	
	Oscilloscope	Power Unit
	Pattern 68622	Pattern 68623
H.M.A.S. MELBOURNE	5	3
R.A.N. Air Station, Nowra	9	7
Observers School, Nowra	1	-
Electrical School, F.N.D.	2	1
Civil Repair Organisation	2	2

4. Issue will be effected by the Superintending Naval and Air Store Officer, Sydney, without demand, to all services, except H.M.A.S. MELBOURNE, whose requirements will be supplied in the United Kingdom.

5. Air Stores Establishment AP(N) 376, as amended by Amendment List No. 34, should be noted in respect of allowances for H.M.A.S. MELBOURNE and R.A.N. Air Station, Nowra.

(The foregoing is the text of A.P.O. 3330/1954 altered to meet R.A.N. conditions.)

(4519/1/226)

921.

PREVENTION OF FIRE IN NAVAL STOREHOUSES.

The attention of all concerned is drawn to the necessity for strict prohibition of smoking in all Naval store buildings and in the vicinity of storerooms in which inflammable stores are stowed.

2. Organic fibrous material such as cotton waste, old cordage, coir fenders, etc., stored in a wet or damp state, is liable to spontaneous combustion, and every care is to be exercised to prevent damage from this cause.

3. Precautions against fire should always be observed when handling volatile spirits, and emptying petrol cullage. The decanting of petrol, etc., drums in the vicinity of buildings and stores is prohibited.

4. Navy Orders 285 and 396 of 1945 are hereby cancelled.

(3513/1/55)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

922.

VICTUALLING STORES - P.V.C. CLOTHING - RISK OF MOULD ATTACK.

It has been established that P.V.C. clothing is susceptible to mould attack if stored in damp or humid conditions. Stocks of Foul Weather clothing made from P.V.C.-coated fabrics in ships and establishments should therefore be kept in the

driest storage available and garments in use should be hung up after wear until they are quite dry, not only on the outside but on the linings and on the inside of the sleeves. Any incipient mould should be removed by thorough brushing.

2. As technical investigation into the extent of the danger and the means of prevention is still proceeding, ships and establishments which experience any significant trouble should report details to the Director of Victualling.

(The foregoing is the text of A.P.O. 2391/1955 altered to meet R.A.N. conditions.)

(4533/34/23)

923.

SUPPLY OF FRESH EGGS.

Eggs obtained for H.M.A. ships and establishments are to be first quality fresh hen eggs (not export) wherever practicable. Large eggs (minimum size 1½ oz.) are stipulated under R.A.N. contracts to be supplied whenever available.

2. Eggs should normally be stored in cooler storage but when for any reason stocks of eggs are to be held in unrefrigerated storage, ships should demand oiled eggs on such occasions and the relevant demands or orders are to be endorsed "for unrefrigerated storage".

3. When stored in cooler storage, eggs should be segregated from other supplies to the fullest extent possible as they are liable to absorb odours from other foodstuffs stored in their proximity.

4. Supplies for TARANGAU will continue to be export pack oiled eggs.

(4528/33/59)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

924.

METEOROLOGICAL PUBLICATIONS AND CHARTS - SUPPLY AND ACCOUNTING ARRANGEMENTS.

Navy Order 195 of 1955 is to be amended as follows :-

Paragraph 1. For "Meteorological Supplies Handbook, March, 1953" substitute "Meteorological Supplies Handbook, June, 1955".

Paragraph 6. For "meteorological observation rating" substitute "meteorological observer rating".

Paragraph 10. Delete the whole paragraph and substitute the following :-

"10. Initial supply of meteorological working charts to H.M.A. ships will be on the scale laid down in publication W.1., Appendix III, Table A, except as follows :-

- (a) The initial supply of charts covering areas remote from Australia, e.g., Mediterranean, North Atlantic, etc., will be reduced to 50 in No. Charts affected at the date of this Order are -

B.77, B.128, B.147, B.498, B.6628,
B.6628UA, MO.2227, MO.2228,
MO.2229, MO.2241, MO.2256, MO.2260,
MO.2386.

- (b) The initial supply of certain charts will be on an increased scale, viz :-

Chart No.	Quantity	Remarks
B.142	200	To ships in which a qualified meteorological officer is borne.
B.142a	100	
B.75	25	To ships in which a meteorological observer rating but not a qualified meteorological officer is borne."
B.128	25	
B.142	25	

Paragraph 12. Add the following sentence :-

"Demands for these charts from ships and establishments, other than R.A.N. Air Station, Nowra, are to be rendered to S.O.H.S. on Form H.36. The Senior Meteorological Officer, R.A.N. Air Station, Nowra, is authorised to obtain supplies, together with supplies of C.M.B. weather reporting forms, direct from the Commonwealth Meteorological Bureau."

(4140/67/11)

925.

FORM A.S.338 - RECORD OF EXAMINATION OF ACCESSIBLE COMPARTMENTS - REVISION.

FORM A.S.338a - COVER AND INSTRUCTIONS - INTRODUCTION.

Form A.S.338 has been revised and in future will be issued in loose leaf form.

2. Form A.S.338 should be bound in Form A.S.338a - Cover and Instructions - introduced for this purpose.

3. Both forms are available, on demand, from Superintending Naval Store Officer, Sydney.

(3526/12/1376)

926.

FORMS A.S.1093 AND A.S.1093Z - BIN TALLY CARDS.

Some confusion exists in ships and establishments regarding the use of bin tally cards. In ships in which the revised system of stowage referred to in Navy Order 389 of 1951 is in operation, the modified bin tally cards, Form A.S.1093Z - pink for permanent stores and white for consumable stores - are to be used. In other ships and in establishments the normal bin tally cards, Form A.S.1093 - pink for permanent stores and white for consumable stores - are to be used.

(3526/12/1271)

927.

FORM A.S.1563 - ABOLITION.

Form A.S.1563, Report of Failure of Ahead Throwing Weapon, is hereby abolished.

(3526/12/1433)

928.

FORM S.1352 - WARRANT FOR DISCHARGE OR REMOVAL OF PRISONER.

Form S.1352 will not be reprinted and any future requirements are to be met by typing a copy from B.R.11.

(3526/12/1422)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

15th November, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

929.

AVIATION - AIRCRAFT - ADOPTION OF U.S.N. MARSHALLING SIGNALS AND TERMINOLOGY.

Navy Order 475 of 1955 (title as above) is to be amended as follows :-

Paragraph 3. Amend (a) to (w) to read (1) to (23).
Add the following new signals 24 to 32 :-

Signal	Action
(24) Remove Chocks :- The pilot waves hand from side to side above head (with a torch by night).	REMOVE CHOCKS
(25) Connect A.P.U. or External Starting Source :- The pilot will swing one arm outside cockpit, the fist clenched with extended thumb pointing towards aircraft.	CONNECT LEAD OR AIR HOSE
(26) Disconnect A.P.U. or External Starting Source :- The pilot will swing one arm outside cockpit, the fist clenched with extended thumb pointing away from aircraft.	DISCONNECT LEAD OR AIR HOSE
(27) A.P.U. or External Starting Source Connected :- With his hands above the head, the ground crewman will partially clench left fist and insert extended index and first finger of the right hand into the circle made by the fingers of the left hand.	
(28) A.P.U. or External Starting Source Disconnected :- With his hands above the head, the ground crewman, holding the index and first finger of the right hand with the partially clenched left fist, will withdraw the right hand from the left hand.	
(29) Open Dive Flaps :- The arm will be extended with the hand palm down and the thumb pointed down.	OPEN DIVE FLAPS
(30) Close Dive Flaps :- The arm will be extended, hand palm down with the thumb parallel to finger.	CLOSE DIVE FLAPS
(31) Open Rocket Pods :- Both arms extended, the right hand palm down, the left hand palm up and about six inches directly below right hand.	OPEN ROCKET PODS
(32) Close Rocket Pods :- Both arms extended, hands brought together, the right hand palm down, the left hand palm up.	CLOSE ROCKET PODS

NOTE 1 :- Add "Signals 25 to 32 can only be used in daylight or lighted parking areas. These signals are illustrated in Navy Order Diagram 475 of 1955".

(The foregoing is the text of A.P.O. 2260/1955 altered to meet R.A.N. conditions.)

(3147/101/12)

SECTION 2 - PERSONNEL

930.

COURSES - REGULATING BRANCH - JANUARY TO JUNE, 1956.

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, 1956 :-

Leading Patrolman	- 16th January
Regulating Petty Officer	- 19th March
Master-at-Arms	- 14th May.

(4007/39/26)

931.

ENGINEER OFFICER'S WRITERS' COURSE - EXTENSION OF CURRICULUM.

The curriculum of the Engineer Officer's Writers' course has been extended to comply with the exigencies of the demand, supply and accounting procedure in respect of Engineering Equipment.

2. This revised curriculum will result in the duration of the Engineer's Writers' course being extended from 13 to 15 weeks, and 16 weeks when the course is interrupted by a leave period.

3. The following schedule has been approved :-

	<u>Commence</u>	<u>Finish</u>
E.O.W. Course 57 (16 weeks)	24th October, 1955	9th March, 1956
E.O.W. Course 58 (15 weeks)	12th March, 1956	22nd June, 1956
E.O.W. Course 59 (15 weeks)	9th July, 1956	19th October, 1956.

4. Ratings qualifying will be appropriated as either Engineer Officer's Writer or Engineer's Yeoman of Stores.

5. Existing personnel will be re-qualified where necessary, and when circumstances permit.

6. Engineer Officer's Writer's allowance will only be paid to ratings when performing the duties of Engineer Officer's Writer and not when employed as Engineer's Yeoman of Stores.

7. An appropriate notation is to be made in Appendix D to Navy Order 415 of 1951.

(4006/44/21)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

932.

INTERNAL COMBUSTION ENGINE - STARTING GEAR - PRECAUTION.

An accident has occurred due to the starting button of an electrically started diesel engine being inadvertently pressed and turning the engine, causing the barring lever to strike a rating who was working on the engine.

2. A suitable shroud is to be fitted round the push button to prevent accidental operation when personnel are working on the engine.

3. Separate action will be taken for new construction ships and craft.

4. With air-started internal combustion engines, care should be taken that the air master valve is shut when personnel are working on the engine.

5. Where not already fitted immediate action is to be taken by base and ship's staffs to fit the necessary shroud, the work to be treated as a defect item.

6. Navy Order 381 of 1945 is hereby cancelled.

(3760/1/72)

933.

AIRCRAFT - POWER CARTRIDGES FOR SEA VENOM CANOPY - JETTISON - INTRODUCTION.

The following stores are hereby introduced into service for use in the Canopy Jettison gun of Sea Venom aircraft :-

<u>Naval Ref.</u>	<u>Store</u>	<u>R.A.F. Ref.</u>
KJ 560	CARTRIDGES, JETTISON, cockpit canopy No. 1, Mark 1	12D/1260

2. Initially, these cartridges will be issued to service packed in pressure cylinders No. 211. 18 such cylinders pack in one box P.211. Later supplies of cartridges will be fitted with covers, protecting, polythene A.503, six cartridges so protected being packed in 1 wooden box A.211 measuring 10½-in. x 8-in. x 7 13-in. and weighing about 16 lb. when filled. These

stores have been classified as Group 6, Category X, for storage and transport ashore and afloat.

3. Cartridges, Jettison No. 1, will be treated in exactly the same manner as seat ejection cartridges, i.e. :-

- (a) They will be allocated a provisional service life of 12 months from the date of filling or last "DATE RETESTED" as shown on the cartridges and packages.
- (b) They will not be loaded into the jettison gun unless the provisional life remaining is more than the period to the next Daily Three Star or Minor inspection of the aircraft, whichever is the earlier. They are to be removed from the gun at every Daily Three Star or Minor inspection and replaced by fresh cartridges.
- (c) On removal from aircraft as in sub-paragraph (b) hereof, or on completion of their provisional life, cartridges are to be returned to depots suitably labelled.

4. A description of this store will in due course be incorporated in A.P.(N)84. Allowances will be shown in C.B. 4485B. The allowance for H.M.A. ships will be 2 spare cartridges per Sea Venom embarked.

(The foregoing is the text of A.P.O. 1503/1955 altered to meet R.A.N. conditions.)

(4443/11/26)

934.

AMMUNITION - 20-MM. HISPANO - SEQUENCE OF LINKING.

Examination in U.K. of stocks of 20-mm. Hispano ammunition, belted HEI/SAPI alternately, revealed that the leading rounds in some belts were HEI, as opposed to SAPI.

2. The approved sequence of linking is SAPI and HEI alternately throughout, with SAPI leading, as described in E.R. 932 (1945) (Handbook on Ammunition). Although it is immaterial whether rounds of each type are belted 1 and 1 or 2 and 2, and the sequence may be otherwise varied on board if desired, it is preferable (although not vital) that the leading round should be the less sensitive SAPI, enabling the muzzle covers to be left on the guns until fire is opened.

3. It is most unlikely that R.A.N. stocks are incorrectly linked, but H.M.A. ships and establishments should ensure that if belts of ammunition are received assembled with HEI rounds leading, this is rectified when they are joined up prior to arming the aircraft.

4. The inclusion of Tracer at the end of belts made up on board is permissible as long as stocks remain, vide Navy Order 271 of 1955 (Ammunition - 20-mm. Hispano - Use of A.P. Tracer to indicate End of Belt). If Tracer is not used, however, it is immaterial what the last round is. It is also of no consequence if similar rounds are paired when lengths of belt are joined.

(The foregoing is the text of A.P.O. 2297/1955 altered to meet R.A.N. conditions.)

(4442/25/35)

935.

GUNS - Q.F. WITH LOOSE BARRELS AND LOOSE LINKERS - PRESERVATION OF SEATINGS.

It has been found that a 50/50 mixture of mineral jelly and mineral oil does not provide an entirely satisfactory preservative for the seatings of loose barrels and loose liners.

It has therefore been decided that Grease X.G.460 (Colloidal graphited grease ZE) is to be used for preservation of the seating surfaces in future.

2. The seatings of all guns mounted should be represerved with Grease X.G.460 by staffs of R.A.N. Armament Depots at the next appropriate opportunity; i.e., at next long refit or next occasion of barrel changing. Ships should include an item "To withdraw Q.F. guns for examination and re-preservation of seatings (Navy Order 935 of 1955)" on defect lists forwarded for next long refit by dockyard or contract and should at the same time requisition the R.A.N. Armament Depot to carry out the work of re-preservation.

3. All seating surfaces on the barrel or liner, jacket and breech ring are to be thoroughly cleaned off with Water Displacing Fluid, Pattern No. 1179, and Grease X.G.460 then applied thinly and evenly to the seating surfaces on reassembly of the gun.

4. Pending further evidence of the effectiveness of this grease, examination of seatings of guns should be carried out on the occasion of each major refit or at 3 yearly intervals. B.R. 292 will be amended.

5. R.A.N. Armament Depots only. Separate instructions have been issued on examination and re-preservation of store guns.

(The foregoing is the text of A.P.O. 2439/1955 altered to meet R.A.N. conditions.)

(4428/1/387)

936.

COX GUN EQUIPMENT.

Cox Gun equipment is allowed to R.A.N. Establishments as follows :-

ESTABLISHMENT	BOLT DRIVING AND PUNCHING UNIT NO. 2 (SETS)	AIR BOLT UNIT (SETS)
H.M.A.S. TARANGAU	1	1
H.M.A.S. RUSHCUTTER	2	2
H.M.A.S. PENGUIN	1	1
H.M.A.S. CERBERUS	1	-
H.M.A.S. LEEUWIN	1	1
Boom Defence Depot, Waverton	1	1

2. Non-expendable stores required for replacement are to be demanded from Superintending Armament Supply Officer, Spectacle Island, Sydney.

3. Replenishments of expendable stores are to be demanded from the nearest Armament Depot.

4. Allowances for ships are not shown above, as they have been included in the relevant Warrants of Naval Armament Stores.

5. Navy Order 204 of 1949 is hereby cancelled.

(4433/101/90)

937.

FAILURE OF MOTOR CUTTER CHAIN SLINGS.

In a recent case of sudden parting of a 32 foot cutter chain sling, examination revealed that the failure was attributable to a defective link. The attention of testing authorities is drawn to the need for careful examination of links after welding or testing.

(4505/40/211)

938.

TOWING EQUIPMENT FOR H.M.A. OCEAN RESCUE TUGS.

The approved allowances of towing equipment for H.M.A. Ocean Rescue Tugs are set out in the Appendix to this Order.

2. Demands to complete to the allowances should be lodged on the Superintending Naval and Air Store Officer, Sydney, by H.M.A.S. SPRIGHTLY. Dormant demands will be raised by the Superintending Naval and Air Store Officer, Sydney, in respect of H.M.A.S. RESERVE.

(4501/2/116)

APPENDIX
STATEMENT OF ALLOWANCES OF TOWING EQUIPMENT.
FOR H.M.A. OCEAN RESCUE TUGS.

Item No.	Class and Group	Pattern No.	Description	Quantity allowed per vessel	Purpose for which allocated
1	B5A		5½" E.S.F.S.W.R. x 350 fms.	2 No.	Main Towing Wire and spare.
2	D5		18" Cable Laid manilla x 120 Fms (thimble & Ring each end)	1 No.	Main Towing Rope.
3	B5A		4½" E.S.F.S.W.R. x 40 Fms. (fitted with hard eye each end and ring one end)	1 No.	Pendant for main towing rope.
4	D5		12" Manilla x 15 Fms (thimble and ring each end)	1 No.	Harbour towing spring.
5	B5A		4" E.S.F.S.W.R. x 40 Fms (hard eye each end)	1 No.	Harbour towing spring.
6	B5A		4½" E.S.F.S.W.R. x 150 Fms (hard eye each end)	2 No.	Salvage wire and spare.
7	B5A		3½" E.S.F.S.W.R. x 150 Fms (hard eye each end)	1 No.	Small Tow wire.
8	B5A		3½" E.S.F.S.W.R. x 40 Fms (fitted with thimble and 5 No. Pattern 8717 elliptical floats at one end and thimble at other end)	1 No.	Disabled Submarine Towing Gear.
9	B5A		5" E.S.F.S.W.R. x 50 Fms (fitted with hard eye each end)	2 No.	For passing tow at sea.
10	B5A		2½" F.S.W.R.	1 coil	For making up Bollard Strops.
11	B5A		4½" F.S.W.R.	1 "	For making up Bollard Strops.
12	D5		8" Manilla	1 "	For gog ropes.
13	D5		4" Coir Rope x 120 Fms.	1 No.	For passing tow at sea.
14	B4	1942	Towing Shackle, 20 Ton Proof Test	6 No.	
15	B4	1943	Towing Shackles, 30 Ton Proof Test	6 No.	
16	B4	1945	Towing Shackles, 50 Ton Proof Test	2 No.	
17	B4		Towing Bridle 6½ Fms. x 1½" Chain Cable Lugged	2 No.	For towing oil lighters.
18	B4	903622	Swivel piece Lugged 1½"	2 No.	For towing oil lighters.
18A	B4	904122	Adapter Pieces 1½"	2 No.	For towing oil lighters.
19	B4	901122	Joining Shackle Lugged 1½"	4 No.	For towing oil lighters.
20	B4	901222P	Joining Shackle Lugless 1½"	1 No.	For towing oil lighters.
21	B10G		Three eyed plates 2" Steel	2 No.	Attaching other wires to tow as necessary.
22	B5B		Chain check stoppers ½"	6 No.	Holding on to tow whilst taking wires from winches to Bollards.
23	B5A	21	Carpenters Stoppers 5½"	2 No.	
"	"	22	" " 4½"	2 No.	
"	"	23	" " 3½"	2 No.	
"	"	24	" " 2½"	2 No.	
"	"	25	" " 1½"	2 No.	
24	"	713	Bulldog Grips 5"	12 No.	
"	"	715	" " 4"	12 No.	
"	"	716	" " 3½"	12 No.	
"	"	718	" " 2½"	12 No.	
25	E12		Hardwood chafing Boards for 18" & 12" manilla (4' x 1') hollowed	as required	
26	B10G		Iron Scotsman for towing wire shaped and lined Lignum Vitae	6 No.	For towing wire.
27	E12		Hardwood Scotsman	12 No.	For use between Dolly Pins (Vertical Rollers)
28	E12		Barriocoe	2 No.	For passing tow at sea.
29	B4		Links 10½" x 6" x 1 13/16 (Test 40 tons)	3 No.	
"	"		" 8½" x 5½" x 1 9/16" (Test 30 tons)	3 No.	

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939.

EXPLOSIMETERS, PATTERN 32074 - ACCESSORIES AND COMPONENT.

In order that replacement stocks may be readily available for servicing Explosimeters, Pattern 32074, the allowances and First Outfit quantities of accessories and components have been determined, and are as detailed in the Appendix to this Order.

2. Items Nos. 6-12 inclusive are new patterns and will be added to the Rate Book and Authorized List of Naval Stores in due course, under the classes and groups shown.

3. Services, ships and craft concerned in commission are to demand accordingly on their Storing Yards. Certain accessories and components have already been issued to services with the initial supply of the Explosimeter, Pattern 32074, and these are to be taken into account when demands for accessories and components hereby introduced are forwarded to Storing Yards. Any accessories or components already held in excess of Establishment are to be returned to the nearest Naval Store Depot.

4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2039/1955 altered to meet R.A.N. conditions.)

(4501/4/32)

940.

TELETYPE EQUIPMENT - RECORDING OF SERIAL NUMBERS ON STORES VOUCHERS.

Difficulties have been experienced in some ships and establishments when mustering Teletype equipment held by Departmental Officers, due to the practice of recording registered or serial numbers of major components of this equipment on internal stores vouchers and Permanent Loan Lists.

2. Transactions in these components are relatively frequent and the need to amend the serial numbers of the components recorded in Permanent Loan Lists tends to be overlooked. As a result, when verification of permanent loan lists is attempted, discrepancies requiring lengthy enquiry and investigation arise.

3. Ships and establishments are not required by current instructions (Appendix VI of B.R.4) to record serial numbers of Teletype equipment on vouchers, etc., and in view of the difficulties mentioned above any records of this nature kept by ships and establishments are to be discontinued.

(4518/76/21)

941.

24-VOLT "ADCOLA" SOLDERING IRON - INTRODUCTION AND ALLOWANCES.

A 24-volt "Adcola" miniature electric soldering iron and its component heating element and detachable bits have been introduced under Class F, Group 2B, Part 4, for the servicing of Aircraft equipment at sites where 220/250-volt supplies are not available. Pattern numbers have been allocated as follows :-

Pattern	Description
19665	Soldering Iron, miniature, 24-volt. (complete)
19666	Element for Pattern 19665
19667	Bit, detachable, $\frac{1}{8}$ -in. face for Pattern 19665.

2. The items are classified Consumable for accounting purposes and initial supplies will be as follows :-

Service	Pattern	Pattern	Pattern
	19665	19666	19667
H.M.A. Aircraft Carriers	2	1	1
R.A.N. Air Stations	4	2	2
"L" School, Flinders Naval Depot	2	1	1

Services concerned are to demand accordingly from the appropriate Storing Yard quoting this Order as the Authority.

3. Internal issues of the irons are to be made on Form S.156 in accordance with Article 33(3) of B.R.4 (Naval Storekeeping Manual) to which they will be added. Replacements of the component heating elements and bits are to be dealt with under the provision of Article 33(2), B.R.4.

4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 1332/1955 altered to meet R.A.N. conditions.)

(4518/27/165)

APPENDIX

Item No.	Class and Group	Pattern	Description	Ships' Accounting Classification (P) Permanent (F) Consumable (C)	Accessory or Component (A) (C)	Quantity of Accessory required to complete each outfit	Spares
1	P.2A/1	14225	Battery	P	C	-	1Y
2	P.10/3	32075	Web Belt	C	A	1	1Z
3	P.10/3	32076	Pellets PDB, in packets	C	A	1	1Z
4	P.10/3	32077	Opener, magnetic lock	P	A	1*	R11
5	P.10/3	32078	Wrench, valve	P	A	1*	R11
6	P.10/3	32106	Sampling line, 5' complete with couplings	C	C	-	1Z
7	P.10/3	32111	Pilament Unit	C	C	-	1Y
8	P.10/3	32110	Ballast Lamp	C	C	-	1Z
9	P.10/3	32107	Aspirator Bulb, complete with 2 valves	C	C	-	1Z
10	P.10/3	32108	Flash Back Arrestor	C	C	-	2Y
11	P.10/3	32109	Pilters, cotton, packet of 6	C	C	-	1Z
12	E.6	7399	Electrolyte, dry; (can) (sufficient for the refill of one battery, pattern 14225)	C	C	-	2Y

939

NOTES:- * = per service, irrespective of number of Explosimeters held. Y = for every Explosimeter held. Z = per four or less Explosimeters carried.

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SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

942.

FORM A.S.75 - RETURN OF CASUAL CONDEMNATION OF PROVISIONS.

The Return of Casual Condemnations of Provisions, previously rendered, in duplicate, on Form A.S.75 to the Director of Victualling, is now required on a single form only, within seven (7) days of the close of each quarter. Nil returns are not required.

2. The necessary amendment to C.O.R., Article 440, will be promulgated.

(3526/12/1273)

943.

FORM A.S.542 - ROUTE ORDER AND TRAVELLING EXPENSE CLAIM.

Examination in Navy Office of H.M.A. Ships' Cash Accounts continues to disclose many instances in which travelling allowance has been paid on incomplete Forms A.S.542 to members absent on detached duty from their permanent place of duty.

2. In such cases, it is essential that all certificates on the Form A.S.542 be fully completed in order that the member's eligibility or otherwise for payment of the allowance may be determined.

3. The attention of all concerned is accordingly invited to this matter.

(3325/3/327)

SECTION 6 - SHORE ESTABLISHMENTS

944.

WAIVER OF PERCENTAGE CHARGES ON DEPARTMENTAL FURNITURE AT WOOMERA.

Approval is given with effect from 11th August, 1955, for the conditions governing waiver of percentage charges on official furniture (including refrigerators) in married quarters in tropical areas, promulgated in Navy Order 324 of 1955, to apply to a member and his family who occupy married quarters at Woomera.

(3541/19/1)

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C.N.Os. 945-977/55.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

22nd November, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

945.

MINISTER FOR THE NAVY.

The Rt. Hon. Sir Eric Harrison, K.C.V.O., M.P., assumed office as Minister for the Navy on 7th November, 1955, in place of the Hon. Josiah Francis, M.P.

(3563/21/36)

946.

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

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

2. Fuel Allowance.- The annual allowance of fuel for Light Fleet Carriers, Cruisers, Destroyers, Frigates (except on surveying duties) and Ocean Minesweepers is 70 days steaming at economical speed.

3. Economical Speed.-

(a) The "economical speed" for H.M.A. ships is to be regarded as :-

- (1) Light Fleet Carriers, Cruisers, Destroyers, A.S. Frigates (Q Class Conversions) 14 knots
- (11) All other Frigates 12 knots
- (111) O.M.S. 10 knots.

(b) When ships of different "economical speeds" are in company for periods in excess of 12 hours, the speed should normally be reduced to that at which the slower ship can steam comfortably on one boiler.

4. "Economical speed" as laid down in paragraph 3 should not normally be exceeded except :-

- (a) In an emergency.
- (b) For exercises in which increased speed is necessary to make them realistic.
- (c) To allow for the requirements of a Carrier operating aircraft.
- (d) For the purpose of carrying out annual and quarterly full power trials in accordance with B.R.16(50), "Engineering Manual", Article 471.
- (e) For Frigates when employed as surveying ships.
- (f) When in company with ships with a higher "economical speed" for periods of less than 12 hours.
- (g) On occasions as indicated in paragraphs 5 and 6.

5. When it is considered by Flag or Commanding Officers, after careful study of the circumstances, that the saving in fuel by proceeding at "economical speed" would be offset by spending inconveniently long periods on passage or in reaching exercise areas, they should order their ships to proceed at whichever speed is in the best interest of the Service.

5

946 - 947

6. There may also be occasions when ships are required to undertake long passages other than at "economical speed" but when endurance is also of primary importance and considerations of station keeping do not exist. On such occasions the Commanding Officer should allow the Engineer Officer some latitude to vary the revolutions so that the main engines may be steamed under conditions of maximum economy, it being observed that the efficiency of main engines at any given speed drops appreciably when extra nozzles are opened and steam is admitted to the turbines at a lower pressure. It is therefore possible to obtain a gain in endurance by adjusting steaming conditions to obtain a more efficient combination of nozzles and receiver pressure. No figures can be laid down, as results obtained vary with state of ship's bottom, draught, sea temperature and the weather.

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

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

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

- (a) Number of hours economical speed exceeded.
- (b) Average speed.
- (c) Fuel expended for all purposes per hour.
- (d) Distance run per ton of fuel.
- (e) Reason and authority for excess.

9. Navy Order 2 of 1953 is hereby cancelled.

(3531/4/64)

SECTION 2 - PERSONNEL

947.

CLAIMS FOR SUPPLIES AND SERVICES TO R.A.N. IN NEW GUINEA.

The following procedure has been agreed with the Department of the Treasury, Port Moresby, to operate forthwith, with regard to the processing of claims for supplies and services to the R.A.N. in New Guinea :-

(A) SERVICES AND SUPPLIES ON BEHALF OF H.M.A. SHIPS.

- (1) Claims for services and supplies to visiting ships, whether furnished from Government sources or private contractor to be presented to H.M.A. ship concerned before it leaves port, when, so far as is practicable, immediate payment will be effected.

- (11) Private contractors to render claims direct to H.M.A. ship for payment and not through Department of the Treasury as hitherto.
- (111) All claims to be supported by complete details of the transaction, e.g., quantities and prices.
- (iv) If claims cannot be presented before ship sails, the claims to be forwarded, both by Department of the Treasury or the private contractor, direct to the Supply Officer, H.M.A.S. KUTTABUL, who will take necessary steps to ensure prompt payment direct to Treasury or private contractor as the case may be.

(B) SERVICES AND SUPPLIES ON BEHALF OF H.M.A.S. TARANGAU.

All claims for such services or supplies to be rendered direct to the Supply Officer, H.M.A.S. TARANGAU, who will arrange payment through the office of the Resident Naval Officer, Queensland.

2. With regard to paragraph 1(a)(iv), due to past misdirection of claims and the consequential delays in payment, it has been arranged that all claims not presented before H.M.A. ship sails are to be forwarded by the contractor to the Supply Officer, H.M.A.S. KUTTABUL, who, if not responsible for payment, will transmit the claims to the Naval Authority concerned.

Similarly, claims presented to H.M.A. ship prior to sailing, which cannot be met by cash payment, should be forwarded immediately by the Commanding Officer to the Supply Officer, H.M.A.S. KUTTABUL, for action as appropriate, vide paragraph 1(a)(1).

3. Naval Account Regulations and Instructions will be amended in due course.

(4801/8/17)

948.

COURSES - RATINGS - SEAMAN BRANCH -
JANUARY TO JUNE, 1956.

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, 1956 :-

Gunnery School

G.I.	19th March
Q.R.1	19th March
Q.R.2	9th January
G.L.1	5th March
G.L.2	9th January 2nd April

Gunnery School (Continued)

Q.A.2	19th March
Q.A.3	9th January 19th March 21st May
R.C.2	9th April
C.A.3	19th March
3rd Class Gunnery Courses	9th January 27th February 9th April

T.A.S. School

Commencement dates will be promulgated by signal.

P.T. School

P.T.1	5th March
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W.D. School

R.P.1	16th January
R.P.2	30th January
R.P.3	9th January 27th February 23rd April
N.Y.	6th February 7th May

Boom Training School

B.T.2	7th May
B.T.3	5th March

Signal School

S.I.	7th May
Yeoman	16th January
Leading Signalman	16th January 30th April
W.I.	7th May
P.O. Telegraphist	16th January
Leading Telegraphist	16th January 30th April
Telegraphist (S)	27th February.

(This Order will be reprinted for posting on Notice Boards.)
(4007/32/139)

949.

HABITABILITY OF H.M.A. SHIPS - ACCOMMODATION COMMITTEE.

A small Committee has been established within Navy Office to examine problems in H.M.A. ships. The Committee's main functions are :-

- (a) To foster measures to improve the standard of accommodation for officers and ratings in H.M.A. ships.

- (b) To advise on the fitting out and furnishing of living spaces.
- (c) To investigate new ideas and techniques so that, within the limitations of warship construction, modern methods of ship furnishing may be available for use in R.M.A. ships.
- (d) To recommend any changes in existing policy which would have a beneficial effect on accommodation generally.
2. The Committee will not normally concern itself with individual ships but will confine its work to items or principles which have a general application. The Committee will not have executive powers, and responsibilities for executive action to effect improvements remain as at present.
3. The Committee will welcome suggestions for improving accommodation in ships and authorities should communicate to the Naval Board any such suggestions which they consider worthy of investigation.

(4276/4/320)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

950.

RADAR - TYPE 262 SERIES - OUTFITS R.M.A. AND R.M.C. - TEST OSCILLATOR, G229, PATTERN 65371A - INTRODUCTION.

The CV322 klystron, which is used in G229 Test Oscillator, Pattern 65371, has been superseded by CV2304 klystron. As a result, considerable modification to the G229 has been necessary. The new instrument, incorporating CV2304 klystron, is known as G229 Test Oscillator, Pattern 65371A.

2. It is anticipated that supply of the new Test Oscillators from the United Kingdom will be effected in early 1956 and issue will be effected to ships and establishments concerned by the Superintending Naval Store Officer, Sydney, and the Naval Store Officer, Port Melbourne, as appropriate, without demand.

3. As early as practicable after receipt of the new G229 Test Oscillator, Pattern 65371A, the old G229, Pattern 65371 (or the Test Set, Type 205, if this was supplied in lieu of G229) is to be returned to the appropriate (Superintending) Naval Store Officer, the return note being endorsed "Returned in accordance with Navy Order 950 of 1955". Great care is to be taken that the Oscillator, Pattern 65371, which eventually will be returned to the United Kingdom for modification and further service, is properly packed before despatch; the transit case in which the Pattern 65371A Test Oscillator was supplied should be used for this purpose. Before packing, the watertight seal on the front panel of the instrument must be tightened up securely and the Valve, Pattern CV322, is to be removed, carefully packed and returned to store separately.

4. An A.S.R.E. preliminary technical pamphlet describing Test Oscillator, G229, Pattern 65371A, has been distributed to ships and establishments concerned. The pamphlet (A.S.R.E. Technical Note LH-54-2) is to be retained until superseded by appropriate amendment of B.R.1764(1)(2)(3), Handbook for Type 262 Test Equipment.

(4519/131/150)

951.

AMMUNITION - CARTRIDGES - FLASH-BACK AND AFTER-BURNING.

On rare occasions reports are received of flames issuing from the breech of a Q.F. gun on extraction of the Cartridge Case (flash-back) or of flames issuing from the mouth of the Cartridge Case after it has been ejected (after-burning).

2. The occurrence is so infrequent that it is considered impracticable to stage representative trials ashore. Accordingly it is important that reports from the Fleet, made on Form S.1148(I), should include the following additional information :-

- (a) Type of mounting.
- (b) Whether firing in S.A. or Q.F.
- (c) Whether air blast was in use.
- (d) What type of gunhouse ventilation was in use (supply, exhaust and natural).
- (e) Strength and direction of wind relative to the gun barrel.
- (f) Description of the occurrence; whether after-burning or flash-back occurred, and duration thereof; whether smoke was blown back from the breech on opening.
- (g) Design of cartridge case mouth -
 - If Separate Loading
 - (i) Tangs only.
 - (ii) Tangs and Cannelure.
 - (iii) Screwed Mouth.
 - If Fired
 - (i) Complete Indent.
 - (ii) Broken Indent.
 - (iii) Screwed Mouth.
- (h) Condition of fired cartridge case mouth and statement whether fluting or gaswash was visible on the outside of the case.

3. Rounds of the same lot need not be set aside (Failure Form, item 19) but the empty cartridge case concerned should be landed (item 5).

(The foregoing is the unaltered text of A.P.O. 2376/1955.)

(4442/3/26)

952.

AMMUNITION - PROPELLANT - 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. H.M.A. ships which are unable to comply within three months from the date of this Order are to report the fact specially to Navy Office for instructions.

PROPELLANT LOT OR SUB- LOT NO.	PROPELLANT NATURE AND SIZE	NATURE OF GUN AMMUNITION, ETC., WHICH MAY BE INVOLVED.
RNC 305	SC 103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 315	SC 122	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 389XA } RNC 433XB } RNC 436XB }	SC 061	{ B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in (F.A.); Q.F. 12-pdr. 12-cwt.
RNC 438XB	SC 140	B.L. 6-in.; Q.F. 5.25-in.; Impulse torpedo.
RNC 2284XR	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 3536XL	HSC/T 134-055	Q.F. 12-pdr. 12-cwt.; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 4277XJ	NF 042	Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 4279XJ	NF 029	Q.F. 4-in.; Q.F. 12-pdr. 12-cwt.; Q.F. 3-pdr.
RNC 4295XJ	NF 052	Q.F. 4.7-in.; Q.F. 4-in (F.A.); Q.F. 12-pdr. 12-cwt.
RNC 4324XJ	NF 042	Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 5116XP	NF/S 168-048	Q.F. 4.7-in.; Q.F. 4.5-in.
RNP 245RXC	NF/S 164-048	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4-in.
RNP 381XJ	NF 029	Q.F. 4-in.; Q.F. 12-pdr. 12-cwt.; Q.F. 3-pdr.
WA 13865	NA 042	Q.F. 4-in.
R 4016 } R 4022 } R 4023 }	SUK/D 4.3-0.8	Motor rocket 5-in.

2. Attention is drawn to paragraphs 6, 7 and 9 of Article 53 of Naval Cordite Regulations (B.R.862A).

3. Separate instructions have been issued to R.A.N. Armament Depots.

(The foregoing is the text of A.P.O. 2222/1955 altered to meet R.A.N. conditions.)

(4433/51/250)

953.

GUNS - Q.F. 40-MM. AND 2-PDR. - BRUSHES FOR CLEANING
CHAMBERS.

Wire brushes have been introduced into service for cleaning the chambers of Q.F. 40-mm. guns in single and twin mountings and 2-pdr. guns and should be demanded from Royal Australian Naval Armament Depots on the following scale :-

For Q.F. 40-mm., Marks N7, 4, 10 and 11, Guns

AT 168 HEAD, wire, chamber cleaning brush, Mark N1	1 per mounting
AV 174 STAVE, chamber cleaning brush, Mark N1 - Assembly	1 per 2 or less mounting

(Use of wire brushes in 40-mm., Mark 9, guns await the outcome of trials in progress with a modified brush.)

For Q.F. 2-pdr., Marks 8 and 8W, Guns

AT 016 BRUSH, cleaning chamber, Mark 1 - Assembly.	1 per 4 guns or less.
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2. It has been decided that the brushes and rods for 3-pdr. Hotchkiss and sub-calibre guns, at present allowed on a temporary basis for cleaning the chambers of Q.F. 40-mm. guns in single and twin mountings, are to be allowed permanently as follows :-

AT 107 BRUSH, sponge, No. 2, Mark 1 - Assembly	1 per mounting
AV 081 ROD, brush, sponge, No. 5, Mark 1 - Assembly	1 per 2 or less mountings.

The rods are to be shortened by ship's staff, if necessary, to a convenient length (not less than six feet). These allowances will be reduced by the numbers already allowed for Q.F. 3-pdr. guns.

These brushes and rods are not allowed for 2-pdr. guns.

3. The wire brushes are to be used for removing deep-seated fouling and the sponge brush for sponging and cleaning.

4. The Naval Proportion Book will be amended.

(The foregoing is the text of A.P.O. 2224/1955 altered to meet R.A.N. conditions.)

(4428/4/85)

954.

GUNMOUNTINGS - 40-MM. MK.7 BOFORS, 300 KNOT FORESIGHT -
PROTECTION GUARD.

(a) Ships, Establishments and Authorities concerned.	All holders of 40-mm. Mk.7 Mountings.
(b) Types and Marks of Mountings.	40-mm. Mk.7 Bofor Mountings.
(c) Part of mounting affected.	300 Knot Foresight Bracket.
(d) Purpose of modification.	To protect the Foresight Drawing number 29317 from accidental damage.

- (e) Nature of modification. To manufacture a $9\frac{1}{2}$ " diameter ring from $\frac{3}{8}$ " diameter steel rod and attach it to the 300 knot foresight bracket with 2 in number $\frac{1}{4}$ " Whitworth bolts.
- (f) Navy Order 954 of 1955 Drawing No. D.O.U.W. A/50849 Diagram.
- (g) By whom to be done. As a defect by ship's staff with the assistance of dockyards as necessary.

(4813/4/15)

955.

A/S WEAPONS - DEPTH CHARGE THROWERS, MARKS 4, 4*, 5 AND 5, MOD. 1 - RECORDING OF MODIFICATIONS CARRIED OUT.

The attached lists of approved modifications to Depth Charge Throwers supersede previous lists promulgated under A.P.O. 2470/53 (hereby cancelled).

List "A" covers modifications to O.M.L. 9.5-in. D.C.T. Mark 4-4* (C.D.008 and C.D.021).

List "B" includes modifications to O.M.L./D.C.T. Mark 5 and Mark 5 Mod. 1 (C.D.034 and C.D.086).

These lists omit all modifications which have been sufficiently promulgated.

When a modification is carried out, an entry to that effect will be made in the remarks column of the Memorandum of Inspection (Form 0211) of the Thrower concerned, e.g., "Modification D.C.I.(G.W.) applied - Monogram of Depot/Name of ship - Date - Initials".

Ships are responsible that the necessary entries in the Memoranda of Inspection are inserted when modifications are carried out by ship's staff.

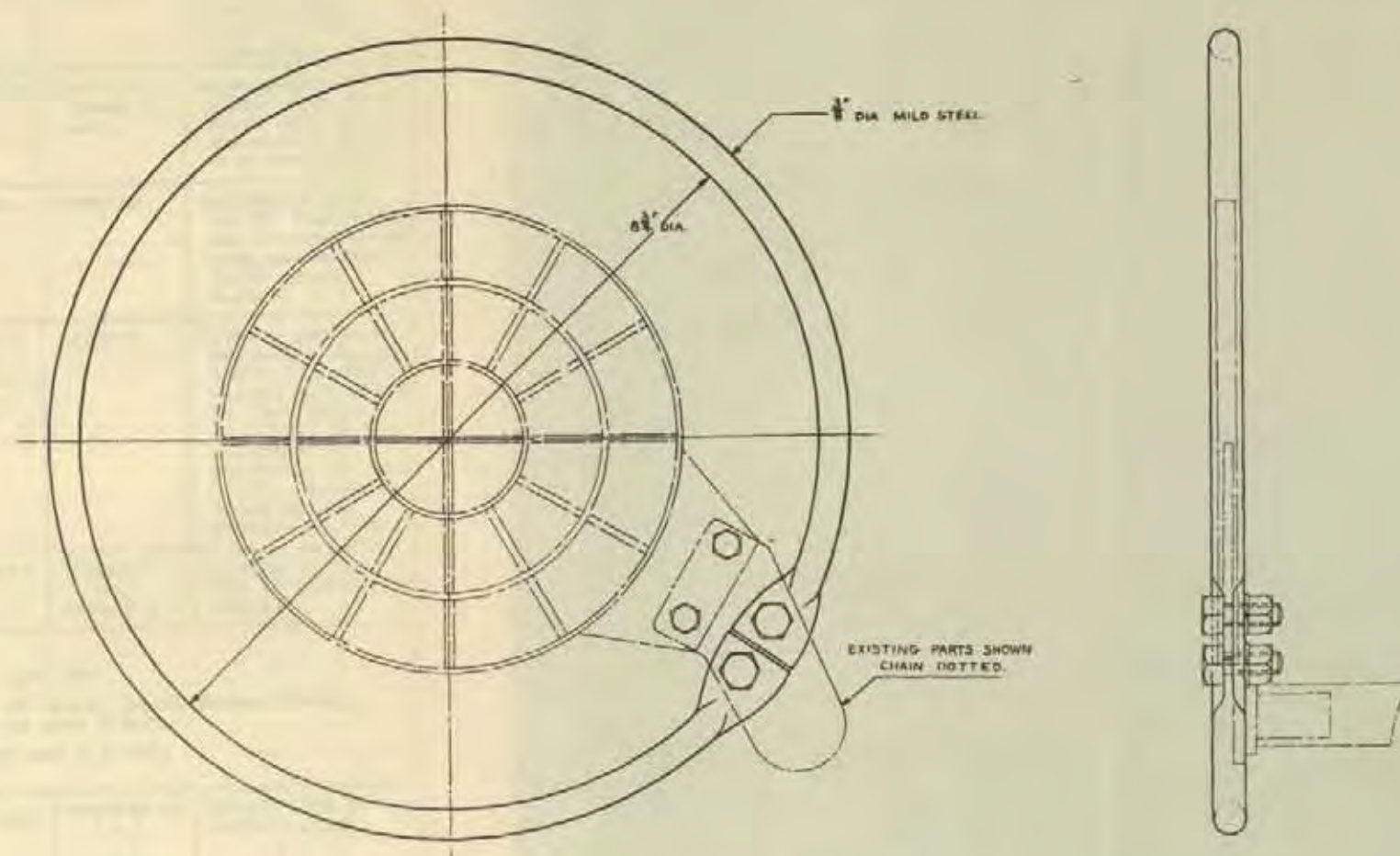
LIST "A"

Approved Modifications to O.M.L. 9.5-in. Depth Charge Throwers Mark 4-4* (C.D.008 and C.D.021)

ENTRY NO.	D.C.I. NO.	PARTS AFFECTED	DRAWING NO. N.O.D.	DESCRIPTION OF MODIFICATIONS
(1)	(2)	(3)	(4)	(5)
15	693	Lagging	2199/29	To be removed and replaced when required by covers arcticisation.

DRG N° D.O.U.W. N° A/50849.
 GUARD RING FOR 300 KNOT SIGHT ON
 40 M.M. BOFORS MK.7
 SCALE - FULL SIZE.

THIRD ANGLE PROJECTION.



NOTES-

1. ENDS OF BAR TO BE FLATTENED AND SECURED TO EXISTING FORE-SIGHT SUPPORT BY 2- $\frac{1}{4}$ " B.S.W. BOLTS $\frac{1}{2}$ " LONG WITH SPRING WASHERS AND NUTS.
2. FINISH - ONE COAT OF ZINC CHROMATE PRIMER FOLLOWED BY TWO COATS OF GREY PAINT.

DRAWN	DA.D.5-008
TRACED	A.W.
CHECKED	V.J.
PASSED	M.P.
APPROVED	[Signature]

MATERIAL $\frac{3}{8}$ " DIA. MILD STEEL BAR 20" LONG. APPROX.

DRG N° A/50849

ENTRY NO. (1)	D.C.I. NO. (2)	PARTS AFFECTED (3)	DRAWING NO. N.O.D. (4)	DESCRIPTION OF MODIFICATIONS (5)
16	833	Pin, connecting carrier.	2199/13 Item 5	Replacement of steel pins by pins of high tensile brass (C.D. 359).
17	833	Pipe, equalising arrestor cylinders.	2199/16 Items 1 and 2	Replacement of steel pipes with steel nuts by galvanised pipes with bronze nuts.
18	908	Nut, cap, bolt, arrestor cylinder.	2199/12	Tapping of 5/16 B.S.F. vent holes and fitting brass plug and water-tight joint washer.
19	947	Pendants, pull-off, St. No. 10075 (C.D. 047).	2199/23	Fitting pendants pull-off, St. No. 10075 (C.D. 047) fitted with clips, St. No. 10241 (C.D. 329) in replacement of pendants, St. No. 10075, incorporating clips, Pattern No. 101.
20	1001	Strikers, Mark 2	2199/6/1 and 2199/7/3	Fitting of stop key to indicating plunger.

LIST "B"

Approved modifications to O.M.L. Depth Charge Throwers
Mark 5 and Mark 5 Mod. 1
(C.D. 034 and C.D. 086)

ENTRY NO. (1)	D.C.I. NO. (2)	PARTS AFFECTED (3)	DRAWING NO. N.O.D. (4)	DESCRIPTION OF MODIFICATION (5)
4	764 806	Breech mechanism	-	Reducing thickness of neoprene washer sealing body where closing of mechanism is difficult.
5	693	Lagging	3160/18	To be removed and replaced when required by covers arcticization.

ENTRY NO. (1)	D.C.I. NO. (2)	PARTS AFFECTED (3)	DRAWING NO. N.O.D. (4)	DESCRIPTION OF MODIFICATION (5)
7	834	Pin, securing piston connection.	3160/13 Item 13	Replacement of steel pins by pins of high tensile brass (St. No. 10473).
8	834	Pipe, equalising arrester cylinder	3160/14 Items 1 and 3	Replacement of steel pipes with steel nuts (St. No. 10397) by galvanised steel pipes with bronze nuts.
9	834	Breech mechanism	3160/4 Item 9	Replacement of washer sealing body, St. No. 10246, by washer, St. No. 10484.
10	843	Piece, breech	3160/2 Items 3 and 4	"ASSEMBLE INSIDE" to be stamped on inside faces of levers extractor, left, St. No. 10263 (C.D. 240) and right, St. No. 10264 (C.D. 253).
11	947	Pendants, pull-off, St. No. 10075 (C.D. 047).	3160/16 Item 8	Fitting pendants, pull-off, St. No. 10075 (C.D. 047) fitted with clips, St. No. 10241 (C.D. 329) in replacement of pendants, St. No. 10075 incorporating clips, Pattern No. 101.
12	954	Cylinder arrester tube.	3160/19	Fitting new guide strips.
13	987	Breech mechanism	3160/4 Items 5A and 6B	Replacement of existing lever, retracting striker, Mark 2, St. No. 10471 and spring, Mark 1, St. No. 10243 by lever, retracting striker, Mark 3, St. No. 10515, and spring, Mark 2, St. No. 10516.

ENTRY NO. (1)	D.C.I. NO. (2)	PARTS AFFECTED (3)	DRAWING NO. N.O.D. (4)	DESCRIPTION OF MODIFICATION (5)
14	1002	Breech mechanism	3160/21	Introduction of breech interlock.
15	-	Pin, securing connection block.	3160/12 Item 5	Replacement of steel pins by pins of high tensile brass, St. No. 10551.

(The foregoing is the unaltered text of A.P.O. 2167/1955.)

(4426/32/135)

956.

DEMOLITION AND EXPLOSIVES - LIGHTERS BICKFORD SAFETY FUZE - IMPOSITION OF AGE LIMIT AND WITHDRAWAL OF OVER AGE STOCKS.

There have recently been a number of incidents of spontaneous ignition of lighters Bickford fuze under examination. Evidence has also been found that ignition has taken place in closed cylinders.

2. From these incidents it has been concluded that the risk of spontaneous ignition referred to in Article 62 of B.R.1836 increases considerably with age and it has therefore been decided to impose on lighters Bickford safety fuze an age limit of five years from the date of manufacture.

3. All lighters at present held by H.M.A. Ships and Establishments are over age and on receipt of this Order are to be disposed of by dumping in weighted packages in deep water. Where this is not immediately possible, they are to be returned to the nearest Naval Armament Depot.

4. New stocks of Bickford lighters are being obtained but it may be some time before outfits can be replaced. Should it be necessary to use safety fuze before replace lighters are available, it should be ignited by one of the methods given in Articles 176 to 178 of B.R.1836.

(The foregoing is the text of A.P.O. 2444/1955 altered to meet R.A.N. conditions.)

(4431/182/71)

957.

**DIVING - RECOMPRESSION CHAMBERS AND SUBMERGED
DECOMPRESSION CHAMBERS.**

Navy Order 699 of 1955 (title as above) is to be amended as follows :-

Add Note (3) to Notes at end of Navy Order to read :-

(3) Compartments in H.M. Submarines which are fitted for recompression are excepted from the foregoing requirements and form the subject of separate instructions.

(The foregoing is the text of A.P.O. 2446/1955 altered to meet R.A.N. conditions.)

(3383/27/8)

958.

NAVAL AND AIR STORES - RESPONSIBILITIES OF OFFICERS.

Examination of Naval Store Accounts and investigation of discrepancies of Naval Stores in H.M.A. Ships and Establishments indicates that failure to fully comply with pertinent instructions and to take advantage of the means provided to enable responsible officers to assess storekeeping performance in many instances has resulted in development of unsatisfactory conditions.

2. The attention of all concerned is drawn to the following particular matters :-

- (a) Stocktaking of storeroom stocks should be arranged so that all items are mustered in the specified period, and when delays occur, reasons therefor and action taken to remedy the position should be reported. (B.R.4, Article 120 : A.P.(N) 5, Article 285).
- (b) The Stocktaking Book, Form A.8.1482, should be submitted to the Commanding Officer on the first day of each quarter to note the progress of stocktaking. He will thus be aware of the overall stocktaking position and can direct action as he considers necessary. (R.A.N. Supplement to B.R.4, paragraph 78 (vi)).
- (c) A comparison of the standard (Storekeeping Officers) copy and the Departmental Officers' copies of Permanent Loan Lists is to be made each six months and the certificates of comparison in the Permanent Loan Lists signed before muster of Permanent Loan Stores is carried out. (B.R.4, Article 123 : A.P.(N) 5, Article 295).
- (d) Muster of Permanent Loan Stores is required to be carried out each six months and on supersession of officers and the certificates of stocktaking completed in the Permanent Loan Lists. (B.R.4, Article 123 : A.P.(N) 5, Article 295).

- (e) In regard to (c) and (d) hereof the Storekeeping Officer is required to furnish lists to the Commanding Officer on the 1st February and 1st August, each year, setting out the Permanent Loan Lists held, details of signatures and dates of muster and comparison. This, together with the details in regard to stocktaking of store-room stocks referred to in (b) hereof, gives the Commanding Officer information as to the stocktaking of the ship's Naval Stores both in store-rooms and in position in the various parts of the ship. (B.R.4, Article 123 : A.P.(N) 5, Article 295).
- (f) The procedure for accounting for bedding is set out in Navy Order 213 of 1953 and stocks should be mustered at intervals of three or six months as applicable and the requisite certificates of muster furnished.
- (g) Test checks of stocks of selected items of Naval Stores should be made by the Storekeeping Officer (B.R.4, Article 121 : A.P.(N) 5, Article 286). He should also scrutinize ledgers and vouchers to ascertain whether ledger posting is being kept up-to-date and see that required registers are in use and are being properly maintained.
- (h) Both storekeeping and ship's Departmental Officers are occasionally to compare the original and duplicate (bound copies) of Forms A.8.156, A.8.1091, etc., to ensure that unauthorised alterations are not being made. (B.R.4, Article 31 : A.P.(N) 5, Article 76).
- (i) On supersession of an officer in charge of stores the items in his charge are to be mustered and any discrepancies dealt with in accordance with instructions. In the event of such an officer leaving the ship before his relief arrives the Commanding Officer is to nominate another officer to take over the stores, pending the arrival of his relief. (B.R.4, Articles 128, 129 : A.P.(N) 5, Articles 292, 293).
- (j) The question of stock holding for H.M.A. Ships and Establishments is dealt with in Navy Orders 476 and 619 of 1954.

(4501/6/62)

959.

**NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART D) -
CANS, PATTERNS 27 AND 94 - LIMITATION OF USE.**

Cans, Patterns 27 and 94, supplied by Huntley, Bourne and Stevens Ltd., in accordance with Admiralty contract CP.7E/57794/52, dated 5th July, 1952, are fitted with bright steel tinned caps instead of slotted brass caps.

2. These cans have been tested and found satisfactory but as the closure is not the normal type specified, the use of these cans is to be limited to other than highly inflammable liquids, such as gasoline.

(The foregoing is the text of A.P.O. 2102/1955 altered to meet R.A.N. conditions.)

(4506/4/85)

960.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART D) -
PATTERN 31 - FIRE BUCKETS - ADOPTION OF JOINT
SERVICES CATALOGUE NUMBER.

It has been decided to adopt the Joint Services Catalogue number for Fire Bucket Pattern 31.

- The number allocated is Pattern 107983.
- The relevant publications will be amended.
- Ledgers should be adjusted in accordance with B.R.4 (Article 109(g)).

(The foregoing is the text of A.P.O. 2169/1955 altered to meet R.A.N. conditions.)

(4506/4/86)

961.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART H) -
BALL BEARINGS FOR ASDIC HULL OUTFITS 7 AND 7A -
INTRODUCTION.

A new type of ball bearing is being introduced for the maintenance of Asdic Hull Outfits 7 and 7A fitted in H.M.A. ships and is described as follows :-

<u>Class/ Group</u>	<u>Pattern</u>	<u>Description</u>	<u>Ship's Accounting Classification</u>
B.10H	8626	Bearing, ball, heavy series, duplex, Hoffman Type, 540 C.D., 40-mm., I.D. x 110-mm. R.D. x 27-mm. thick.	Consumable.

- The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2040/1955 altered to meet R.A.N. conditions.)

(4506/8/51)

962.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - COPPER
NAPHTHENATE SOLUTION - SUPPLY.

Following upon recommendations of the Naval Paint Committee, it has been decided that future purchases of Copper Naphthenate Solution required for the treatment of timber shall be made to Specification S.A.A. Int. 89 and that the concentration of the solution to be supplied shall be 20%. This material will be accounted for as a non-pattern item in Class E, Group 7.

- Present stocks which may have been purchased to other specifications are to be used until exhausted.

(4512/70/257)

963.

NAVAL STORES (GENERAL) (CLASS F, GROUP 10, PART 3) -
MICROPHONES (MOVING COIL) UNSWITCHED WATERTIGHT
FOR BRACKET MOUNTING PATTERN 32104 -
INTRODUCTION.

In order to achieve standardisation and economical production, it has been decided to introduce into the service an unswitched watertight bracket microphone which incorporates a standard moving coil inset, A.P. 32037.

- The microphone has been added to the Rate Book under Class F, Group 10, Part 3, and the description is as follows. This item has been marked STD., in accordance with B.R.810.

<u>Pattern Number</u>	<u>Description</u>	<u>Ship's Accounting Classification</u>
32104	Microphones (moving coil) unswitched watertight for bracket mounting.	Portable Fitting

- The Microphone, Pattern 32104, will replace Microphones, Patterns 12579 and 12580, which are being made obsolescent. The latter patterns will, however, continue to be issued until stocks have been utilised, except in instances where the new pattern is specified on approved wiring diagrams, in respect of ships under construction, modernisation or refit.

- Some slight adjustment to the existing stirrup of the Universal Bracket, A.P. 12925, may be necessary to accommodate the Microphone, A.P. 32104.

- The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2232/1955 altered to meet R.A.N. conditions.)

(4518/15/377)

964.

NAVAL STORES (GENERAL) (CLASS F, GROUP 10) - ELECTRIC
VACUUM CLEANERS - ALLOWANCES.

It has been decided to increase the allowances of vacuum cleaner outfits, Patterns 33040 and 33041, to the ships specified, in order to save time and labour in general cleaning duties, which can then be devoted to other important tasks, such as hull maintenance work.

- The revised allowances are detailed in the Appendix. They also include outfits for vacuum air-testing of compartments, as this method has advantages over the present air pressure test. Details of the method are shown in Navy Order 968 of 1955.

- Ships concerned in commission and in D Class commission in reserve should forward demands to the appropriate Storing Yard to complete to the new allowance. Supply to ships concerned under construction, modernisation or conversion should be arranged by the Storing Yard in the normal manner.

4. Requirements for ships in B Class commission in Reserve will be met by an allowance to the Headquarters Ship of each Division and demands to complete to this allowance should be forwarded to the appropriate (Superintending) Naval Store Officer. Dormant demands will be prepared by the appropriate Storing Yards to cover supply to ships concerned on commissioning.

5. The relevant Establishment of Sea Stores will be amended.

(The foregoing is the text of A.F.O. 1127/1955 altered to meet R.A.N. conditions.)

(4518/17/190)

APPENDIX

Class of Ship	Allowance		Total
	For domestic purposes	For air testing purposes	
Light Fleet Carriers } Cruisers }	8ø	2	10ø
Daring Class } Destroyers } Frigates } Survey Ships }	4	1	5
Ocean Minesweepers	2	1	3
Headquarters Ship of the Reserve Fleet Divisions	1	1	2

ø 1 additional vacuum cleaner to be allowed per Flag Ship.

✓ To be supplied with air test plug fittings and adaptors in accordance with Navy Order 968 of 1955 Diagram.

965.

NAVAL STORES (TECHNICAL) - AUDIOMETERS - CARE IN HANDLING DURING TRANSIT.

Audiometers dealt with under Class F, Group 1A, Part II, are extremely fragile instruments and should not be subjected to any shock or undue vibration which may upset their calibration. Every care should be taken when handling these instruments and the following instructions should be applied during transit :-

(a) for conveyance in Australia, they should be consigned by passenger train personally conducted. Exceptionally, road transport may be used.

(b) for conveyance overseas, they should be consigned by Lock-up Stowage, Category 1, and the transport case should be adequately labelled to denote the delicate nature of the contents.

(The foregoing is the text of A.F.O. 2475/1955 altered to meet R.A.N. conditions.)

(4518/11/271)

966.

NAVAL STORES (TECHNICAL) - RADAR - OBSOLETE STORES - DISPOSAL.

The stores, detailed in Appendix A to this Order, are now obsolete. 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 them and any stocks already held, as surplus to requirements in accordance with existing instructions. No items referred to herein require mutilation for security reasons before disposal.

2. No further returns of the items in Appendix A are to be taken on main or repairable ledger charge.

3. Strict adherence to the pattern numbers quoted is essential, e.g., no "A" pattern is to be considered surplus where a PLAIN pattern only is shown.

4. The items shown in Appendix B will be marked X in B.R.810 (Rate Book of Naval Stores) in accordance with A.F.O. 426/53 (Naval Stores General and Technical - B.R.810 - Use of Abbreviations).

5. B.R.810 (Rate Book of Naval Stores) and B.R.1979 (Alphabetical List of Consumable Naval Stores) will be amended.

(The foregoing is the unaltered text of A.F.O. 3290/1954.)

(4519/31/609)

APPENDIX A

Obsolete Radar Stores for Disposal

Pattern No.	Description	Pattern No.	Description
W. 734	Spanner.	W. 7790	Washer.
W. 735	Spanner.	W. 7932	Washer.
W. 736	Spanner.	W. 7933	Washer.
W. 737	Spanner.	W. 8255	Washer.
W. 738	Spanner.	W. 8433	Socket.
W. 739	Spanner.	W. 8434	Rods.
W. 740	Spanner.	W. 9553/A/B	Aerial.
W. 741	Spanner.	54299	Ammeter.
W. 742	Spanner.	55086	Connection.
W. 743	Spanner.	55612	Box.
W. 744	Spanner.	55613	Box.
W. 1104	Support.	55971	Board.
W. 1105	Support.	56213	Box of parts.
W. 1106	Mounting.	56743	Connection.
W. 1169	Mount.	56744	Connection.
W. 1566	Pitting.	56835	Map Relief.
W. 1568	Insulator.	58196	Transformer.
W. 1884	Plug.	58207	Dial.
W. 2592/A	Transformer.	59141	Rectifier Unit.
W. 4620	Amplifier and Power Unit.	59142	Coil.
		59476	Washer.
W. 5147	Stand.	59477	Gasket.
W. 6007	Amplifier.	59630	Coil.
W. 7078	Transformer.	65992	Motor.
W. 7251	Waveguide Flange.	66510	Insulator.
W. 7786	Die-Casting.	W. 891R	Motor Alternator.

APPENDIX B

<u>Pattern No.</u>	<u>Description</u>	<u>Pattern No.</u>	<u>Description</u>
W. 2442	Transformer.	55430	Connection.
W. 2862	Switch.	56129	Test Oscillator.
W. 2866	Transformer.	58623	Socket.
W. 5414	Box Junction.	59279	Switch.
W. 5640	Output Tester.	59916	Connection.
W. 6937	Fuse.	59977	Pulse Generator.
55291	Connection.	60650	Plug.
55358	Transformer.	54122	Frequency Meter.

967.

PAINTS AND COMPOSITIONS - BOTTOM COMPOSITIONS -
PROTECTION DURING DOCKING PERIODS.

H.M. Ships (excluding Submarines)

When ships are in dock, water from scuppers and discharges frequently runs down the sides, and outer bottom plating. Under these wet conditions adequate adhesion of the bottom compositions to the underlying surface cannot be obtained. This results in an inferior performance of the bottom compositions, with subsequent accelerated corrosion of the outer bottom plating. In addition, newly applied compositions are frequently damaged by water discharged from scuppers, etc., leading to early breakdown of the paint film.

2. Such damage is highly undesirable and every effort is to be made to avoid it.

3. Further objections to the discharge of water from ships' scuppers are :-

- (a) The serious interference that this has with work being undertaken on the ship's bottom by Dockyard labour.
- (b) The discharge of such water on staging renders staging slippery and dangerous.

4. All cruisers and above are provided with special discharge fittings to facilitate the discharge of water via hoses from the bathroom scuppers when the ships are in dry dock. These fittings are always to be used when permission has been obtained to discharge water into a dock.

5. In the case of other discharge openings, and in other H.M. ships, the following action is to be taken :-

- (a) All outlets which are to be used during the docking period, including scuppers to weather deck drains, are to be fitted by ship's staff with wood plugs and carry-away pipes. The carry-away pipe to be of such a length that water will be carried clear of ship's bottom and dockyard staging.
- (b) The special fittings are to be manufactured by ship's staff with dockyard assistance where necessary, an appropriate item being inserted in defect lists.
- (c) These fittings are to be suitably tallied and carried on board the ship so that they are immediately available when required.

6. When practicable, all valves to other openings in the ships' bottoms are to be locked shut when the vessels are in dry dock, or if valves have been removed for refit the holes in bottom are to be fitted with wood plugs by the Dockyard.

7. The decks of H.M. ships in dry dock are not to be washed down during the cleaning and coating periods.

8. Home Dockyard Regulations and local instructions for ships alongside and in docks, etc., are to be strictly observed.

(The foregoing is the unaltered text of A.P.O. 2046/1955.)

(4512/70/255)

968.

WATERTIGHT COMPARTMENTS - AIR TESTING BY VACUUM METHOD
BY SHIP'S STAFF.

To facilitate progress by ship's staff in the periodical air testing of watertight compartments, it has been decided to re-introduce the vacuum method of air testing such compartments.

2. The domestic vacuum cleaner Admiralty Pattern No. 33040 or 33041 has been found to be effective for drawing a satisfactory degree of vacuum for test purposes and is quickly and easily rigged and transported. Trials with this equipment in a cruiser have shown that for a compartment of 3,000 cubic feet capacity with the leaks reasonably sealed the following typical vacuum rates were obtained: 6-in. water gauge in 1 minute, 12-in. in 2 minutes and 24-in. in 5 minutes.

3. The provision of vacuum cleaners and the authorised allowance to ships specifically for air testing purposes has been promulgated in Navy Order 964 of 1955.

4. The necessary air test plug fittings and adaptors for connecting the vacuum cleaner hose to the fitting will be supplied with the vacuum cleaners. An arrangement is shown in Navy Order 968 of 1955 Diagram.

5. The standard of tightness required in vacuum testing is to conform generally to that laid down for air pressure testing in Article 511(14) of B.R.16(50), Engineering Manual, with the exception that the vacuum to be applied when searching for leaks should not exceed 24-in. water gauge.

6. The procedure to be adopted by ship's staff in testing watertight compartments by the vacuum method should be as follows :-

- (a) The compartment should first be searched for leaks by drawing a vacuum not exceeding 24-in. water gauge. Under these conditions and where access to the compartment is by hatch or watertight door, men may be stationed in the compartment for the purpose of locating leaks. Where access to the compartment is by manhole, men should not be stationed in the compartment but a search for leaks should be made externally.

- (b) When leaks have been made good, the compartment should be tested as specified in Article 511(14), B.R.16(50), i.e., an allowable drop of $\frac{1}{4}$ -in. of 6-in. water gauge in 10 minutes.
- (c) If the allowable drop in vacuum is exceeded, a further search should be made and the defects remedied.

7. B.R.16(50) will be amended in due course.

(The foregoing is the text of A.P.O. 1641/1955 altered to meet R.A.N. conditions.)

(4276/2/62)

969.

VALVES - SALT WATER SYSTEMS - DEFECTIVE CAST GUNMETAL VALVES - ALLOYS TO BE USED FOR REPLACEMENT.

H.M.A. Ships (including Submarines) and refitting authorities

Investigation of recent cases of deterioration of cast gunmetal valves in sea-water systems of H.M. Ships has shown that a major factor is the composition of the gunmetal used.

2. It is known that the 85/5/5/5 (Copper/Tin/Zinc/Lead) alloy (B.S.1400-1G2) is unsuitable for this service, and is not to be used. It is also known that the 88/10/2 alloy (B.S.1400-G1) is satisfactory. Service experience with the 86/7/5/2 alloy (B.S.1400-1G3) in certain systems indicates that this alloy may not have such a long life as the 88/10/2 alloy and experiments are in hand to prove its suitability.

3. Until these experiments are complete the 88/10/2 alloy to specification No. D.N.C./G12 or B.S.1400 G1-C is to be used for replacements made necessary by corrosion or erosion.

(The foregoing is the text of A.P.O. 1939/1955 altered to meet R.A.N. conditions.)

(3757/21/60)

970.

WITHDRAWAL OF ALLOWANCES OF FRAMES, COT, WOOD, PATTERN 427, COTS, STRETCHER, PATTERN 474, AND COTS, CANVAS, NO. 7, 24-IN., PATTERN N.8416.

Allowances of frames, cot, wood, Pattern 427, cots, stretcher, Pattern 474 and cots, canvas, No. 7, 24-in., Pattern N.8416, are to be withdrawn from ships of the "Daring" class and below.

2. Arrangements should be made by ships concerned in commission and in "D" class commission in reserve to return their holdings of these items to the nearest (Superintending) Naval Store Officer.

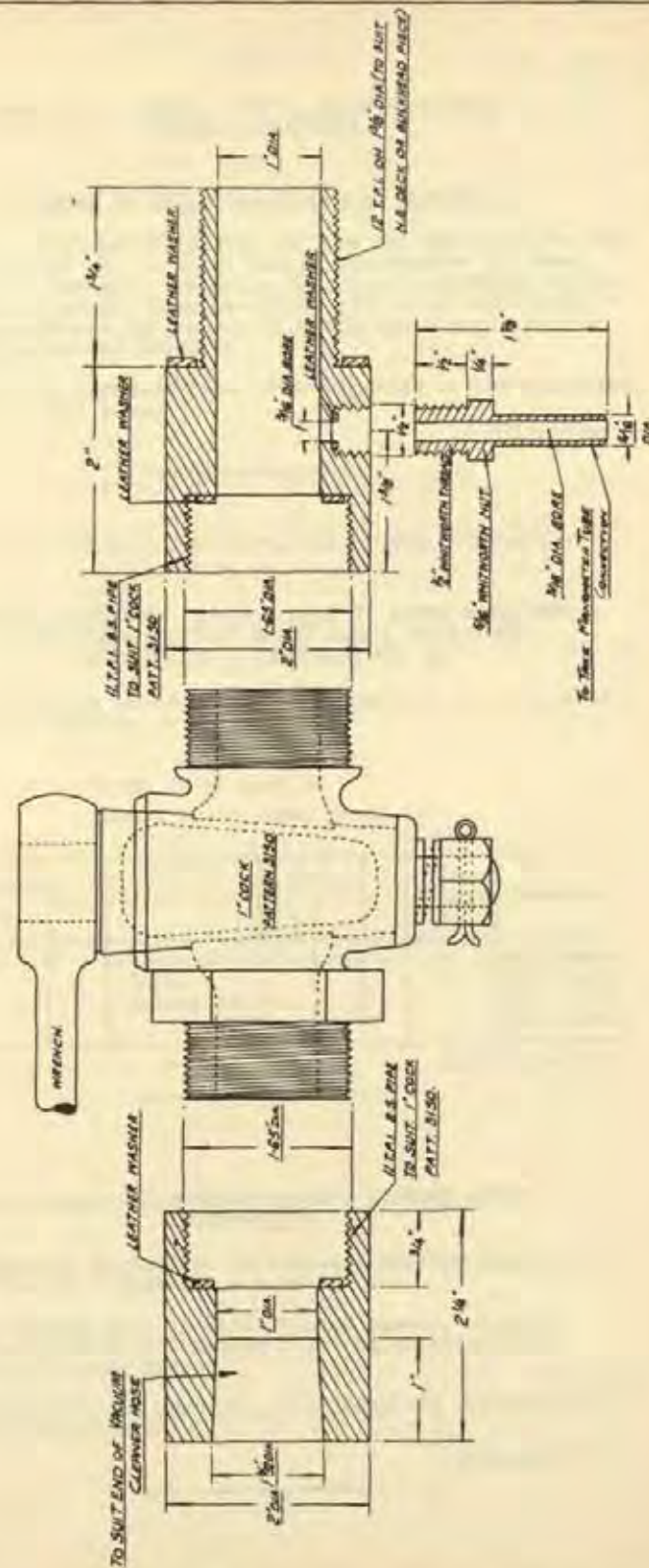
3. The relevant Establishments of Sea Stores will be amended.

(The foregoing is the text of A.P.O. 281/1955 altered to meet R.A.N. conditions.)

(4501/2/115)

ADAPTORS FOR VACUUM TESTING COMPARTMENTS USING A VACUUM CLEANER.

MATERIAL - POLISHED NAVAL BRASS



SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

971.

SUPPLIES OF FRESH PROVISIONS AT OKINAWA.

H.M.A. ships participating in live A/S exercises on the Far East Station may purchase small requirements of fresh provisions at Okinawa. In order to prevent avoidable dollar expenditure, however, such purchases are to be restricted to items and occasions in respect of which other provisioning arrangements are not possible.

2. Details of purchases are to be reported to the Secretary, Department of the Navy.

(4803/142/2)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

972.

A. B. R. 226, PART 68 - 40-MM., MARK 7, BOPOR MOUNTINGS -
PROVISIONAL LIST OF SPARE PARTS, TOOLS AND
ACCESSORIES - AMENDMENT NO. 2.

The following amendment is to be made in all copies of the above publication :-

SECTION L

Index 7A to read 7B

Insert after Index No. 7 :-

Index No.	Drawing No.	Item	Description	Classification	C	D	On Charge to	Remarks
7A	-	-	Oil Seal GACO M.1.S. 12	C	1	4	-	For Mountings Reg. Nos. 2000 to 2121 only

(4139/13/1602)

973.

FORM A.S.1246J - CLEARANCE DIVER'S HISTORY SHEET -
INTRODUCTION.

It has been decided to introduce a History Sheet for Clearance Divers - numbered A.S.1246J.

2. First supply will be made without demand. Future requirements should be demanded from the Superintending Naval Store Officer, Sydney.

(The foregoing is the text of A.P.O. 699/1955 altered to meet R.A.N. conditions.)

(3526/12/1370)

974.

FORM A.S.1330b - ABOLITION.

The following Form has been abolished :-

A.S.1330b Loan record of O.U. books and books of reference.

(The foregoing is the text of A.F.O. 2326/1955 altered to meet R.A.N. conditions.)

(3526/12/1468)

975.

FORMS S.320 AND A.S.1279d - ABOLITION.

The following forms have now been abolished :-

S.320 "Aadic and Echo Sounding Journal".

A.S.1279d "Laundry Chit - Sick Bay, Naval or Victualling Stores".

(The foregoing is the texts of A.F.O's 696 and 1324/1955 altered to meet R.A.N. conditions.)

(3526/50/279)

976.

FORM S.1170 - TORPEDO TUBE HISTORY SHEET - SUPERSESSION.

The following amendments are to be made to Navy Order 562 Of 1955 :-

In the heading after "Non-Transferable Gun Mountings" add "and Form S.1170 - Torpedo Tube History Sheet - Supersession".

In paragraph 1, line 1, after A.S.1145Z add "and S.1170".

2. Navy Order 250 of 1952 is hereby cancelled.

(3526/12/1475)

SECTION 6 - SHORE ESTABLISHMENTS

977.

ACCIDENTS - PREVENTION OF - POWER-DRIVEN OVERHEAD TRAVELLING CRANES.

A fatal accident occurred during repair work on a gantry for an overhead travelling crane, a workman being crushed, possibly against a hand rail or a supporting column, by a similar crane on an adjacent gantry. The catwalk between the adjacent crane rails was narrow and was bisected longitudinally by the hand rail.

2. The following effective measures are to be implemented as fully as possible :-

- (a) Before work or repair is put in hand on any power-driven overhead travelling crane or its gantry, the crane should be parked, if possible, at the end of its run or clear of attachments above the catwalk.
- (b) Where the work or repair is on a crane, a trip stop or stops should be affixed to the gantry to prevent positively any other working crane on the same gantry approaching within 20-ft. of the immobilized crane. The trip stop should operate the longitudinal travel limit switches to arrest the working crane at the safe distance.
- (c) Where the work or repair is on a gantry, similar stops should be applied to adjacent gantries in addition to stops on the gantry concerned, to maintain the safe distance of 20-ft. from the place where a person is working.
- (d) Where the catwalk is narrow, so that insufficient gangway distance exists between passing cranes in adjacent bays, consideration should be given to the re-designing of the catwalk to afford greater safety to persons required to use the catwalk.

(The foregoing is the text of A.F.O. 2070/1955 altered to meet R.A.N. conditions.)

(4227/99/2)

RESTRICTED

RESTRICTED

C.N.O.978/55.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

23rd November, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
978	Distribution of Non-Accountable Publications and Amendments During September, 1955.

RESTRICTED

978

978.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING SEPTEMBER, 1955.

The non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous, etc., detailed in the Appendix to this Order, have been distributed to Ships and Services during September, 1955. Navy Order 110 of 1954 is relevant.

(4139/3/123)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

PUBLICATION	DATE
Aeroplane	8th July, 1955.
Aeroplane	15th July, 1955.
Aeroplane	22nd July, 1955.
Aircraft Vol.33 No.12	September, 1955.
Flight	3rd June, 1955.
Flight	17th June, 1955.
Flight	8th July, 1955.
Joint Services Recognition Journal Volume 10 No.4	April, 1955.
Joint Services Recognition Journal Volume 10 No.6	June, 1955.
Journal of the R.N. Medical Service Vol.XII No.2	Spring, 1953.
Occupational Safety and Health	January-March, 1955.
United Nations Review Vol.2 No.1	July, 1955.
Livewire Vol.7 No.2	Summer, 1955.
N.A.M.A.N. N1454-N1465	30th July, 1955

AMENDMENTS TO AIR PUBLICATIONS.

A.P. NO.	A.L. OR LEAFLET
A.P.(RAN) 101	A.L.1
D.C.A. Aeronautical Information Publications Pt.2	A.L.6
R.A.A.F. Radio Facility Charts Aust. & N.Z. (Area "D")	Military Aviation Notice No. 34D (22/8/55)
	Military Aviation Notice No. 35D (29/8/55)
	Military Aviation Notice No. 36D (5/9/55)
	Military Aviation Notice No. 37D (12/9/55)
	Military Aviation Notice No. 38D (19/9/55)
R.A.A.F. Repair & Maintenance General Instruction	A.L.104 and 105.
R.A.A.F. Summary of Defect Reports	Electrical No.2/55 Pt.1 - 1st April-30th June, 1955.
	Armament Pt.5 Sect.A January-June, 1955.
	Engines & Accessories Issue 7 Sect.2 Pt.2 December, 1954-February, 1955.

RESTRICTED

3

978

AMENDMENTS TO B.R.'S, ETC.

B.R.	AMENDMENT NO.
65	2
70	May Supplement
155/43	25
819 (5)	Admiralty Letters A.S.A/C. 463 dated 26.5.55 and A.S.A/C. 466 dated 11.7.55
1043 (2)	2
1203/46 Part 2	20
1401	A.L. Nos. 47 and 48
1661 (2)	1
1710 (3)	4
1713	8
1734	19
1735	15
1765 (2)	1
1791	19
1822 (1)	6
1822 (1) Add.	3
1920B (2)	3
1920B (11)	2
1926	1
1926 (1)	3
1926 (2)	1
1931	7
1932	5
1973	1
O.U.5225 (3)	137

Title	Date
Lloyds Shipping Index	5th September, 1955.
Lloyds Shipping Index	12th September, 1955.
Lloyds Shipping Index	19th September, 1955.
Lloyds Shipping Index	26th September, 1955.

Photo-lithographed, by Authority:
J.G. HOLMES, Printer, 310 King Street, Melbourne.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

29th November, 1955.

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

By direction of the Naval Board,

Mos. Hawkins

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

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980	Diving Regulations - Elementary Diving Training.
981	Medical - Monocular Personnel, Regulating Branch and Sick Berth Staff Engaged on Mental Nursing Duties - Supply of Unsplinterable Glass Spectacles.
982	Petty Officers' School - Courses - January to June, 1956.
983	R.A.N. Bands - Allowance for Purchase of Music.
984	Ratings - Bridge Experience for Branch Officer Candidates.
985	Ratings - Telegraphist (S) - Requirement for Volunteers.
<u>SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES</u>	
986	Radar - Removal of C.R.B.F. Directors and S.T.A.A.G. Mountings during Refits.
987	Lighting - Automatic Emergency Lanterns, Pattern 16457 - Modifications to Associated Relays and Plugs.
988	Generators and Alternators - D.G. Lighters - 60-kW Foden Generating Set - Niphan Plug and Socket on Tachometer.
989	Ammunition - Fuzes, Igniters, Primers, Tracers and Tubes - Primers No.17, Mark 2/1 - Withdrawn from Service.
990	Guns - Q.F., 40-Mk., Mark 11 - Fitting of Zero Indicating Plate to Elevating Arc.
991	Gunmountings - 4-Inch Mk.19 Series - Fitting of Oversize Shuttle Valves in Recoil Cylinders - Reports.
992	Maintenance - Routine Lubrication of Gunnery Equipment.
993	Compasses - Transmitting Compass Equipment - Supply to H.M. Ships under Construction and Undergoing Conversion.
994	Alteration and Addition Item - H.M.A.S. SYDNEY.
995	Alteration and Addition Item - H.M.A. A.A. and A.S. Frigates (Modified River) and Battle Class Destroyers.
996	Alteration and Addition Item - H.M.A. Ships - U.H.F. Conversion Programme (1953/54) to Phase "B".

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- 997 Alteration and Addition Item - H.M.A.S. WOOMEERA.
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- 999 Naval Stores (General) (Class E, Group 7B) - Deodorant
for Lavatories - Introduction of Fragrasan Crystals.
- 1000 Naval Stores (General) (Class F, Group 2A, Part 1) -
Batteries, Pattern W.2317, Manufactured by Messrs.
Manson, Ltd. - Disposal.
- 1001 Naval Stores (General) (Class F, Group 2A, Part 3) -
Obsolete Lanterns and Resistances, etc. - Disposal.
- 1002 Bits for 220/230V and 110/115V "Adcola" Soldering
Irons - Introduction.
- 1003 Boom Defence and Salvage Vessels - Necessity for
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SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

- 1004 Books of Reference - Personal Issues - Distribution of
A.F.O. "P" Series Amendments.
- 1005 Form A.D.66 - Invoice of Naval Stores - Provision of
Additional Copy for Rating Purposes.
- 1006 Form A.S.134V - Demand for Victualling Stores.
- 1007 Form A.S.247 - Short Leave Book.

SECTION 2 - PERSONNEL

979.

PHOTOGRAPHY IN H.M.A. SHIPS AND ESTABLISHMENTS.

Official photographs are those produced by photographer ratings with Service equipment and material in the ordinary course of their duty. The sale of such photographs to officers and men is forbidden.

2. Where, in the opinion of the Captain, an official photograph is of interest to the ship's company, private firms may be authorised by him, or other suitable officer to whom this authority has been delegated, to use the official negative to produce prints for sale.

3. No Service materials other than the negative are to be made available to private firms for the production of these prints but they may be authorised at the discretion of the Captain to use Service equipment.

(4061/21/159)

980.

DIVING REGULATIONS - ELEMENTARY DIVING TRAINING.

Elementary diving training being carried out in a swimming bath or in enclosed waters of a depth not greater than 12 feet may be supervised by a Diver 1 or Clearance Diver 1 or any one of the officers quoted in paragraphs 3 and 4 of Navy Order 425 of 1955 (Diving Regulations) provided the following minimum requirements are satisfied :-

- (a) The trainee is always kept in sight.
- (b) The trainee is secured to a life line and can be hauled out of the water.
- (c) A qualified Diver or Life Saver is in attendance in addition to the Diving Instructor.
- (d) The requisite Medical Regulations have been complied with.

2. The Diving Manual will be amended in due course.

(The foregoing is the text of A.F.O.2479/1955, altered to meet R.A.N. conditions.)

(3712/2/6)

981.

MEDICAL - MONOCULAR PERSONNEL, REGULATING BRANCH AND SICK BERTH STAFF ENGAGED ON MENTAL NURSING DUTIES - SUPPLY OF UNSPLINTERABLE GLASS SPECTACLES.

When spectacles are required by monocular personnel (or those who possess but one useful eye) to enable them to carry out their duties, arrangements should be made for a lens of unsplinterable glass to be supplied at the public expense in Mark 3 frames.

2. A similar issue is to be made to all sick berth staff who need to wear spectacles constantly when engaged on mental nursing and to Regulating Branch ratings.

3. Supply should be obtained whenever possible through the opticians under contract to the Department.

(The foregoing is the text of A.P.O. 1608/1955 altered to meet R.A.N. conditions.)

(3123/11/19)

982.

PETTY OFFICERS' SCHOOL - COURSES - JANUARY TO JUNE, 1956.

With reference to Navy Orders 127 and 347 of 1954, the following are the commencing dates of courses to be carried out at the Petty Officers' School, Flinders Naval Depot, during the period January to June, 1956 :-

16th January
13th February
12th March
9th April
7th May.

(4007/31/50)

983.

R.A.N. BANDS - ALLOWANCE FOR PURCHASE OF MUSIC.

An amount of £3 per annum for each musician rating borne in H.M.A. Ships and Establishments authorised to carry an official Royal Australian Naval Band may be expended in the purchase of ceremonial, orchestral and dance band music. The amount permitted to be expended annually by any individual ship or establishment, however, is limited to a maximum of £50.

2. In addition, an amount of £25 per annum may be expended by the R.A.N. School of Music in the purchase of text books and additional music required for the use of musicians in training.

3. Navy Order 245 of 1952 is hereby cancelled.

(3155/2/43)

984.

RATINGS - BRIDGE EXPERIENCE FOR BRANCH OFFICER CANDIDATES.

Candidates undergoing the Navigation Course for Executive Officer (Branch List) who have had no previous bridge experience are seriously handicapped because the course contains only a few days at sea in tenders doing pilotage and ship handling including a practical examination. Every effort should be made by commanding officers to ensure that prospective candidates are afforded opportunities of gaining practical bridge experience before they come ashore for courses.

2. War experience has proved that chief petty officers and petty officers are extensively required to act as assistant officers of the watch and principal control officers in escorts and small ships, and such a requirement would be likely to recur in any future emergency. Any experience that can be given in these duties should, therefore, prove of value to chief petty officers and petty officers even should they subsequently fail to qualify for Branch Officers.

(The foregoing is the unaltered text of A.P.O. 2573/1955.)

(4006/36/27)

985.

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 are required to :-

- (a) Hold the rating of Telegraphist or Ordinary Telegraphist passed for Telegraphist.
- (b) Be of V.G. character.
- (c) Be of not less than SAT efficiency.
- (d) Have 12 months of their current engagement to serve from the date of completion of the course or, before commencing the course, to re-engage in accordance with the pattern of Navy Order 32 of 1954.

3. Names and Service Certificates of recommended applicants are to be forwarded to Navy Office.

4. Selected volunteers will undergo a thirteen week conversion course. Details of the course are held by the Flag Officer Commanding, Her Majesty's Australian Fleet, and Training Establishments. 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. The conditions of advancement for Telegraphists (S) Branch are contained in A.B.R.10, Appendices 8A to 8D inclusive.

6. Course and advancement rosters separate from those for the General Service Telegraphist Branch are maintained.

7. The successful completion of the conversion course qualifies a rating professionally for the Leading rate.

8. The Petty Officer Telegraphist (S) qualifying course is of 20 weeks' duration.

9. Two conversion courses and one Petty Officer Telegraphist (S) qualifying course are planned to take place each year.

10. Navy Office letter 5062/3/19 (08505) of 18th August, 1953, and Navy Order 666 of 1954 are hereby cancelled.

(5062/11/21)

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

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

986.

RADAR - REMOVAL OF C.R.B.F. DIRECTORS AND S.T.A.A.G. MOUNTINGS DURING REFITS.

Difficulties have arisen regarding the maintenance of Type 262M/P equipment during refit periods when the associated mounting/director is removed for modification, repair and replacement. These difficulties are due to the lack of suitable stowage space for the displaced 262 units and (in some ships) to the non-availability of the ship's 262 IMA for testing purposes, due to defects. Under these conditions, the 262 equipment frequently deteriorates during the refit, especially when the mounting/director is removed for a long period.

2. Whenever possible, a new or repaired mounting/director will be provided in exchange for the one removed from the ship. The time required by the Dockyard for this exchange is of the order of seven days, and it is considered that for this short period adequate arrangements can be made by ship's staff for the stowage and maintenance of the 262 units. When, however, such direct exchange of mountings/directors is not feasible, the following procedure is to be applied :-

(a) In cases where the mounting/director is removed for a period exceeding that of the order of seven days but within the limits of a normal refit, arrangements are to be made by ship's staff as follows :-

(i) 262 units where functioning is above suspicion are to be landed by ship's staff and placed in the custody of the (Superintending) Naval Store Officer, who is to arrange suitable storage in a like manner to the procedure for Sea Store Deposit, the transaction being supported by Form A.S.331 raised by the ship's Supply Officer. The units are to be packed in Type D Tropicans and a pool for this purpose is being laid down at Sydney and Melbourne.

(ii) Defective 262 units or units which, though functioning correctly, are suffering from physical degeneration through age or exposure, and minor defects, which are normally within the capacity of ship's staff, will be accepted for repair by the dockyard if a defective IMA or other special circumstances render repair by ship's staff impracticable within the time available.

(iii) IMA units are to be dealt with as in (i) and (ii) hereof in cases where the IMA itself cannot be used for an appreciable part of the refit.

(b) In cases where the mounting/director is removed for a period exceeding that of a normal refit, (e.g., ship in dockyard control or undergoing conversion and modernisation), the 262 units are to be returned to (Superintending) Naval Store Officer by the responsible authority. When the mounting/director is replaced on board, a complete set of 262 units is to be demanded from the (Superintending) Naval Store Officer: the Dockyard will be responsible for both mounting/director and 262 equipment until completion of acceptance trial.

(c) In exceptional circumstances, ships may be instructed to land the Type 262 units prior to or in preparation for a refit. In these instances ship's staff are to return the units, using Form A.S.331, to the nearest (Superintending) Naval Store Officer. On commencement of the refit the ship to inform Dockyard that the unit has been returned. The ship (or Dockyard if it is in Dockyard control) is to demand new units when required for fitting on the mounting/director.

3. On all occasions when 262 radar units are removed from a mounting/director in accordance with the above instructions, care must be taken to ensure that cubicles and other radar items originally supplied for integration in the mounting/director remain in the mounting/director.

4. The success of the procedure outlined in paragraph 2(a) hereof depends on :-

(a) The accurate rendering of defect lists by ship's staff to ensure that only good 262 units are landed for the custody of the (Superintending) Naval Store Officer.

(b) Sufficient time being allowed for ship's staff to check the units which have been stored after they and the mounting/director have been returned to the ship.

5. With regard to paragraph 4(a) hereof, in order to establish beyond doubt which 262 units are defective, the pre-refit major control trials are to include trials of the entire system, including 262 unit. With regard to paragraph 4(b) hereof, the 262 units and the mounting/director are to be returned on board in time to allow for a period of at least one week for testing by ship's staff. The data selected for these tests must be at a time when ship's power and full electrical complement are available, and provision for them must be made at the beginning of the refit, preferably at the refit conference.

(The foregoing is the text of A.F.O.1307/1955 altered to meet R.A.N. conditions.)

(4519/31/684)

987.

**LIGHTING - AUTOMATIC EMERGENCY LANTERNS, PATTERN 16457 -
MODIFICATIONS TO ASSOCIATED RELAYS AND PLUGS.**

Investigations into adverse reports on the relays Patterns 16090, 16091, 16092 and 16259 and plug, Pattern 17908A, which form part of the Automatic Emergency Lantern, Pattern 16457, resulted in a series of trials which has shown that a marked improvement in reliability and performance can be achieved by certain minor modifications.

2. The limitations of the existing design are :-

- (a) Lack of reversibility.
- (b) Inadequate contact surface.
- (c) Weakness of the smaller contact pin.

3. The modifications required to overcome these limitations consist of removing both the existing contact pins from the relays and substituting pins $\frac{1}{8}$ -in. longer and of the same diameter as the existing larger pins. The smaller hole in the plug will then need to be drilled out to 0.159 in. diam., drill No. 21, to fit the larger pin.

4. Supply of replacement pins are being arranged and demands should be forwarded to the nearest Naval Store Depot, quoting this Order as authority. The pin will be dealt with, under Class F, Group 2B, Part 2, but not patternised.

5. The modification of existing lanterns in H.M.A. Ships is to be carried out by ships' staffs. Necessary action for ships in Reserve should be taken by Commanding Officer, Reserve Reserve Ships, requesting Dockyard assistance as requisite.

6. The modification of stocks of lanterns and spare relays and plugs in store is to be arranged locally.

7. This modification also applies to Relay Units, Patterns 16052, 16053 and 16241, used in connection with the emergency lighting of boiler gauge glasses.

(The foregoing is the text of A.F.O. 2510/1955 altered to meet R.A.N. conditions.)

(4518/22/282)

988.

**GENERATORS AND ALTERNATORS - D.G. LIGHTERS - 60-kW FODEN
GENERATING SET - NIPHAN PLUG AND SOCKET ON TACHOMETER.**

It has been reported that the securing ring of the Niphan plug fitted to the tachometer generator of a 60-kw Foden, 220-volt generating set was either not tightened or worked loose under vibration. This resulted in the interruption of the circuit to the high and low speed device in the automatic watchkeeping panel fitted on the set and caused the generator to shut down unexpectedly.

2. Attention is drawn to the need for normal tightening of this securing ring.

3. The ring should also be secured against the possibility of working loose by the use of a retaining wire. The wire should be led through one of the three drain holes in the ring collar, pass beneath one of the three fixing screws of the socket and the ends of the wire twisted together.

4. The same device should be used on the plug and socket (for tachometer indicator) on the automatic watchkeeping panel and also on the plug and socket at each end of the cable for the solenoid fuel valve.

5. A tally plate should be fitted to the generating set worded as follows :-

"The securing ring of the Niphan plug at each end of the tachometer and solenoid valve cables is to be firmly tightened. The ring of the plug is to be anchored by a retaining wire held under one of the socket fixing screws."

6. Administrative Authorities concerned are to arrange for this work to be carried out.

(The foregoing is the text of A.F.O. 2579/1955 altered to meet R.A.N. conditions.)

(3764/11/303)

989.

**AMMUNITION - FUZES, IGNITERS, PRIMERS, TRACERS AND
TUBES - PRIMERS NO. 17, MARK 2/1 - WITHDRAWN
FROM SERVICE.**

Primers No. 17, Mark 2/1, are fitted with magazines which have had the end closed with a brass plug.

2. It has now been found that the magazines were softened during brazing of the plugs, which could blow out and might cause prematures with following rounds.

3. Commanding Officers of H.M.A. ships are to scrutinise Primers No. 17 held on board loose or in Q.F. 4.5-in. separate loading ammunition and in Cartridges A/B, Mark 10, Mortar, and any cartridges fitted with primers of this mark, or loose primers, should be landed at the nearest Naval Armament Depot, replacements being demanded as necessary.

4. Officers in Charge of Naval Armament Depots are to arrange for all primers of this mark held in ammunition or loose in stock, or subsequently received, to be restricted for issue and reported.

5. Instructions about rectification will be given later.

6. Restriction lists should be amended as follows :-

List B

Section 5, Sheet 123

- Col. 1 ll.
- Col. 2 No. 17, Mark 2/1.
- Col. 3 All.
- Col. 4 Not to be used.
- Col. 5 Set aside and report stocks.
- Col. 6 A.F.O. 2654/55 and Navy Order 989 of 1955.

List C

Section 3, Sheet 22

- Col. 1 11.
Col. 2 No. 17, Mark 2/1.
Col. 5 See restriction list B, Section 5, Sheet 123.

(The foregoing is the text of A.F.O. 2654/1955 altered to meet R.A.N. conditions.)

(4433/43/398)

990.

GUNS - Q.F., 40-MM., MARK 11 - FITTING OF ZERO INDICATING PLATE TO ELEVATING ARC.

The following modification is approved :-

Guns	Q.F., 40-mm., Mark 11.
Parts affected	DT287 ARC, elevating, left gun.
Purpose	To check alignment of inter-dependent items of equipment to a common elevation datum, by fitting a zero indication plate on the elevating arc.
Nature of Modification	Fit DV498 PLATE, indication, zero alignment using DV866 SCREW CSK. hd No. 2BA x .65-in. Plate is to be fitted to the Arc and the Mounting aligned to zero position before marking off the groove from the pointer on carriage.
Drawings	N.O.D. 3138/328.
New parts required	One DV498 PLATE, indication, zero, alignment. Two DV866 SCREW, CSK. hd No. 2BA x .65-in. nom. length to B.S. 57: 1951. Steel.
By whom to be done	R.A.N. Armament Depots.
When to be done	When convenient.

2. The modified elevating arc will be known as :-
DT005 ARC, elevating, left gun - Assembly.

3. Schedule of Modifications, Part 1 :-
Q.F., 40-mm., Mark 11 (eleven) and Accessories. Add
Serial No. 27.

(The foregoing is the text of A.F.O. 2298/1955 altered to meet R.A.N. conditions.)

(4428/43/271)

991.

GUNMOUNTINGS - 4-INCH MK. 19 SERIES - FITTING OF OVERSIZE SHUTTLE VALVES IN RECOIL CYLINDERS - REPORTS.

Navy Order 388 of 1955 is to be amended as follows :-

- (a) Delete paragraph 5 from "will be" and substitute "manufactured by dockyard authorities at the same time as the oversize component valve, and will be supplied without demand for retention in ship's spares".
- (b) Delete paragraph 6 completely.
- (c) Renumber paragraph 7 to read paragraph 6.

(4429/29/72)

992.

MAINTENANCE - ROUTINE LUBRICATION OF GUNNERY EQUIPMENT.

Following trials in the E.N. to determine the best method of simplifying lubrication routines and identifying lubrication points, the procedure as outlined below has been adopted for the identification of lubrication points and preparation of lubrication diagrams for all new design gunnery equipments and for new manufacture of old design equipments. Retrospective action is not intended.

2. Policy for Identifying Lubrication Points. - (a) The tallying of individual lubricating points will be carried out on certain gun mountings where practicable and on all fixed structure hoists and director equipments.

(b) Where a decision has been made not to tally individual lubricators, each lubricator or bank of lubricators will have nipple bosses painted the appropriate distinguishing colour, as stated in paragraph 4, to facilitate identification.

3. Procedure for tallying oil lubrication points on equipment. - (a) Each lubrication point will be identified with a numbered coloured tally. This includes oil holes, oil boxes and all types of oil and grease nipple or lubricators.

(b) The tally for orthodox grease and oil nipples will be a white plastic disc fitted with a coloured disc insert (to indicate the type of lubricant) secured like a washer under the nipple.

(c) The type of tally to be used for lubrication points other than nipples, will be decided as the occasion arises, but it is emphasised that every point will be numbered. Where necessary a tally will be fixed at some distance from the lubricating point and an arrow used to indicate the point. In the case of a comparatively inaccessible point or one under a cover, an arrow of the appropriate colour will be used to indicate it.

Item: "To replace shore connection box at present fitted, with box generally in accordance with drawing D.E.E.14830."

Compensating Weight Required: Nil.

References: P.O.C.A.F's A.F.470/1963/43 dated 6th April, 1955, and A.F.799/1963/43 dated 6th June, 1955.

2. Pending the replacement boxes being available, the boxes at present fitted should be examined for corrosion and condition of the insulation and such maintenance measures as necessary carried out at regular intervals. It is also essential that, when shore cables are not in use, the terminal cover plates are tightly screwed in position and the front cover is properly secured.

(4276/4/346)

996.

ALTERATION AND ADDITION ITEM - H.M.A. SHIPS - U.H.F. CONVERSION PROGRAMME (1953/54) TO PHASE "B".

The following item is approved in principle for H.M.A. Ships of the classes as shown :-

A.S. Frigates (Modified River)

Class List Item No. 511 Classification "A"

- Item: (a) Arrange VHF-UHF Aerials for the UHF Conversion in accordance with G.I. Drawings Nos. 65/168 and 66/168.
- (b) Re-arrange layout of Wireless Office and install equipment in accordance with G.I. Drawing No. 576/348.
- (c) Install Wireless Control outfit KH(Y) in accordance with wiring diagram - G.I. Drawing No. 576/352.

Compensating Weight Required: Nil.

References: Garden Island Drawings Nos. 65/168, 66/168, 576/348 and 576/352.

C.C.N.O's 82 of 1954 and 38 of 1955.

Navy Office memorandum O12600 dated 24th December, 1954.

Navy Office memorandum O10373 dated 12th October, 1955.

A.S. Frigates (Sloop)

Class List Item No. 505 Classification "A"

- Item: (a) Arrange VHF-UHF Aerials for the UHF Conversion in accordance with G.I. Drawings Nos. 12/16 and 120/16.
- (b) Re-arrange layout of Wireless Office and install equipment in accordance with G.I. Drawing No. 576/349.
- (c) Install Wireless Control outfit KH(Y) in accordance with wiring diagram - G.I. Drawing No. 576/355.

Compensating Weight Required: Nil.

References: (i) Garden Island Drawings Nos. 12/16, 120/16, 576/349 and 576/355.

(ii) C.C.N.O's 82 of 1954 and 38 of 1955.

(iii) Navy Office memorandum O12600 dated 24th December, 1954.

2. Separate action is being taken for H.M.A.S. SWAN during conversion.

Ocean Minesweepers (Limited)

Class List Item No. 506 Classification "A"

Ocean Minesweepers (Comprehensive)

Class List Item No. 608 Classification "A"

Item: (a) Arrange VHF-UHF Aerials for the UHF Conversion in accordance with G.I. Drawing No. 176/84.

(b) (i) Re-arrange layout of Wireless Office and install equipment in accordance with G.I. Drawing No. 576/252 R/1 or alternatively:

(ii) Re-arrange layout of Wireless Office and install equipment in accordance with G.I. Drawing No. 576/249 R/2.

(c) Install Wireless Control outfit KH(Y) in accordance with wiring diagram - G.I. Drawing No. 576/354.

(d) Re-arrange wireless power supplies in accordance with wiring diagram - G.I. Drawing No. 576/253.

2. The work described under item (b)(i) is applicable only to those vessels for which the period of availability is not sufficient to carry out class alteration and addition items Nos. 504 and 605 for Ocean Minesweepers (Limited) and (Comprehensive) respectively (Navy Order 164 of 1954 refers), concurrently with the fitting of UHF Conversion to phase "B", and in these instances (which will be decided by the Naval Board) the UHF Conversion installation is to be regarded as "interim" only. The item is not to be reported as completed until arrangements as in (b)(ii) are fitted.

References: Garden Island Drawings Nos. 176/84, 576/252 R/1, 576/249 R/2, 576/354 and 576/253.

C.C.N.O's 82 of 1954 and 38 of 1955.

Navy Office memorandum O12600 dated 24th December, 1954.

(5168/5/16)

997.

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

The following item is approved in principle for H.M.A.S. WOOMERA :-

Class List Item No. 103 Classification "A"

Item: "To fit S.R.E. (Minor) in accordance with G.I. Drawing No. 569/30 mod."

Compensating Weight Required: Deducted from topweight pool.

References: Commanding Officer, WOOMERA's 431/21 dated 6th January, 1955.

F.O.I.C. E.A.'s E.A.1365/344/1/8 dated 12th April, 1955.

(4300/10/157)

998.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART E) - W.C. PANS - SUPPLY.

Future purchases of W.C. Pans for use in H.M.A. Ships will be confined to one type only, viz. Shanks - Kyle, No. B.8416, Australian Pattern, which is interchangeable with Admiralty Patterns 2597 and 2606 at present in use.

2. Existing stocks of Admiralty Pattern items are to be issued until exhausted.

(4505/84/165)

999.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7B) - DEODORANT FOR LAVATORIES - INTRODUCTION OF FRAGRASAN CRYSTALS.

"Fragrasan" crystals will be purchased in future as the standard deodorant for use in lavatories in H.M.A. Ships and Establishments.

2. The crystals have a flash point of 135° F. and should be dealt with as a consumable Naval Store item under Class E, Group 7b. Owing to the smoke and fire risk associated with these crystals, only the minimum stocks necessary are to be carried in H.M.A. Ships.

3. It should be understood that deodorisers have no disinfectant qualities and simply neutralise other odours. It is important that their use must not be allowed to minimize the basic need for cleanliness.

4. "Blockette" type deodorisers, pattern 5870 and refills, pattern 5871, which are accounted for as Naval Stores, Class E, Group 12, will not be supplied in the Royal Australian Navy.

5. Navy Order 252 of 1947 is hereby cancelled.

(4514/21/219)

1000.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 1) - BATTERIES, PATTERN W.2317, MANUFACTURED BY MESSRS. MANSON, LTD. - DISPOSAL.

H.M.A. Ships and Shore Establishments concerned.

Following reports of the unserviceability of batteries, Pattern W.2317, manufactured by Messrs. Manson Ltd., it has been decided to withdraw them from service. Ships and Services are, therefore, to return any batteries of this make to the nearest (Superintending) Naval Store Officer, demanding new batteries, Pattern W.2317, in replacement.

2. Stocks of this pattern are to be examined, and any of this firm's manufacture together with those returned, disposed of in accordance with existing instructions.

(The foregoing is the text of A.P.O. 2387/1955 altered to meet R.A.N. conditions.)

(4518/20/211)

1001.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 3) - OBSOLETE LANTERNS AND RESISTANCES, ETC. - DISPOSAL.

The stores detailed in the Appendix to this Order are now obsolete. Stocks of these items are surplus to requirements and are to be disposed of in accordance with existing instructions.

2. No further returns are to be taken on main or repairable ledger charge.

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2312/1955 altered to meet R.A.N. conditions.)

(4518/22/278)

APPENDIX

<u>Pattern No.</u>	<u>Description</u>
W.627/A	Discs for Lantern, Pattern 378/A.
W.1468/A	Lantern, Hand Flashing.
W.2181/A	Resistance.
W.2182/A	Resistance.
W.2183/A	Resistance.
W.2184/A	Resistance.
W.2185/A	Resistance.
W.2186/A	Resistance.
2201	Lantern, white metal, Port Bow.
16083	Torch for Directional Recognition Signalling.
16292	Resistance.
54520	Trigger for Lantern, Pattern 378B.
55909	Block Stowage for Front, Pattern 56190.
56190	Front for Lantern, Pattern 378B.

1002.

BITS FOR 220/230V AND 110/115V "ADCOLA" SOLDERING IRONS - INTRODUCTION.

Two new bits have been introduced for the "Adcola" electric soldering irons, Pattern 19660 (220/230 Volts) and Pattern 19663 (110/115 Volts), when used for servicing miniaturised radio equipments and electronic installations. The existing bit, Pattern 19662, which is provided for general servicing work, has a 3/16-in. face and the two new bits have 1/4-in. and 1/32-in. faces; the 1/4-in. bit, Pattern 19668, will be found particularly suitable for Plesney, Mark 4, plugs and sockets. The new bits will be added to the Rate Book for Naval Stores under Class F, Group 2B, Part 4, as follows :-

Pattern	Description	Ship's Accounting Classification
19668	Bits, 1/4-in. face detachable for Patterns 19660 and 19663	Consumable
19669	Bits, 1/32-in. face	Consumable

2. The first outfit quantities will be provided on the basis of one of each size bit for each iron of either pattern carried. Ships in commission and in "D" Class commission in reserve and services concerned should demand accordingly on the appropriate (Superintending) Naval Store Officer. Dormant demands for ships under construction, modernisation or conversion, and ships in "E" Class commission in reserve, will be raised by the appropriate Storing Yard in the usual manner. Replacements are to be dealt with under the provisions of Article 33(2), B.R. (Naval Storekeeping Manual).

(The foregoing is the text of A.F.O. 1561/1955 altered to meet E.A.N. conditions.)

(4518/27/168)

1003.

BOOM DEFENCE AND SALVAGE VESSELS - NECESSITY FOR GROUNDING WHEN CARRYING OUT CERTAIN OPERATIONS.

It may be necessary in certain boom defence or salvage operations for boom defence or salvage vessels to ground in order to carry out the operations ordered or to expedite them. In these circumstances Commanding Officers and Masters are to satisfy themselves that no damage will result to their ship and are to obtain the approval of their operational authority before placing their vessel in a position where she is in danger of grounding.

(The foregoing is the text of A.F.O. 2701/1955 altered to meet E.A.N. conditions.)

(4276/2/76)

1004 - 1005

20

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1004.

BOOKS OF REFERENCE - PERSONAL ISSUES - DISTRIBUTION OF A.F.O. "P" SERIES AMENDMENTS.

Distributing Authorities (Supply Officer, C.B. Officer or such officer as the Captain may elect to be responsible for custody of B.R.'s) are in future to place demands on the Superintending Naval and Air Store Officer, Sydney, for the total number of A.F.O. "P" Series Amendments required for holders of personal copies of Books of Reference held in store for subsequent issue as personal copies.

2. Amendments distributed for publications allowed by establishment, which will continue to be issued without demand, are promulgated monthly in Navy Orders. Demands referred to in paragraph 1 of this Order are to be lodged as early as practicable after receipt of the Navy Order detailing these amendments.

(4139/11/78)

1005.

FORM A.D.66 - INVOICE OF NAVAL STORES - PROVISION OF ADDITIONAL COPY FOR RATING PURPOSES.

Form A.D.66 is being reprinted in sets of six copies, the additional copy (rating copy) being the medium for advising the prices of the stores transferred to the Expense Accounts Office for the receiving depot. A small size form (4 line) is also being introduced.

2. On issue of the stores, the issuing storehouseman is to place copies 3 and 4 in the case with the stores in the usual manner and forward copies 1, 2 and 5 to the Naval Store Office in his daily bundle of vouchers. After comparison with copies 1 and 2, copy 5 is to be sent without delay to the Expense Accounts Office where the prices of the stores concerned are to be inserted and the voucher despatched promptly to the Superintending Accountant/Civil Secretary and Accountant at the receiving depot's area.

3. Until the new forms are available, advice of which will be given in a further Navy Order, the existing forms are to be used and an additional copy, suitably endorsed, used as the rating copy. The "Rate" and "Per" columns only are to be completed; the extension of the value is not required.

4. The relevant instructions are being amended.

(3526/13/314)

1006.

FORM A.S.134V - DEMAND FOR VICTUALLING STORES.

Form A.S.134V, (large and small), has been introduced for use by H.M.A. ships and establishments in demanding victualling stores from H.M.A. Victualling Yards.

2. Supplies are being printed and demands for requirements should be lodged with the Superintending Naval and Air Stores Officer, Sydney.

(3526/12/1309)

1007.

FORM A.S.247 - SHORT LEAVE BOOK.

In view of the amount of clerical work involved in keeping A.S.247, Short Leave Book, it is approved for the use of the book to be discontinued in H.M.A. Ships and Naval Establishments; but the book may continue to be used in those Naval Establishments where the information contained in the book is considered necessary.

2. Navy Order 179 of 1950 is hereby cancelled.

(3526/12/1469)

RESTRICTED

CONFIDENTIAL

CONFIDENTIAL

The following form is prescribed for use in...
By order of the Secretary of the Navy
[Signature]
The following form is prescribed for use in...
By order of the Secretary of the Navy
[Signature]

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

30th November, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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
1008	Books - Distribution of Non-Accountable Publications and Amendments during October, 1955.

1008.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS DURING OCTOBER, 1955.

The non-accountable publications and amendments to A.P.'s, B.P.'s Miscellaneous, etc., contained in the Appendix to this Order, have been distributed to Ships and Services during October, 1955.

2. Navy Order 110 of 1954 is relevant.

(4139/3/123)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

PUBLICATIONS	DATE
Aeroplane	1st July, 1955.
Aeroplane	29th July, 1955.
Aeroplane	5th August, 1955.
Aeroplane	12th August, 1955.
Aeroplane	19th August, 1955.
Aeroplane	2nd September, 1955.
Aeroplane	9th September, 1955.
Aircraft Vol. 34 No. 1	October, 1955.
Fibres Natural and Synthetic Vol. 16 No. 8	August, 1955.
Flight	10th June, 1955.
Flight	24th June, 1955.
Flight	1st July, 1955.
Flight	15th July, 1955.
Flight	22nd July, 1955.
Flight	29th July, 1955.
Flight	July, 1955.
Joint Services Recognition Journal Vol. 10 No. 7	
Journal of Naval Engineering Vol. 8 No. 3	July, 1955.
N.A.M.A.N. N1466 - N1475	31st August, 1955.
United Nations Review Vol. 2 No. 2 and Index July, 1954-June, 1955	August, 1955. August, 1955.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. NO.	A.L. OR LEAFLET
113	A.L.104 and 105.
970 Vol. 2	A.L.25.
1086 Book 1 (2nd Edition)	A.L.7.
1086 Book 2 (2nd Edition)	A.L.52 and 53.
1086 Book 3 Pt. 1 (2nd Edition)	A.L.36.
1086 Book 3 Pt. 2 (2nd Edition)	A.L.49, 50, 51, 52 and 53.
1086 Book 4 Pt. 1 (2nd Edition)	A.L.60, 61, 62, 63, 64, 65, 66 and 67.
1086 Book 4 Pt. 3 (2nd Edition)	A.L.46, 47, 48, 49, 50, 51, 52, 53 and 54.
1086 Book 5 (2nd Edition)	A.L.41 and 42.
1086 Book 6 (2nd Edition)	A.L.44.
1086 Book 7 (2nd Edition)	A.L.46.
1086 Book 9 (2nd Edition)	A.L.63.
1086 Book 10 (2nd Edition)	A.L.41.
1086 Book 11 (2nd Edition)	A.L.67, 68 and 69.

A.P. NO.	A.L. OR LEAFLET
1086 Book 12 (2nd Edition)	A.L.67, 68, 69 and 70.
1086 Book 13 (2nd Edition)	A.L.60.
1086 Book 15 (2nd Edition)	A.L.71.
1182 A. Vol. 1	A.L.125.
1182C Vol. 1	A.L.85 and 86.
1182C Vol. 6	A.L.18.
1182E. Vol. 1	A.L.43, 44, 45 and 46.
1275A. Vol. 2 Pt. 3	A.L.12.
1275B. Vol. 1	A.L.234, 235, 236 and 237.
1275E. Vol. 1	A.L.56, 57, 58 and 59.
1275T. Vol. 1	A.L.15.
1374F. Vol. 3	A.L.6.
1455	A.L.220.
1464D. Vol. 1	A.L.156.
1492A. Vol. 5	A.L.1 and 2.
1500 Vol. 2, Pt. 2	A.L.11.
1538E. Vol. 1 and Vol. 6 Pt. 1 (2nd Edition)	A.L.45 and 46.
1538L. Vol. 1 and Vol. 6 Pt. 1	A.L.50.
1538L. Vol. 6 Pts. 2 and 4	A.L.24.
1538P. Vol. 1 and Vol. 6 Pt. 1	A.L.24.
1641G. Vol. 1 Pt. 2 and Vol. 5	A.L.11 and 12.
1661B. Vol. 1 (2nd Edition)	A.L.62.
1661C. Vol. 1 (2nd Edition)	A.L.51.
1661D. Vol. 1 (2nd Edition)	A.L.91 and 92.
1661F. Vol. 1	A.L.41.
1661A. Vol. 1	A.L.96, 97, 98 and 99.
1803A. Vol. 1	A.L.44.
1803B. Vol. 2 (Pt. 3)	A.L.75.
1803D. Vol. 1 Book 1	A.L.16.
1803D. Vol. 1 Book 2	A.L.17.
1803D. Vol. 1 Book 3	A.L.41, 42, 43 and 44.
1803D. Vol. 2 Pt. 2	A.L.133 and 134.
1803D. Vol. 2 Pt. 3	A.L.170 and 171.
1803E. Vol. 2 Pt. 3	A.L.57.
1803F. Vol. 1	A.L.124 and 125.
1803O. Vol. 1	A.L.7.
1803N. Vol. 1 Book 2	A.L.7.
1803P. Vol. 1	A.L.50, 51 and 52.
1803T. Vol. 1	A.L.17.
1938	A.L.12.
2002, Vol. 3 Pt. 1 Sect. 53 Q. (4th Edition)	A.L.6.
2029A/2441A Vol. 3 Pt. 1	A.L.14.
2102F. Vol. 1	A.L.54 and 56 (A.L.55 not yet available).
2240A. Vol. 6 Pt. 3	A.L.13.
2247 Vol. 3 Pt. 1 (Section 42 DQ)	A.L.12.
2247 Vol. 3 Pt. 1 (Section 42X) (3rd Edition)	A.L.3.
2247 Vol. 3 Pt. 1 Section 42Y Pt. 3	A.L.9.
2247 Vol. 3 Pt. 1 Section 42Y Pt. 4	A.L.13.
2276F Vol. 1	A.L.44, 45 and 46.
2337 Vol. 1	A.L.125 and 126.
2337 Vol. 6	A.L.26.
2463	A.L.95.
2534G Vol. 1	A.L.6, 7 and 8.
2538J. Vol. 1 (2nd Edition)	A.L.16.
2544P. Vol. 1	A.L.45.
2817A. Vol. 1 and Vol. 6 Pt. 1	A.L.117.
2876A. Vol. 1	A.L.17.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
3042A.	A.L. 24.
3153A. (2nd Edition)	A.L. 3.
3160 Vols. 1 and 2	A.L. 18.
3275A.	A.L. 7.
4089A.	A. 3 (A.L. 1).
4089D.	D. 403 (A.L. 1) Issue 3.
4099J. Vol. 1	A.L. 46 and 47.
4121C. Vol. 3 Pt. 1	A.L. 14.
4282A. Vol. 2 Pt. 2	A.L. 8.
4303B. Vol. 1	A.L. 93 and 94.
4303D. Vol. 1	A.L. 34.
4303E. Vol. 1	A.L. 41.
4306A.	A.L. 23.
4320A & B. Vol. 6 Pt. 4	A.L. 27.
4320B. Vol. 3 Pt. 1	A.L. 7 and 8.
4320B. Vol. 6 Pt. 1	A.L. 19.
4328 Vol. 6	A.L. 1. 1/55 with Marked Card.
4328A. Vol. 1	A.L. 41, 42, 44, 45, 46, 49, 50 and 52. (A.L.'s 47, 48 and 51 not yet available).
4328 ABCD. Vol. 5 Pt. 2 (N) Issue 2	A.L. 2.
4340 Vol. 1	A.L. 55.
4343 Vol. 1	A.L. 74.
4343A. Vol. 1	A.L. 1. 1/55 with Marked Card.
4343B. Vol. 1	A.L. 161 and 162.
4343B. Vol. 4 Pt. 6	A.L. 9.
4343B. Vol. 6	A.L. 13.
4343D. Vol. 1	A.L. 101 and 102.
4343D. Vol. 6	A.L. 44.
4343E. Vol. 1	A.L. 62, 63 and 64.
4343E. Vol. 6	A.L. 4.
4343E. Vol. 1	A.L. 24, 25 and 26.
4360A. Vol. 1	A.L. 1. 2/55 and A.L. 41.
4360B. Vol. 1	A.L. 1. 1/55 with Marked Card. A.L. 17 and A.L. 20. (A.L.'s 18 and 19 not yet available).
4361 Vol. 6 Pt. 4	A.L. 3.
4361C. Vol. 1	A.L. 32.
4361G. Vol. 1	A.L. 21.
4380	A.L. 21.
4389A. Vol. 1	A.L. 35 and A.L. 4/55.
AP. 4389A Vol. 6 Pt. 1	A.L. 13, 14 and 15.
4389A. Vol. 6 Pt. 3	A.L. 2.
4389A. Vol. 6 Pt. 4	A.L. 7 and 8.
4471A. Vol. 1	A.L. 58.
4487 Vol. 6	A.L. 5.
4487A. Vol. 1	A.L. 27, 28 and 29.
4487A. Vol. 3 Pt. 1	A.L. 4.
4487A. Vol. 5 Pt. 2 (N) Supplement	A.L. 2.
4515F. Vol. 3 Pt. 1 Section 2 Chapter 1	A.L. 2.
4515F. Vol. 3 Pt. 1 Section 2 Chapter 11	A.L. 2.
(N) 68	A.L. 31 and 32.
(N) 376	A.L. 35.
(N) 377	A.L. 83, 84 and 86.
(N) 377 (FI)	A.L. 67 and 68.
(N) 377 (GA)	A.L. 9, 12 and 13.
(N) 378	A.L. 83, 84 and 86. (A.L. 85 not yet available).
(N) 378 (GA)	A.L. 12 and 13.
(N) 383	A.L. 82.
(N) 1024 (Appendix)	A.L. 33.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
(N) 1025	A.L. 7 and 8.
(R.A.N.) 6 Vol. 5 Pts. 2, 3 and 4	A.L. 5.
N.A.M.O. Engines:	L. 29 (20/7/55) SI/Double Mamba/2 (21/7/55) SI/Ghost/6 (7/7/55).
N.A.M.O. Firefly:	SI/29 (5/7/55).
N.A.M.O. Gannet	A. 2. 28/7/55. SI/3 21/7/55.
N.A.M.O. General:	R. 49 (22/7/55) X. 73 (22/7/55) G. 38 (22/7/55) O. 65 (28/7/55) STI/Ejection Seat/12 (20/7/55) STI/Electrical/85A (18/7/55) STI/Electrical/85A Diagram L. 69 (13/7/55) STI/Electrical/92 (16/7/55) W. 39 (16/7/55) SI/Instrument/12 (1/7/55) R.A.N.A.M.O./R. 19 (July 55) R.A.N.A.M.O./S. 6 (July 55) R.A.N.A.M.O./W. 7 (July 55) STI/Armament/RAN/3 R.A.N.A.M.O./G. 13 (August 55) R.A.N.A.M.O./1.4 (August 55) R.A.N.A.M.O./1.5 (August 55) R.A.N.A.M.O./G. 7 (August 55).
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R.A.A.F. Twin Wasp Orders	A.L.40.
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R.A.A.F. Viper DTS. Special Instructions	Instruction No. 5.
R.A.A.F. Wirraway DTS. Special Instructions	Instruction No. 73.
Air Clues	June, 1955. July, 1955.
Air Pictorial	July, 1955.
Bristol Type 171 - Schedule of Modifications	A.L.1 (22.6.55) dated 6/4/55.
Cirrus Aero Engine Manual of Instructions for care and Maintenance	A.L.1.
DCA. Airways Operations Instructions Pts. 2 and 3	A.L.3.
ICAO Monthly Bulletins	April, 1955. May, 1955.
De Havilland Ghost Spare Parts Catalogue	A.L.20.
Mark Applicability and Interchangeability Chart for Fairey Firefly Aircraft Spares Vocab. Sect. 26BZ.	A.L.16.
R.A.N. Aeronautical Inspection Leaflets	No. 12 Issue 3 (May 55). No. 21 (Aug. 55).
Sperry Field Service Bulletins	No. 7 (22/2/55) - Aeronautical Products. No. 8 (21/2/55) No. 10 (9/3/55) - Gyro Pilot type A.L.3. No. 10 (3/3/55) - Gyro Pilot type A.L.1A. No. 11 (18/3/55) - Gyro Pilot type A.L.1A. No. 11 (18/3/55) - Gyro Pilot type A.L.3. No. 13 (18/3/55) - Gyro Pilot type A.L.3. No. 13 (18/3/55) - Gyro Pilot type A.L.1A.

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Sperry Instruction Manual for Directional Gyro Type D.L2	A.L.1 (May '55).
Sperry Instruction Manual for Gyro Horizon Type H.62	A.L.1 (May '55).
Air Diagrams	O.N. 680A/NB. O.N. 1165/NB. O.N. 1166/NB. O.N. 1167/NB. O.N. 1201/NB. O.N. 1223A/NB. O.N. 1223B/NB. O.N. 1225/NB. O.N. 1226/NB. O.N. 1227/NB. O.N. 1253/NB. S.R. 619/NB. S.R. 657/NB (Sheet 6 Fig. 8). S.R. 658/NB. S.R. 659/NB. S.R. 665/NB. S.R. 666/NB. S.R. 669/NB. S.R. 670/NB. S.R. 672/NB. S.R. 675/NB. S.R. 681/NB. S.R. 682/NB. S.R. 683/NB. S.R. 684/NB. S.R. 685/NB. S.R. 686/NB. S.R. 687/NB. S.R. 688/NB. S.R. 689/NB. S.R. 690/NB. S.R. 694/NB.

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Lloyds Shipping Index	3rd October, 1955.
Lloyds Shipping Index	10th October, 1955.
Lloyds Shipping Index	17th October, 1955.
Lloyds Shipping Index	24th October, 1955.
Lloyds Shipping Index	31st October, 1955.

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

1st December, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

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1009	Introduction of the 1950 System of Identification Markings of Decks, Compartments; Doors, Hatches and Fittings in H.M.A. Ships.

1009.

INTRODUCTION OF THE 1950 SYSTEM OF IDENTIFICATION
MARKINGS OF DECKS, COMPARTMENTS, DOORS, HATCHES
AND FITTINGS IN H.M.A. SHIPS.

This Order describes the system of identification markings of decks, watertight compartments, doors, hatches and fittings in H.M.A. Ships known as the 1950 System; also the steps to be taken to implement it. A number of minor modifications introduced as the result of experience have been incorporated.

2. The 1950 System is an improvement on all previous systems of marking for the following chief reasons :-

- (a) It is a logical system and can thus be applied to all ships (in practice to all ships down to and including ocean minesweepers).
- (b) Being designed on a locational basis the system will help materially to ensure a higher standard of ship knowledge.
- (c) It simplifies the problem of damage control by providing a means of indicating any position in the ship rapidly, accurately and without ambiguity.

3. The basic principles of the system are :-

- (a) Decks are numbered consecutively downwards from No. 1 deck which is the flight deck in carriers and the forecastle deck in other ships. Decks above No. 1 are marked O1, O2 and so forth consecutively upwards.
- (b) The ship is divided into sections, of which the main athwartship's watertight bulkheads form the boundaries. These sections are lettered A, B, C, etc., starting at the bow and working aft.

4. Thus it will be seen that each main watertight compartment of the ship is designated by a number (the deck) followed by a capital letter (the section). Further subdivision is provided for as shown in Appendix I to this Order.

5. The system will apply only to the marking of compartments, hatches, doors and such other fittings as effect the watertight integrity of the ship. A modified form of this system is used for the electrical installation as shown in Appendix II to this Order.

6. Since every watertight compartment in the ship is given a marking by the 1950 System, it will be convenient to refer to many compartments and fittings by their deck number and compartment letter rather than by an arbitrary number as in the past.

Examples are :-

- N. Flour Store.
- R. Fresh Water Tank.
- K. Hull and Fire Pump.

This has the additional advantage of impressing the new nomenclature on officers and men. At the same time it is not intended that this principle shall be extended to installations whose functional unity is more important (in daily reference) than their location.

Thus, for example, the boiler room, engine room and gearing room comprising A Machinery Unit will continue to be known as A Boiler Room, A Engine Room, etc., although their compartments under the 1950 System will bear different letters. Again B Turrets, B Shell Room, B Magazine will continue to be known as such though they may well be in D section of the ship.

7. The implementation of this system will take place in two phases. Phase 1 consists of the marking of watertight compartments, doors, hatches and sea cocks. As far as the electrical system is concerned it includes only the new markings of emergency terminals. Phase 1 is to be carried out by ship's staff and is therefore limited in its scope.

8. Fully marked drawings for all classes of ships have been issued, returned, approved and re-issued for the implementation of Phase 1.

9. The implementation of Phase I constitutes the marking of compartments, doors, hatches and sea cocks in paint, using stencils. The number of compartment markings required for each compartment have been marked on the drawings. These represent the least number of tallies required to ensure that markings are clearly visible from each entrance to the compartment. Internal markings are not required for compartments whose only access is by manhole(s), e.g., P.F.O. and F.W. Tanks, Cofferdams, Trimming Tanks. Markings are only required on the manhole covers.

10. When painted on, the markings in compartments should be 2-in. figures and capitals for the deck number and section letter and 1-in. capitals and figures for the remainder. When on embossed tallies the markings should be enlarged to 3-in. figures and capitals for deck number and section letter and 2-in. capitals and figures for the remainder. Doors, hatches, manholes and sea cocks should be marked using 1-in. figures and capitals for the deck number and section letter and 1/2-in. capitals and figures for the remainder, whether painted on or fitted on embossed tallies. Emergency terminals should be marked in accordance with Appendix II to this Order.

11. Phase II, which has been carried out in A.S. Frigates (Converted Fleet), Modernised Tribal Class Destroyers and Ocean Minesweepers (Comprehensive), consists of :-

- (a) Replacing the markings in paint by permanently secured embossed tallies in accordance with the arrangement shown in Navy Order 1009 of 1955 Diagrams (1-4). The length of the tallies should not exceed 12-in. No alterations are required in ships where embossed tallies have already been mounted. Attention is directed to the precautions to be taken in welding on special quality steels, e.g., DW, S, UXW, UXWHT.
- (b) Remarking the electrical system complete.

12. (a) Phase II will be carried out by dockyards and the following Class alteration and addition items, classification "A", are approved in principle to cover this work :-

- (1) Majestic Class Light Fleet Carriers.
Class List Item No. 267

Item: "To carry out Phase II of the 1950 System of identification marking of decks, watertight compartments, doors, hatches and fittings in accordance with Navy Office Drawing No. 205/124 and Navy Order 1009 of 1955."

(ii) Battle Class Destroyers.

Class List Item No. 69

Item: "To carry out Phase II of the 1950 System of identification marking of decks, watertight compartments, doors, hatches and fittings in accordance with Navy Office Drawing No. 198/1072 and Navy Order 1009 of 1955."

Note: (i) This item was completed in ANZAC during construction. Form A.S. 345 should be endorsed accordingly.

(ii) This item has been reclassified "A" and reworded. Navy Order 690 of 1954 should be amended accordingly.

(iii) A.S. Frigates (Modified River).

Class List Item No. 513

Item: "To carry out Phase II of the 1950 System of identification marking of decks, watertight compartments, doors, hatches and fittings in accordance with Navy Office Drawing No. 165/697 and Navy Order 1009 of 1955."

(iv) A.A. Frigates (Modified River).

Class List Item No. 517

Item: "To carry out Phase II of the 1950 System of identification marking of decks, watertight compartments, doors, hatches and fittings in accordance with Navy Office Drawing No. 165X/697 and Navy Order 1009 of 1955."

(v) A.A. Frigates (Sloop).

Class List Item No. 507

Item: "To carry out Phase II of the 1950 System of identification marking of decks, watertight compartments, doors, hatches and fittings in accordance with Navy Office Drawing No. 1295/54 and Navy Order 1009 of 1955."

(b) Compensating Weight Required: Nil.

(c) The following alteration and addition items, having now been embodied in the abovementioned Class items, are cancelled :-

H.M.A.S. SYDNEY, Item No. 162
H.M.A.S. TOBRUK, Item No. 13
H.M.A.S. SHOALHAVEN, Item No. 93
H.M.A.S. BARCOO, Item No. 153
H.M.A.S. GABCOYNE, Item No. 146.

(Consideration is being given to the adoption of the 1950 System of identification markings in H.M.A. Ships BATAAN, QUALITY, BUNDABERG, GLADSTONE, GYMPIE and SHEPPARTON, and separate instructions regarding these vessels will be issued at a later date.)

13. Navy Orders 224 of 1950 and 14, 82 and 217 of 1953 are hereby cancelled.

(The foregoing is the text of A.F.O. 2005/1954 altered to meet R.A.N. conditions.)

(4276/4/343)

APPENDIX I

Decks.- Decks are numbered consecutively downwards starting with the fore-castle deck as No. 1. In carriers the flight deck is No. 1 deck. Decks above No. 1 are numbered 01, 02, etc., consecutively upwards (see Navy Order 1009 of 1955 Diagram (3)).

Sub-division Fore-and-Aft.

2. The ship is divided into sections, of which the main athwartship's watertight bulkheads form the boundaries. These sections are lettered A, B, C, etc., starting from the bow and working aft. The letters I and O are omitted to prevent confusion with deck numbers (see Navy Order 1009 of 1955 Diagram (3)).

3. Watertight compartments within these main sections are given the suffix a, b, c, starting from forward or z, y, x, starting from aft in addition to the letter of the main section. (NOTE:- When marked in ships and on drawings these suffices will be capitals but smaller than the main section letters and figures (see Navy Order 1009 of 1955 Diagram (3), Fig. 2)).

Sub-division Athwartships.

4. In cases where fore-and-aft bulkheads divide a main section forming a number of watertight compartments abreast, the figures 1, 3, 5, 7, etc., after the deck figure and section letter are used to indicate compartments to starboard of the centre line, and 2, 4, 6, 8, etc., those to port of the centre line. Compartments on the centre line have the figure 0 after the main compartment figure and letter. This is illustrated in Navy Order 1009 of 1955 Diagram (3), Fig. 3.

General.

5. Navy Order 1009 of 1955 Diagram (4), Fig. 4, shows a combination of athwartships and fore-and-aft sub-division within a main section of No. 5 deck.

6. In the event of one watertight compartment being contained within another, the marking of the contained watertight compartment consists of that of the larger compartment with the addition of "OO". In Navy Order 1009 of 1955 Diagram (4), Fig. 4, compartment 5Da contains compartment 5Da OO. Should there be more than one compartment contained they are marked 5Da 200 and 5Da 400 if they lie on the port side of 5Da 100 and 5Da 300 if on the starboard side.

7. In cases where compartments extend beyond one main section, they bear the letter of the section in which they are mainly situated; this may occur on decks above the main watertight sub-division, e.g., fore-castle decks in cruisers, and hangar decks in aircraft carriers. In carriers, it may be convenient to apply the 1950 System of marking of compartments on the upper hangar and gallery decks which are not watertight. In these cases, the section boundaries are considered as being extended upwards to No. 1 deck. Similarly, to enable a large number of W.T. doors, which give access to a large watertight compartment, to be marked, e.g., in a superstructure, convenient non-watertight compartments contained in the larger space may be assumed watertight and the 1950 System of markings applied.

8. Compartments more than one deck high are marked according to the deck on which they stand, e.g., engines and boiler rooms.

9. Trunks.- All trunks are to be marked with the deck number of the top hatch (or door) and the deck number and compartment letter of the compartment to which the trunk leads.

This marking will apply to the whole trunk and should be applied to each separate watertight part forming the trunk.

Each hatch, and any intermediate access door, is to be marked with its own deck number and compartment letter of the bottom of the trunk.

In addition, the top hatch (or door) and each intermediate door is to be marked with the word "trunk".

This is illustrated in Navy Order 1009 of 1955 Diagram (4), Fig. 5 Doors.

10. In general, doors bear the marking of the compartment to which they give access. Where two or more doors give access to one compartment, they are distinguished by the words port (or std.) and/or fwd. (or aft) written in abbreviated form after the marking.

11. In the rare cases of doubt as to which of two adjacent compartments should govern the door marking, the marking of the compartment in which the door is hinged should be used (e.g., Door 3Dal in Navy Order 1009 of 1955 Diagram (4), Fig. 6).

12. Doors should be marked on the upper corner on the hinged side. Doors are to have the same marking on each side.

13. Doors which pierce main athwartships bulkheads separating lettered sections of the ship, are designated by the deck number followed by the letters of the two sections, e.g., 3D/E Hatches.

14. A hatch bears the number of the deck in which it is cut, followed by the horizontal co-ordinates of the compartment to which it gives access, e.g., 2Dal. Where two or more hatches, cut in the same deck, give access to one compartment, they are distinguished by the words port (or std.) or/and fwd. (or aft) written in abbreviated form after the marking. Hatches should be marked on both sides.

Manholes.

15. Manholes carrying the marking of the compartment or tank to which they give access. Manholes in hatches, however, are not marked but are referred to as "manhole in hatch" (followed by the marking of the hatch in which they are cut).

Code Letters.

16. Door, hatch and manhole markings are prefixed on drawings only by code letters D, H and M respectively, but these prefixes are not required in the actual markings on board.

Marking of Sea Cocks.

17. Sea cocks and their controlling handwheels are marked by the deck number and section letter in which the sea cock is fitted followed by the words port (or std.) or/and fwd. (or aft), if there are two on the same deck and within the same section. The only sea cocks marked are those which admit water into the hull, either directly or through additional valves, e.g., floods to magazines.

Those sea cocks which admit water to a closed system, e.g., pump suction, are not marked.

18. Ventilation System.- Ventilation systems are to be marked in accordance with the provisions of A.P.O. 1698/53.

APPENDIX II

Rules for marking of Electrical Equipment - 1950 System.

Direct Current Ships.

Ring Main System (see Navy Order 1009 of 1955 Diagram (5)).

Main Generators.

These are given a letter and number. The letter indicates the section of the ship in which the generator is located; the number is arrived at by numbering all main generators in sequence throughout the ship from forward to aft. In general, as at present, generators which feed into the starboard side of the ring main are given odd numbers and those which feed into the port side, even numbers. It is possible for No. 2 generator to be forward of No. 1, the full name of this No. 2 generator being, say, G2 and of No. 1 generator, H1. In certain ships without a symmetrical port and starboard layout of generators, a generator may be given an odd number whilst its normal feed is into the port side of the ring main, or vice-versa. The marking of the generator should then have (P) or (S) added, e.g., No. 3 generator in J section of the ship may have its normal feed into the port side of the ring main and will be designated J3(P) (NOTE:- The generator marking in ships which have their electrical system permanently marked in accordance with the 1950 System may differ slightly from the above. The existing marking is not to be altered).

2. Main Supply Switchgear.- This is always situated in the same compartment as the generator and is known by the same letter and number (with suffix if any) as the generator with which it is associated.

3. Dynamo Fuse Release Switches or Reverse Current Breakers.- The fuse release switch or reverse current breaker by which a particular generator feeds into the ring main may not be situated in the same section of the ship as its generator. It will therefore be known by the letter of the section in which it is situated followed by the number, and suffix if any, of the generator by which it is fed. Where two dynamo fuse release switches, one on each side of the ring main and in the same section of the ship, are associated with one generator only, enabling it to feed into either side of the ring main, they are to be identified by "Port" or "Starboard" respectively after their markings.

4. Ring Main Sections.- (a) A ring main section is any section of the ring main which can be isolated by the operation of any two consecutive pieces of ring main switchgear. These ring main sections are not therefore directly associated with any particular section of the ship and will in fact extend through more than one. They are therefore to continue to be numbered as at present from forward to aft, odd numbers to starboard and even to port.

(b) In "ring main with feeder system" ships, each feeder is considered as a ring main section. Those portions of the ring main connecting the port and starboard sides, and to which services are not connected, are not to be numbered and will be known as the forward and after cross connecting sections.

5. Ring Main Switchgear.- (a) This title includes ring breakers (when fitted), combined ring main switchgear, service fuse release switches and link boxes but not dynamo fuse release switches or reverse current breakers. These components will be designated as follows :-

Letter	Section of the ship in which they are sited.
Number	For service fuse release switches and link boxes, the number of the ring main section to which they are connected, and for ring main breakers and combined ring main switchgear, the number allocated as below.
Initials	The type of equipment referred to.

(b) Therefore a service fuse release switch in M section of the ship in No. 5 section of the ring main will be known as M5 (SFRS) and a link box in the same section of the ship will be known as M5(LB). When speaking of these components the full title will be given, that is "M5 service fuse release switch" or "M5 Link Box". Ring main breakers, feeder breakers (when fitted) and combined ring main switchgear will continue to be numbered as at present from forward to aft, odd numbers to starboard and even to port. Where two link boxes or service fuse release switches are in the same ring main section and the same section of the ship, they are to be identified by "forward" and "aft" respectively after their markings.

6. Breaker Groups.- Breaker groups will be numbered from forward to aft throughout a ring main section, the group numbering being restarted, when a ring main section with breaker groups extends into an adjoining section of the ship. Breaker groups will thus be designated by the marking of the service fuse release switch or link box from which they are fed followed by the number of the breaker group. More than one group of non-watertight breakers are usually fed from a group connection box. The group connection box will be given the designation of the service fuse release switch from which it is supplied, the letter G, followed by the numbers of the groups which it feeds; thus a group connection box supplied from M5 service fuse release switch and supplying Nos. 1 and 2 breaker groups will be group connection box M5-G12. A group of watertight breakers fed from a link box will have a letter W inserted before the number of the group; thus No. 5 group of breakers fed from M5 link box becomes M5W-5 breaker group. An individual watertight branch breaker fed from its own links in a link box will have its own group number.

7. Branch Breakers.- Individual branch breakers will be given the number of their breaker group with an individual number added, breakers being numbered from forward to aft in each group; thus the second breaker from forward of the 3rd breaker group fed from M5 service fuse release switch becomes M5-32. Watertight breakers will have W in their designation as in the breaker group designation. Fuse boxes in breaker groups should be marked in sequence with the branch breakers, a breaker supplied from one of these fuse boxes, e.g., for a searchlight circuit being designed similarly to a junction box in paragraph 9 below, except that the letters BB will replace the letter J. For example a fuse box E1-44 may supply a branch breaker E1-44-BB1. Where, owing to space considerations, it has been found necessary to site branch breakers in an adjoining section of the ship from their associated link box or service fuse release switch, flooding of the breaker compartment should not affect watertight branch breakers, but would affect non-watertight. Watertight branch breakers should therefore be marked normally, but non-watertight branch breakers and their group connection box should have the initial letter indicating the section of the ship in which the breakers are situated. For example, a group of watertight breakers in G section of a ship fed from M5 link box may be M5W-11, M5W-12, etc., but a group of non-watertight breakers in G section of a ship from M5 service fuse release switch may be G5-11, G5-12, etc.

8. Large equipment fed direct from branch breakers.- Motors supplied from their own branch breakers and directly connected thereto will be known by the name of the equipment which they drive and will have no further electrical identification other than the marking of the breaker from which they are supplied.

9. Junction Boxes.- Services other than those covered by paragraph 8 above are fed through junction boxes and sometimes the feed goes from this first junction box through others before being further distributed. Junction boxes are given the designation of the breaker from which they are fed followed by the letter J and a number. The first junction box fed from any one breaker is J1. Other junction boxes fed from this will be known as J2, J3, etc. Thus a junction box fed from the junction box fed directly from branch breaker M5-22 may be M5-22-J3. A switched junction box fed from a junction box should be designated similarly to a distribution box in paragraph 10 below, except that a letter S replaces the letter D.

10. Distribution Boxes.- Distribution boxes are designated by the number of the breaker from which they are fed followed by the letter D followed by the number of the junction box from which they are directly fed followed by a number. This last number is the number of the distribution box fed from the junction box. Thus the second distribution box fed from junction box M5-22-J3 becomes distribution box M5-22-D32. A fuse box fed directly from a junction box should be designated similarly to a distribution box except that a letter F replaces the letter D.

Switchboard System (see Navy Order 1009 of 1955 Diagram (6)).

11. Main Generators.- Generators sited singly in various sections of the ship will be designated by the letter of the section in which they are located. If two or more generators are sited in the same section of the ship they will be given the letter of the section, followed by 1 and 2 respectively if starboard and port machines; 1, 0 and 2 if starboard, midship and port machines; or 1, 3 and 2, 4 if two starboard and two port machines. The associated supply breakers will be given the same markings as their generators. (NOTE:- The generator markings in ships which have their electrical system already permanently marked with the 1950 System may be slightly different from the above. The existing marking is not to be altered.)

12. Main Switchboards.- Switchboards will be known by the letter of the section of the ship in which they are situated.

13. Main Switchboard Sections.- Main switchboard sections will be known by the letter of the switchboard of which they are part, followed by a number arrived at by numbering the sections of the switchboard from left to right facing the switchboard front. Section linking switches and switchboard interconnecting switches are to be known by the section of the switchboards they connect. Thus the switch connecting H3 and H4 and the sections will be known as section linking switch H3 and H4 and the switches on the port side connecting H and P switchboards will be switchboard interconnecting switches H4-P1 and P1-H4 on the respective switchboards. (NOTE:- The switchboard section marking in ships which have their electrical system already permanently marked with the 1950 System may be slightly different from the above. The existing marking is not to be altered.)

14. Distribution from Switchboard Sections.- Distribution may be through a hand-operated or electrically-operated switch. These switches in each section are numbered from 01 onwards, from left to right facing the switchboard, starting with the top tier of switches where more than one tier is fitted. Thus a particular switch might be known as H3-03. The whole service fed from this switch will also be known as service H3-03.

15. Junction and Distribution Boxes.- A similar system is used for these as given in paragraphs 9 and 10 hereof. Thus No. 3 junction box fed from H3 section of H switchboard by No. 03 service will be junction box H3-03-J3.

Marking of Emergency Terminals (see Navy Order 1009 of 1955 Diagram (7)).

16. In ocean minesweepers and above, each pair of through bulkhead and bracket-mounted terminals is to have a tally on the bulkhead immediately adjacent to the terminals. The tally is to indicate :-

- (a) The identification number, in green, of the terminals, i.e., the ordinal number of the pair of emergency terminals in the compartment, counted in a clockwise direction starting with the port side of the forward bulkhead. When a permanent embossed tally is fitted the number is to be painted green.
- (b) "OTHER SIDE" for through bulkhead terminals, "UP TO" or "DOWN TO" for bracket-mounted terminals connected to permanent vertical cables, or "TO" for bracket-mounted terminals connected to permanent horizontal cables.
- (c) The identification of the other end of the pair of through bulkhead terminals, or of the bracket-mounted terminals at the other end of the permanent cables, i.e., the compartment identification marking of the other end with a suffix representing the identification number of the pair of emergency terminals at that end.
- (d) The service to which the other end of the through bulkhead terminals, or the bracket-mounted terminals at that end of the permanent cables, will probably be connected.

17. For Phase I the painted markings should be :-

For (a) above, 2-in. figures.

For (b) above, $\frac{3}{4}$ -in. capitals.

For (c) above, 1-in. and $\frac{3}{4}$ -in. capitals and figures.

For (d) above, $\frac{3}{4}$ -in. capitals and figures.

For Phase II (using embossed tallies) the markings should be :-

For (a) above, 1 $\frac{1}{2}$ -in. figures.

For (b) above, $\frac{1}{2}$ -in. capitals.

For (c) above, $\frac{3}{4}$ -in. and $\frac{1}{2}$ -in. capitals and figures.

For (d) above, $\frac{1}{2}$ -in. capitals and figures.

18. Terminal bars need not be tallied unless used in lieu of bracket-mounted terminals.

19. Although the identification marking of the compartment in which the terminals are numbered (as (a) above) is not given on the tally, when reference is made to terminals, their full title will be the compartment identification marking with (a) above as a suffix. For example, the third pair of terminals in compartment 2D24 will be referred to as "Emergency terminals 2D24-3", but will be distinguished in the compartment with a "3" only on the identification portion of the label.

Marking of flexible emergency cables.

20. In ships with D.C. main supply systems, flexible cables are provided :-

- (a) To connect between emergency terminals of the main emergency riser through the ship.
- (b) At each emergency supply point on the main supply system, to enable that supply to be connected to the lower end of a permanent riser or to any pair of bulkhead terminals in the compartment.

- (c) At the upper end of each permanent riser, long enough to connect to any pair of bulkhead terminals in that compartment.

21. Flexible cables are to be tallied near each end to identify them with the pair of terminals for which they are primarily intended and to show their length. Examples, referring to paragraph 20 hereof :-

- (a) 2Da4-1 to 3-100 ft.
 (b) M1-MSS-50 ft.
 (c) 2Da4-2-70 ft.

22. Tallies should be of embossed or stamped metal sheet bent to fit round the cable. Both ends of the cables should be coloured Red or Blue for a length of 6-in. to indicate polarity.

23. Stowage for cables is to be marked either on the upper bracket or in the centre, thus :-

2Da4-2.

Alternating Current Ships (see Navy Order 1009 of 1955 Diagram (8)).

24. Switchboard Systems.- In general the marking of A.C. systems is similar to that used for D.C. switchboard systems, the differences being indicated below.

25. Main Generators.- As for D.C. System.

26. Main Switchboards.- As for D.C. System.

27. Main Switchboard Sections.- As for D.C. System.

28. Distribution from Switchboard Sections.- As for D.C. System.

29. Power Panels, 440-volts, 3-phase.- Power panels fulfil the same function as junction boxes in a D.C. System. The panels on each service are numbered as the junction boxes in a D.C. System. The panels on each service are numbered in sequence so that a power panel marked H3-10-PP3 from PP1 at 3Fb2 would mean power panel 3 fed directly from power panel 1 at position 3Fb2, which is connected to No. 10 service of H switchboard No. 3 section.

30. Distribution from a power panel, 440-volts, 3-phase.- Circuits from a power panel may be connected to single services such as motors, power fuse boxes or transformers, 440/115 volts, 3-phase. All power fuse boxes and transformers are numbered in sequence.

31. Power Fuse Boxes, 440-volt, 3-phase.- Individual services of 440-volt, 3-phase, are taken from a power fuse box. A power fuse box marked H3-10-PP32 from PP3 at 3Fb2 would indicate that the power fuse box is connected to power panel 3 and supplied by circuit 2.

32. Transformer, 440/115 volts, 3-phase.- Lighting and similar circuits requiring single-phase supply are connected to transformers which reduce the voltage of supply to 115 volts. These transformers are fed from power panels and supply directly to distribution panels. Transformers are numbered in sequence with any boxes supplied from the power panel. For example, if a power panel supplies two fuse boxes and one transformer, the fuse boxes might be numbered 1 and 2 and the transformer 3.

A transformer H3-10-T33 from PP3 and 3Fb2 will indicate a transformer connected to circuit 3 of power panel 3, which is connected to No. 10 service on No. 3 section of H switchboard.

33. Distribution Panels, 115-volts, 3-phase.- Distribution panels supply single-phase circuits and are connected to fuse boxes or distribution boxes. A distribution panel carries the same sequence number as the transformer which feeds it. The distribution panel fed from transformer H3-10-T33 will be H3-10-DP33. In designating the supply to a distribution panel, the transformer between the power panel and the distribution panel is ignored and the power panel quoted; thus, distribution panel H3-10-DP33 is tallied "From PP3 at 3Fb2", not "From T33".

34. Distribution Boxes and Fuse Boxes, 115-volts, single-phase.- All distribution boxes and fuse boxes fed from a distribution panel are numbered in sequence. A fuse box H3-10-F331 from DP33 at 3Ex0 would indicate fuse box 1 connected to distribution panel 33 at location 3Ex0. (NOTE:- Services which are numbered in sequence are not necessarily connected to the fuses of a distributing component in the same order as they have been designated).

35. Marking of Emergency Terminals.- In ocean minesweepers and above, emergency connection and flexible leads are to be tallied in a similar manner to the through bulkhead and bracket-mounted terminals in direct current ships.

Marking of Equipment.

H.P. Equipment

36. In all ships, whether A.C. or D.C., the system for marking equipment will be the same. Equipment, other than motors and individual services, will be marked with its own particular designation followed by the last letter and number(s) of the unit from which it is fed and the location of that unit. Thus distribution box No. 2 fed from junction box No. 3 fed from junction box No. 1 by service O3 on switchboard section H3 of H switchboard will be marked :-
 H3-O3-D32 from J3 at 2Hb2.

37. Motors or individual services will be marked with the same name of the service followed by the marking of the unit from which it is supplied and the location of that unit.

L.P. Equipment

38. No alteration to the present system of marking of L.P. equipment is required other than altering tallies to conform to the new identifications for compartments and fittings.

39. Where in wiring and junction box diagrams, the location of a compartment or items of equipment, has hitherto been described by deck name and station number, it is now to be described by the 1950 System. For example, the location of a cabin flat formerly described as "Cabin flat, middle deck, station 232-240" will now be given as "Cabin flat 3T" (assuming that the space between stations 232 and 240 is in section T).

40. If a compartment is known by a well-recognized title such as "Lower Steering Position", this title alone is still to be used to describe it.

RESTRICTED

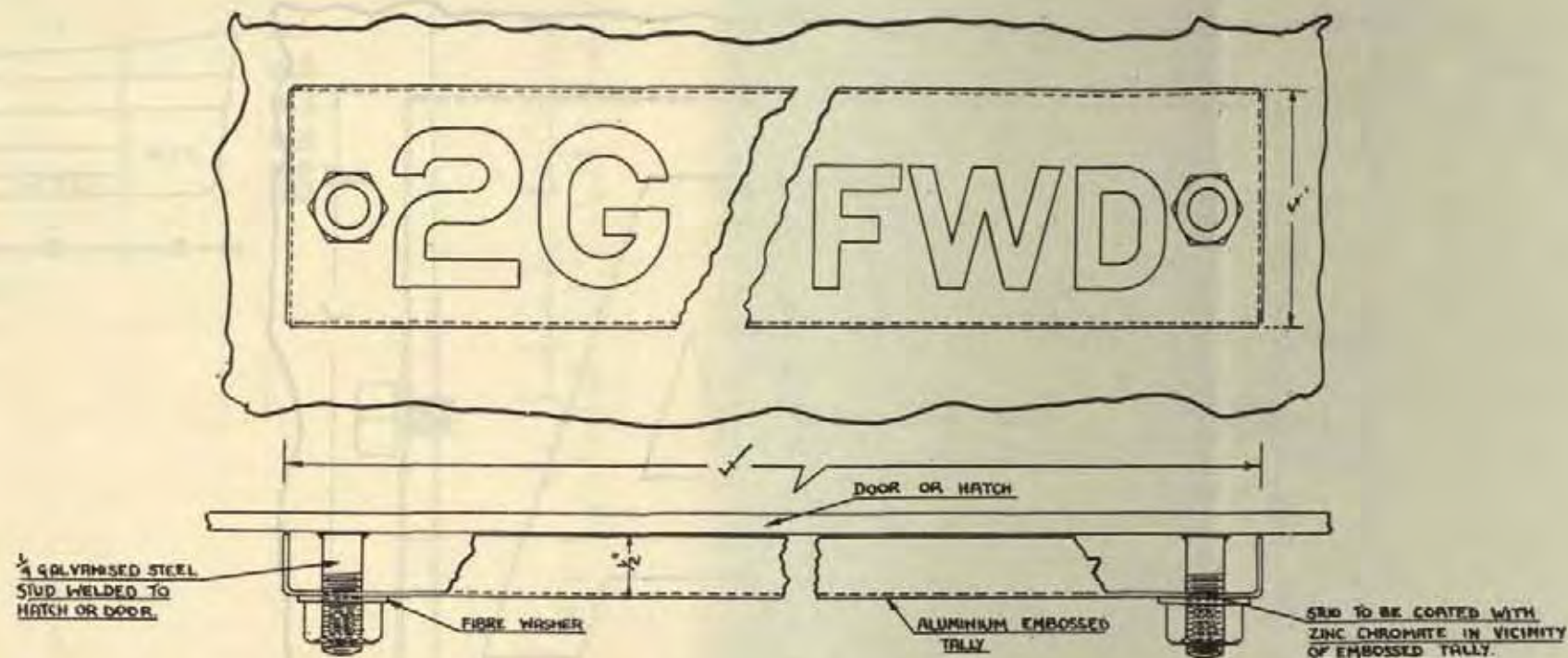
14

1009

41. The 1950 System of identification does not abolish station numbers and if the siting of equipment is not sufficiently defined by the 1950 marking, the station number is to be given as well, e.g., junction box at 3L station 138.

FIG 1

METHOD OF SECURING TALLIES ON MILD STEEL



THE MAJORITY OF MARKINGS CAN BE ACCOMMODATED ON THE FOLLOWING FINISHED SIZES OF TALLIES.

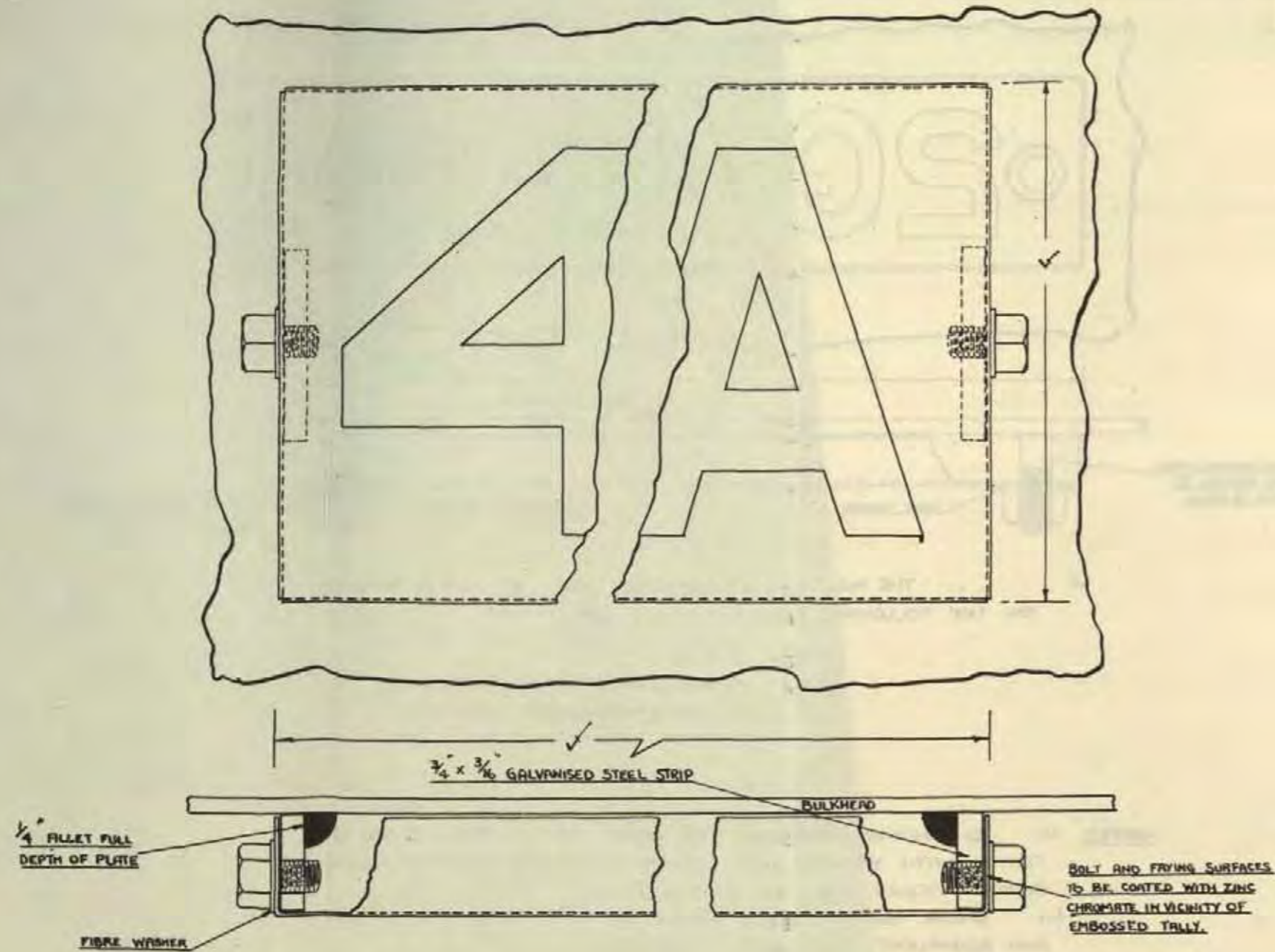
LENGTH - 5" 9" 12"

WIDTH - 1 1/2" FOR DOOR & HATCH MARKINGS

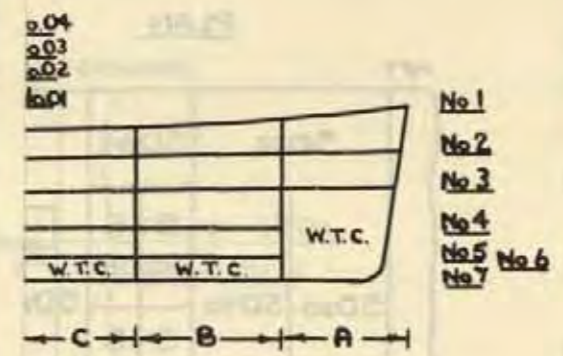
- 4" FOR COMPARTMENT MARKINGS.

- NOTES**
- (i) TO MINIMISE CORROSION THE COMPLETE FITTING IS TO BE COATED WITH YELLOW ZINC CHROMATE. THE EMBOSSED FIGURES BEING "PICKED OUT" IN BLACK PAINT.
 - (ii) SPECIAL QUALITY STEELS INCLUDE DW, 'S' QUALITY, UXW, UXW.HT, AND EQUIVALENT, BUT, NOT N.C. ARMOUR.
 - (iii) WHERE IT IS ESSENTIAL TO SECURE TALLIES TO N.C. ARMOUR BLIND TAPPED STUDS ARE TO BE PROVIDED.
 - (iv) TALLIES ARE NOT TO BE SECURED TO FACE-HARDENED OR 'C' ARMOUR.

FIG 2 METHOD OF SECURING TALLIES ON SPECIAL QUALITY STEEL (SEE NOTE (iii))



1/4" FILLETS ARE SPECIFIED TO AVOID AS FAR AS POSSIBLE THE EFFECTS OF MINOR WELD DEPOSITS. FOR OTHER NOTES SEE FIG 1.



SECTION

16 FORWARD

STARBOARD

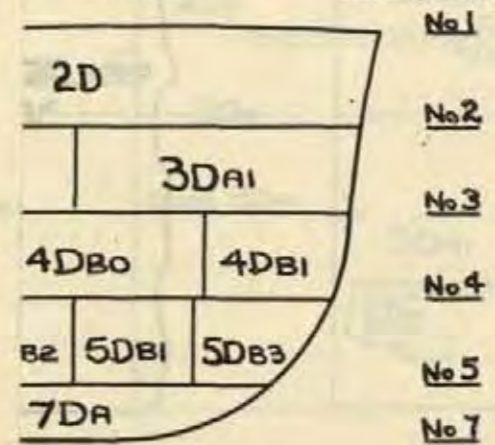


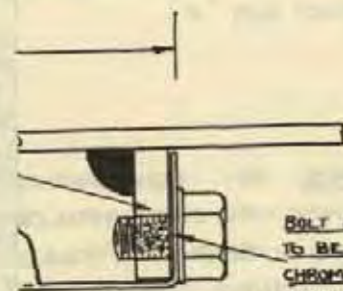
FIGURE 3

Vertical text on the right margin: DB, DB, C, R/S, R/S, <R/S>, C

1009

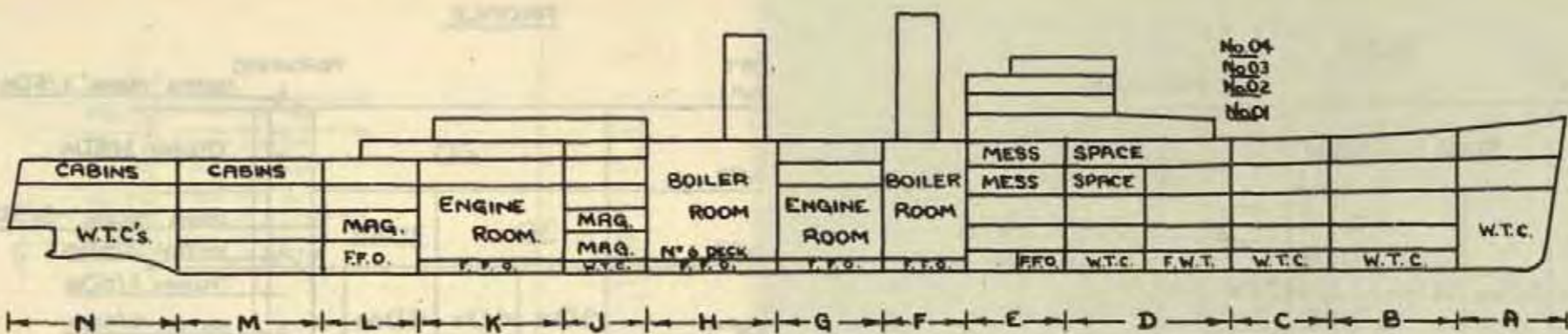
QUALITY STEEL (SEE NOTE (ii))

41. The station sufficient is to be



BOLT AND NUT SURFACES TO BE COATED WITH ZINC CHROMATE IN VICINITY OF EMBOSSED TALLY.

IBLE THE



No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
No. 7

FIGURE 1.

PROFILE

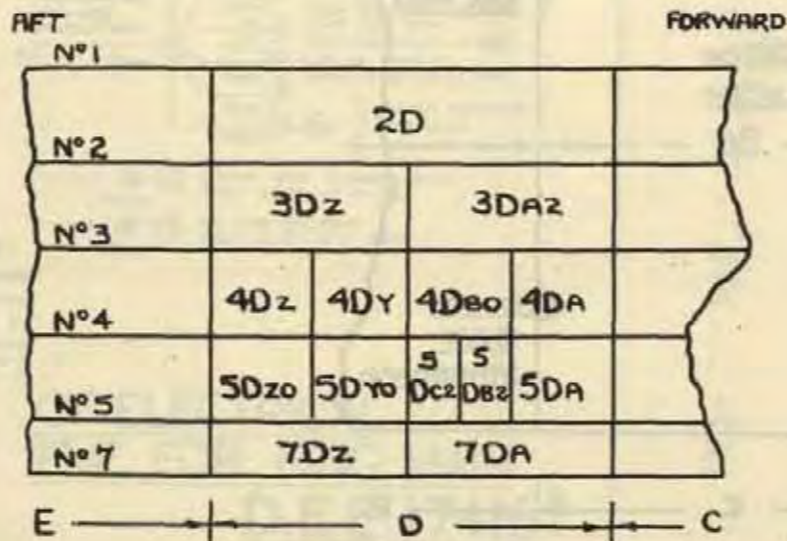


FIGURE 2.

SECTION

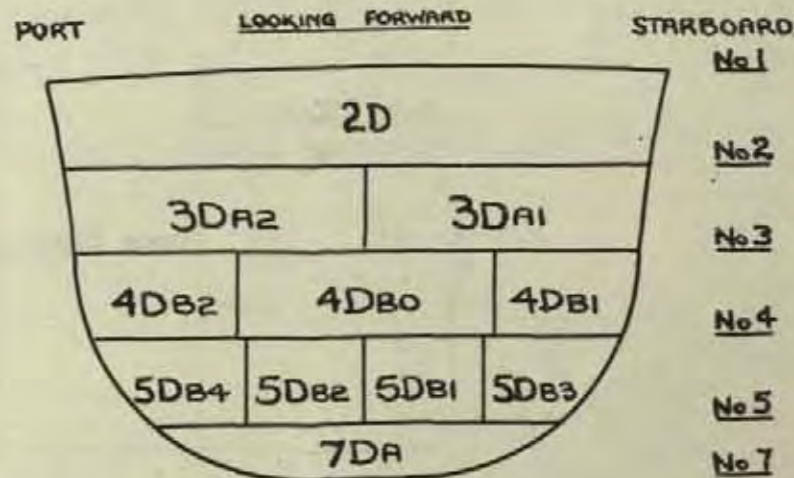
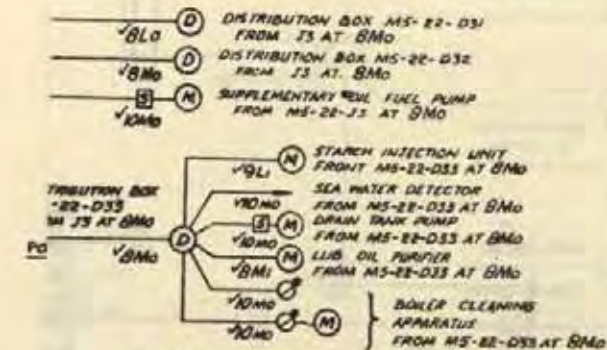
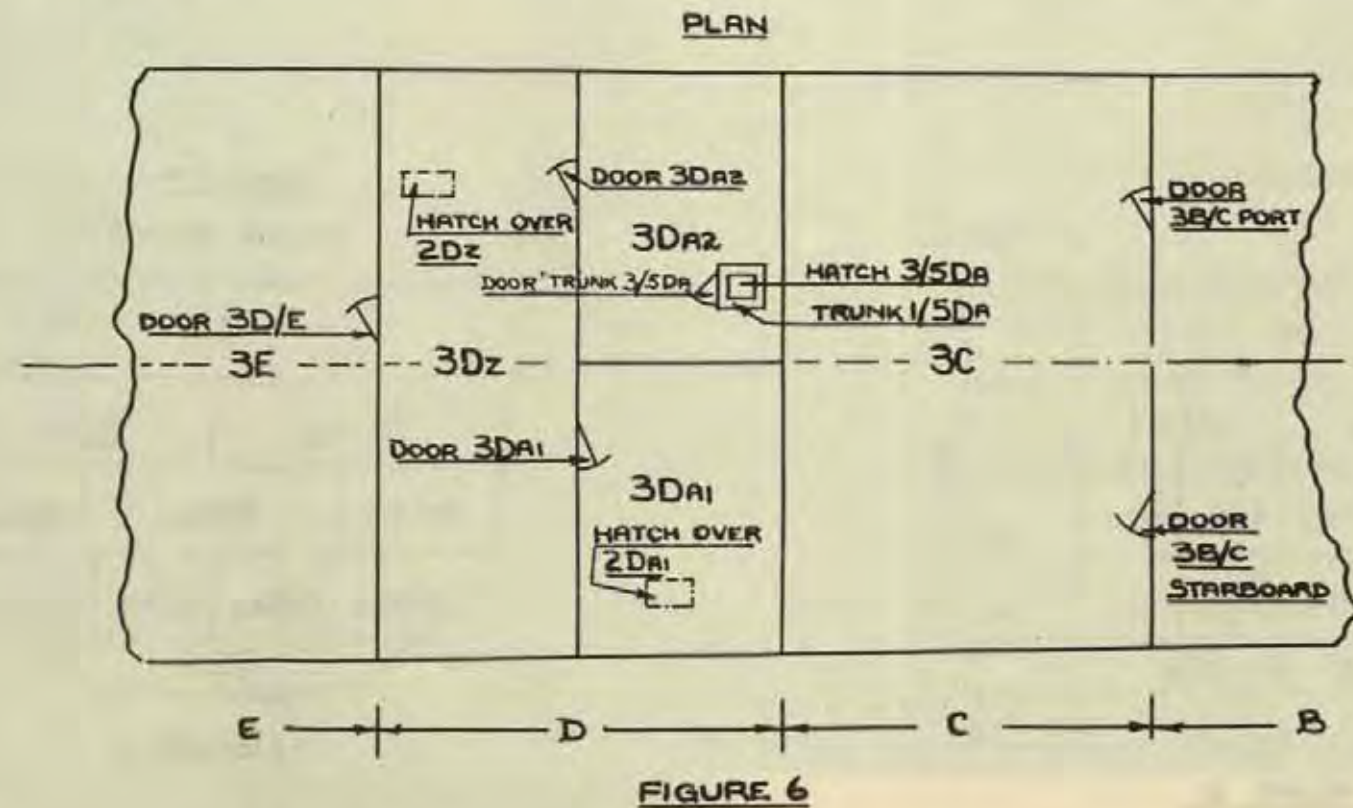
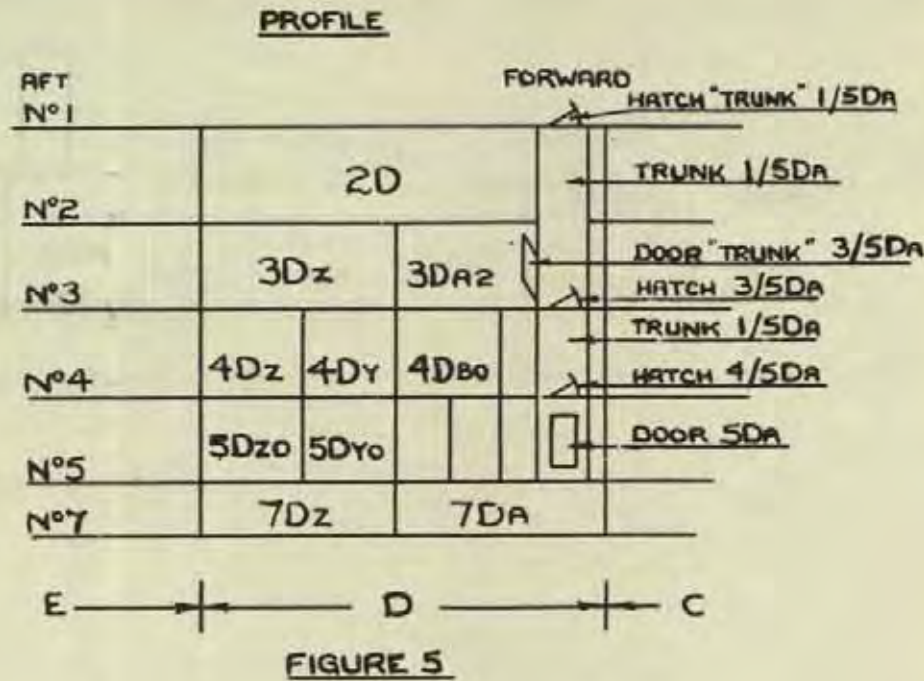
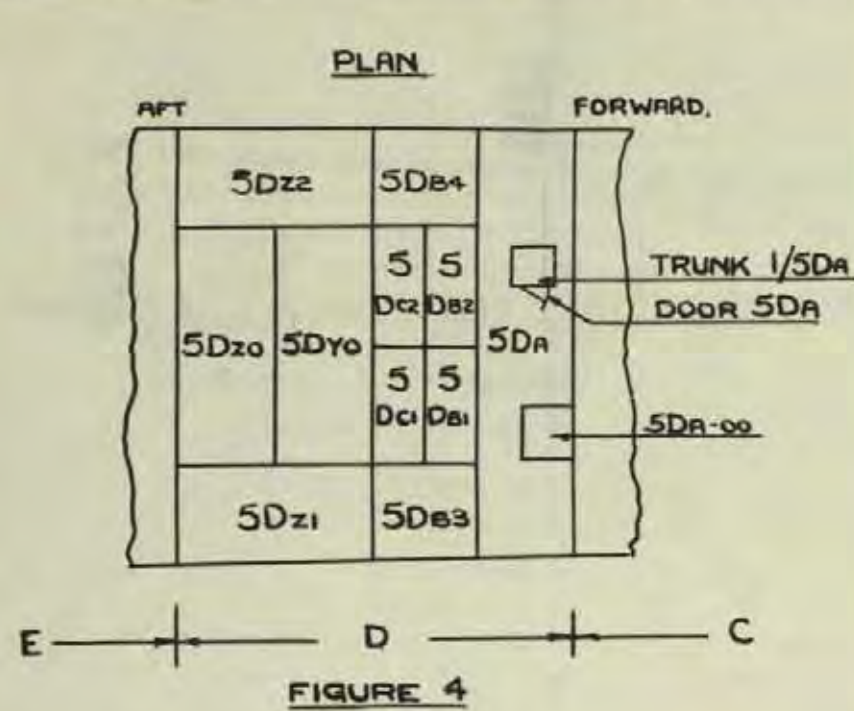


FIGURE 3.

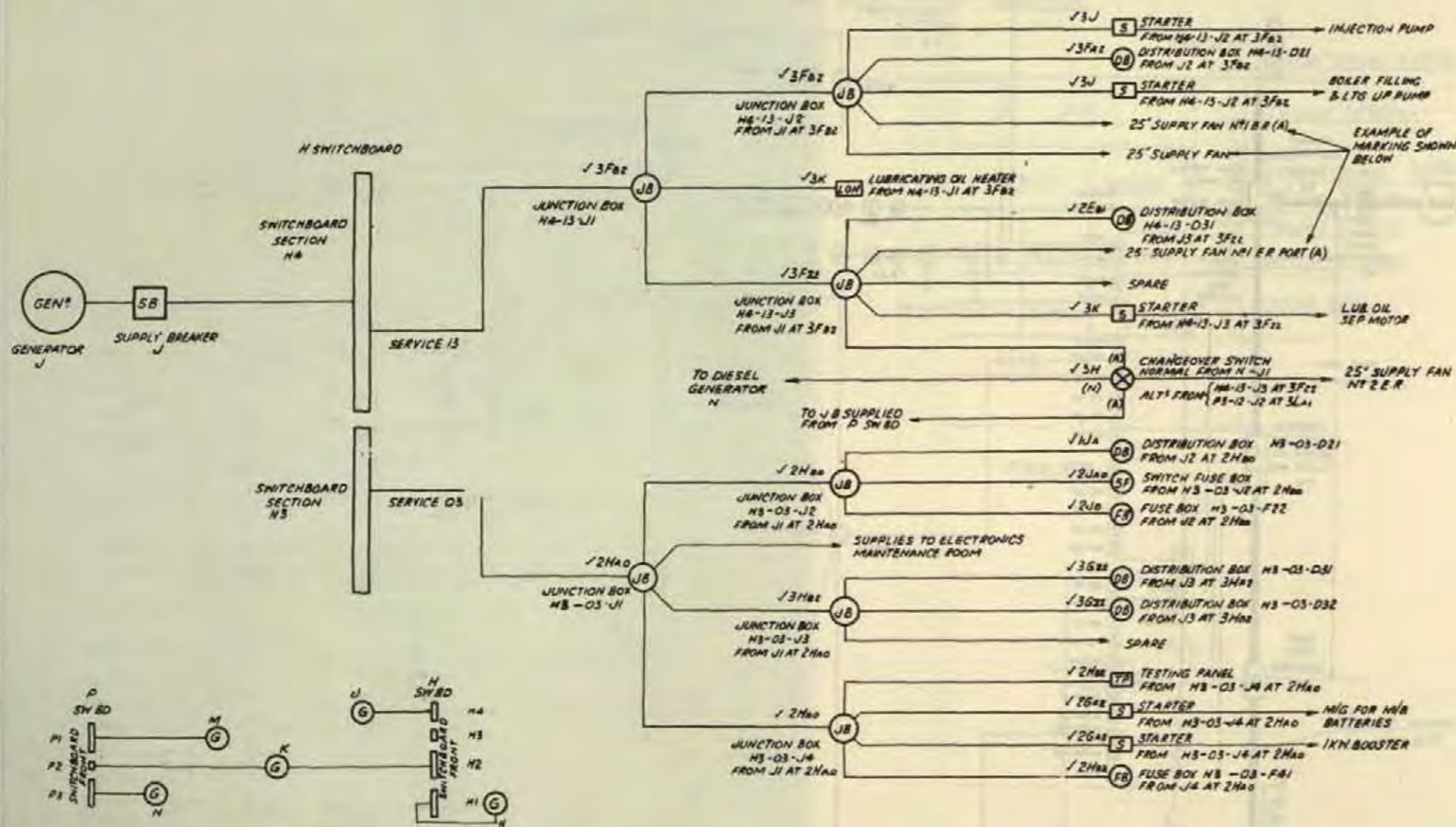


NOTES 1.

- M SUCTION SOOT REMOVAL PLANT FROM MS-22-32 AT 6M0
- M A/C LUB OIL PUMP FROM MS-22-32 AT 6M0

DRAWING NUMBER: 12978

**OF ELECTRICAL
IEME FOR RING MAIN
D.E.E.17416^RT**



IDENTIFICATION OF MAIN GENERATORS & SYMBOLS

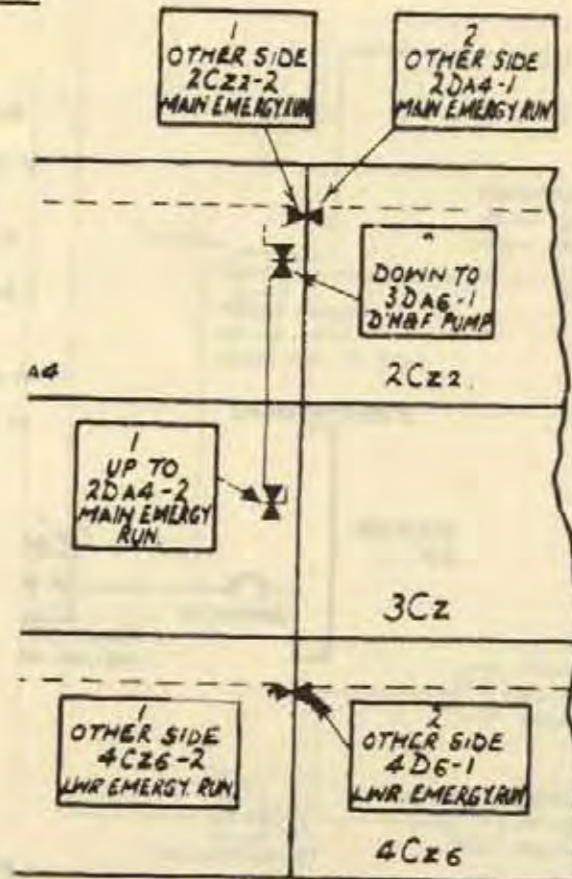
NOTE - SYMBOLS SHOWN THIS SIDE ALONGSIDE APPARATUS REFER TO THE POSITION OF THE APPARATUS AND ARE INCLUDED IN THE DRAWING FOR GUIDANCE ONLY

**IDENTIFICATION MARKINGS OF ELECTRICAL EQUIPMENT.
(D.C. SWITCHBOARD DISTRIBUTION SYSTEM)**

D.E.E. 17418 ^R/₂

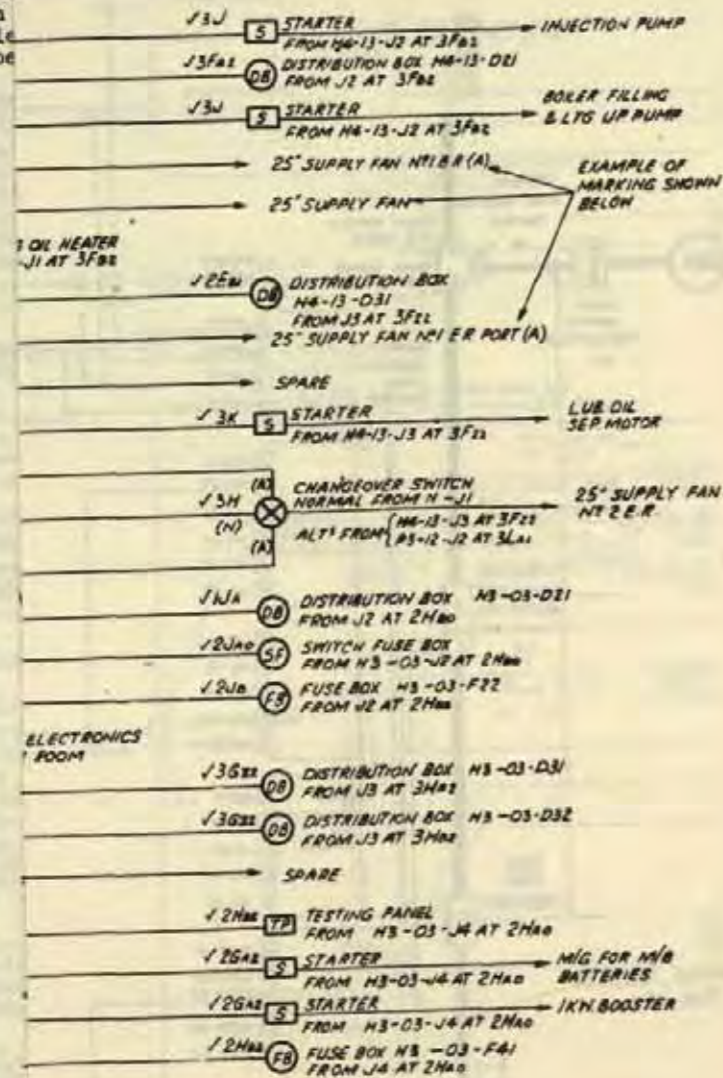
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OF E

IDENTII



D.E.E. ^R/₃
17421

41. The station sufficient is to be



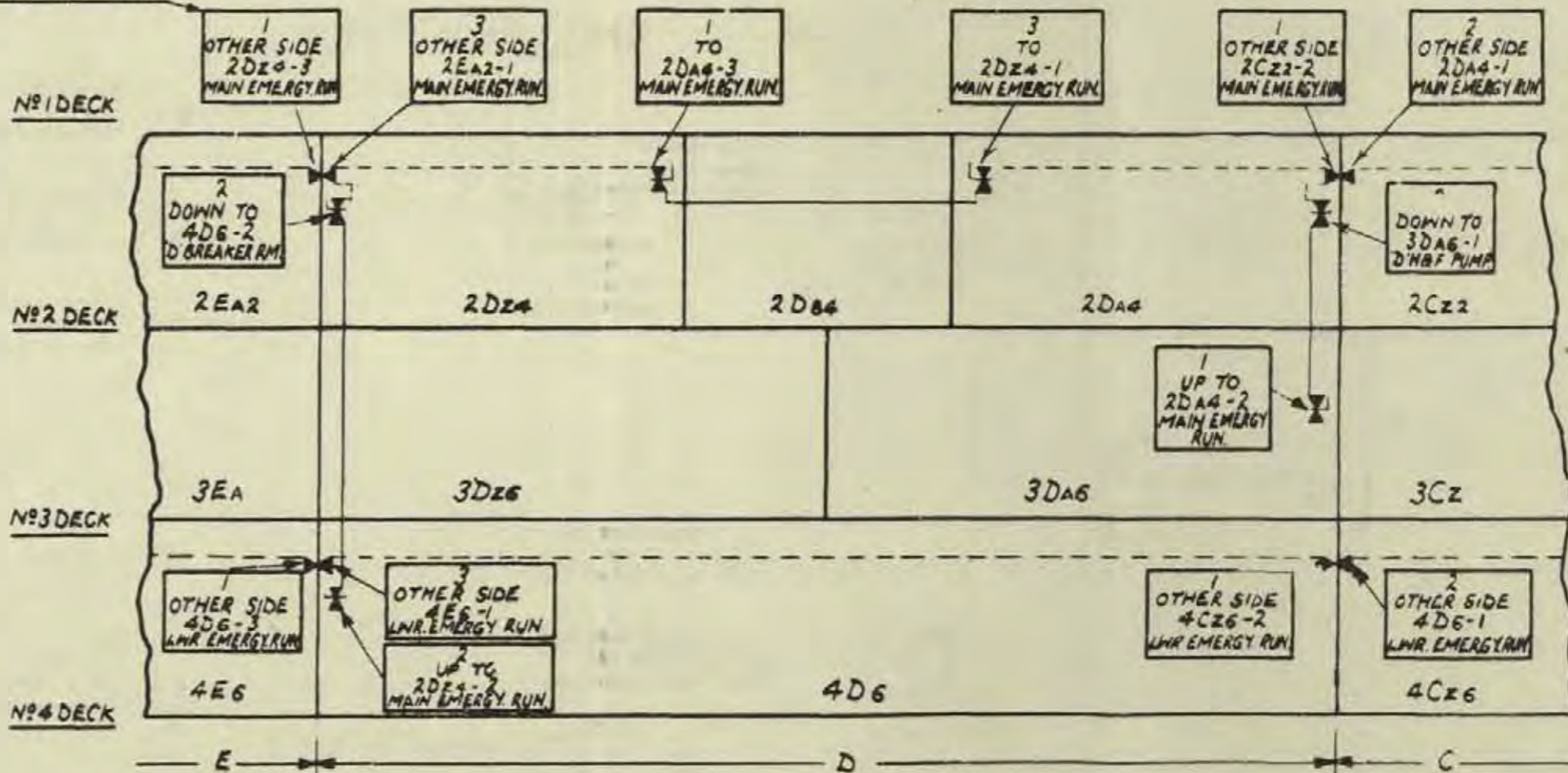
W ALONGSIDE APPARATUS OF THE USED IN THE DRAWING

MARKINGS OF ELECTRICAL EQUIPMENT. (D DISTRIBUTION SYSTEM)

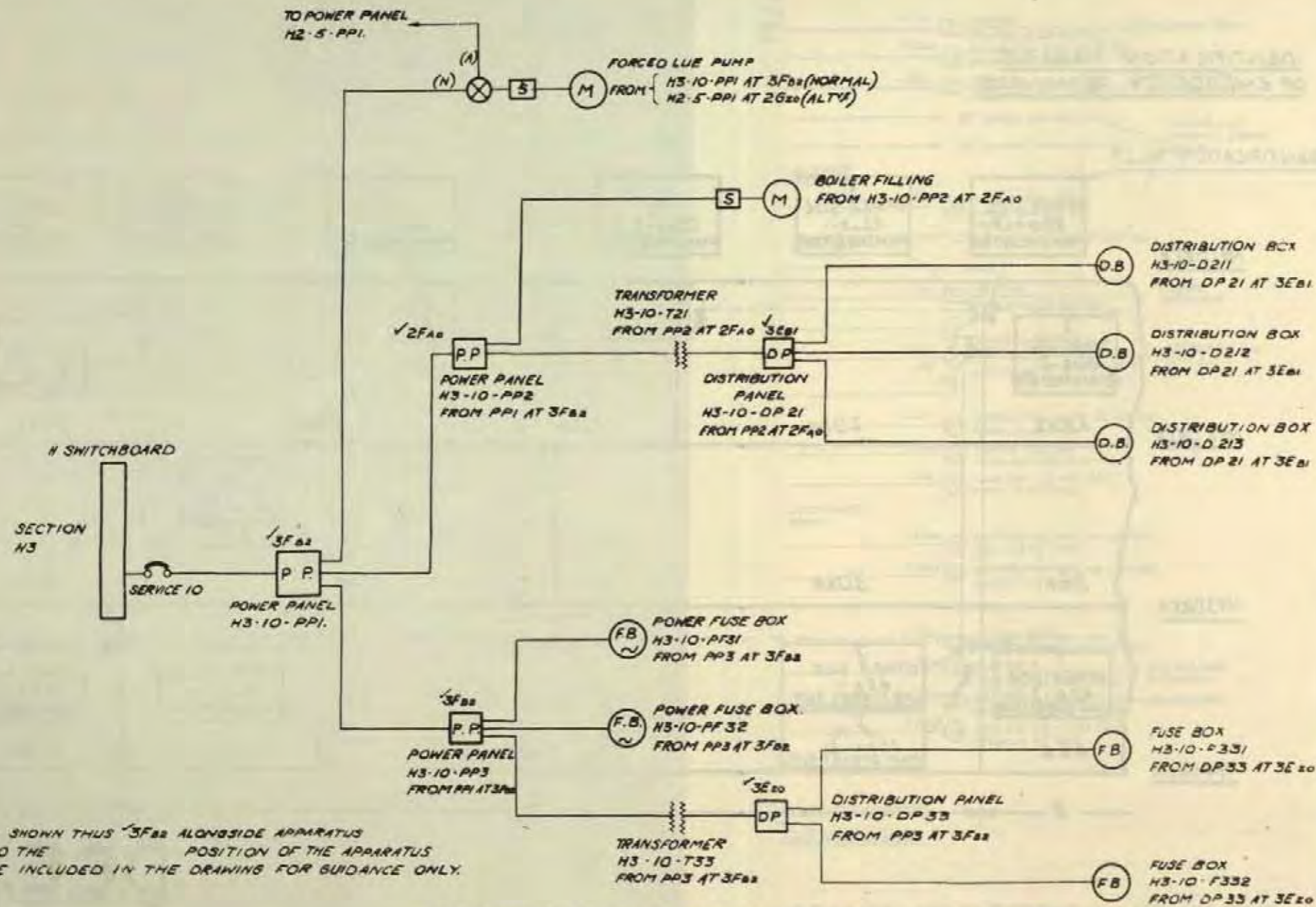
D.E.E. 17418 ^R/₂

IDENTIFICATION MARKING OF EMERGENCY TERMINALS

IDENTIFICATION TALLY



D.E.E. ^R/₃
17421



NOTE:-
 SYMBOLS SHOWN THUS 3F₈₂ ALONGSIDE APPARATUS REFER TO THE POSITION OF THE APPARATUS AND ARE INCLUDED IN THE DRAWING FOR GUIDANCE ONLY.

**IDENTIFICATION MARKINGS OF ELECTRICAL EQUIPMENT.
 (A.C. SWITCHBOARD DISTRIBUTION SYSTEM.)**

D.E.E. 17419^R

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th December, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

N.0147

SCHEMATIC OF ELECTRICAL EQUIPMENT
DISTRIBUTION SYSTEM

D.E.E. 17419

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1042	Form A.S. 536(A) - Qualification Sheet for the Rating of Naval Airman 1st Class (A.H.3) (S.E.3) (Met.OBS.3) (Phot. 3) or Mechanic (A) (E) or (O).

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RESTRICTED

5

1010-1011

SECTION 1 - ADMINISTRATIVE AND GENERAL

1010.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN
NAVY.

Navy Order 714 of 1954 is to be amended as follows :-
Delete sub-paragraphs (a) (i) and (b) (i).

(4278/2/125)

1011.

SECURITY AND SECURITY - H.M.A. SHIPS - GENERAL ARRANGEMENT
DRAWINGS - SECURITY.

In accordance with the regulations in C.B.O. Form U2D, all drawings which indicate the general arrangements of H.M.A. Ships, whether conventional or pictorial, are graded "Confidential" for ships under construction and for those completed or converted later than August, 1945. For ships completed earlier these drawings are classified "Restricted".

2. The importance of maintaining the security of such drawings should be realised by all users. This includes drawings prepared in ships or establishments as well as those prepared by the Naval Board, H.M.A. Dockyards, etc. Every care is therefore to be taken that the issue of the necessary information for preparing them is strictly controlled and that no such unauthorised drawings are made. Their distribution and custody must be similarly controlled.

3. Drawings issued in accordance with Navy Order 1009 of 1955 (Introduction of the 1950 System of Identification Markings of Decks, Compartments, Doors, Hatches and Fittings in H.M.A. Ships) showing the "1950 system of Identification Markings" are classified "Restricted" as are the small scale "General Arrangement" drawings issued for the use of ships' officers in accordance with A.F.O. 1075/54 (Drawings and Diagrams - Small-Scale General Arrangement Drawings). These drawings are classified "Restricted" so as not to limit their use in ships, but it must be realised that they show very nearly the same information as the normal small-scale drawings which, as mentioned in paragraph 1 above, are classified "Confidential" for new construction and for ships completed or converted since the end of the war. It is therefore essential to ensure the safety of such drawings and appropriate precautions are to be taken in Ships and Establishments.

4. Pictorial plans, i.e., 3-dimensional drawings and diagrams, corresponding to general arrangement drawing should likewise be carefully considered from the security aspect and given the necessary classification marking.

5. Each Ship and Establishment preparing a classified drawing is to keep a record of it and of its distribution.

(The foregoing is the text of A.F.O. 2637/1954 altered to meet R.A.N. conditions.)

(3371/1/11)

1012.

VISIT OF SCHOOLBOYS TO THE FLEET AND TO NAVAL ESTABLISHMENTS.

Limited financial provision is available under Division 114 - General Services Item 8 - Incidental and other Expenditure, to assist visits to H.M.A. Ships and Establishments (not involving the provision of overnight accommodation) by parties of schoolboys from schools which would otherwise be unable to make such visits by reason of distance or lack of funds.

2. Assistance is restricted to schools within a day's return journey by rail and is limited to :-

- (a) reimbursement where necessary of the return rail fares for each member of the party; and
- (b) provision of a casual meal or light refreshment where practicable.

3. Commanding Officers or Authorities who wish to arrange such visits should inform the Naval Board by letter or signal quoting this Order and giving the following particulars :-

- (a) Name and location of school.
- (b) Approximate size of party.
- (c) Name of (i) ship and port, or (ii) establishment, to be visited.
- (d) Casual meals or refreshments likely to be required.
- (e) Date(s) (including alternatives) on which visit is desired.

4. Provisions issued are to be recorded on Form A.S.77 and entered on Form A.S.71 - Ledger sheet, as "other issues".

(3619/1/40)

SECTION 2 - PERSONNEL

1013.

A.B.C.D. COURSES - JANUARY-JUNE, 1956.

With reference to Navy Order 523 of 1953, paragraph 8, the commencing dates of Damage Control and A.B.C. Courses to be held at the A.B.C.D. School, H.M.A.S. PENGUIN, are as follows :-

Title	Duration	Commencing Dates
Junior A.B.C.D.	3 days D.C. 2 days A.B.C.	23rd January
		20th February
		19th March
		9th April
		11th June.
Standard D.C.	5 days	6th February
		27th February
		16th April.
Advanced D.C.	5 days	5th March
		4th June.

Title	Duration	Commencing Dates
Standard A.B.C.	5 days	13th February 5th March 12th March 30th April.
Advanced A.B.C.	5 days	7th May.
A.B.C. Staff Instructors	4 weeks	12th March.

SPECIAL COURSES

Standard A.B.C.D. for Short Service Officers	2 weeks	28th May.
Standard A.B.C.D. for L.M.(E)'s (2 Classes)	2 weeks	14th May.
Senior and Commanding Officers 2 day refresher Course	2 days	5th April.

2. Details of Courses, including personnel eligible for each, are given in Navy Order 523 of 1953.

(4007/3/141)

1014.

CARE OF HEARING - PROTECTION FROM HIGH INTENSITY NOISE.

The Naval Board wish to draw attention to the great importance of protecting men's ears, by the use of ear protectors, against the many sources of high intensity noise which now exist in the Fleet and can be injurious to health.

2. It is not possible to give an accurate scientific definition covering every situation, of the degree of noise intensity which may involve danger.

3. It has therefore been decided that for the present a simple practical rule for determining a "noise-dangerous" position shall be applied to all positions, whether enclosed or open, which may be affected by high intensity noise both afloat and ashore. This rule is as follows :-

If, at a distance of 2 feet the noise is such that normally spoken orders cannot be understood by the intended recipient then ear protectors should be worn by all men in the vicinity.

4. In future inspections the Captain is to produce for the Inspecting Officer a list of "noise-dangerous" positions in his ship; Forms S.425, 427 and 428 will be amended accordingly. Officers and men are to be instructed that ear protectors should be worn at these positions at all times when high intensity noise may be experienced.

5. The wearing of ear protectors need not prejudice communication; indeed, in certain circumstances in high noise levels, voice communication is actually improved by their use.

6. The following examples of potential "noise-dangerous" positions, which will vary in importance from ship to ship, are given for guidance in drawing up individual ship lists.

These examples are by no means exhaustive and in cases of doubt, the Captain should seek advice from the Naval Board :-

- (a) Compass Platform.
- (b) Admiral's Bridge.
- (c) Flying Control.
- (d) Aircraft Control Room.
- (e) Flight deck close against island and catwalk opposite island, and the whole flight deck during aircraft launching operations.
- (f) Catapult Controls.
- (g) Chockmen.
- (h) Batmen's positions.
- (i) Flight deck handlers ready room.
- (j) Gun direction platform.
- (k) Gun-deck on island.
- (l) Upper-hangar.
- (m) Close to guns and rocket launchers.
- (n) Close to gas turbines.
- (o) Close to modern high speed diesels.
- (p) Close to boiler room and other high duty fans, or trunking orifices.
- (q) Close to air compressors.
- (r) Close to main and auxiliary machinery when at high power.
- (s) Submarine engine rooms.
- (t) Diesel Generator rooms.

7. Personnel who are required to wear ear protectors, either because their action, defence or cruising stations are at any of the positions named in the preceding paragraph or because their efficiency is dependent on their sense of hearing, e.g., T.A.S. and W.T. ratings, are entitled to receive one set of ear protectors gratuitously. Details of such issues made to ratings are to be recorded on the Service Certificates of the personnel concerned. The price applicable to replacement issues is promulgated in the Clothing Price List.

8. Stocks of Ear Protectors are maintained in three sizes, viz., large, medium and small. They are packed in metal cases, each set comprising a pair of protectors, a tube of antiseptic ointment, a pair of inserters and a set of instructions.

9. The wearing of cottonwool, either dry or greased, is not a satisfactory substitute for ear protectors, and its use should be discouraged.

10. The training of officers and men in the reasons for, and importance of, protecting themselves against the dangers of high intensity noise is under consideration, and a further Order will be issued.

(The foregoing is the text of A.F.O. 2423/1955 altered to meet R.A.N. conditions.)

(4533/21/59)

1015.

INSTRUCTIONAL FILMS AND FILM STRIPS - "THE SALVAGE OF R.M.S. EMPRESS OF CANADA" - DISTRIBUTION.

Copies of the new instructional film "The Salvage of R.M.S. Empress of Canada" are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Naval Establishments</u>	<u>No. of 16 mm. Copies</u>
R.A.N. Film Library, Sydney	1
Flinders Naval Depot	1.

2. This film shows the salvage of R.M.S. "Empress of Canada" from the Gladstone Dock, Liverpool, England. This operation was of some complexity and is of great instructional value for the future. Running time approximately 42 minutes.

(4518/61/556)

1016.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA. 523, "1950 SYSTEM OF IDENTIFICATION MARKINGS IN H.M. SHIPS" - PART 1 (REVISED) - DISTRIBUTION: 1950 SYSTEM OF IDENTIFICATION MARKING IN H.M. SHIPS, PART 1 (SERIAL NO. SA. 523) - OBSOLETENESS.

Copies of the revised instructional film strip Serial No. SA.523, "1950 System of Identification Markings in H.M. Ships" (Part 1), are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Ships and Establishments</u>	<u>No. of 16 mm. Copies</u>
Light Fleet Carriers	1
Destroyers	1
Frigates	1
H.M.A.S. PENGUIN	2
Flinders Naval Depot	4
R.A.N. Film Library, Sydney	4

2. Details of the revised strip are as follows :-

Part 1 - Decks Compartments, Doors and Hatches. This coloured film strip illustrates the method of identification of Doors, Decks and Hatches under the 1950 System of Markings. Issued with 64 frames.

3. The revised edition of Part 1 of the film strip replaces Part 1 of the original strip which has now been declared obsolete. Copies of the latter are to be withdrawn from service.

(The foregoing is the text of A.F.O. 2422/1955 altered to meet R.A.N. conditions.)

(4518/61/535)

1017.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA. 584, "DAILY INSPECTION OF NAVAL AIRCRAFT - GANNET A.S., MARK 1" (PARTS 1 AND 2) - DISTRIBUTION.

Copies of the new instructional film strip SA.584, "Daily Inspection of Naval Aircraft - Gannet A.S., Mark 1" (Parts 1 and 2), are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Ships and Establishments</u>	<u>No. of Copies</u>
Carriers	2
R.A.N. Air Station, Nowra	2
School of Aircraft Maintenance (Engineering) Nowra	1
Director of Aircraft Maintenance and Repair, Navy Office	1
R.A.N. Film Library, Sydney	2

2. Details of the strip are as follows :-

Part 1 - Before Flight Inspection. 51 frames.

Part 2 - Daily, Daily*, Daily**, and Daily*** Inspections. 111 frames.

This strip is a guide to carrying out the Before Flight and Daily Inspections on the Gannet A.S., Mark 1 aircraft, clearly illustrating each item of the inspection. The classification is "Restricted".

3. A preliminary Training Guide for use with the strip is available and will be distributed on the same scale as the strip.

4. Navy Order 724 of 1955 is hereby cancelled.

(4518/61/522)

1018.

RATINGS - REQUIREMENT FOR RATING ALIHEW.

The Naval Board have decided to discontinue the scheme whereby ratings are trained for aircrewman duties in the third seat of multi-seater aircraft. These duties will be carried out in future by observer officers.

2. Ratings at present serving as aircrewmen will continue to serve under the conditions set down in Navy Order 385 of 1954.

(4006/41/54)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1019.

WIRELESS - AMERICAN R.A.T.T. EQUIPMENT - FITTING OUT INFORMATION.

A.S.R.E. Installation Specification No. B.794 has been prepared to show the fitting and wiring of American R.A.T.T. Equipment.

2. Distribution will be made by the Naval Board in due course without demand to the Authorities concerned.

3. It should be noted that Specification No. B.794 is being issued for information only in the Royal Australian Navy. It is intended that an Installation Specification be promulgated in due course for the fitting of R.A.T.T. Equipment, some of which is locally manufactured, in the various classes of ships in the Royal Australian Navy.

(The foregoing is the text of A.P.O. 993/1955 altered to meet R.A.N. conditions.)

(4519/11/1042)

1020.

GENERATORS AND ALTERNATORS - FODEN 60 KW D.C. DIESEL GENERATORS - HOFFMAN'S BEARINGS ON MAWDSLEY'S GENERATORS.

H.M.A. Ships

Hoffman's Type MSN 18 bearings fitted in the 60 kW D.C. generators of Messrs. Mawdsley's manufacture may become defective in service due to cage wear caused by lack of lubrication during the initial running up period and the tolerances between the cage and inner race being too small. It was expected that the life of the bearing would in all machines exceed 3000 running hours, the period up to the major overhaul of the engine, but in a few ships this has not proved to be so.

2. The manufacturers have given the following Serial Numbers of the machines fitted with bearings which are considered not to be suspect :-

1408/1396, 1408/1397, 1408/1400 to 1419,
1408/1427, 1408/1428, 1408/1431 to 1447,
1408/1453 to 1457, 1408/1275 to 1277.

3. Arrangements are being made for the spare bearings held at R.A.N. Central Machinery and Spares Depot, Sydney, to be returned to Admiralty for replacement by Type M.S.N.18V bearings. Later machines and further replacement bearings will be Hoffman's Type M.S.N.18V having a high speed V-Type cage which is located on the balls of the bearing and not on the inner race.

4. To minimise the chance of failure of bearings now in service, ship's staff should remove the bearing caps at the first opportunity, scrape out as much grease as possible and inject a small quantity of light mineral oil all round the cage. The bearings should then be repacked with grease and the caps replaced.

5. When, and only when bearings become defective they should be replaced by bearings of the modified or new V-type. It is considered a larger number may be quite free from "brassing".

6. When new bearings are fitted the procedure below should be followed as far as practicable :-

- (a) The bearing should be immersed in light mineral oil heated to 150°F.
- (b) On removal from the oil the bearing should be allowed to drain.
- (c) The bearing, after being drained, should be packed with grease from one side, care being taken to ensure that the grease exudes from all parts of the bearing.
- (d) The inner end cap should be packed with grease as requisite and the bearing fitted to the shaft.

7. When a generator has its bearings replaced the type number of the new bearing should be marked on the machine.

8. Similar generators of Messrs. Laurence Scott's manufacture, with Ransome and Marles bearings, are free from these troubles.

(The foregoing is the text of A.P.O. 2509/1955 altered to meet R.A.N. conditions.)

(3746/11/302)

1021.

ENGINE ROOM - ENGINE ORDER TELEGRAPHS (MECHANICAL) -
TRANSMITTER INTERLOCK ARRANGEMENTS.

H.M.A. Ships

A collision has recently occurred due in part to the engine order telegraph of one of the ships becoming jammed.

2. The transmitter jammed when the interlock plunger or stop pin failed to prevent the hand wheel passing beyond "Full Astern" into the blank space between this position and the "Full Ahead" position.

3. The interlock pin and hand wheel lug were badly worn on the astern faces. This wear, together with general slackness in the working parts of the transmitter, contributed to the failure of the telegraph.

4. All ships fitted with wheel operated engine telegraphs incorporating the above device are to examine the interlock arrangements for wear and to eliminate any slackness in the working parts of the transmitter.

5. Any defects discovered are to be made good by ship's staff.

(The foregoing is the text of A.P.O. 2581/1955 altered to meet R.A.N. conditions.)

(3771/19/8)

1022.

MACHINERY - HEAT-TREATED STEEL BOLTS, STUD-BOLTS, STUDS
AND NUTS FOR MACHINERY PURPOSES - TREATMENT IN SERVICE -
REPORTS.

H.M. Ships (including Submarines)

The introduction of heat-treated steel bolts, stud-bolts, studs for machinery uses, including steam services up to 750°F, and of heat-treated studs and stud-bolts and nuts for steam systems above 750°F, makes it necessary to emphasize that excessive heat applied to such fastenings, with a view to freeing them if seized, is liable to modify the heat-treatment and render them unfit and probably dangerous for further use.

2. If the application of a naked flame is necessary, such nuts, bolts, stud-bolts and studs are not to be re-used.

3. On the other hand, the practice of fitting new bolts, studs, stud-bolts or nuts on each occasion of stripping down a steam fitting is now unnecessary since the steel used is not susceptible to strain/age embrittlement. In ordinary circumstances renewal is unjustifiably wasteful.

4. The problem of seizure of nuts after prolonged service at high temperatures is under investigation and various proprietary compounds are also under trial at sea. Satisfactory or unsatisfactory experience with these or with Rate-book substances, e.g., Flake Graphite are to be reported by Engineer Officers in their Quarterly Letters (B.R. 1988, Art. 0101 refers). Greases and oils which are liable to carbonise at high temperatures are not to be used.

5. The Appendix to this Order contains tabulated information on fasteners now being supplied for machinery purposes. This information will be incorporated in B.R. 1988 in due course.

(4505/23/83)

APPENDIX

	Type of Fastener	
	High Tensile	High Temperature
Forms in which supplied.	Bolts, stud-bolts, studs (1) and nuts.	Stud-bolts, studs and nuts.
Purposes for which supplied.	General Machinery use including steam up to 750°F.	Steam services between 750°F. and 900°F.
Material	Bolts, stud-bolts and nuts - Mn - Mo steel (2) 45-55 UTS Nuts - Medium Carbon Steel 35-45 UTS En.6, En.7.	Stud-bolts and studs - Chrome Moly Steel En.20 (6) (Condition T) 55 UTS Nuts - Mn Mo Steel.
Heat Treated	Bolts, stud-bolts and nuts - yes. Nuts - No.	Stud-bolts and studs - Yes. Nuts - Yes.

	Type of Fastener	
	High Tensile	High Temperature
Manufacturing process	Bolts - hot or cold headed from round bar or wire rolled threads. Stud-bolts and studs - from bar or wire; rolled threads. Nuts - Automatic Forging.	Stud-bolts and studs from bar: rolled or ground threads. Nuts - M/c from hex. bar or automatic forging.
Finish	Bolts, stud-bolts and studs - fine black oxidised finish including threads (3). Nuts - bright.	Stud-bolts and studs - bright-ground finish. Nuts - copper plated.
Identification Markings (7).	Bolts - letter R and manufacturers trademark letters (except those supplied by Newall, which are identified by word "Newall HT" or "Newalloy"). Stud-bolts and studs - letter 'R' on end. Nuts - nil (latest issues are double-chamfered).	Stud-bolts and studs - "En. 20". Nuts - nil except copper plating.
Ratebook Sub-head	B.2(d).	B.2(d).
Contracts Schedule	92A.	92B.
E.-in-C. Material Specification	6 Fa2 (4)	3 Fa5 (4).
Alternative material for manufacture locally if necessary.	Bolts (5), stud-bolts and studs - En.16 (Condition R) bar. Rate book sub-head B.2(b) or En.100 (Condition R).	Stud-bolts and studs - En.20 (Condition T). Ratebook sub-head B.2(b). Nuts - En.16.

NOTES:

(1) A stud-bolt is for use in place of a bolt and is equally threaded at either end as opposed to a stud which is for insertion into a blind hole and is threaded only the depth of the nut at one end.

(2) These bolts are similar to those supplied to B.S. 1083, Code R. The steel is not in the Rn. Series.

(3) They are distinct from the "Black" bolt which has a comparatively rough "as forged" finish except for the thread which is machined bright.

(4) The first number refers to the edition of the specification, e.g., 6 Fa2 is the sixth edition of specification Fa2.

(5) Bolt heads cannot of course be hot or cold forged locally. Manufacture of stud-bolts would be more economical and simpler.

(6) En. series of steels are listed in B.S.970.

(7) Certain proprietary items of machinery may initially be fitted with "bright" bolts (i.e., non-heat-treated mild steel). This is acceptable except in the steam systems and except for the latter these should only be replaced by H.T. bolts, etc., if they become unserviceable.

(The foregoing is the unaltered text of A.F.O. 2512/1955.)
(4505/23/83)

1023.

AIRCRAFT - AMMUNITION - ROCKET (A/C AND MOTOR) - HEADS, FLASH, 60-LB.

Navy Order 660 of 1955 is to be amended as follows :-
For "Navy Order 386 of 1956" read "Navy Order 386 of 1955".

2. Navy Order 850 of 1955 is hereby cancelled.

(4443/13/22)

1024.

AIRCRAFT - AMMUNITION - ROCKET (A/C AND MOTOR) - KL.003 SHELL H.E. 60-LB. S.A.P. AND KL.042 SHELL, 60-LB. SQUASH HEAD, ROCKET AIRCRAFT 3-IN. - PROTECTION AND STOWAGE.

In KL.003 Shell, H.E. 60-lb. S.A.P. and KL.042 Shell 60-lb. Squash Head, Rocket Aircraft 3-in., there is a risk of an accident should the thermal initiator, which is at the base of the shell, be subjected to a blow. In the event of the initiator functioning, the fuze would become armed. Unless the explosion of the initiator was heard the armed condition of the fuze would not be apparent and subsequent heavy handling might result in the detonation of the shell.

2. Until a shell is prepared for assembly to a motor, the protective spigot cover is always to be kept in place on the shell. After the cover is removed, great care must be taken to see that the thermal initiator is not subjected to rough treatment.

3. These shell are supplied in their approved packages, but on board ship are normally stowed unboxed. In the latter circumstances, shell are to be stowed so that the point of one shell cannot come into contact with the base of another; they are not to be stacked higher than 12 tiers and are to have two lengths of $\frac{1}{2}$ -in. sennit between tiers.

4. A.F.(N)84 will be amended in due course.

(The foregoing is the unaltered text of A.F.O. 2652/1955.)
(4443/13/42)

1025.

AIRCRAFT - PYROTECHNICS - MATCHES WATERPROOF SAFETY -
(KFO17) NO. 1 MARK 1 - DEFECTS -
REPORTS.

Only two reports of failure of Matches, Waterproof, Safety, have been received in the Admiralty from the Naval Service. Both reported self-ignition of matches when packaged.

2. However, a number of failures have been reported from outside the Naval Service, and it is important that as much information as possible should be made available so that design can be improved.

3. Future, and as far as possible any hitherto unreported past defects and failures of Matches, Waterproof, Safety, should be rendered in accordance with B.R. 862, N.M. and E.R. Articles 310 and 314, or B.R. 863, N.A.S.M.E.R. Articles 171 and 174.

(The foregoing is the unaltered text of A.F.O. 2653/1955.)
(4443/7/56)

1026.

GUNS - Q.F. 4.7-IN. MARKS 11, 12 12* AND 12B AND
4.5-IN. MARKS 3, 4 AND 4/1 - MODIFICATION TO
BREACH BLOCK BUFFER HEAD.

The following modification is approved :-

Gun	Q.F. 4.7-in. Marks 11, 12, 12* and 12B and 4.5-in. Marks 3, 4 and 4/1.
Part Affected	BF 346 HEAD, Mark 2, breech block buffer, Mark 2.
Purpose	To prevent damage to the bottom edge of the breech block.
Nature of Modification	Lug on Breech Block Buffer Head to be machined as shown in drawing NOD Sk. No. G.433.
By whom to be done	R.A.N. Armament Depots.
When to be done	As soon as possible.

2. The above modification is intended to minimise the likelihood of damage to breech blocks should the lug on the buffer bend slightly.

3. Schedule of modifications, Part 1 :-

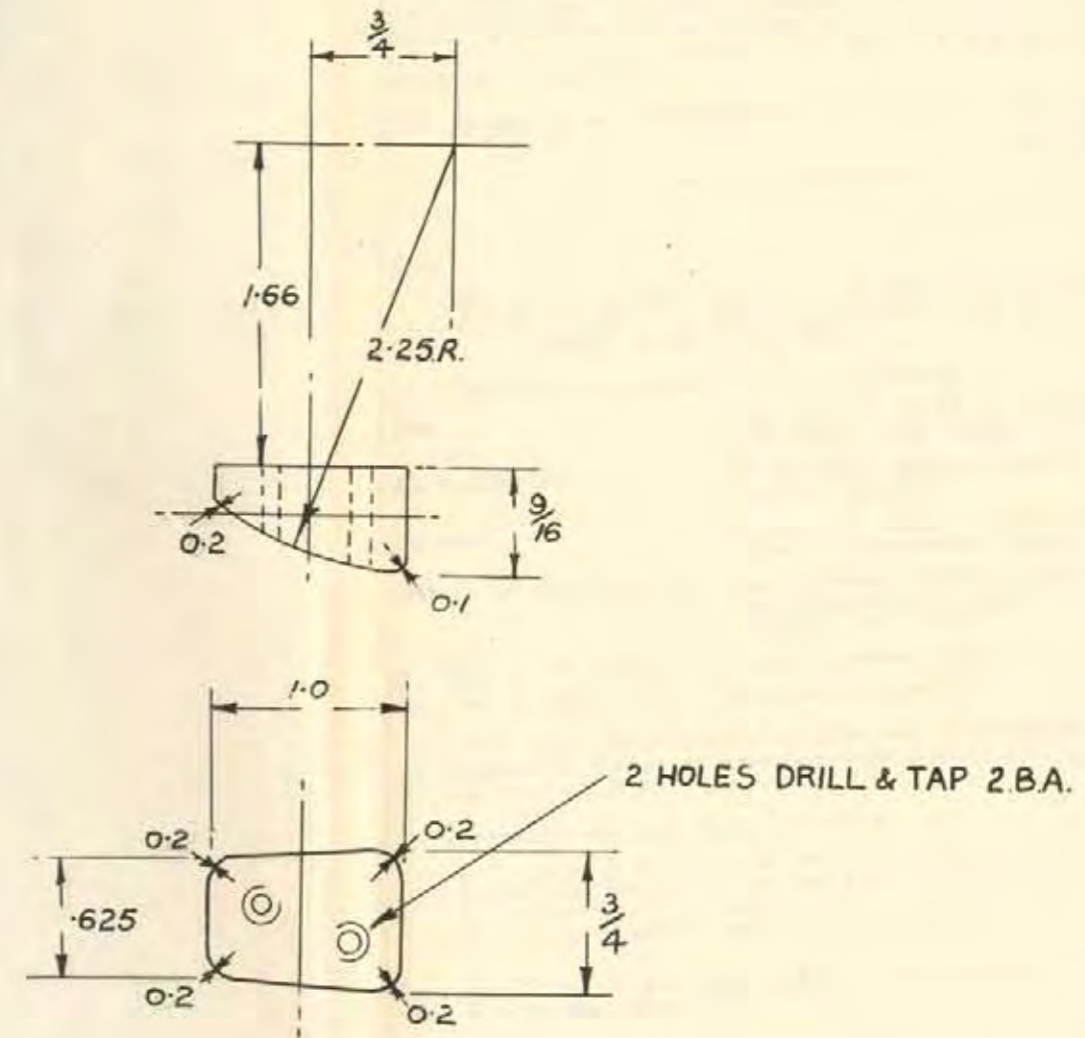
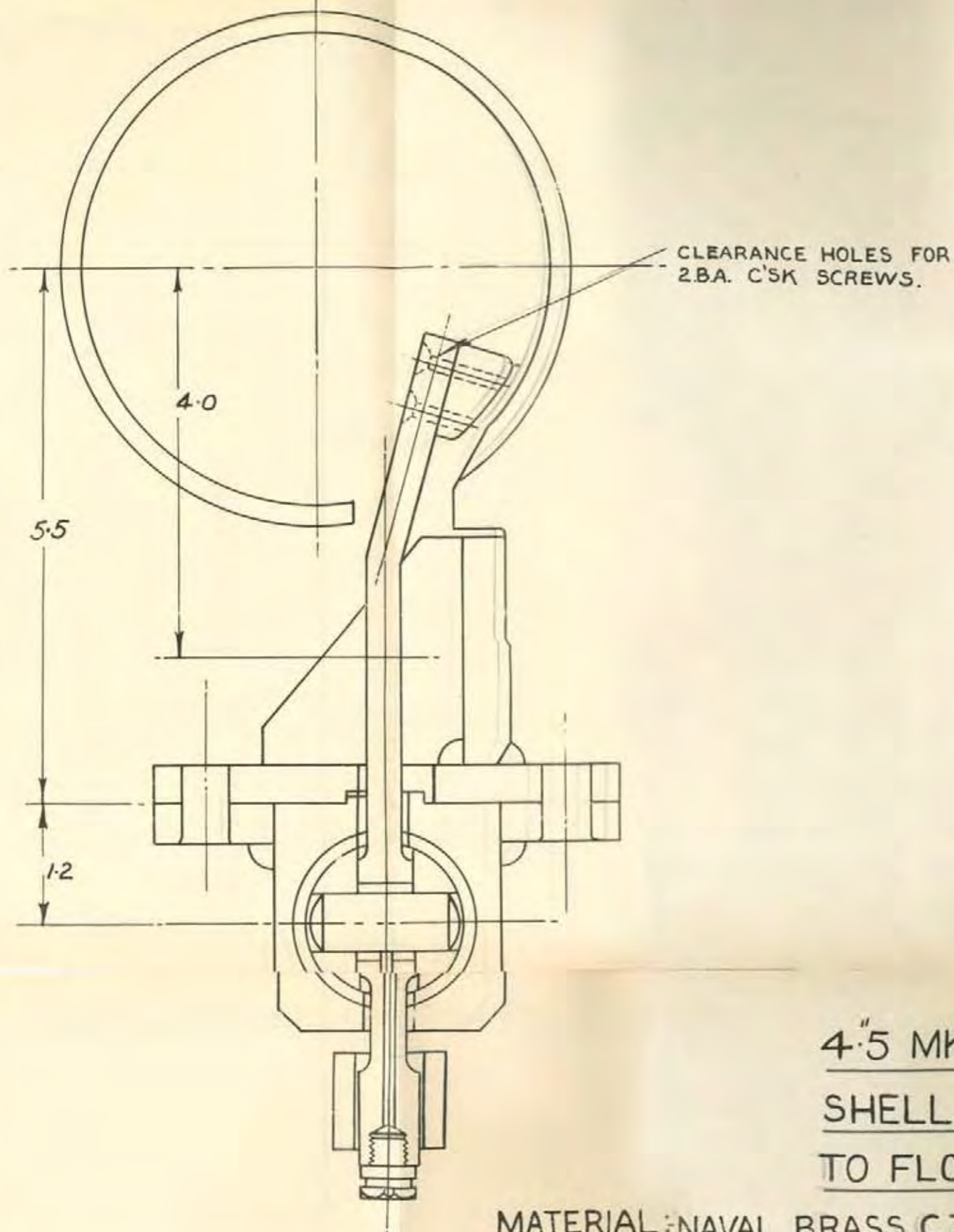
Q.F. 4.7-in. Mark 11. Add Serial No. 25.
Q.F. 4.7-in. Marks 12, 12* and 12B. Add Serial No. 43.
Q.F. 4.5-in. Mark 3. Add Serial No. 47.
Q.F. 4.5-in. Marks 4 and 4/1. Add Serial No. 16.

(The foregoing is the text of A.F.O. 2715/1955 altered to meet R.A.N. conditions.)

(4428/30/30)

DRAWING NUMBER.
D.N.O. 9980.

THIRD ANGLE PROJECTION.



SCALE :- FULL SIZE.

4.5 MK6, MK. 6,* & MK 6* MOD.I.
SHELL HOISTS-MODIFICATION
TO FLOATING LEVER.

MATERIAL :NAVAL BRASS C.Z8.

D.N.O. 9980.

1027.

GUN MOUNTINGS - S.T.A.A.G. AND BOFORS GUN MOUNTINGS -
WATER CIRCULATING SYSTEM HOSES.

Rubber tubing, pattern C.2434 (Naval Stores, Class B, Group 20), can be used satisfactorily in the water circulating systems of the S.T.A.A.G. (all marks) and Bofors Mark 4** and 5 gunmountings.

2. No further purchase of the $\frac{1}{2}$ -in. internal diameter flexible rubber hose, at present included in the "C" and "D" sets for these mountings, will be made. When stocks held in the G.E. Depots and Stores are exhausted Pattern C.2434 should be used.

3. B.R. 226B Series will be amended.

(The foregoing is the text of A.P.O. 2716/1955 altered to meet R.A.N. conditions.)

(4429/2/18)

1028.

GUNMOUNTINGS - 4.5-INCH TWIN R.P. 41 MK. 6 AND 6* -
MODIFICATION.

Authorities concerned	Ships, Gunnery Schools, and Gunnery Equipment Depots, holding mountings.
Part affected	Fixed and Revolving Structure Shell Hoists. Pilot Valve Operating Gear. Floating Lever.
Purpose of modification	To prevent shells jamming between floating lever and shell hoist casing.
Nature of modification	Addition of rubbing strip to floating lever.
By whom to be done	Ship's staff.
When to be done	First convenient opportunity.
Relevant drawing	D.N.O. 9980.
Modification No.	A.N. 78.

(4429/123/177)

1029.

4.5-INCH TWIN R.P. 41 MOUNTINGS MKS. 6 AND 6* -
AUTO WEAPON CONTROL - MAINTENANCE.

In order to maintain the efficiency of Auto Control Equipment, it has been decided that Oil Servo Units, Pressure Feed Back Units and Amplifiers are to be landed for examination and bench testing by Dockyard at each annual refit, and in any case at periods not exceeding twelve months' interval.

1027.

GUN MOUNTINGS - S.T.A.A.G. AND BOFORS GUN MOUNTINGS -
WATER CIRCULATING SYSTEM HOSES.

Rubber tubing, pattern C.2434 (Naval Stores, Class E, Group 20), can be used satisfactorily in the water circulating systems of the S.T.A.A.G. (all marks) and Bofors Mark 4** and 5 gunmountings.

2. No further purchase of the $\frac{1}{2}$ -in. internal diameter flexible rubber hose, at present included in the "C" and "D" sets for these mountings, will be made. When stocks held in the G.E. Depots and Stores are exhausted Pattern C.2434 should be used.

3. B.R. 226B Series will be amended.

(The foregoing to the text of A.F.O. 2716/1955 altered to meet R.A.N. conditions.)

(4429/2/18)

1028.

GUNMOUNTINGS - 4.5-INCH TWIN R.P. 41 MK. 6 AND 6* -
MODIFICATION.

Authorities concerned	Ships, Gunnery Schools, and Gunnery Equipment Depots, holding mountings.
Part affected	Fixed and Revolving Structure Shell Hoists. Pilot Valve Operating Gear. Floating Lever.
Purpose of modification	To prevent shells jamming between floating lever and shell hoist casing.
Nature of modification	Addition of rubbing strip to floating lever.
By whom to be done	Ship's staff.
When to be done	First convenient opportunity.
Relevant drawing	D.N.O. 9980.
Modification No.	A.N. 78.

(4429/123/177)

1029.

4.5-INCH TWIN R.P. 41 MOUNTINGS MKS. 6 AND 6* -
AUTO WEAPON CONTROL - MAINTENANCE.

In order to maintain the efficiency of Auto Control Equipment, it has been decided that Oil Servo Units, Pressure Feed Back Units and Amplifiers are to be landed for examination and bench testing by Dockyard at each annual refit, and in any case at periods not exceeding twelve months' interval.

2. In addition, the following modifications should be given priority (Navy Orders 523 of 1954 and 406 of 1955 are relevant). A.N.55, A.N.74, A.N.75 and A.N.76.

3. A Defect List item is to be raised to comply with paragraph 1 quoting this Order as authority.

(4429/23/216)

1030.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (SLOOP).

The following item is approved in principle for A.S. Frigates (Sloop) :-

Class List Item No. 515 Classification "A"

Item: To replace present G.O.2 Main Refrigeration Plant (L. Sterns & Co.) with a modern Automatic Arcton Machine.

Compensating Weight: This is being dealt with at Navy Office.

References: H.M.A.S. WARREGO's W.O. 152/77 dated 12th January, and W.O.152/380 dated 8th March, 1955.

P.O.I.C.E.A's E.A.1202/505/23/1 dated 29th March, 1955.

2. Action is being taken for H.M.A.S. SWAN during conversion. (4282/3/246)

1031.

CALCULATOR, COURSE/SPEED, MARK 2A, R.A.F. REFERENCE NO. 6B/125 - SPECIAL ALLOWANCE TO A.S. FRIGATES (CONVERTED FLEET).

Approval has been given for 2 No. Calculators, Course/Speed, Mark 2A, R.A.F. Ref. No. 6B/125, to be added to the List of Special Allowances of Permanent Naval Stores for A.S. Frigates (Converted Fleet) for the calculation of aircraft's D.R.

2. Ships concerned in commission should lodge demands accordingly on the appropriate (Superintending) Naval Store Officer. A dormant demand will be raised by the appropriate Storing Yard for the ship concerned under conversion.

(4403/15/503)

1032.

NAVAL STORES (GENERAL) (CLASS E, GROUP 2c AND e) - ALLOCATION OF NEW PATTERN NUMBERS.

To facilitate accounting by eliminating duplicated pattern numbers, new numbers have been assigned to the items under Class E, Groups 2c and e of the Rate Book and Authorised List of Naval Stores (B.R. 810) as detailed in the Appendix to this Order.

2. Stocks of sizes not included in the Appendix will not be maintained; any existing stocks should, however, be issued until exhausted.

3. Vulcanised Fibre Sheets, Patterns 15080-3, are being deleted from the Rate Book and Authorised List of Naval Stores (B.R. 810); after present stocks are exhausted requirements should be met by the issue of Patterns 8568 to 8572, as appropriate.

4. Records should be amended accordingly; H.M.A. Ships and Establishments are to adjust their ledgers in accordance with Article 109(g) of B.R. 4 (Naval Storekeeping Manual).

5. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1375/1955 altered to meet R.A.N. conditions.)

(4512/1/105)

APPENDIX

<u>Description</u>	<u>New Pattern Number</u>	<u>Existing Pattern Number</u>
Sheet, India Rubber, Vulcanised, to B.S.S.1154/52 :-		
Compound Y.1, 1/16-in. thick	8520	N.9201
Compound Y.1, 1/8-in. thick	8521	
Compound Y.1, 1/4-in. thick	8522	
Compound Y.2, 1/32-in. thick	8525	N.9202
Compound Y.2, 1/16-in. thick	8526	
Compound Y.2, 1/8-in. thick	8527	
Compound Y.2, 3/16-in. thick	8528	
Compound Y.2, 1/4-in. thick	8529	
Compound Y.2, 5/16-in. thick	8530	
Compound Y.2, 3/8-in. thick	8531	
Compound Y.2, 1/2-in. thick	8532	
Compound Y.2, 3/4-in. thick	8533	
Compound Y.2, 7/8-in. thick	8534	
Compound Y.2, 1-in. thick	8535	
Compound Y.2, 1-in. thick	8536	
Compound Y.3, 1/16-in. thick	8540	N.9203
Compound Y.3, 1/8-in. thick	8541	
Compound Y.3, 3/16-in. thick	8542	
Compound Y.3, 1/4-in. thick	8543	
Compound Y.3, 3/8-in. thick	8544	
Compound Y.3, 1/2-in. thick	8545	
Compound Y.3, 3/4-in. thick	8546	

Description	New Pattern Number	Existing Pattern Number
Sheet, India Rubber, Insertion :-		
43-in. wide, 1-ply, 1/32-in. thick	8550	88
43-in. wide, 1-ply, 1/16-in. thick	8551	
43-in. wide, 2-ply, 1/8-in. thick	8552	
43-in. wide, 2-ply, 3/16-in. thick	8553	
43-in. wide, 3-ply, 1/2-in. thick	8554	
Cord, Dexine, Vulcanised, Grade IIIA :-		
Round Section, 1/8-in. thick	8560	2391
Round Section, 3/16-in. thick	8561	
Round Section, 1/2-in. thick	8562	
Round Section, 5/16-in. thick	8563	
Round Section, 3/4-in. thick	8564	
Sheets, Vulcanised Fibre, medium flexible :-		
Not less than 44-in. x 33-in., 1/32-in. thick	8568	37
Not less than 44-in. x 33-in., 1/16-in. thick	8569	
Not less than 44-in. x 33-in., 1/8-in. thick	8570	
Not less than 44-in. x 33-in., 3/16-in. thick	8571	
Not less than 44-in. x 33-in., 1/2-in. thick	8572	
Chlorotex Reagent for Chlorotex Outfits :-		
In bottles containing 1,000 c.c.'s	1364	1363

1033.

NAVAL STORES - LOSSES, ETC.

The instructions in regard to the care and custody of Naval Stores in H.M.A. Ships and Naval Establishments have been revised and consolidated, and are promulgated for the guidance of all concerned :-

A. Prevention of Misappropriation.

- (1) It is the responsibility of officers having charge of Naval Stores, especially valuable and attractive items, to ensure that adequate arrangements are made for safe custody of these stores particularly when their ships are fitting out or paying off when vessels are alongside or on any occasion when circumstances might render such stores liable to misappropriation.

Misappropriation is to be viewed seriously and offenders promptly dealt with.

Regulations provide for the recovery of the value of stores lost as a result of failure to take requisite precautions to ensure safe custody.

- (2) Commanding Officers are to ensure that the provisions of this Order are brought to the notice of responsible officers and others concerned on all occasions immediately before the vessel is placed in dockyard hands.

B. General precautions to safeguard certain valuable and important stores.

- (1) Particular care is to be taken at all times to safeguard important and valuable stores. Such items which are portable are invariably to be locked up when not actually in use, and care should be taken to ensure that the persons responsible for any such stores are fully acquainted with the regulations regarding their safe custody.
- (2) Pocket and Stop Watches - 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 attachment to the person to whom issued. All watches should be stowed in a place of security 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) Binoculars - Codline lanyards are to be attached in accordance with B.R. 224, paragraph 496, and it is to be ensured that the securing straps of all binoculars are serviceable before use.
- (4) Cameras - Hand held cameras operated in exposed positions are to be attached to the operator by lanyard. An eyebolt, made by ship's resources, is to be firmly screwed into the threaded socket in the base of the camera used for fitting the camera to a tripod. The lanyard should pass through this eye and be worn round the operator's neck. The eyebolt should be checked from time to time to ensure that it has not "eased back".

NOTE:- It is of the utmost importance that the Makers or Registered Number of clocks, watches, binoculars, cameras, electrical test instruments or other valuable articles should be accurately recorded as otherwise identification, particularly in the event of theft, will be made difficult.

- (5) Keys of steel chests, cupboards, etc., for custody of money or classified books and documents -

(a) The procedure for dealing with keys of steel chests, cupboards, etc., which bear a distinctive registered or serial number, is contained in the following publications :-

B.R. 4 - Articles 24R and 119B
R.A.N. Supplement to B.R. 4 - Paragraphs 19 and 50.
B.R. Form U2D - Article 6.
B.R. 1950 - Articles 2017, 2019, 2021 and 2022.

(b) Combination of safes, chests, etc. - particulars.

Instructions for dealing with the particulars of the combination of safes, chests, etc., with combination locks are contained in B.R. 1950, Article 2017, 2019 and 2021.

C. Special precautions in ships under repair, etc.

- (1) Commanding Officers are to ensure that satisfactory arrangements are made to safeguard all stores when ships with stores on board, (including fitted equipment such as radio sets, etc.) are under repair, refitting or lying alongside, whether in commission, in Reserve or Dockyard control. Particular attention should be given to :-
 - (a) Arrangements for custody and issue of keys of storerooms.
 - (b) Posting of sentries in accordance with Q.R. and A.I., Article 4804, and in storerooms when work is being carried out in these compartments.
 - (c) Arrangements for special police supervision at the docksides when practicable.
- (2) It is desirable, whenever possible, that stores should be landed during refit and the co-operation of the (Superintending) Naval Store Officer should be sought in order that a suitable lay apart store may be made available where the ship's officers can deposit the stores, at the ship's risk, and hold the key. This does not apply to valuable portable items referred to at (3) below. When such stores are landed for safe custody they should be taken personally to the appropriate Naval Store Depot or Base Naval Store and a receipt obtained for them on the spot.

In the case of ships undergoing refit at Garden Island, valuable stores should be deposited with the (Superintending) Naval and Air Store Officer.
- (3) Any portable valuable stores retained on board, e.g., binoculars, watches, telescopes, radio equipment and electrical testing instruments are to be kept in a place of security when not in actual use. This precaution is also to be extended to other valuable stores which, although not strictly classified as portable, can easily be unshipped, such as the clocks (both component and spare) projection lenses and condenser lenses of A.R.L. plotting tables.
- (4) A locked drawer or cupboard in an officer's cabin is not considered to provide sufficiently secure stowage against theft while workmen are employed on board, nor is the locked compartment provided in the chartroom (in certain classes of ships) for stowing chronometers and watches regarded as affording adequate protection on these occasions.

- (5) The number of clocks not placed in safe custody during refit, etc., owing to their being in constant use is to be reduced to an absolute minimum. Steps are to be taken to ensure that any left in place are securely fixed to bulkheads, where possible, by bolts and nuts.
- (6) If workmen are likely to be employed in compartments where valuable stores are normally stowed alternative arrangements should be made for the stores to be removed to a safe place on board or ashore.
- (7) In the case of ships refitting in Sydney, navigational chronometers and watches should be deposited for safe custody with the Officer-in-Charge, Hydrographic Branch. Ships refitting at ports other than in Sydney should make arrangements for safe custody with the local Naval Officer-in-Charge. Care should be taken that these items are not landed with Naval Stores at Naval Store Depots.
- (8) Damage control and firefighting stores on permanent loan must, of necessity, be stowed throughout the ship in positions where they are readily accessible for immediate use when required and custody therefore presents a difficulty. Officers having custody of such stores should, in addition to mustering in accordance with relevant regulations, conduct frequent checks of the more important stores involved.

D. Naval Stores Valuables Cupboards - Muster of Contents on Transfer of Keys.

On each occasion of transfer of custody of keys of valuables cupboards for Naval Stores in H.M.A. Ships and Naval Establishments, arrangements are to be made by the Storekeeping Officer for a muster of the contents to be carried out.

E. Bicycles.

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

Failure to comply with regulations for safe custody of bicycles will be viewed seriously.

F. Classification of Losses.

If there is no direct evidence of theft, but the circumstances preclude any other explanation of the loss, the case is to be dealt with as a loss by suspected theft. In the cases of theft or suspected theft, the time factor is important. A preliminary notification should therefore be made to the police (dockyard or local) as early as possible.

G. Procedure for dealing with Losses, reports to Audit, etc.

For guidance, the following is a brief summary of action to be taken in connection with losses of Naval Stores :-

(A) GENERAL

- (1) All losses or damage to Naval Stores in H.M.A. Ships or Establishments are to be investigated by the head of the Department concerned, and the result reported in writing to the Commanding Officer. The occasion of the loss or damage is to be fully described, and it is to be stated whether any, and if so, what steps were taken towards the recovery of the stores lost. The Commanding Officer, after formal investigation, will direct that the value, or such sum as the Commanding Officer may decide, of those lost or damaged by neglect shall be recovered from the person or persons responsible. N.F.R. and I. Article 9 is relevant.
- (2) Losses of valuable and important stores, whether by accident or neglect, are invariably to be reported in detail to the Naval Board. For this purpose, valuable and important stores are to be regarded as including :-
 - (a) Ships' anchors, boats, binoculars, cameras, microscopes, telescopes, watches, electrical instruments, portable radio and A/S, etc., equipment.
 - (b) Any single item of a value of £10 or over.
 - (c) Groups of items of a total value of £10 or over which are lost at the same time or in the same set of circumstances.

All such losses are to be entered in the ship's log.

- (3) When forwarding particulars of a loss to the Naval Board, through the normal channels, Commanding Officers are to ensure that all relevant facts are reported and it should always be stated whether it is considered that the loss was due to accident or neglect. In the latter event it should be stated whether recovery of value has been effected as provided in N.F.R. and I, Article 9. In this connection, delay and undue correspondence are often occasioned by the fact that reports in regard to losses of stores containing proposals for charges against pay of personnel, do not always contain all relevant information, nor a clear statement

of the extent of negligence considered to warrant a charge and the basis of determination of the amount of charges. Administrative Authorities are to include their remarks and recommendations when forwarding such reports to Navy Office.

(B) Special procedures.

Losses due or suspected to be due to theft, robbery or fraud.

- (1) 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, a report is to be made to the Naval Board in accordance with Article 4842 of Q.R. and A.I. In the event of the original value exceeding £10, 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 should be forwarded to Navy Office when received.
- (2) In all other cases, the loss is to be similarly reported to the Naval Board, who will take steps necessary to inform the Chief Auditor.

Losses due to accident or neglect.

- (1) Up to and including £10 original value - Remove from ledger charge on loss voucher (Form A.S.126). Report to the Naval Board is required only when the stores lost fall into the category of valuable and important items, or the case involves an important question of principle or loss of important stores affecting sea-going and fighting efficiency, or otherwise of exceptional interest.
- (2) Over £10 and up to £250 original value - A report is to be rendered to the Naval Board. The items lost are to be provisionally removed from ledger charge on Form A.S.126 pending Naval Board approval to the write off, the loss voucher being endorsed with the date and reference number of the report. On receipt of the requisite approval, the loss voucher should be endorsed appropriately.
- (3) Over £250 original value - As in (2) above, except that 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 the Naval Board when received.

H. Valuation.

The value of lost Naval Stores is to be the original cost, or if such is not available an assessed original cost, calculated as follows :-

(a) Items shown in the Rate Book of Naval Stores (except bedding).

- (i) the price shown in the current Rate Book; plus
- (ii) the percentage charge applicable in accordance with the Naval Financial Regulations and Instructions.

(b) Items not shown in the Rate Book of Naval Stores (except bedding).

The actual cost of the articles which should be obtained from the Captain of the Port, Sydney. In these instances the letters "C.P." should be inserted against the values shown.

(c) Bedding.

As promulgated in Navy Orders from time to time.

- (d) Should values as indicated above still be unobtainable for particular items, an assessed or a professional valuation should be obtained. In all cases the value used must ignore the condition at the time of loss.

2. Navy Orders 118 and 196 of 1945, 229 of 1946, 21 of 1947, 29 and 318 of 1949, 282 and 397 of 1950, 339, 396, 454 and 456 of 1951, 303 of 1952 and 622 of 1954 are hereby cancelled.

3. The R.A.N. Supplement to B.R.4 will be amended in due course.

(4501/30/35)

1034.

NAVAL STORES - RADAR (CLASS F, GROUP 1A, PART 1) - PATTERNS 102668, 102669, 102670 CAPACITORS - TRANSFER TO CLASS F, GROUP 4C.

As from the date of this Order, the undermentioned items are to be transferred from Class F, Group 1A/1, to Class F, Group 4C. The Pattern numbers will remain unchanged.

Patterns 102668, 102669, 102670 Capacitors.

2. The relevant publications (D.162, etc.) will be amended.
(The foregoing is the unaltered text of A.F.O. 2611/1955.)
* (4519/31/736)

1035.

NAVAL STORES - RADAR (CLASS F, GROUP 1A, PART 1) - PATTERN Z970240 GASKET, UNION - TRANSFER TO CLASS F, GROUP 4E.

As from the date of this Order, the undermentioned item is to be transferred from Class F, Group 1A/1, to Class F, Group 4E. The pattern number will remain unchanged :-

Pattern Z970240 - Gasket Union for Mark IV Plugs and Sockets.

2. The relevant publications (D.162, etc.) will be amended.
(The foregoing is the unaltered text of A.F.O. 2546/1955.)
(4519/31/735)

1036.

PAYMENT PROCEDURE FOR CLAIMS FOR STORES DELIVERED F.O.R./F.O.B. BY INTERSTATE CONTRACTORS.

Treasury Regulation 50 (2) and Article 207 of the Naval Account Regulations and Instructions provide that claims for supplies must be supported by a certificate furnished by a responsible Stores Officer, acknowledging receipt of the stores, prior to the claims being passed for payment.

2. In the case of interstate deliveries of stores consigned Free on board or Free on rail, such procedure involves some delay in payment to the Contractor and frequently, as a result, full benefit is not derived from discounts allowable for payment within specified periods.

3. In such circumstances, the Treasury has approved that, in cases where the contractor is directed by the terms of the purchase order to forward stores, F.O.R. or F.O.B. to an interstate destination, claim rendered by the contractor may be passed for payment, on production by the contractor, of the original Inspection Certificate, Contractor's Packing Note, signed Bill of Lading, Railway Consignment Note and/or accepted Delivery Note. (The general terms and conditions of contract provide that such documents, as applicable, accompany the claim).

4. The following procedure shall apply :-

- (i) Order for stores shall indicate the Paying Authority to whom claim for payment (with accompanying documents - vide paragraph 2) is to be forwarded.
- (ii) On receipt of claim and documents as at (i), the Certifying Officer or Stores Officer, as appropriate, shall furnish a certificate on the claim, as follows :-

"I certify that the order for these stores provides for delivery (F.O.B./F.O.R.) Inspection Certificates and duly accredited shipping documents as evidence of delivery accordingly, have been received."

- (iii) When the claim has been paid, and the stores received in good order and condition, the claim is to be certified by the Store Officer concerned in accordance with Naval Account Regulations and Instructions, Article 207.
- (iv) The Certifying Officer shall maintain a subsidiary record of claims so paid to ensure that such "Charge" certificate confirming correct receipt of the stores, following detailed check, is received in due course to support the payment voucher.

5. In the event of any discrepancies or damage being disclosed on receipt of a consignment, appropriate investigations should immediately be instituted and pursued in the normal manner.

6. The foregoing procedure will not apply in cases where the contractual conditions provide for supplies under F.O.R./F.O.B. contracts to be subject to examination and acceptance after delivery to the Store Officer concerned, e.g., certain victualling stores.

7. Article 207 of the Naval Account Regulations and Instructions will be amended in due course.

(4801/8/13)

1037.

A, B, C, D. SCHOOL - NOMENCLATURE.

Correspondence is still being incorrectly addressed to "Defence School".

2. The correct title for these establishments is "A, B, C, D. School".

(3325/3/346)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

1038.

USE OF QUICK-FROZEN VEGETABLES.

The following varieties of quick-frozen vegetables have been approved for use in H.M.A. ships and establishments :-

Peas, beans, cauliflower, brussels sprouts and broccoli.

2. Period contracts will be arranged to commence 1st January, 1956, for the supply of these items at Melbourne and through Royal Edward Victualling Yard at Sydney. Meanwhile, purchases may be made as necessary to meet immediate requirements.

3. The extent to which quick-frozen vegetables may be used will depend on the cold storage space available. On receipt on board the vegetables are to be held at normal cold storage temperature and under no circumstances is the period of storage to exceed four weeks.

4. Cool storage is not to be used for the storage of quick-frozen vegetables.

5. Should the vegetables thaw out through any cause they should be put to use immediately provided they are in good condition, but the re-freezing of such vegetables is expressly forbidden.

(4528/64/169)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1039.

AIR PUBLICATIONS - ROYAL AUSTRALIAN NAVAL AIRCRAFT
MAINTENANCE MANUAL - ALLOTMENT OF A.P. (R.A.N.) NUMBER.

The Royal Australian Naval Aircraft Maintenance Manual (Short title R.A.N.A.M.M.) has been allotted the following Air Publication number, viz :-

A.P. (R.A.N.) 140.

2. A formal amendment list now being prepared at Navy Office converting R.A.N.A.M.M's to A.P. (R.A.N.) 140 will be issued to all holders of the parent publication without demand.

3. Appropriate accounting action should be taken, where necessary, to ensure that R.A.N.A.M.M. is brought on charge in the appropriate accounts under the new title viz A.P. (R.A.N.) 140 - Royal Australian Naval Aircraft Maintenance Manual.

4. A.P. (N). 140, Naval Aircraft Maintenance Manual, is hereby declared redundant in the R.A.N. and holders of copies should arrange return to the Naval Store Officer (Air), Bundoock Street, Randwick, New South Wales, quoting this Order as authority.

5. Navy Order 829 of 1955 is hereby cancelled.

(4139/41/815)

1040.

MAGAZINES - ARTICLES FOR THE AIR FORCES QUARTERLY "AIR POWER".

"Air Power" is a quarterly unclassified publication issued commercially. Its objects are to stimulate interest in air matters, particularly their military aspects, to provide a vehicle of thought, and to give information of events in the Air Forces of the United Kingdom and the Commonwealth.

2. Until recently the editor has been assisted by an Air Ministry Advisory Committee consisting of members of the Royal Air Force and of the Air Forces of the Commonwealth. A Naval Officer has now joined this Committee to present the naval point of view.

3. To assist him, contributions on naval matters in any way connected with the air are invited from serving naval personnel. Contributions should consist of about 1,500 words.

4. Payment at a rate decided by the Editor will be made for articles which are published.

5. The provisions of Q.R. and A.I., Article 2406, will apply, with the exception that "A.C.N.B." should be substituted for Admiralty.

(The foregoing is the text of A.P.O. 2769/1955 altered to meet R.A.N. conditions.)

(4140/45/45)

1041.

FORMS - TRADE CERTIFICATES FOR RATINGS OF THE SUPPLY AND SECRETARIAT BRANCH.

Form A.S. 1247D - Writers' Trade Certificate - has been introduced, and the provisions of paragraphs 2 and 3 of Navy Order 471 of 1955 apply thereto.

(3526/12/1282)

1042.

FORM A.S. 536 (A) - QUALIFICATION SHEET FOR THE RATING OF NAVAL AIRMAN 1ST CLASS (A.H.3) (S.E.3) (M.T.OBS.3) (PHOT.3) OR MECHANIC (A) (E) OR (O).

It has been decided to introduce a Qualification Sheet for the rating of Naval Airman 1st Class, in the A.S. 536 Form series, to replace the existing Form A.S. 1626 - History of Progress of Naval Airman. The serial number of the new form is A.S. 536 (A).

2. Insertion of these forms in the Certificates of Service of all future Recruit (Naval Airman) will be effected at H.M.A.S. CERBERUS.

3. Navy Order 122 of 1954 is hereby cancelled.

(3526/12/1485)

SECTION 6 - SHORE ESTABLISHMENTS

1043.

FURNITURE IN OFFICIAL RESIDENCES - INSTRUCTIONS.

Policy for furnishing.

Official residences in the Royal Australian Navy are furnished on the following basis :-

A. Houses provided for occupation by Service personnel.

(a) Residences allocated to certain personnel of a dockyard or establishment, the nature of whose duties requires them to live in the specified residence in the interests of the management of the dockyard or establishment, are termed "marked" houses, and are furnished at Commonwealth expense.

(b) Residences, other than those referred to in (a) hereof, which have been erected either within the precincts of a naval establishment, or outside the precincts of a naval establishment but which stand on Commonwealth property and have been built from Commonwealth funds, are termed "unmarked" houses, and furniture is provided as follows :-

(i) Outlying stations, such as Manus	100% furnished
(ii) R.A.N. Air Station, Nowra	70% furnished 30% unfurnished
(iii) H.M.A.S. HARMAN	70% furnished 30% unfurnished
(iv) Flinders Naval Depot	50% furnished 50% unfurnished
(v) R.A.N. Establishments, Sydney	30% furnished 70% unfurnished
(vi) Other Establishments	As approved.

(c) Window blinds, carpets for stairs (but not hall), and kitchen and bathroom linoleum will be provided at Commonwealth expense in unfurnished residences.

(d) Premises not owned by the Department of the Navy but rented from other bodies - Furniture will not be provided for rented premises of this nature, except in isolated cases with the approval of the Naval Board, where the nature of the duties of the tenant necessitates his occupation of the particular residence, and the residence is classed as official.

(e) In all other cases furniture will not be provided.

B. Houses provided for occupation by Civil Officers.

Furniture is not normally provided, but window blinds are authorised for all houses.

2. Initial Supply :-

- (a) Furniture for use in official residences is obtained from the Department of Works by means of requisitions as follows :-

For amounts of £200 and over - Requisition Forms W.8
 For amounts under £200 - Sub-requisitions on Forms W.134 to the relevant bulk requisitions.

NOTE:- Bulk requisitions to cover requirements under £200 are issued from Navy Office at the beginning of the financial year.

- (b) Requisitions for the initial furnishing of new houses are normally originated at Navy Office and are prepared in accordance with authorised scales, which will be promulgated separately.
- (c) When it is desired to provide new or additional furniture for existing houses, the requisition should be prepared at the Establishment concerned showing the individual estimated cost of each item and total estimated costs, and the original and 5 copies on plain paper forwarded to Navy Office for authorisation and transmission to the Department of Works.
- (d) Arrangements for the ordering and supply of furniture are the responsibility of the Department of Works. However, it is customary for the furniture officer of the Department of Works to consult the Supply Officer of the Establishment in the selection of design, etc., and in the case of Senior Officers' houses, the tenant (or prospective tenant) is usually permitted to participate in selection of carpets, curtains, etc. All items selected should be such as will be acceptable to succeeding tenants. Designs and colours of an extreme character should be avoided.
- (e) On delivery of the furniture or items of movable equipment (electric heaters, urns, refrigerators, and similar articles, but not built-in items such as baths, sinks, hot water services, etc.) to the establishment concerned, the items will be accompanied by delivery notes, etc. These should be receipted by the Supply Officer or his representative after normal checking procedure, but care should be taken that where complete examination of the articles as regards quality is impracticable at the time of delivery, the receipts given on delivery notes are qualified accordingly. In such cases the Supply Officer is to arrange for the items to be suitably examined as early as possible and any defects brought promptly to notice for adjustment.

- (f) On completion of each supply on account of a requisition, the Department of Works will provide an inventory showing an itemised list of the furniture delivered. Interim inventories will be provided in the event of all items on the requisition not being supplied at one time. These inventories will be prepared in duplicate and distributed as follows :-
 Original - to Secretary, Department of the Navy
 Duplicate - to the Administrative Authority concerned.
- (g) Duplicate copies received by Administrative Authorities are to be certified that the items shown have been received correctly and taken on charge in the Residential Furniture Inventory and then forwarded to Navy Office under a suitable covering memorandum. Any discrepancies disclosed should be investigated locally without delay and if not satisfactorily adjusted should be reported to Navy Office when forwarding the inventory.
- (h) Garden tools for use in official residences are regarded as consumable items of furniture for the purposes of these instructions, but supplies should be obtained from Naval stocks instead of by requisition on the Department of Works. The scale of allowances of garden tools will be included in the authorised scales of residential furniture.

3. Charges for use of furniture.

- (a) Charges at the rates indicated hereunder are to be made for furniture supplied to residences :-
- | | |
|---------------------------------|--|
| Permanent items | 4% per annum |
| Consumable items | 15% per annum |
| Refrigerators - | |
| Electric, Gas or | 12½% per annum |
| Kerosene | |
| Electrical Appliances - | |
| Irons | |
| Jugs | |
| Kettles | |
| Radiators | 15% per annum |
| Urns | |
| Vacuum cleaners | |
| Table fans | 4% per annum |
| Items supplied for communal use | The percentage payable is decided on the merits of each case and authorities concerned are informed appropriately by letter. |
| Fixtures | Nil. |
- (b) Details of the various categories of furniture will be shown, in the authorised scales.
- (c) In certain Senior Officers' residences, a standard rental is charged for both the house and furniture and the foregoing charges do not apply. Details of these residences and the rental payable are promulgated separately.

- (d) The period of tenancy, during which the percentage is payable, will, if the residence is already furnished, be from the date the Officer is given possession of the house to the date on which he gives up possession. In residences which have hitherto not been furnished under these Regulations, should all the furniture not be in the house at the date the Officer is given possession, the percentage charge will commence on the first day of the month following the month by which the greater part of the articles have been supplied.
- (e) The foregoing percentage charges on official furniture supplied to married quarters at Darwin, New Guinea, 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.
- (f) The authority for endorsement of the official furniture inventory as to waiver of charges will be a Certificate in the terms of paragraph (c) 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, where furniture only is involved, and in triplicate where both furniture and mess gear are involved, to the Naval Authority for the area to which the member is proceeding.
- (g) 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", vide Appendix "A", should be produced locally by Naval Officers-in-Charge, North East Australian 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 (a) hereof, should complete the form and sign all copies.
- (h) If the required Certificate, in accordance with paragraph (f) hereof, 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 (i) hereof. 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.

- (i) Certificates and/or applications 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:-
- Original - To be placed in the Original (Navy Office) copy of the relevant furniture inventory (Forms A.D. 508 Series).
- 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 utilised as the closing inventory at termination of the tenancy.
- (j) 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.
- (k) Cases where members occupying furnished married quarters in tropical areas store some of their furniture but not sufficient to constitute the quantity which would normally be required by a comparable civilian household, should be submitted to Navy Office for determination of the extent, if any, to which furniture rentals may be waived.
- (l) Essential supplementary furniture such as bedding, radio or radiogram and records, musical instruments, electrical household appliances, pressure cooker, children's furniture comprising high chair, low chair, playground and similar articles, toys, sewing machine, books, ornaments and prams should not be regarded as "furniture" which is required to be stored to obtain the benefit of exemption from furniture rentals referred to above.

4. Conditions of supply of furniture.

- (a) Articles of furniture once supplied to a house or quarters are not as a rule to be returned to store from rooms still in occupation until worn out and unfit for further use.
- (b) If in special circumstances, which must be fully explained, an occupant applies for return of furniture to store, the matter should be represented to the Naval Board, together with information as to whether the items can be utilised advantageously elsewhere.
- (c) In the event of a tenant, at the commencement of his tenancy, desiring not to occupy certain rooms in his residence, he will not be required to pay charges on the furniture in these rooms. The Supply Officer is to use his discretion as to whether the furniture should remain in the room or for better preservation or utilisation be returned to store. As a general rule articles liable to deterioration should be returned to store. If the furniture is

retained in the rooms, it will be locked up and placed in charge of the Supply Officer, and will be subject to his inspection at least every six months. The relevant opening inventory should show clearly the action taken, but the items should not be included in the value of items on which percentage is charged. Furniture in rooms which remain in occupation may not be removed to locked-up rooms.

- (d) It should be represented to the officer or rating who occupies a "marked house" or elects to take a furnished "unmarked house", that except as indicated above, the scale of charges as laid down will be charged on the complete furniture provided, even though the occupant may not desire to use it, and no allowance will be made to the occupant for removal of his own personal furniture to the residence in question other than items which he may require to supplement the existing furniture in the residence, e.g., child's cot, sewing machine, wireless set, etc.

5. Inventory Accounts (Forms A.D. 508 Series).

- (a) Residential furniture items are not required to be taken on charge in the Naval Store Account, but should be recorded direct on the residential furniture inventory (Forms A.D. 508 Series). Forms A.D. 508 are intended for use as follows :-

- Forms A.D. 508 No. 1 - Outside covers. Incorporating percentage charge certificates, survey report, abstract of inventory, etc.
- Forms A.D. 508 No. 1a - Additional inventories incorporating percentage charge certificates, etc.
- Forms A.D. 508 No. 2 - Abatement inventories. Incorporating percentage charge certificates and details of items returned.
- Forms A.D. 508 No. 3 - Inside pages for Forms A.D. 508 Nos. 1 and 1a above. For recording actual details of the furniture provided.
- Forms A.D. 508 No. 4 - Applications for repair or replacement during tenancy.

NOTE:- When Forms A.D. 508 No. 4 become available, first supply will be effected by Superintending Naval and Air Store Officer, Garden Island, Sydney, without demand.

- (b) Inventories are required to be prepared in triplicate, and distributed as follows :-

- Original copy - Open inventory, to be forwarded to Navy Office for retention.
- Duplicate copy - To be retained by Supply Officer until close of tenancy for use as closing inventory and then forwarded to Navy Office.
- Triplicate copy - Tenant's copy. Held by tenant during tenancy and then normally retained by Supply Officer for reference.

- (c) Inventories, when forwarded to Navy Office, require to be accompanied by a suitable memorandum of advice, addressed to the Director of Naval and Air Stores.

6. Preparation of Inventories.

- (a) A full description of all articles is to be shown in inventories. Dimensions of floor coverings, window dressings, tables, etc., should be included.
- (b) Separate inventory pages should be provided for permanent, consumable and electrical items, and for individual rooms.
- (c) Details of electric light fittings and other fittings such as stove, sink, bath, basins, etc., are required to be included in a list of fixtures enclosed in the inventories. The items are not required to be valued and are not subject to percentage charge. In addition, fire buckets and dustbins should be shown in the inventory with the notation "Not for percentage charge".
- (d) Furniture items are to be valued in inventories at cost plus the cost of incidental expenses such as cartage, etc. When such incidental expenses cannot be allocated to individual items they should be expressed as a percentage of the total actual purchase cost of the furniture, and such percentage added to the individual purchase cost of each item in order to determine values for percentage charge purposes. The values are to be ascertained from the Department of Works, but should these not be readily available, estimated values should be included in inventories, additional or abatement inventories, as requisite, for value only being prepared on receipt of actual costs to adjust percentage charges as from the date of supply.
- (e) Care should be taken that all relevant certificates are duly completed and all other necessary information inserted in the spaces provided on the inventory forms prior to their rendition to Navy Office. The space for "Authority for supply" on Forms A.D. 508 Nos. 1 and 1a is required to contain a reference to the Department of Works Requisition in respect of which new items were supplied or the Navy Office letter authorising their supply.

- (f) Inventories are required to be completed, signed by the tenant, and the original copy forwarded to Navy Office within 6 weeks from the commencement of each tenancy. If, for any reason, such as his absence on duty, the signature of the tenant cannot be obtained within the above-mentioned period, the Navy Office copy of the inventory should be forwarded without such signature, and as soon as possible a fresh Form A.D.508 No. 1 with the tenant's signature thereon should be forwarded to Navy Office.
- (g) Alterations should not be made to quantities or values in inventories after signature by the tenant, or in his absence, except as may be approved by the Naval Board. If any discrepancies are discovered after completion of the inventories, they should be adjusted by means of Forms A.D.508 1a or 2, as relevant.

7. Supplies, returns and repairs during a tenancy.

- (a) Proposals for the supply of any additional items required during a tenancy should be forwarded to Navy Office as indicated in paragraph 2(c) hereof.
- (b) If during tenancy a tenant considers that articles require repair or replacement, he should complete a Form A.D.508 No. 4, a quantity of which should be supplied to each tenant on occupation of a residence, and deliver it to the Supply Officer who should arrange for survey, and repair or replacement as necessary. (See paragraph 8(a) in regard to the constitution of boards of survey for residential furniture, and paragraph 8(j) in regard to repair and replacement procedure).
- (c) Additional inventories, Forms A.D.508 No. 1a, should be prepared to cover the additional or replacement item supplied. The inventories should be prepared in triplicate and distributed in the same manner as inventories at the commencement of tenancy, vide paragraphs 5 and 6 hereof. Separate inventories should be prepared for items supplied on varying dates.
- (d) Abatement inventories, Forms A.D.508 No. 2, should be prepared to cover furniture removed from a residence during the course of a tenancy, and should be prepared in triplicate and distributed as indicated at paragraph 5(b) hereof. The value shown in the abatement inventory should be the same as that shown in the main inventory at the time of return. For accounting purposes, abatement inventories are required for all returns, including those of NIL value. The date on which percentage charges terminated for the items returned should be clearly indicated.

8. Closing of inventories.

- (a) On change of tenancy or after 5 years' occupation, the furniture should be surveyed promptly by a board of survey which normally comprises the Supply Officer (Naval Stores), or an officer of the Supply Branch representing him, and at least one other officer.

- (b) The surveying officers are to check the availability and condition of the items included in the inventory, assess revaluations, and put forward proposals as to repairs and replacements which may be necessary.
- (c) (i) Except in special circumstances which would require to be fully explained, new consumable items should not be reduced in value until they have been in use for 12 months. Subsequently, the value of the items should be reduced according to the extent to which they are worn in relation to their normal life with fair wear and tear and having regard to their original cost.
- (ii) Permanent items should be reduced in value by 20% after 3 years' service. Proportionate reductions where items have been in use less than 3 years is permissible. After the articles have been reduced by 20% no further reduction in value other than in respect of returns may be made until the items are worn out and unfit for further use.
- (iii) Charges on blinds and linoleum fitted in unfurnished houses are recovered as a component of the rental of the houses and the items should not be revalued until worn out and unfit for further use.
- (iv) Electrical items should not be revalued other than in respect of repairs until worn out and unfit for further use.
- (d) When repairs are necessary the following procedure should be followed:-
- (1) Where the estimated cost of repair is in excess of inventory value as shown in the column of Form A.D.508 No. 3 headed "Commencement of Tenancy", the residual value of the article is to be determined and shown in the column of Form A.D.508 No. 3 headed "Termination of Tenancy". (See also paragraph 11(c)).
- (ii) Where the estimated cost of repair is less than the inventory value as shown in the column of Form A.D.508 No. 3 headed "Commencement of Tenancy" the value determined in accordance with paragraph 8(c) hereof, should be reduced by the estimated cost of repair.
- (e) The quantities mustered and the valuations assessed by the surveying officers should be entered in the column of Form A.D.508 No. 3 headed "Termination of Tenancy". The values should be totalled and carried to the abstract of inventory.
- (f) In the event of loss or damage, the surveying officers should report on the liability of the tenant, and the Commanding Officer should determine any charge to be made. Such charges are to be made only for:-
- (i) loss by negligence; and
- (ii) excessive wear and tear.

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 and 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 misuse in excess of depreciation attributable to fair wear and tear.

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. Recovery of the amount involved should be effected before the tenant leaves the Establishment.

- (g) Details of charges and repairs required should be entered in the appropriate column of Form A.D.508 No. 3, and a notation made in the "Proposals" column.
- (h) If an item is found to be worn out and requires replacement, its residual value should be determined and entered in the column of Form A.D.508 No. 3 headed "Termination of Tenancy". Full particulars as to the condition of the items should be noted in the "Proposals" column of Form A.D.508 No. 3.
- (i) Any other relevant information concerning the furniture should also be noted in the "Proposals" column of Form A.D.508 No. 3, e.g., if an item is noted to be wearing but the extent of wear is not sufficient to warrant repair or replacement, this fact should be noted.
- (j) A draft sub-requisition, Form W.134, to the relevant bulk requisition (see also paragraph 2(a)) to cover repairs and replacements necessary should be prepared and forwarded for authorisation as follows :-
 - (1) Where the estimated cost of repair or replacement exceeds £10, the sub-requisition is to be forwarded to Navy Office for authorisation.

- (ii) In the case of repairs or replacements estimated to cost not in excess of £10, the issue of sub-requisitions to cover supply may be authorised locally by the undermentioned authorities, providing the items are in accordance with the current approved standard of furnishing for the residence :-

Flag Officer-in-Charge,
East Australian Area.

Commodore Superintendent of Training,
Flinders Naval Depot.

Captain of the Port,
Sydney.

Commanding Officer,
R.A.N. Air Station,
Nowra.

Commanding Officer,
H.M.A.S. HARMAN.

Naval Officer-in-Charge,
North East Australian Area.

Naval Officer-in-Charge,
North West Australian Area.

Naval Officer-in-Charge,
West Australian Area.

Copies of all such sub-requisitions are to be forwarded to Navy Office monthly. NIL returns are required.

- (k) The quantities mustered and the valuations assessed by the surveying officers should be entered in the column of Form A.D.508 No. 3 headed "Termination of Tenancy". The values should be totalled and carried to the abstract of inventory.
- (l) On completion of the survey, the certificate of survey in the inventory and report of survey on the residence prepared in accordance with Consolidated Orders and Regulations, Article 600, are to be signed by the surveying officers. The closing inventory is required to be forwarded to Navy Office within six weeks from the close of tenancy, and is to be accompanied by a copy of the report of survey.

9. Preparation of succeeding inventories.

The succeeding opening inventory should be prepared as shown at paragraph 6 hereof. The quantity and value of all items transferred to the new inventory should be as shown in the column of the previous closing inventory headed "Termination of Tenancy" except in the case of items requiring minor repair (vide paragraph 8(d)(ii) hereof), in which case the value shown in the new opening inventory should be that shown in the previous closing inventory ("Termination of Tenancy" column) plus the estimated cost of repairs.

10. Supplies and returns at change of tenancy.

Additional and abatement inventories are not required to be prepared in respect of items supplied and returned at change of tenancy, but a suitable reference is to be made in the new opening inventory to the Works Requisition number or Navy Office memorandum authorising supplies. Items removed from residences and brought on Naval Store charge pending re-allocation, etc., should be tallied suitably to indicate the current inventory value, the original value, and the residence from which removed.

11. Replacements and repairs following survey at close of tenancy.

- (a) Replacement items requisitioned vide paragraph 8(j) hereof will be supplied by the Department of Works in the same manner as initial and additional supplies, vide paragraph 2 hereof. If received during the succeeding tenancy, the items should be included on inventories in the manner indicated at paragraph 7 hereof.
- (b) When minor repairs (vide paragraph 8(d)(ii)) are effected, no accounting action is necessary - see also paragraph 9.
- (c) When major repairs (vide paragraph 8(d)(i)) are effected, an additional "Value only" inventory on Form A.D.508 No. 1a should be prepared. The value to be included in the inventory should be the actual cost of repairs. The value of the item for percentage charge purposes will then be the residual value as included in the opening inventory vide paragraph 9, plus the actual cost of repairs. When determining residual values, due regard should be given to the desirability of the revised value allocated after repair approximating, but not exceeding, the current market value of a new item of similar type and quality.

12. Cleaning of carpets, curtains and overcases.

- (a) References throughout these instructions to repairs should be interpreted to embrace the cleaning of carpets, curtains and overcases, except as indicated in this paragraph.
- (b) Carpets should not be cleaned at Departmental expense under less than 5 years' service. If cleaning at Departmental expense appears warranted after a shorter period the matter should be submitted for the consideration of the Naval Board. Cleaning of carpets will be arranged by the Department of Works, requisitions being prepared in accordance with paragraph 8(j) hereof.
- (c) 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. Cleaning should be arranged locally by this Department instead of by requisition on the Department of Works. If the Establishment is near a Naval Store Depot, curtains and overcases should be listed on Survey Forms A.S.331 (endorsed "For cleaning and return"). The following information is also to be given on the form :-

- (1) Particulars of the houses and rooms in which the curtains/overcases are used.
- (11) Date when the articles were last cleaned and a reference to the pertinent Survey Form A.S.331.

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 Naval Financial Regulations and Instructions, Article 230. The information required in paragraph 12(c)(i) and (ii) hereof should be shown on the relevant requisition/order. A dry cleaning process only should be used, the work being carried out by a reputable firm, observing that the items can be rendered un-serviceable 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. Expenditure should be charged against General Services Item 8, incidental and other expenditure.

13. Electric Light Globes.

Supply and replacement of electric light globes will be effected as follows :-

- (a) The initial outfit of globes for the first tenancy will be provided at Departmental expense.
- (b) Replacements during a tenancy are to be the responsibility of the tenant. To assist tenants at isolated Stations, such as Manus, arrangements may be made for supply of globes on repayment of from Service stocks if required by the tenant.
- (c) On each change of tenancy arrangements are to be made to ensure that an efficient light globe is fitted in each light fitting, any deficiencies being made good at Departmental expense.

14. Additional furniture discovered in residences.

In the event of additional items of furniture being discovered in a residence, the source of supply of which is not clear, the items should be taken on charge by means of Form A.D.176/A.S.148 (Report of Stocktaking) in the Naval Store Account, and, if allowed to remain in the residence, taken on inventory charge. Should the value of the item not be known, it should be assessed by officers of the Establishment concerned, the inventory value of similar items being used as a guide.

15. Safe custody of keys and furniture in vacant houses.

- (a) Whenever a tenant, on vacating his residence or quarters, cannot personally transfer the keys to a successor entering into immediate occupation, he is to hand them over direct to the Supply Officer or his representative. Appropriate arrangements for the safe custody of the keys until they are handed over to the succeeding tenant should be made by the Supply Officer. It should be ensured that the keys are readily available to authorised persons to facilitate access in case of fire or burglary.

- (b) When a residence is vacated for alterations or extensive repairs the furniture should, if considered necessary, be removed from the residence to other safe storage. In any case, whenever tradesmen are required to work in a vacant residence, appropriate arrangements for the safe custody of the furniture should be made.

16. Floor coverings and blinds in "unfurnished" houses.

- (a) Floor coverings and blinds provided for use in unfurnished houses should be included in fixture lists for the residences, and a component added to the rental of such houses to cover the 15 percent charge normally applicable on the value of such items. Preparation of separate furniture inventories (Forms A.D.508 series) will not be necessary under this procedure.
- (b) The fixture lists should be prepared at the Establishment concerned by the ronso or similar process, and should be distributed in the same manner as inventories, vide paragraph 5(b) hereof. They should contain full-particulars of the size, quantity, distribution and value of the blinds and floor coverings, and certificates of commencement and termination of charges.

17. B.R.886, Admiralty Furniture Regulations, is no longer applicable in the Royal Australian Navy, and the following Navy Orders are hereby cancelled :-

122 of 1946
6 of 1949
299 of 1950
102 of 1953
214 of 1953
691 of 1954
13 of 1955.

18. Navy Orders 463 of 1954 and 324 and 514 of 1955 are relevant.

(3541/12/1760)

APPENDIX "A"

APPLICATION FOR WAIVER OF PAYMENT OF PERCENTAGE CHARGES ON FURNITURE AND MESS GEAR INSTALLED IN DEPARTMENTAL MARRIED QUARTERS. *1

Residence No.
Establishment
Name and Rank or Rating and Number of Occupant
..... Date of Occupancy
I hereby apply for exemption from payment of Percentage Charges on Furniture and/or mess gear supplied to the above-mentioned married quarters now occupied by me and supply the following particulars in support of my application.
I possess private household furniture and/or mess gear in another Command
Such furniture comprises (1 room, 2 rooms, 4 rooms, etc.) ..
..... Storage charges are being paid by the Department through
A refrigerator ^{is} is not included in the furniture stored on my behalf at Departmental expense
My furniture and/or mess gear is at present located at
.....

/ /5

.....
(Signature of member)

I certify that the particulars re furniture, mess gear and refrigerator shown above have been verified, and that furniture and/or mess gear is such as would normally be required by a comparable civilian household. Storage charges are being borne by the Department of the Navy in this Command.

*2

.....
(Naval Officer-in-Charge)

/ /5

.....
(Area)

The Supply Officer,
Establishment

Application of normal furniture and/or mess gear percentage
Waiver
charges approved.

.....
(Commanding Officer)

.....
(Establishment)

/ /5

- NOTES:- *1 - Original only required in respect of mess gear.
To be prepared in duplicate in the case of furniture only.
To be prepared in triplicate where both furniture and mess gear are involved.
- *2 - Where an unqualified certificate cannot be given the matter should be specially represented to Navy Office.

SECTION 7 - CANCELLED LIST

1044.

CANCELLATION OF NAVY ORDERS.

Navy Orders 80, 133 and 154 of 1943, 323 of 1948, 351 of 1950, 166 of 1954, 115 and 234 of 1955, having been sufficiently promulgated or no longer applicable, are hereby cancelled.

(3712/120/8)

LIST OF ADMIRALTY FLEET ORDERS REPROMULGATED AS
COMMONWEALTH NAVY ORDERS (NAVY ORDER 104 OF 1954)

(FOR PREVIOUS REPROMULGATIONS OF ADMIRALTY FLEET ORDERS
SEE STATEMENT IN ISSUE OF NAVY ORDERS 475-487 OF 1955.)

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
<u>1954</u>		
1419	-	558
1487	673	-
1743	-	618
1766	-	797
2514	-	781
2543	-	672
2565	-	648
2722	-	533
2790	-	866
2869	-	562
2968	539	-
2991	-	717
3149	-	511
3261	-	664
3290	966	-
3330	-	920
3412	-	614
<u>1955</u>		
3	-	508
31	153	-
33	-	523
36	-	185
46	156	-
48	-	211
50	-	235
80	-	305
100	-	283
103	-	249
104	-	270
105	446	-
106	-	331
112	-	320
114	-	210
116	-	321
147	-	748
148	-	329
162	-	232
163	-	230
170	349	-
176	-	340
220	-	368
221	-	250
222	-	334
223	-	251
225	-	864
226	-	292
227	-	372
230	-	740
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371

A.P.O'rs	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
279	-	315
281	-	970
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
370	-	595
394	-	384
405	-	405
408	-	443
409	344	-
410	-	366
411	345	-
413	-	335
415	-	339
421	-	338
423	-	374
468	-	328
469	-	308
476	343	-
477	-	583
478	-	365
483	-	313
486	-	596
487	-	332
488	-	370
489	346	-
492	-	394
494	-	540
495	-	413
510	-	119
522	-	619
551	-	432
552	-	498
555	-	404
557	-	369
558	-	569
561	-	431
562	-	592
564	-	437
567	452	-
568	-	642
581	820	-
602	-	481
603	-	367
605	-	521
607	450	-
609	-	393
610	453	-
611	455	-

A.P.O'rs	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
617	456	-
637	-	379
639	-	440
650	-	577
658	-	880
671	-	480
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-
684	709	-
687	541	-
699	-	973
724	-	425
728	-	416
730	441	-
744	-	402
746	-	386
748	457	-
749	-	407
751	-	388
752	-	389
753	447	-
762	-	571
763	-	411
765	-	590
767	-	469
819	442	-
824	-	496
830	-	772
833	445	-
834	-	467
836	537	-
837	444	-
838	-	429
841	-	758
843	669	-
844	451	-
844a	-	506
846	-	528
882	-	474
915	-	483
916	-	538
917	-	468
919	448	-
921	-	503
922	-	504
925	-	570
928	-	707
935	-	526
969	-	475
990	535	-
992	519	-
997	-	520
998	536	-
1000	449	-
1025	-	510
1040	-	490
1059	-	733
1062	-	617
1085	533	-

A.P.O.'s	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
1088	534	-
1121	-	500
1124	591	-
1125	-	527
1127	-	964
1128	-	822
1137	-	509
1138	-	542
1146	531	-
1178	-	838
1212	-	606
1219	-	612
1226	-	818
1232	-	668
1233	-	641
1272	-	599
1281	-	652
1302	-	549
1304	631	-
1305	-	806
1306	-	551
1307	-	986
1331	-	688
1332	-	941
1346	-	692
1364	-	604
1365	605	-
1369	-	610
1372	-	554
1374	684	-
1379	-	671
1386	-	607
1396	-	789
1399	-	649
1400	584	-
1425	-	566
1429	659	-
1431	-	807
1433	-	608
1435	-	683
1437	703	-
1444	705	-
1454	-	797
1456	694	-
1458	-	674
1459	753	-
1470	-	563
1474	581	-
1484	-	693
1502	-	847
1503	-	933
1546	661	-
1548	-	632
1549	-	774
1561	-	1009
1562	-	739
1584	639	-
1608	-	981
1615	-	695
1616	-	662
1617	-	663
1618	-	697

A.P.O.'s	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
1619	-	634
1622	638	-
1625	-	700
1627	-	667
1632	708	-
1637	-	710
1638	713	-
1641	-	968
1665	754	-
1666	687	-
1692	-	731
1701	-	782
1702	-	778
1705	704	-
1706	787	-
1727	-	824
1732	867	-
1743	-	886
1761	-	724
1766	-	655
1775	-	729
1777	-	730
1778	-	809
1779	-	696
1782	734	-
1786	-	819
1787	-	752
1789	-	741
1818	-	763
1845	-	804
1849	-	773
1851	732	-
1852	698	-
1853	-	699
1854	701	-
1859	-	823
1911	-	765
1913	-	767
1925	-	810
1927	-	735
1928	-	777
1929	-	737
1931	785	-
1933	712	-
1939	-	969
1980	727	-
1982	805	-
1986	-	808
1987	-	811
1991	-	786
1994	-	821
2020	-	728
2034	-	846
2035	-	851
2037	-	817
2039	-	939
2040	-	961
2046	967	-
2049	-	827
2070	-	977
2076	-	879
2086	-	905

RESTRICTED

52

A.P.O's	ADOPTED IN FULL C.N.O. 1955	ADOPTED IN AMENDED FORM C.N.O. 1955
2090	-	848
2097	-	852
2102	-	959
2153	-	902
2165	909	-
2166	-	992
2167	955	-
2168	862	-
2169	-	960
2172	-	918
2222	-	952
2224	-	953
2229	-	913
2232	-	963
2267	907	-
2296	-	910
2297	-	934
2298	-	990
2312	-	1001
2326	-	974
2376	951	-
2379	911	-
2387	-	1000
2391	-	922
2414	-	900
2439	-	935
2444	-	956
2445	912	-
2446	-	957
2475	-	965
2479	-	980
2510	-	987
2516	-	993
2573	984	-
2654	-	989
2701	-	1003

NOTE:- A.P.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 re promulgated, will be included in later monthly cumulative lists.

(Navy Orders 206 of 1954 to 1008 of 1955, dated 1st June, 1954, to 30th November, 1955.)

C.N.Os. 1045-1077/55

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

13th December, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

The Flag Officer Commanding H.M.A. Fleet,
Captains 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

1045.

BOMB AND MINE DISPOSAL - NAVAL POLICY.

The responsibility for the disposal of bombs and underwater weapons in H.M.A. ships and on land areas under Naval administration or occupation, is a Naval commitment. The detailed geographical division between the Services is given in A.B.R.12.

2. Clearance Diving Officers or Officers specially trained in Bomb and Mine Disposal are appointed to the staff of P.O.I.C. E.A. and to H.M.A.S. RUSHCUTTER.

3. Bomb disposal ashore is to be undertaken only by qualified officers who have completed the standard courses at the Army Bomb Disposal School. Command or local Gunnery or T.A.S. Officers, depending upon the nature of the weapon, are to give any technical advice or assistance they can.

4. The disposal of missiles of any sort in H.M.A. ships is to be undertaken by the officer most closely connected with the weapon, i.e., the Gunnery Officer for gunnery weapons (vide Q.R. and A.I., Article 3302, Clause 2), T.A.S. Officer for underwater weapons, and the A.B.C.D. Officer for B.W. and C.W. weapons.

5. P.O.I.C. E.A. and H.M.A.S. RUSHCUTTER Clearance Diving Teams are available to assist commands and H.M.A. ships in the disposal of weapons beyond their capabilities, and in cases of emergency.

6. (a) The responsibility for technical information for Naval Bomb and Mine Disposal, rests with the Director of Ordnance and Underwater Weapons.

(b) H.M.A.S. RUSHCUTTER maintains liaison with the Army Bomb Disposal School and is responsible for training of personnel in Bomb and Mine Disposal.

7. The objects of a Bomb and Mine Disposal organisation are :-

- (a) to render safe and/or dispose of mines, bombs and other unexploded weapons;
- (b) to provide information and samples of enemy explosive weapons, in order that methods of countering them may be devised.

8. The authorities who implement the organisation and the areas for which they are responsible are as follows :-

- (a) Coast of Victoria, King Island, and Furneaux Group - Naval Officer-in-Charge, South East Australian Area.
- (b) Coast of New South Wales - Flag Officer-in-Charge, East Australian Area.
- (c) Coast of Queensland from N.S.W. border to Cape York - Resident Naval Officer, Queensland.
- (d) North coast of Australia from Cape York to Yampi Sound - Naval Officer-in-Charge, North West Australian Area.

- (e) Yampi Sound to South Australian border - Naval Officer-in-Charge, West Australian Area.
- (f) South Australian Coast - Resident Naval Officer, South Australia.
- (g) Coast of Tasmania - Resident Naval Officer, Tasmania.
- (h) Territory of Papua, New Guinea and New Britain - Naval Officer-in-Charge, North East Australian Area.

9. During hostilities, officers and ratings qualified in Bomb and Mine Disposal are appointed to the staffs of the various commands. In peace time, when qualified personnel are not borne, the responsible authorities are to inform Navy Office whenever a suspected explosive weapon is reported to them. The Naval Board will then arrange for despatch of the required personnel. Every effort, consistent with safety, is to be made to identify the weapon; the information being included in the reporting signal. Steps are to be taken to guard the weapon, the local police being recruited if necessary. Unidentified weapons are to be reported always to Navy Office and, if possible, await the arrival of a special Bomb and Mine Disposal Officer, although a Bomb and Mine Disposal Officer may be borne in the Command.

10. All Bomb and Mine Disposal is normally to be undertaken under the direct personal supervision of an officer qualified in Bomb and Mine Disposal. In abnormal circumstances, e.g., when imminent danger to important structures is feared, the work may be carried out by Bomb and Mine Disposal ratings at the discretion of the Naval Officer-in-Charge or Resident Naval Officer, but whenever possible, prior approval of the Naval Board is to be obtained.

11. The disposal of mines is to be carried out in accordance with B.R.1717 and 1748 series.

12. The disposal of bombs in ships is to be carried out in accordance with "Bomb and Mine Disposal Instructions for Ships".

13. The mechanism, cover and access plates of all British mines, together with the horns, are to be destroyed with the mine or dumped at sea.

14. Reports - Reports of explosive weapons rendered safe and/or destroyed are to be forwarded on Form A.S.1516 to Navy Office, copy to RUSHCUTTER, signed by the Officer-in-Charge of the disposal party, and are to include the name of the officer or rating who carried out the "rendering safe".

15. Rewards for Recovery of Explosive Weapons. - A scale of awards to non-Service personnel is laid down in Naval Financial Regulations and Instructions, Article 245, but the granting of the awards remains subject to Naval Board approval.

16. The following information is to accompany claims for awards :-

- (a) The name of the person reporting the explosive weapon.

- (b) The amount of the reward if claimed and whether recommended, having regard to any special circumstances considered to warrant payment.
- (c) Rewards to natives are to be made "in kind" up to the value of £1.

17. When possible the issue of stores should be made to a person such as a Coastwatcher or Missionary in the area to which the native belongs, and an acquittance for the stores obtained from this person.

18. A certificate should, if possible, later be obtained showing that the stores were actually received by the native, and such certificate forwarded as an enclosure to the store account, in support of the credit entry.

19. Publication.- Detailed descriptions of British and foreign explosive weapons and instructions regarding procedure for "rendering safe" are contained in the following publications, which should be referred to in all cases :-

B.R.1717 Series] Instructions for Rendering Safe
B.R.1748 Series] Underwater Weapons.

Bomb and Mine Disposal - Instructions for Ships.

20. Where the publications direct reports to be rendered, or reference is made to the Admiralty and H.M.S. VERNON, these should be addressed to and/or altered to read - the Naval Board and H.M.A.S. RUSHCUTTER respectively.

21. Training.- The Commanding Officer, H.M.A.S. RUSHCUTTER, is responsible for instruction in "rendering safe" and disposal of explosive weapons.

22. Equipment.- The stores and equipment to be held by the various commands for Bomb and Mine Disposal in peace time are given in the Appendices to this Order.

23. Where stores and equipment are held in excess of establishment, Naval Store items are to be returned to the appropriate (Superintending) Naval Store Officer, and Special Bomb and Mine Disposal tools and equipment are to be returned to the Officer-in-Charge, Mine Depot, Swan Island.

24. H.M.A.S. RUSHCUTTER will retain, for instructional purposes, one set of all equipment.

H.M.A.S. TARANGAU will retain Outfit (J) for Japanese Contact Mines.

25. Confidential Navy Order 10 of 1949 and Navy Order 317 of 1951 are hereby cancelled.

(3352/30/3)

APPENDIX "A"

NAVAL ARMAMENT STORES FOR R.M.S. AND B.S.

Item	Denomination	Quantity	Remarks	R.N.O. Queensland only
(a) Blocks TNT 1½ lb. demolition.	No.	40		150
(b) Primers, C.E. demolition.	No.	20		100
Cylinders, charge priming demolition Mark 1.	No.	20		150
Mouthpieces.	No.	20		150
Pieces, distance. Spanners.	No.	2		2
(c) Detonators 79 Mark 1N (or No. 21 Mark 7).	No.	20		20
(d) Detonators 80 Mark 1N (or No. 25)	No.	20		100
(e) Lighter Bick- ford Safety Fuze.	Tin	1	Stores are to be stowed in accordance with in- struction as laid down in Naval Magazine & Explo- sive Regu- lations, B.R.862.	100
(f) Fuze, Safety, No. 11 Mark 2 (or No.9)	Feet	84		500 ft.
(g) Fuze, Elec- tric, No. F77 (or No. 19).	No.	30		30
(h) Cordtex	Feet	250		500 ft.
(i) Union Cord- tex St. No. D.S.265	No.	5		5
(j) Sleeve, Fuze, Sealing, Watertight, Demolition, Mark 1, St. No. D.S.263.	No.	25		25
(k) Nobels Cutting and Crimping Tool, St. No. D.S.267.	No.	2		2
(l) Plastic Ex- plosive 3A (P.E. 3A)	lbs.	20		10

Item	Denomination	Quantity	Remarks	R.N.O. Queensland only
(m) Igniter, Safety Fuse, Water- tight, Mark 1.	No.	10	Stores are to be stowed in accordance with in- structions	10
(n) Holders, complete with Cap N.1, Mark 1.	No.	5	as laid down in Naval Magazine & Explo- sive Regu- lations, B.R.862.	5
(o) Tool, Cocking.	St. No. D.S.100	1		1
(p) Tool, Checking.	St. No. D.S.101	1		1

APPENDIX "B".

NAVAL STORES FOR R.M.S. AND B.S.

Class & Group	Patt. No.	Item	Denom.	Quantity
F.1C/5	21068A	Dynamo Exploder	No.	1
F.1C/1	1888/D or 13868	Cable, electric	Yds.	1000
"	"	Reel, transportable, for above	No.	1
F.2C/3	-	Plates, copper, 12" x 12" x 1/2" fitted with short lengths of cable pattern 1888.	No.	2
F.2A/2	301	Tape, pure para rubber, 1"	lbs.	1
E.7	249	Solution, I.R.	Tubes	1
B.11D	H.1203	Hammer, handled, 2-lb.	No.	1
B.11A	H.385	Chisel, cold, 1"	No.	1
B.11E	H.2251	Screwdriver, 3/8" x 6"	No.	1
B.11E	H.2304	Screwdriver, 1/2" x 10"	No.	1
B.11E	H.2294	Screwdriver, 2 1/4"	No.	1
B.11B	H.1850	Pliers, side cutting, insulated, 8"	Prs.	1
B.11D	H.1846	Pliers, side cutting, 6", square nosed.	Prs.	1
B.11E	H.2477	Spanner, D.E., 1/2" x 9/16"	No.	1
B.11F	H.3023	Wrenches, Stilson, 14"	No.	1
B.11F	H.3022	Wrenches, Stilson, 10"	No.	1

Class & Group	Patt. No.	Item	Denom.	Quantity
B.11F	H.2418	Spanner, Shifting, "King Duck", 6"	No.	1
E.4	812	Box, Torpedo, Indicating Lights (for stowage and transport of small gear).	No.	1
F.2A3	-	Torches, 2-cell, electric, with bulb	No.	4
F.2A1	14074	Cells, 1 1/2 volt, torch	No.	8
B.11C	96	Axe, 4 1/2 lbs., handled	No.	1
B.11E	H.2353	Shovel, handled, 9 1/2" x 8 1/2" approx.	No.	1
B.11E	H.2173	Saws, Hack, Frames for, 9" to 12" adjustable	No.	1
B.11E	2179	Blades, hacksaw	No.	12
D.3	C.1512	Twine, seaming	lbs.	2
D.5	C.1445	Spun yarn (about 50 fathoms) white	lbs.	4
D.1	N.8039	Tubing, canvas, hose, No.3 size	Feet	8
D.5	C.1204	Manila cordage - 1 1/2"	Fathoms	150
B.10B	-	Split Pins, 3" x 3/32", Naval, Brass	No.	6
B.10D	25A	Feeders, oil, steel, force- feed type	No.	1
B.11E	H.2471	Spanner (D.R.) 3/16" x 1/4", B.S.W.	No.	1
B.11E	H.2472	Spanner (D.E.) 1/4" x 5/16", B.S.W.	No.	1

APPENDIX "C"

OUTFIT R.M.S. (J) JAPANESE CONTACT MINES.

Pattern	Item	Denom.	Quantity
St. No. 4882	Spanner, claw, nut, cover	No.	1
St. No. 4899	Spanner, 13/16", for soluble plug fitting	No.	1
	Box, primer, W.74, Mark 2	No.	1
	Box, detonator holder, W.72, Mark 2	No.	1
St. No. 5165	Tool, withdrawing primer	No.	1
	Safety bolts for soluble plug fitting	No.	2
St. No. 4597	Spanner, claw, nut, cover, non-magnetic	No.	1

1046.

INSPECTION OF BOOKS AND RECORDS BY COMMONWEALTH AUDIT OFFICE.

Under the terms of the Audit Act the Auditor-General is empowered, at such intervals as he thinks fit, to inspect, examine and audit the books and accounts of any accounting officer and of any person charged with the custody or control of stores belonging to the Commonwealth.

2. The Auditor-General or his representative is not obliged to give notice of intention to make an inspection and normally will not do so. When visiting commissioned ships and establishments, audit inspectors are required to present their credentials to Commanding Officers and no inspection should be permitted until this has been done. When these formalities have been completed, the Commanding Officer is to afford the audit inspector every facility in carrying out his duty.

3. Should it occur that, on the visit of the inspector, some operation of the Fleet or other circumstance in connection with the Naval Service or Naval duties of the Officer-in-Charge of the accounts make it impracticable for the inspection to be carried out, the inspector is to be so informed by the Commanding Officer and an immediate report, stating fully the reasons which prevented the inspection, made to the Naval Board.

4. Naval Account Regulations and Instructions, Article 29, will be amended in due course.

(4805/1/25)

SECTION 2 - PERSONNEL

1047.

DARWIN AND MANUS - CONDITIONS OF SERVICE AND LEAVE TRAVEL CONCESSIONS.

Navy Order 722 of 1955, and Notice Board Issue, are amended as follows :-

Paragraph 4(a)(11) - Insert after the word "Adelaide" appearing in line 6 the words "Sydney, Melbourne,".
Insert the following new sentence after the word "Manus" -

"In the case of Darwin, where air travel to Sydney or Melbourne is chosen, the cost to the Department is not to exceed the cost of direct flights to Sydney or Melbourne as the case may be, by Trans-Australia Airlines".

Paragraph 4(b) - Insert after the word "Brisbane" appearing in line 7 the words "Sydney, Melbourne,".
Insert the following new sentence after the word "Sydney" appearing in line 9 -

"In the case of Darwin, where air travel to Sydney or Melbourne is chosen, the cost to the Department is not to exceed the cost of direct flights to Sydney or Melbourne as the case may be, by Trans-Australia Airlines".

(4022/1/150)

1048.

DENTAL TREATMENT - RATINGS APPROPRIATED TO H.M.A.S. HARMAN.

A Naval Dental Officer attends at H.M.A.S. HARMAN for only two periods in each year; for the remainder of the year emergency dental treatment is afforded by other Service Departments. Action is to be taken to ensure that all personnel are dentally fit before being despatched to HARMAN.

(4018/5/114)

1049.

FILMS AND FILM STRIPS - INSTRUCTIONAL - TITLES - "SHIP RECOGNITION", PARTS 4 AND 5 (REVISED) (SERIAL NO. SA.443) - DISTRIBUTION: "SHIP RECOGNITION", PARTS 4 AND 5 (SERIAL NO. SA.443) - OBSOLETE.

Revision of Parts 4 and 5 of the instructional film strip "Ship Recognition" (Serial No. SA.443) has now been completed and copies will be distributed on the following scale :-

<u>Ships and Establishments</u>	<u>No. of copies</u>
R.A.N. Air Station, Nowra.	2
Commodore Superintendent of Training, Flinders Naval Depot.	24
Class 2 Command Film Library, Sydney.	2
2. Details of the strips are as follows :-	
Part 4 - British and American Destroyers and "Darings"	52 frames
Part 5 - British and American Aircraft Carriers	56 frames

The film strip shows the types and classes of British and American destroyers and aircraft carriers, emphasising the features by which each vessel may be recognised.

3. The revised edition of Parts 4 and 5 of the film strip, replace Parts 4 and 5 of the original strip which has now been declared obsolete. Copies of the latter are to be withdrawn from service and disposed of by destruction locally or on board.

(The foregoing is the text of A.F.O. 1762/1955 altered to meet R.A.N. conditions.)

(4518/61/525)

1050.

FILMS AND FILM STRIPS - INSTRUCTIONAL - TITLES - "SHIP SAFETY" PART 3 (REVISED) (SERIAL NO. SA.148) - DISTRIBUTION; "SHIP SAFETY", PART 3 (SERIAL NO. SA.148) - OBSOLETE.

Revision of Part 3 of the instructional film strip "Ship Safety" (Serial No. SA.148) entitled "Control of Openings" has now been completed and one copy will be distributed initially to all ships and establishments fitted with Still Projectors.

2. This film strip, in colour, illustrates the meaning and uses of Risk markings and Control letters; also included are certain modifications and subsidiary ratings. Issued with 55 frames.

3. This revised edition of Part 3 of the strip "Ship Safety" (Serial No. SA.148) supersedes Part 3 issued in 1951, which has now been declared obsolete, copies of which are to be returned to the nearest Film Library.

(The foregoing is the text of A.P.O. 2492/1955 altered to meet R.A.N. conditions.)

(4518/61/546)

1051.

FILMS AND FILM STRIPS - INSTRUCTIONAL - MN.7969, "THE STORY OF NAVAL AVIATION" - DISTRIBUTION.

A copy of the U.S. Navy instructional film MN.7969, "The Story of Naval Aviation" is being obtained and will be issued without demand by the Superintending Naval and Air Store Officer, Sydney, to the R.A.N. Film Library, Sydney.

2. This film traces the development of U.S. Naval Aviation in chronological order from its earliest inception to its present role as the primary striking weapon of the fleet. Such significant events as the first trans-Atlantic flight and the first U.S. carrier landing are depicted, as well as the use of present day high performance Navy jet aircraft. The close integration of aviation in fleet operations is stressed throughout. Running time 27 minutes.

(4518/61/561)

1052.

GOGGLES, FLYING, CANADIAN TYPE D.

Approval has been given to the adoption in the Royal Australian Navy, for general wear with Protective Helmets Mk. 1A, of Canadian Flying Goggles Type D, R.A.A.F. Vocab. L.1-184.

2. This item will supersede Goggles, Flying, Mk. VIII.

3. The current price to be charged for losses of Goggles, Flying, Canadian Type D, is £3.10.9d. per pair. Page 15 of the Clothing Price List is to be noted accordingly.

(4533/7/11)

1053.

INCOME TAX - MEMBERS OF THE NAVAL FORCES.

Navy Order 408 of 1952 is to be amended as follows :-

Paragraph 7 - amend heading to read :-

"7. Allowable deductions in respect of service in a Zonal Area or a prescribed Overseas Locality".

Delete paragraph 7 sub-paragraphs (c), (d), (e) and (f) and insert the following in lieu :-

"(c) The allowable deduction for Zone "A" Area, which embraces Darwin (Melville) is £120, and Zone "B" Area - Cairns and Townsville (Queensland) and Woomera (South Australia) £20.

The Prescribed Overseas Localities for which the allowable deduction is £120 are at present :-

Morotai - Dutch East Indies	Cocos Island
Clarkefield - Phillipines	Labuan Island
Naha - Okinawa	Hong Kong
Solomon Islands	Including Kowloon

Singapore/Malaya (Shore Based).

(d) Appointment to places other than those enumerated as falling within Zone Areas or those for which special allowable deductions apply (i.e., an overseas locality), does not at present qualify for a taxation concession, but where it is considered the uncongenial climate, isolation, etc., of a locality are comparable to those for which a Zone or Special Allowance has been granted an approach may be made to the Taxation Commissioner with a view to having the area prescribed and taxation concession approved.

(e) The value of Zone or Overseas Locality Allowance applicable to the areas indicated in (c) hereof should be taken into consideration in arriving at the instalment deduction rate to be applied to the taxable emoluments of a member."

Insert new paragraphs 8 and 9, and renumber existing paragraphs 8 to 18 to read 10 to 20.

"8. Areas other than Operational Areas - Total Exemption.-

The pay and allowances of personnel serving in Papua, New Guinea, and Manus (H.M.A.S. TARANGAU) are exempt from taxation.

9. Service in H.M.A. Ships in Waters Contiguous to a Zonal, Exempt, or Prescribed Area.-

Members serving in H.M.A. ships in waters contiguous to areas in respect of which Zonal Allowance, total exemption, or special allowable deduction is applicable, are not eligible for such benefits, except in the case of H.M.A. ships allotted for service in an operational area when total exemption is allowable as indicated in paragraph 10 below."

(4845/1/9)

1054.

NAVAL SHIPWRIGHT BRANCH.

Consequent upon the decision to institute a Naval Shipwright Branch in the Royal Australian Navy from 1st January, 1955, a review of the administration, conditions of entry, training, advancement and employment of the branch has been carried out and the following matters have been decided.

2. Administration.- The Director of Construction (Naval) has been designated the responsible Director for advising the Naval Board on matters concerning the Naval Shipwright Branch.

ENTRY.

3. Recruits.- Selected Shipwright tradesmen who have completed a 5 year apprenticeship and who successfully complete a trade test will be entered as Recruits (Acting Naval Shipwrights 4th Class).

4. Selected Joiner, Cabinet Maker and Carpenter tradesmen who have completed a 5 year apprenticeship and who successfully complete a trade test will be entered as Recruits (Acting Joiners 4th Class). They will be required to sign a statement on entry to the effect that they agree to undergo conversion course for Naval Shipwright immediately after recruit courses and understand that failure in the conversion course will entail discharge as "Unsuitable for Naval Shipwright Branch".

5. Periods of First Engagement.- On entry, Recruits (Acting Naval Shipwrights 4th Class and Acting Joiners 4th Class) will be required to engage for 8 or 12 years' service.

TRAINING AND ADVANCEMENT.

6. Initial Training.- On entry, recruits will undergo recruit preliminary and disciplinary courses.

7. Upon completion of these courses recruits will be rated Acting Naval Shipwrights 4th Class or Acting Joiners 4th Class and will undergo technical courses to train them for their duties as Naval Shipwrights.

8. Acting Joiners 4th Class will be transferred to Acting Naval Shipwrights 4th Class on successful completion of the technical course.

9. Ratings who successfully complete the technical courses will be drafted to a sea-going ship, in which a Shipwright Officer is borne, to enable them to qualify for confirmation.

10. Failures or Withdrawals.- Ratings who fail the technical courses or who are withdrawn from courses for any reason will be "backclassed" or discharged "Unsuitable". The Commodore Superintendent of Training is to forward a report on each rating recommended for 'Discharge' for Naval Board consideration.

11. Advancement.- It is intended to introduce examinations for confirmation as Naval Shipwright 4th Class and also for advancement to Naval Shipwright 3rd Class.

12. Naval Shipwrights 3rd Class and above, who are volunteers and recommended, will be given a course to qualify for Chief Naval Shipwright.

13. Details of these examinations and courses will be promulgated.

14. Promotion to Commissioned Rank.- Naval Shipwrights 3rd Class and above, who have qualified for Chief Naval Shipwright and who are volunteers and recommended, will be eligible for selection to undergo a qualifying course for Commissioned Shipwright. Generally, the syllabus for this course will cover the subject matter contained in Q.R. and A.I., Appendix 1, Part 8, Section VI.

15. Advancement Instructions.- Instructions will be promulgated by Navy Order and will subsequently be incorporated in A.B.R.10. Generally these will follow the existing requirements for Shipwrights as regards previous service and other qualifications. Until these instructions are promulgated, the existing instructions for Shipwrights are to apply to Naval Shipwrights.

SERVING NAVAL SHIPWRIGHTS (PROVISIONAL) AND JOINERS - CONVERSION.

16. Naval Shipwrights (Provisional).- These ratings are being appropriated for conversion courses in order of seniority provided that where on completion of the course they will have less than 2 years of current engagement remaining they re-engage for the unexpired portion plus the next normal period of engagement. Where such period (i.e., the unexpired portion of the rating's current engagement plus the period of his next normal re-engagement) would expire less than 2 years after the anticipated date of completion of the course, the re-engagement period is to be extended to include the next subsequent period.

17. The course is of 21 weeks' duration comprising 13 weeks at Flinders Naval Depot and 8 weeks in ships and establishments in the Sydney area.

18. On satisfactory completion of the course, they will be eligible for removal of the notation "Provisional" from their titles.

19. Failures.- Ratings who fail to complete the course satisfactorily will continue to serve as Naval Shipwrights (Provisional) and may be permitted to re-engage in accordance with the normal rules.

20. Joiners.- These ratings are also being appropriated for conversion courses in order of seniority provided that where on completion of the course they will have less than 2 years of current engagement remaining they re-engage for the unexpired portion plus the next normal period of re-engagement. Where such period (i.e., the unexpired portion of the rating's current engagement plus the period of his next normal re-engagement) would expire less than 2 years after the anticipated date of completion of the course, the re-engagement period is to be extended to include the next subsequent period.

21. The course is of 36 weeks' duration comprising 28 weeks at Flinders Naval Depot and 8 weeks in ships and establishments in the Sydney area.

22. On satisfactory completion of the course they will be transferred to the Naval Shipwright Branch in accordance with the following table :-

Acting Joiner 4th Class	Acting Naval Shipwright 4th Class
Joiner 4th Class	
Joiner 3rd Class	Naval Shipwright 4th Class
Joiner 2nd Class	Naval Shipwright 3rd Class
Joiner 1st Class	Naval Shipwright 2nd Class
Chief Joiner	Naval Shipwright 1st Class.

23. Seniority as Naval Shipwright on transfer is to be the date of satisfactory completion of conversion course. Ratings who cannot be made available for course in order of seniority, for Service reasons, will, on satisfactory completion of course, be given seniority date of completion of course to which they should have originally been appropriated.

24. Failures.- Ratings who fail to complete the course satisfactorily will continue to serve as Joiners and may be permitted to re-engage in accordance with the normal rules.

25. Joiners Second Class, First Class and Chief Joiners.- Instructions promulgated to date only permit Joiners 3rd Class and below to undergo conversion course. It has been decided that Joiners 2nd Class, 1st Class and Chief Joiners may undergo the conversion course. These ratings will be appropriated for course at the first opportunity and, subject to satisfactory completion, they will be transferred to Naval Shipwright in accordance with paragraph 21 with seniority date of completion of course to which they would originally have been appropriated. The provisions of paragraphs 20 (re re-engagement), 24, 26, 27 and 28 will apply.

26. General.- Naval Shipwrights (Provisional) and Joiners who decline to undergo the conversion course, for any reason, when appropriated will be permitted to continue to serve. They will not be precluded from applying for re-engagement in accordance with the normal rules.

27. Should any of these ratings subsequently desire to undergo the conversion course, they will be placed at the bottom of the roster and appropriated in due course.

28. Delay in undergoing course for other than Service reasons, on the part of Joiners, will affect seniority adversely.

EMPLOYMENT.

29. Naval Shipwrights will be trained as specialists in the maintenance of hulls and hull equipment. They will be capable of carrying out the duties at present performed by Plumbers, Blacksmiths and Painters.

30. It is intended, as soon as sufficient trained ratings are available, that the Naval Shipwright Branch will be responsible for all hull structure, all watertight doors and hatches, air testing of watertight compartments and the ventilation system excluding fans and air conditioning machinery. In the interim, the personnel of the Naval Shipwright Branch are to continue to be employed on the maintenance of all equipment for which the Shipwright Officer, if borne, is responsible as defined in Q.R. and A.I., Chapter 32, Section III, and the Engineering Manual Article 1, paragraph (3).

GENERAL.

31. Serving Plumbers, Blacksmiths and Painters.- Consequent upon the decision that Naval Shipwrights are to be capable of carrying out the duties of Plumbers, Blacksmiths and Painters, recruiting for these trades will be discontinued.

32. Ratings of these trades, at present serving, will continue to serve as such and may be permitted to re-engage in accordance with the normal rules.

33. Complements.- In view of shortages, reliefs will not be appropriated for ratings undergoing conversion courses.

34. As qualified Naval Shipwrights become available, the existing schemes of complement of ships and establishments will be amended.

35. Pay.- Naval Shipwrights will be paid on the scales appropriate to Artificers.

36. Joiners will continue to be paid on the scales appropriate to Artisans until transferred to Naval Shipwright.

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

(4002/59/35)

1055.

OFFICERS - THE OBSERVER BRANCH - LIABILITY OF ALL EXECUTIVE OFFICERS FOR SELECTION.

A large scientific effort has been devoted since the war to the development of equipment for use in multi-seater aircraft, and the results are now coming into the Service. Until this equipment became available, the Observer had little scope for the full exercise of his skill; but the situation has now changed. The tactical and technical development of the new A/S aircraft and equipment, the growing importance of A.E.W. aircraft, all-weather fighters and radio warfare all call for officers of the highest quality.

2. This development is of great importance to the Fleet and is one in which any Executive Officer of the right age and seniority must be prepared to take part. It has therefore been decided that, if sufficient volunteers for observer training are not forthcoming from permanent officers of the executive branch, suitable officers will be selected to specialise as observers.

(4006/21/47)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1056.

BUZZER AND VOICE TRAINING IN CARRIERS.

It has been decided that special compartments for buzzer and voice training are no longer required in aircraft carriers. The existing compartments may be re-allocated as required.

2. When it is necessary to keep aircrew in morse or voice practice, ship's staff are to arrange simple facilities in Briefing, Ready or Air Intelligence Rooms on the lines of Diagram (attached).

3. Voice training equipment, Type 25, is to be returned to the appropriate Naval Store Officer.

4. B.R.358(1), Establishment of Sea Stores for Executive Purposes, will be amended.

5. Facilities and equipment provided in H.M.A.S. SYDNEY for training and national service recruit telegraphists are to be retained whilst employed as a training ship.

(The foregoing is the text of A.P.O. 2089/1955 altered to meet R.A.N. conditions.)

(4278/1/69)

1057.

SAFETY EQUIPMENT - HEAD-SET, TELEPHONE SOCKET, TYPE 626 - PROVISION OF RETAINING POCKET.

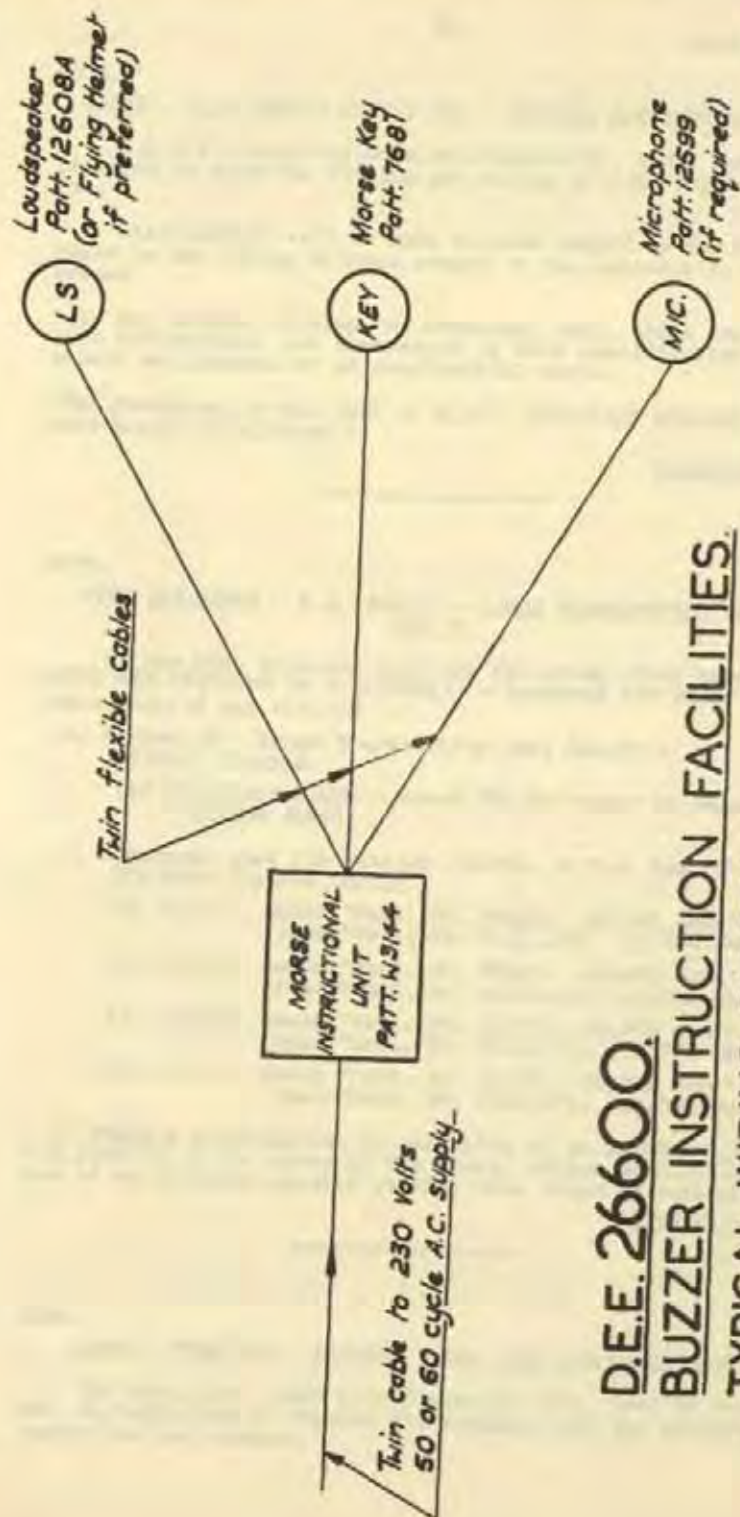
Navy Order 166 of 1955 (title as above) is to be amended as follows :-

Delete paragraph 1 and substitute :-

With the introduction of the short, quick-release head set connector for aircraft fitted with static seats, it is necessary to provide a fabric pocket to retain the Socket, Type 626 (terminating connector, Type 3518), for use during flight. At all times when the Socket, Type 626 (terminating connector, Type 3518), is not in use it is to be stowed on the clip or dummy plug provided.

(The foregoing is the text of A.P.O. 2647/1955 altered to meet R.A.N. conditions.)

(4519/52/29)



2. Whilst the unmodified and modified units are electrically identical, the modified unit differs physically, in that the header tank (a small oil reservoir) has been removed and the container of the unit fitted with outside sealing plates.

3. As some difficulty has been caused in identification of the modified and unmodified transmitters it has been decided to allocate Pattern Number 59869A to the modified unit.

4. The pattern number of all modified units in service and in store is to be altered forthwith, H.M. ships and establishments adjusting their Naval Store Accounts as necessary in accordance with B.R.4 (Naval Storekeeping Manual), Art. 109(g).

(The foregoing is the unaltered text of A.F.O. 2648/1955.)
(4519/31/737)

1061.

UNDERWATER LIGHTING.

Recent successful trials to provide underwater lighting have indicated that effective equipment can be made up by ship's staff using ordinary electric lamps when required. The expected life of the lamps underwater is comparable with that under normal conditions of use.

2. The method of making up the underwater fittings is as follows :-

A suitable length of cable A.P.6055 is soldered directly to a lamp A.P.12953 with one core to the centre pin and the other core to the cap. A mould is then formed by wrapping a cylinder of suitable paper around the neck of the glass bulb of the lamp and securing it with rubber bands or other means. A quantity of Chattertons compound is then melted and run into the mould to form a seal from the glass of the bulb, over the cap of the lamp and extending one inch up the rubber cable. If necessary the principle may be used for several lamps connected in parallel with suitable lengths of A.P.6055 cable to provide a string of underwater lights.

3. Particular care is necessary to ensure that the seal over the cable is watertight and concentric.

(3389/167/7)

1062.

GUNS - 4.5-IN. - SEPARATE LOADING - MISSFIRE IN ELECTRIC FIRING - PROCEDURE.

Introduction

This Order continues for a further two years a procedure, introduced for use in peace-time practices only, which is designed to provide the evidence to establish the causes of misfires at 4.5-in. guns and to facilitate their cure.

2. It has been found that the majority of misfires in this calibre has been caused by two defects :-

- (a) primers not fully screwed home; and
- (b) broken bridges, caused usually by ramming shocks.

3. Steps have been taken to eliminate cause (a) above; a new design of primer is being developed to prevent (b). Further evidence is now required, especially to establish whether the measures introduced to eliminate cause (a) are being successful.

Application

4. This procedure is to apply only to 4.5-in. Q.F. S.L. guns and only when using primers electric No. 17.

N.M.E.R.

5. The applicable Articles in B.R.862/45 are to be considered as being temporarily amended by this Order.

Procedure

6. (a) A 4.5-in. separate loading gun which fails to fire, despite all attempts to make it do so, is to be kept pointing in a safe direction for one hour, not 30 minutes. The usual precautions with regard to sentries on the breech are to be observed.

(b) At the end of that time the cartridge is to be carefully withdrawn and inserted in an otherwise empty ready-use locker and not thrown overboard.

(c) At the next convenient opportunity the cartridge is to be returned with an explanatory letter to the nearest R.A.N. armament depot, carefully marked, and in a separate package from other ammunition. Due notice must be given to the R.A.N. armament depot and this Order quoted.

(d) In the depot the cartridge will be examined and if necessary broken down to ascertain the cause of the misfire.

(e) This revised procedure is only applicable in peace time.

(f) At any time the Commanding Officer may suspend the revised procedure and revert to the normal, with the proviso that if the round is withdrawn from the gun in less than 60 minutes it must immediately be thrown overboard. The breech is never to be opened until 30 minutes has elapsed.

(g) The misfire is to be reported in the usual way on Form S.1148(1), the disposal of the cartridge being noted on the form with a reference to this Order. Existing instructions to set aside ammunition of the same mark and date, N.M.E.R., Article 311(4), will still hold good. Where the Commanding Officer has exercised suspension of the modified procedure allowed by the previous sub-paragraph (f), the reason for such suspension is to be stated on the relevant Form S.1148(1).

7. Nothing in the revised or normal drill is to be held to preclude every attempt being made to achieve the first object, which is to fire the gun, by one of the authorised alternative means available.

8. It is, however, felt that in peace time practices a delay of one hour will not make a serious difference as regards taking part in that firing which will have concluded anyway, before the present half-hour period has elapsed. There is no indication that the minimum delay of 30 minutes can, in peace, be relaxed.

9. Should there be another practice to follow immediately, or should the ship be returning immediately to a harbour where it is impracticable to keep the gun pointing in a safe direction, paragraph 6, sub-paragraph (f) hereof enables the normal drill to be used. It is, however, desired to get as much evidence as possible of the causes of misfires in order to assist in their elimination.

Precautions

10. On no account is any attempt to be made to remove primers or break down cartridges, nor to test the continuity of the primer, on board.

11. The misfired round, returned to an R.A.N. armament depot, should receive careful handling and should be landed separately from other ammunition.

(The foregoing is the text of A.F.O. 2223/1955 altered to meet R.A.N. conditions.

(4428/25/87)

1063.

GUNS - Q.F. 4.5-IN. MARK 5 - SCREW SECURING ACTUATING SHAFT LEVER RETAINING KEY - REVISED ALLOWANCES.

It has been represented that the allowance of spare BP.634 screws, securing, actuating shaft, lever retaining key, is inadequate to provide for replacement on board and the following revised allowances have been approved :-

<u>1 x 2</u>	<u>2 x 2</u>	<u>3 x 2</u>
<u>guns</u>	<u>guns</u>	<u>guns</u>
4	8	12

2. H.M.A. ships mounting Q.F. 4.5-in. Mark 5 guns are to demand the number of screws required to complete to the new allowances from the appropriate R.A.N. armament depot.

3. C.B. 4419A will be amended.

(The foregoing is the text of A.F.O. 2440/1955, altered to meet R.A.N. conditions.)

(4428/26/141)

1064.

4.5" R.P. 41 TWIN MOUNTINGS MK. 6 - MODIFICATION TO TRAINING AND ELEVATION CONTROL UNIT HEATERS. - MODIFICATION NO:- A.N.79

The electrical supply arrangements to the Elevation and Training Control Unit Heaters fitted in the 4.5" R.P. 41 Twin Mountings Mk. 6 are to be modified to ensure continuity of electrical supply to the heaters so long as power is maintained on the mounting.

2. The modification necessitates regrouping of the electrical circuits in the 220 Volt D.C. Box fitted on the mounting to enable the heaters to be supplied from an "unswitched" circuit. A D.P. Switch A.P.4091B is to be mounted adjacent to each control unit to control the electrical supplies to the heaters when servicing the equipment.

3. The circuits from the Distribution Box are to be rearranged as follows and circuits Nos. 2 and 3 are to be grouped with circuit No. 1 as "Police Circuits" to provide three in number unswitched circuits within the Distribution Box :-

<u>Circuit No.</u>	<u>Service</u>
1	Turret Lighting, Rightside.
2	Elevation Control Unit Heater.
3	Training Control Unit Heater.
4	Elevation Dither Motor.
5	Training Dither Motor.
6	Training Control Unit Magnet.
7	Elevation Control Unit Magnet.
8	Spare.

4. Ships and establishments concerned are to include an item in their next main defect list to have the modification carried out and "as fitted" drawings amended, quoting this Order as authority.

5. Navy Order 523 of 1954 is relevant.

(4429/23/218)

1065.

MINE COUNTERMEASURES - W. MARK 1 - PATTERN 8711, KITE OTTER MULTIPLANES AND PATTERN 8713, TOWING SLINGS - MANUFACTURING ERRORS.

Reports have been received of the faulty running of Pattern 8711, Kite Otter Multiplanes, due to manufacturing errors, in that the edges of the planes are squared instead of rounded, and in some cases the sling plates are incorrectly positioned.

2. Instances have also occurred where links in Pattern 8713, Towing Slings, have fractured due to bad welding.

3. Most of the existing stocks of these items were manufactured during the last war at a time when normal manufacturing and inspection standards could not always be maintained. The proportion of defective items is, however, not sufficiently large to justify in present circumstances the effort and expense which would be entailed by an examination of stocks and the correction of any faults found; nor is it practicable to introduce a "test before issue" procedure, and the position must therefore be accepted.

4. B.R.1822(1) already contains the following instructions, viz. :-

Chapter VI.	Paragraph 15.	Difficult calibration of Otters.
Chapter VIII.	Paragraph 7.	Kite Otter Multiplanes with square edges.
Chapter VIII.	Paragraph 8.	Fracturing of end links of Pattern 8713, Towing Slings.

5. In the event of fracture of links in Pattern 8713 slings other than the end links, the slings should be returned to the appropriate (Superintending) Naval Store Officer for survey.

(The foregoing is the unaltered text of A.F.O. 2587/1955.)
(4505/51/104)

1066.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT FLEET CARRIERS.

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

Class List Item No.	Classification "A"
Item: 285	"To replace A.E.L. Switch Lockets A.P.4468 and 4469 with looping-in-bases A.P.4483 and Cord-grip Fitting A.P.17174. The looping-in-bases to be connected to the live side of switches in police light circuits of distribution boxes supplying lighting circuits in the particular compartments where emergency lanterns are fitted."

Compensating Weight Required: Nil.

References: (a) P.O.C.A.P.'s A.P.681/1902/147 dated 12th May, 1955.

(b) H.M.A.S. SYDNEY's proposed alteration and addition item Temporary Distinguishing letter "K" dated 18th April, 1955.

(4278/3/638)

1067.

CLASSIFICATION OF HAWSERS AND CABLES OF MIXED COMPOSITION.

The class and group of composite hawsers and cables will in future be decided by the composition of each item. Those containing a greater length of cordage are to be accounted for under Class D, Group 5, those containing a greater length of steel wire rope under Class B, Group 5, and those containing a greater length of chain rigging under Class B, Group 12.

2. Examples of the items concerned, showing the old and revised classes and groups, are as follows :-

	Class and Group	
	Old	New
Cables, boats, consisting of :-		
35 fms. of 3½-in. manilla with 8 fms. of ¾-in. chain.	B.12	D.5
25 fms. of 2½-in. manilla with 5 fms. of ¾-in. chain.	B.12	D.5
20 fms. of 2-in. manilla with 40 fms. of 5/16-in. chain.	B.12	B.12

3. Stocks and accounts should be adjusted accordingly. H.M.A. ships and shore establishments should comply with B.R.4 - Naval Storekeeping Manual - Article 109(a), amending permanent loan lists (A.S.1099) as necessary.

4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2308/1955 altered to meet R.A.N. conditions.)

(4501/50/301)

1068.

COVERS, TABLE, WOOLLEN, FOR PETTY OFFICERS' MESSSES.

Approval has been given for an allowance of one table cover, woollen, made from Cloth Pattern T.864A or T.864B, for each table in Petty Officers' messes in H.M.A. ships.

2. Ships concerned in commission, and in 'D' Class commission in Reserve, should forward demands to the appropriate (Superintending) Naval Store Officer, quoting the dimensions of the table tops concerned.

3. Dormant demands for ships under construction, modernisation and conversion, and for ships in 'E' Class commission in Reserve, should be raised by Storing Yards in the normal manner.

4. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 2104/1955 altered to meet R.A.N. conditions.)

(4514/1/106)

1069.

GALLEYS - BRIGHT METAL CANOPIES, EXHAUST TRUNKING,
SHEATHED BULKHEADS, ETC.

H.M.A. Ships.

The provision of bright metal canopies, exhaust trunking and sheathed bulkheads in the vicinity of firehearths, and coppers, etc., is intended to assist easy cleaning and/or reduce fire risks by efficient heat reflection.

2. Such bright metal is therefore to be kept polished and not painted or coated in any way.

(The foregoing is the unaltered text of A.P.O. 2657/1955.)
(4276/2/73)

1070.

MATERIALS - PENETRATING OILS.

H.M.A. Ships, H.M.A. Dockyards and Establishments.

Investigation has been made into the use of penetrating oils and it is apparent that selection is made by users according to individual preference, i.e., different proprietary brands of penetrating oils are used for similar purposes by different establishments.

2. Whilst laboratory controlled experiments to assess the relative merits of certain proprietary brands have not been successfully concluded so far, due to the difficulty in ensuring identical conditions of seizure of the specimens used for the test, chemical analysis has revealed that the major constituents of the popular proprietary brands are Kerosine and light Mineral Oil.

3. When a penetrating oil is required for removing seized or rusted shafts, pins, nuts, bolts, screws, etc., an oil made up from 20 per cent used I.C.E. oil of the H.D. type and 80 per cent Kerosine should be used to the maximum extent possible before resort is made to the use of proprietary brands.

(The foregoing is the text of A.P.O. 2589/1955 altered to meet R.A.N. conditions.)

(4512/90/162)

1071.

NAVAL STORES (AIR) - REPAIR OUTFITS, REF. 27C/2186 -
DETERIORATION OF RUBBER SOLUTION.

Instances have been reported of rubber solution, component "B", and Accelerator Components, A1 and A2, in repair outfits, KB156, Ref. 27C/2186, becoming unserviceable owing to being packed in tins with insecure lids.

2. Care must be taken to ensure at all times that the lids of the containers of rubber solution and accelerator, components A1 and A2 are securely fastened, to avoid evaporation or deterioration of the rubber solution.

3. It should be noted that because of the short life (approximately 6 months) of accelerator A1, it is held separately from the repair outfit, and is referenced 27C/2306. The repair outfit without the accelerator is referenced 27C/2312. No further provision of Ref. 27C/2186 will be made.

(The foregoing is the unaltered text of A.P.O. 2303/1955.)

(4403/3/111)

1072.

PAINTS AND COMPOSITIONS - PRESERVATION AND PACKAGING BY
THE SPRAYED PLASTIC METHOD.

The solvent used in preservation and packaging by the Sprayed Plastic Method is highly inflammable and toxic; in consequence, the precautions and regulations as laid down in Navy Order 397 of 1955 for "Liquid Envelope" operations are to be observed rigidly when using this method for the preservation and packaging of equipment, etc.

(4227/1/5)

1073.

PHOTOGRAPHIC EQUIPMENT - PRINTER, CONTACT, FOR AIR
FILM - PATTERN 6000 - INTRODUCTION.

In order to meet requirements for the rapid production of contact prints from air films a new type of contact printer has been introduced into Naval Service and will be added to the Rate Book and Authorised List of Naval Stores as follows :-

<u>Class/ Group</u>	<u>Pattern</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
P5	6000	Printer, contact, Air Film 10-in., for paper in sheet and roll.	Permanent

2. The printer will be allowed as follows :-

Aircraft Carriers (whilst employed on operational flying duties) 1 No.

Photographic Training School. 1 No.

3. Issue will be effected without demand by the Superintending Naval Store Officer, Sydney, on receipt of supplies from the United Kingdom.

4. Reports are to be forwarded after a period of three months' use of the Pattern 6000 printers as to whether the Pattern 2641 contact printers now held are still a requirement.

APPENDIX A

1077

ITEM NO.	DESCRIPTION	CATEGORY	QUANTITIES			REMARKS
			SENIOR OFFICERS	JUNIOR OFFICERS	RATINGS	
<u>Front and Rear Porches :-</u>						
1	Mats, coir	C	2	2	2	
<u>Hall, Stairs and Landings :-</u>						
1	Carpet runner	C	A	A	-	Not to exceed two thirds clear floor area.
2	Hair underfelt	C	A	A	-	
3	Felt stair pads	C	A	A	-	
4	Fittings, stair runner	P	A	A	-	
5	Chair, hall	P	2	1	-	
6	Cupboard, hall	P	1	-	-	If not built-in, only.
7	Linoleum	C	-	-	A	
8	Paper underfelt	C	-	-	A	
9	Table, hall	P	1	1	1	
<u>Dining Room :-</u>						
1	Carpet square, patterned	C	1	1	-	Not to exceed two thirds clear floor area.
2	Hair underfelt	C	A	A	-	
3	Chairs, dining	P	8	6	4	
4	Companion set	P	1	1	1	If required for open fireplace, or solid fuel appliance.
5	Curb, fire	P	1	1	1	"
6	Curtains	C	A	A	A	
7	Fittings for curtains	P	A	A	A	
8	Fuel Box	P	1	1	1	"
9	Linoleum	C	-	-	A	
10	Paper underfelt	C	-	-	A	
11	Mats, floor	C	A	A	A	For tropical areas only. Maximum supply - 4 No.
12	Rug, hearth, approx. 6' x 3'	C	1	1	1	If open fireplace is provided, only.
13	Sideboard	P	1	1	1	
14	Table, dining	P	1	1	1	
15	Waggon, dinner	P	1	1	-	
<u>Lounge or Living Room :-</u>						
1	Bookcase	P	1	1	1	If not built-in, only.
2	Carpet, square, patterned	C	1	1	1	Not to exceed two thirds clear floor area.
3	Hair underfelt	C	A	A	A	
4	Chairs, easy	P	2	2	2	For non-tropical areas only.
5	Chairs, easy	P	6	4	4	For tropical areas only.
6	Chairs, fireside	P	2	-	-	For non-tropical areas only.
7	Chairs, occasional	P	4	4	2	
8	Companion set	P	1	1	1	If required for open fireplace, or solid fuel appliance.
9	Curb, fire	P	1	1	1	"
10	Curtains	C	A	A	A	
11	Fittings for curtains	P	A	A	A	
12	Fuel Box	P	1	1	1	"
13	Lamp, standard	E	1	-	-	
14	Mats, floor	C	A	A	A	For tropical areas only. Maximum supply - 4 No.
15	Overcases for chairs, easy, and fireside, and settees, sets.	C	1	1	-	Two sets are allowed to Senior Officers only, if calico or similar covered suite is provided.
16	Rug, hearth, approx. 6' x 3'	C	1	1	1	If open fireplace is provided, only.
17	Settee	P	1	1	1	
18	Table, card	P	1	1	1	
19	Table, coffee	P	1	-	-	
20	Table, occasional	P	1	-	1	
21	Tables, occasional, nest of 3	P	1	1	-	
<u>Morning Room, Study, Breakfast Room, etc. :-</u>						
1	Carpet, square, patterned	C	1	-	-	Not to exceed two thirds clear floor area.
2	Hair underfelt	C	A	-	-	
3	Curtains	C	A	-	-	
4	Fittings for curtains	P	A	-	-	
5	Companion set	P	1	-	-	If required for open fireplace, or solid fuel appliance.
6	Curb, fire	P	1	-	-	"
7	Fuel Box	P	1	-	-	"
8	Rug, hearth, approx. 6' x 3'	C	1	-	-	If open fireplace is provided, only.

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ITEM NO.	DESCRIPTION	CATEGORY	QUANTITIES			REMARKS	
			SENIOR OFFICERS	JUNIOR OFFICERS	RATINGS		
<u>Additional items supplied if used as - (a) Morning Room or Study :-</u>							
9	Basket, waste paper	P	1	-	-	If not built-in, only.	
10	Bookcase	P	1	-	-		
11	Chair, easy	P	1	-	-		
12	Chair, office	P	1	-	-		
13	Chair, office, revolving	P	1	-	-		
14	Desk, writing	P	1	-	-	Two sets are allowed if calico or similar covered chair is provided.	
15	Overcase for chair, easy	C	1	-	-		
<u>(b) Breakfast Room, etc. :-</u>							
16	Chairs, dining	P	4	-	-	If not built-in, only.	
17	Cupboard, small	P	1	-	-		
18	Table, approx. 4'6" x 2'6"	P	1	-	-		
<u>Bedroom No. 1 :-</u>							
1	Bedstead, 4'6"	P	1	1	1	For non-tropical areas only. For tropical areas only. Not to exceed two thirds clear floor area.	
2	Bedstead, 3'	P	2	2	2		
3	Carpet square, patterned	C	1	1	-		
4	Hair underfelt	C	A	A	-	For non-tropical areas only. For tropical areas only. Maximum supply - 4 No. If no other suitable mirror is provided. For tropical areas only. One per bed. Two sets are allowed if calico or similar covered chair is provided.	
5	Chair, bedroom, small	P	1	1	1		
6	Chair, easy, small	P	1	-	-		
7	Chest of drawers	P	1	1	-		
8	Curtains	C	A	A	A		
9	Fittings for curtains	P	A	A	A		
10	Lamp, bedside	E	1	-	-		
11	Linoleum	C	-	-	A		
12	Paper underfelt	C	-	-	A		
13	Lowboy	P	1	1	1		
14	Mattress, inner spring, 4'6"	P	1	1	1		
15	Mattress, inner spring, 3'	P	2	2	2		
16	Mats, floor	C	A	A	A		
17	Mirror, 48" x 12" approx.	P	1	1	1		
18	Nets, mosquito	C	A	A	A		
19	Overcase for chair, easy, small	C	1	-	-		
20	Pillows	P	4	4	4		
21	Rug, bedside, approx. 5' x 3'	C	-	-	1		
22	Stool, dressing table	P	1	1	1		
23	Table, bedside	P	1	1	1		
24	Table, dressing	P	1	1	1		
25	Wardrobe, double	P	1	1	1		
<u>Bedroom No. 2 :-</u>							
1	Bedsteads, 3'	P	2	2	2		Not to exceed two thirds clear floor area.
2	Carpet square, patterned	C	1	-	-		
3	Hair underfelt	C	A	-	-	For tropical areas only. Maximum supply - 4 No. If no other suitable mirror is provided, only. For tropical areas only. One per bed.	
4	Chair, bedroom, small	P	1	1	1		
5	Chair, easy, small	P	1	-	-		
6	Chest, dressing	P	1	1	1		
7	Curtains	C	A	A	A		
8	Fittings for curtains	P	A	A	A		
9	Lamp, bedside	E	1	-	-		
10	Linoleum	C	-	A	A		
11	Paper underfelt	C	-	A	A		
12	Mattress, inner spring, 3'	P	2	2	2		
13	Mats, floor	C	A	A	A		
14	Mirror, 48" x 12" approx.	P	1	1	1		
15	Nets, mosquito	C	A	A	A		
16	Pillows	P	4	4	4		
17	Rugs, bedside, approx. 5' x 3'	C	-	2	2		
18	Table, bedside	P	1	1	-		
19	Wardrobe	P	1	1	1		
<u>Other Bedrooms :-</u>							
1	Bedsteads, 3'	P	1	1	1		If not built-in, only.
2	Chair, bedroom, small	P	1	1	1		
3	Chest, dressing	P	1	1	1		
4	Curtains	C	A	A	A		

APPENDIX A (Cont'd.)

ITEM NO.	DESCRIPTION	CATEGORY	QUANTITIES			REMARKS
			SENIOR OFFICERS	JUNIOR OFFICERS	RATINGS	
5	Fittings for curtains	P	A	A	A	
6	Linoleum	C	A	A	A	
7	Paper underfelt	C	A	A	A	
8	Mattress, inner spring, 3'	P	1	1	1	
9	Mats, floor	C	A	A	A	For tropical areas only.
10	Nets, mosquito	C	A	A	A	Maximum supply - 4 No.
11	Pillows	P	2	2	2	For tropical areas only.
12	Rug, bedside, approx. 5' x 3'	C	1	1	1	One per bed.
13	Table, bedside	P	1	-	-	
14	Wardrobe, single	P	1	1	1	If not built-in, only.
<u>Bathrooms :-</u>						
1	Cabinet, bathroom	P	1	1	1	If not built-in, only.
2	Linoleum	C	A	A	A	Only if suitable surfacing or covering is not provided.
3	Paper underfelt	C	A	A	A	
4	Mat, bath, trellis	C	1	1	1	
5	Mirror	P	1	1	1	If not otherwise provided.
6	Stool, bathroom	P	1	1	1	
<u>Kitchen :-</u>						
1	Cabinet, kitchen	P	1	1	1	If not built-in, only.
2	Chair, kitchen	P	1	1	1	
3	Chest, ice	P	1	1	1	Except in tropical areas, etc., where supply of refrigerators is authorized.
4	Curtains	C	A	A	A	
5	Fittings for curtains	C	A	A	A	
6	Linoleum	C	A	A	A	
7	Paper underfelt	C	A	A	A	
8	Refrigerator, 7 cubic feet	E	1	-	-	Supply is authorized for houses in tropical areas, etc., only.
9	Refrigerator, 6 cubic feet	E	-	1	1	
10	Stool, kitchen	P	2	2	2	
11	Table, kitchen	P	1	1	1	
<u>APPENDIX B</u>						
<u>Garden Tools :-</u>						
1	Axe	C	1	1	1	
2	Fork	C	1	1	1	
3	Hoe, dutch	C	1	1	1	
4	Hose, garden, 60', fitted	C	1	1	1	
5	Rake, garden	C	1	1	1	
6	Spade, garden	C	1	1	1	
7	Wheelbarrow	C	1	1	-	For residences with extensive grounds, only.
<u>APPENDIX C</u>						
<u>Miscellaneous Items :-</u>						
1	Board, ironing	P	1	1	1	For tropical areas only.
2	Fans, electric (other than ceiling fans)	E	A	A	A	For tropical areas only. Quantities are dependent on ceiling fans provided and size of residence.
3	Radiator, electric, 1000W	E	1	1	1	Allowed when Morning Room, Breakfast Room, Study, Dining Room, Lounge, or Living Room, are not provided with other means of heating.

APPENDIX D

ITEM NO.	DESCRIPTION	REMARKS
<u>Main Items Recorded in Fixture Lists :-</u>		
1	Basin, wash	
2	Bath	
3	Bin, garbage	
4	Blinds, and rollers	In respect of "unfurnished" houses, only.
5	Buckets, fire	
6	Curtain, shower	
7	Copper	
8	Clothes line	
9	Fans, electric, ceiling	In tropical areas only.
10	Fittings, electrical	
11	Fittings, plumbing	
12	Heater, sink	

C.N.Os. 1078-1112/55.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th December, 1955.

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

By direction of the Naval Board,

W. J. Hawkins

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

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1078-1080

SECTION 1 - ADMINISTRATIVE AND GENERAL

1078.

FOREIGN CURRENCY - EXCHANGE RATE - AUSTRALIAN CURRENCY TO STRAITS SETTLEMENT DOLLARS.

Approval is given for the exchange rate of 6.8 dollars to SA to be applied in changing pay of personnel to Straits Settlement currency.

2. All dollars taken on charge in the Cash Account are to be converted to Australian currency at the actual rate applicable at the date of purchase. Any profit resulting in changing of money should be dealt with in accordance with Naval Account Regulations and Instructions, Article 47A (2) (b).

3. Paragraphs 4 and 7 of Navy Order 258 of 1955 are relevant. (4807/1/11)

1079.

MODELS OF NAVAL SHIPS - METHOD OF TRANSIT.

Instances have occurred where models of Naval ships have been damaged due to rough handling whilst being transported by rail.

2. These models must be transported and handled with great care, and action is to be taken by authorities concerned to ensure that suitable transport arrangements (other than rail) are made in future. This is not intended to apply to Admiralty Pattern models normally supplied to recognition schools, etc. (4512/20/171)

1080.

PREVENTION OF FIRE IN SMALL CRAFT - REPORTS.

An examination of Forms A.8. 2011Z, forwarded in accordance with Navy Order 404 of 1954, shows that in many cases corrective action as required by note (1) thereof, found necessary as a result of the inspection, is either not taken or not reported.

2. In future Administrative Authorities are to ensure that reports are made by all ships and establishments under their administration at half yearly intervals. These reports are to be checked to see that necessary corrective action has been taken. The reports are no longer to be forwarded to Navy Office but retained by the Administrative Authority. Where structural alterations or variations of allowances of equipment are desired these questions should be referred to Navy Office. (3211/3/204)

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1081

SECTION 2 - PERSONNEL

1081.

COURSES - OFFICERS - SHORT COURSES FOR OFFICERS OF THE R.A.N. AND RESERVES.

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

2. COURSES FOR R.A.N. OFFICERS.- The Naval Board attaches great importance to the refresher courses available for officers in the Specialist Schools.

With the present rapid changes in equipment and procedure, officers' knowledge rapidly becomes obsolete unless periodical refresher courses are undertaken.

3. COURSES FOR RESERVE OFFICERS.- The following courses are available at the Specialist Schools :-

- (a) For R.A.N.R. Officers qualifying for Lieutenant
 - (i) Navigation and Direction 2 weeks
 - (ii) Damage Control 1 week
- (b) For R.A.N.R. Officers qualified for Lieutenant
 - (iii) Gunnery 2 weeks
 - (iv) T.A.S. 2 weeks
 - (v) Communications 2 weeks

NOTE:- (i) To be eligible for Course (i) Reserve Officers must have completed the appropriate Preliminary Course in a Reserve Establishment.

(ii) To be eligible for Course (iii), (iv) or (v) Reserve Officers must have passed examination by Specialist School after carrying out the Preliminary Course in a Reserve Establishment.

(c) To qualify Reserve Officers in Specialist Appointments

- (i) Gunnery - 4 weeks - to qualify a Reserve Officer to be Gunnery Officer of a ship up to A/S Frigate (Modified River Class).
- (ii) Communications - 6 weeks - to train an Officer as a Reserve (CE) Officer.
- (iii) Navigation - 4 weeks - to train an officer to be Navigating Officer of a ship up to Frigate (Modified River Class). This course may be taken outright or in two parts of two weeks each. In the latter case the parts should be taken in successive years.

(d) To qualify Reserve Officers for Command

The syllabuses are given in Navy Order 520 of 1953 and 361 of 1955. The following would be useful refresher courses for these officers :-

Communications Course No. 13
 Gunnery Course No. 19
 Navigation and Direction Course No. 27
 T.A.S. Course No. 36
 Damage Control Course No. 6
 A.B.C. Course No. 7
 Supply Course No. 45

(e) Additional Courses

(1) Reserve Officers are eligible to attend Courses at the School of Land/Air Warfare as shown in the Appendix to this Navy Order.

(11) Periodical courses will be arranged to train Reserve Officers designated as potential Commanding Officers and First Lieutenants of Ocean Minesweepers. Navy Order 185 of 1953 refers.

4. Navy Orders 67 of 1953, and 266 and 363 of 1955 are hereby cancelled. (4006/3/28)

A P P E N D I X
SHORT COURSES FOR OFFICERS OF THE R.A.N. AND RESERVES.

PLACE	SUBJECT	LENGTH	OFFICERS FOR WHOM SUITABLE	R/A SEE NOTE 1	REMARKS
1 R.A.A.F. Station, Williamstown.	Senior Officers Land/Air Warfare Course.	2 weeks	Commanders and above.	R	Including Reserve Officers
2 R.A.A.F. Station, Williamstown.	Intermediate Land/Air Warfare Course.	4 weeks	Lieutenant-Commanders and below.	R	
3 R.A.A.F. Station, Williamstown.	Offensive Support Course.	2 weeks	Executive Reserves Officers.	R	These courses together comprise Course No. 2.
4 R.A.A.F. Station, Williamstown.	Transport Support Course.	2 weeks	Non-Executive Reserve Officers.	R	
5 A.B.C.D. Schools, F.N.D., H.M.A.S. PENGUIN and LESUWIN.	Junior A.B.C.D. Course.	1 week	Officers without previous knowledge of A.B.C.D.	A	Details of PENGUIN courses are promulgated by Navy Order.
6 A.B.C.D. School, H.M.A.S. PENGUIN.	Standard D.C. Course.	1 week	All Officers.	R	
7 A.B.C.D. School, H.M.A.S. PENGUIN.	Standard A.B.C. Course.	1 week	All Officers.	R	
8 A.B.C.D. School, H.M.A.S. PENGUIN.	Passive Defence Officers Course.	2 weeks	R.A.N. and Reserve Officers designated as P.D.O.'s in R.A.N. Shore Establishments.	R	
9 A.B.C.D. School, H.M.A.S. PENGUIN.	Advanced D.C. Course.	1 week	All Officers.	R	Officers who have completed the Standard D.C. Course within the last 12 months.
10 A.B.C.D. School, H.M.A.S. PENGUIN.	Advanced A.B.C. Course.	1 week	All Officers.	R	Officers who have completed the Standard A.B.C. Course within the last 12 months.
11 Reserve Training Establishment.	Preliminary Communications Course.	20 No. - 2 hour periods	R.A.N.R. Subordinate Officers.		
12 Signal School, F.N.D.	Basic Communications Course.	1 week	(1) Short service Officers.	R	
13 Signal School, F.N.D.	R.A.N.R. Lieutenant-Communication Course.	2 weeks	(1) R.A.N.R. Lieutenants. (2) Refresher Course for Reserve Officers qualifying for Command.	R	
14 Signal School, F.N.D.	Reserve (OS) Officers Course.	6 weeks Part 1 - 2 weeks Part 2 - 2 weeks Part 3 - 2 weeks	Selected Reserve Executive or Special Branch Officers.	A	Officers successfully completing this course will be entitled to the notation (OS) against their names.
15 F.N.D.	Officers Indoctrination Course.	2 weeks	Newly Commissioned Officers.	R	Old title "Divisional Course".
16 Rescue Training, Establishment	Preliminary Gunnery Course.	20 No. - 2 hour periods	R.A.N.R. Subordinate Officers.		
17 Gunnery School, F.N.D.	Basic Gunnery Course.	1 week	Short Service Officers.	R	

NO.	PLACE	SUBJECT	LENGTH	OFFICERS FOR WHOM SUITABLE	R/A SEE NOTE 1	REMARKS
18	Gunnery School, F.N.D.	R.A.N.R. Lieutenant's Gunnery Course.	2 weeks	R.A.N.R. Officers who have completed the Basic Course in a Reserve Establishment.	R	An examination will be held on completion of this course.
19	Gunnery School, F.N.D.	Reserve Officers (g) Course.	4 weeks Part 1 - 2 weeks Part 2 - 2 weeks	(1) Reserve Officers Qualifying as Reserve (g) Officers. (2) Part 1. First week Refresher course for Reserve Officers qualifying Command.	R	Officers successfully completing this course in (1) will be entitled to the notation (g) against their names.
20	Gunnery School, F.N.D.	Destroyer Gunnery Officers Course.	4 weeks	R.A.N. Executive Officers.	A	Examination will be held on completion.
21	Gunnery School, F.N.D.	Gunnery Refresher Course.	As arranged	Commanding Officers and Commanding Officers Designate.	A	
22	Gunnery School, F.N.D.	Gunnery Refresher Course.	1 week	R.A.N. Executive Officers.	A	
23	Gunnery School, F.N.D., and T.A.S. School, H.M.A.S. RUSHCUTTER.	Short Armament Maintenance Course.	3 1/2 to 5 1/2 weeks	Engineer Officers of small ships.	A	
24	F.N.D. or H.M.A.S. PENGUIN.	Instructional Technique.	1 week	Officers appointed for Instructional duties.	A	
25	Reserve Training Establishments.	Preliminary N.D. Course.	20 No. - 2 hour periods	R.A.N.R. Subordinate Officers.		
26	N.D. School, H.M.A.S. WATSON.	Basic N.D. Course.	2 weeks	Short Service Officers.	R	
27	N.D. School, H.M.A.S. WATSON.	R.A.N.R. Lieutenants N.D. Course.	2 weeks	(1) R.A.N.R. Officers who have completed Preliminary N.D. Course. (2) Refresher course for Reserve Officers qualifying for command. (3) Refresher course for R.A.N. executive officers.	R	An examination in N.D. for Lieutenant R.A.N.R. will be held on completion of this course, for officers who require this qualification.
28	N.D. School, H.M.A.S. WATSON.	Instructor Officers N.D. Course.	8 weeks	All Instructor Officers during their initial training.	R	
29	N.D. School, H.M.A.S. WATSON.	Reserve (n) Officers Course.	4 weeks Part 1 - 2 weeks Part 2 - 2 weeks	Reserve Officers qualifying for Reserve (n) Officers.	R	Officers successfully completing this course will be entitled to the notation (n) against their names.
30	N.D. School, H.M.A.S. WATSON.	N.D. Refresher Course.	As arranged	All Commanding Officers and Commanding Officers designate.	A	
31	N.D. School, H.M.A.S. WATSON.	Small ship Navigating Officer's Course.	1 week	R.A.N. Executive Officers designated as N.O.'s of destroyers and below.	A	

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NO.	PLACE	SUBJECT	LENGTH	OFFICERS FOR WHOM SUITABLE	R/A SEE NOTE 1	REMARKS
32	N.D. School, H.M.A.S. WATSON.	Midshipmen R.A.N. Basic A.I.O.	1 week	R.A.N. Midshipmen as required.	A	
33	Reserve Establishment.	Preliminary T.A.S. Course.	20 No. - 2 hour periods	Reserve Officers without previous T.A.S. knowledge.		
34	T.A.S. School, H.M.A.S. RUSHCUTTER	Basic T.A.S. Course.	1 week	Short Service Officers.	R	
35	T.A.S. School, H.M.A.S. RUSHCUTTER	R.A.N.R. Lieutenants Course.	2 weeks	(1) R.A.N.R. Officers who have completed preliminary T.A.S. Course. (2) Refresher Course for R.A.N. Officers.	R	
36	T.A.S. School, H.M.A.S. RUSHCUTTER	R.A.N.R. Commanding Officers Course.	2 weeks	Refresher course for R.A.N.R. Officers qualifying for Command.	A	
37	T.A.S. School, H.M.A.S. RUSHCUTTER	T.A.S.C.O.'s Course.	3 weeks	Officers performing the duties of TASCOS in Destroyers and Frigates.	A	Confidential Navy Order 118 of 1955 refers.
38	T.A.S. School, H.M.A.S. RUSHCUTTER	Aadic Control Officers Course.	2 weeks	Officers performing the duties of Aadic C.O. in Destroyers and Frigates.	A	Confidential Navy Order 118 of 1955 refers.
39	T.A.S. School, H.M.A.S. RUSHCUTTER	T.A.S. Refresher Course.	As arranged	All Commanding Officers and Commanding Officers Designate.	A	
40	T.A.S. School, H.M.A.S. RUSHCUTTER	Midshipmen R.A.N. T.A.S. Course.	2 weeks	R.A.N. Midshipmen as available.	A	
41	T.A.S. School, H.M.A.S. RUSHCUTTER	Shallow Water Diving Course.	2 weeks	All Officers who are medically fit.	A	Medical Standard Navy Order 36 of 1949.
42	T.A.S. School, H.M.A.S. RUSHCUTTER	Diving Supervision Course.	2 weeks	All Officers.	A	Navy Order 425 of 1955.
43	A.J.A.S.S. NOWRA.	Joint Anti-Submarine Tactical Course. (Short title J.T.C.)	2 weeks	(1) R.A.N. Officers (2) Reserve (a/s) Officers. (3) Reserve Officers qualified for command.	R	
44	A.J.A.S.S. NOWRA.	Junior Officers Joint Anti-Submarine Course. (Short title - J.O.C.)	1 week	(1) Junior Lieutenants, Sub-Lieutenants, Midshipmen of the R.A.N. (2) R.A.N.R. Officers who have completed course No. 33.	R	
45	Supply School, F.N.D.	Victualling duties in small ships.	2 weeks	Executive Officers carrying out or about to carry out Victualling duties in small ships.	A	Navy Order 732 of 1954 refers.

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

1082.

DENTAL BRANCH - PROMOTION TO COMMISSIONED RANK.

Approval in principle has been given to the promotion of ratings of the Dental Assistant/Mechanic Branch to the rank of Commissioned Warcmaster.

2. Such promotion cannot be effected until the necessary amending legislation has been brought into being, when applications to undergo the professional examination will be invited.

3. The qualifications for promotion will be as laid down in Q.R. & A.I., Articles 0504 and 0546, except that a candidate must not be below the rating of P.O.D.A. or D.M.3 and the examination syllabus below will be substituted for that contained in Q.R. & A.I., Appendix I, Part 8, Section XI :-

	<u>Marks</u>
(i) General knowledge of administration in a Dental Centre. Some knowledge of hospital administration and management of wards. Ordinary methods of disinfection. Forms used in the Dental Branch ashore and afloat. Dental radiographic technique. Knowledge of dental diseases. Precautions against fire.	300
(ii) Training and supervision of dental staff. Syllabus of training. Disciplinary matters particularly relating to Naval Hospitals and Dental Surgeries.	250
(iii) Care, custody and maintenance of dental stores and equipment. Stores accounting. Procedure for writing off lost, broken and unserviceable stores.	200
(iv) Q.R. & A.I. Medical and Dental. Discipline. Standing Orders relative to the Dental Branch. Dental records. Correspondence. Dental standards and examinations.	150
	Total <u>900</u>

(A total of not less than 50 per cent in each subject will be required to secure a pass).

(4008/4/136)

1083.

INSTRUCTIONAL FILMS AND FILM STRIPS - A. 595,
"INTERCEPTION TECHNIQUE" (PARTS 1-4) - DISTRIBUTION.

Copies of the new instructional film A. 595, "Interception Technique" (Parts 1-4), 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

H.M.A.S. MELBOURNE
H.M.A.S. WATSON
R.A.N. Air Station, Nowra
Flinders Naval Depot
R.A.N. Film Library, Sydney

No. of Copies

1
1
1
1
1

2. Details of the film are as follows :-Part 1 - Principles of Interception.

This part depicts the Intercept Officer's equipment and gives an explanation of the Radar used. It deals with Identification of Fighters, initial Vectors, Points of Interception, the use of the Sun and the basic methods of dealing with mass Raids. Running time 18 minutes. 1 Spool.

Part 2 - Radar Interpretation and the Effect of Weather Conditions on Interception.

Vertical Coverage Diagrams, beam-width and echo-clipping are discussed. The effect of weather on Standing Patrols and the tactical use of cloud by the Intercept Officer, the Fighter and Targets are displayed, together with the effect of Sea Returns and Sea Clutter. A brief description of the effect of "Aircraft Aspect" on Radar response is included. Running time 12 minutes. 1 Spool.

Part 3 - Fighter Direction at High Altitude and at Night.

This part of the film shows the effect of High Altitude Flying upon the Pilot's "form" and on aircraft sightings. It discusses the pros and cons of condensation trails in interception, and describes the compressibility of aircraft and critical Mach numbers. The methods of losing height, including a brief description of the Diving Technique, are also shown. Running time 12 minutes. 1 Spool.

Part 4 - The Intercept Team.

The functions of Briefing and Intercept teams, Lt.-Cdr. (Ops.), Direction Officer, Met. Officer are described. The story of an interception is given from the initial Deck Handling Problem via the Scramble, Interception and recovery of the aircraft, to the final de-briefing in the A.D.R. which rounds off the film. Running time 25 minutes. 2 Spools.

3. The film is classified "Restricted".

(The foregoing is the text of A.F.O. 2360/1955 altered to meet R.A.N. conditions.)

(4518/61/538)

1084.

INSTRUCTIONAL FILMS AND FILM STRIPS - E.785, "HOW THE MOTOR CAR WORKS" (PART 1) - DISTRIBUTION.

Copies of the new commercially produced film E.785, "How the Motor Car Works" (Part 1), are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Establishments</u>	<u>No. of Copies</u>
Flinders Naval Depot	1
Officer-in-Charge, R.A.N. Air Section, Schofields (for Apprentice Training School)	1
R.A.N. Film Library, Sydney	1

2. This is the first of a series of films dealing with the operation of the motor car. The four-stroke cycle is explained in terms of simple laboratory experiments and then demonstrated with complete, partially dismantled and sectioned modern car engines. The operation of the valve gear and the ignition timing are also explained. Running time 15 minutes. 1 spool.

(The foregoing is the text of A.F.O. 2491/1955 altered to meet R.A.N. conditions.)

(4518/61/545)

1085.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA.549, "AIRLIFTING, SLUICING AND NEEDLING" - DISTRIBUTION.

Copies of the new film strip SA.549, "Airlifting, Sluicing and Needling", are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Establishments</u>	<u>No. of Copies</u>
H.M.A.S. RUSHCUTTER (for Diving School)	1
R.A.N. Boom Depot, Waverton	1
R.A.N. Film Library, Sydney	2

2. This strip deals with one simple aspect of salvage work and its use in the general field of marine salvage. It is intended as a primary visual aid to all naval diving personnel, Marine Salvage Officers and divers. Issued with 33 frames.

(The foregoing is the text of A.F.O. 2420/1955 altered to meet R.A.N. conditions.)

(4518/61/537)

1086.

JERSEYS, BLUE, SLEEVELESS - ADDITION TO COMPULSORY KIT OF CLASS II RATINGS.

The compulsory kit of Class II ratings, as contained in Interim Pay Instruction 165/3, is amended by the addition of 1 No. Jersey, blue, sleeveless. This garment is intended mainly for wear with blue clothing during cold weather, as directed by the Senior Naval Officer present.

2. Serving Class II ratings who are not due for discharge before 31st March, 1956, are to be credited in current ledgers with an amount of £1. 1. 9, which is the current price applicable to repayment issues of this item. Finance Authority No. L. 1779.

3. Stocks of jerseys, blue sleeveless, are available on demand from H.M.A. Victualling Yards. This item is stocked in a range of four sizes, with chest measurements as follows :-

Size No.	1.	2.	3.	4.
Chest	34"	36"	38"	40"

4. Interim Pay Instruction will be amended in due course. (4716/1/221)

1087.

PROFESSIONAL EXAMINATION FOR LEADING SEAMAN - REVISED METHOD OF EXAMINATION IN SECTION 2.

After successful trials in the Fleet a new method of examining Able Seamen for Leading Seaman, in Section 2 of the Professional Examination, based on practical tests and short answer written examinations, has been approved.

2. A Questionnaire for Examination for Leading Seaman together with answers and detailed instructions for the conduct of examinations has been prepared and will be distributed as follows :-

F.O.C.A.F.	-	6 copies
C.S.T., P.N.D.	-	2 copies
F.O.I.C., E.A.	-	2 copies
N.O.I.C., S.E.A.	-	2 copies
N.O.I.C., N.E.A.	-	2 copies
N.O.I.C., N.W.A.	-	2 copies
N.O.I.C., W.A.	-	2 copies

3. Authorities when convening seamanship boards are to forward to Presidents of Boards for Leading Seaman copies of the Questionnaire.

4. Presidents of such Boards are to have examination papers prepared in accordance with instructions contained in the preface to the Questionnaire with the object of ensuring that all candidates being examined in Section 2 by a particular board will be asked identical questions.

5. The purpose of the Questionnaire is to ensure that :-

1087

14

- (a) the syllabus is thoroughly covered; and
- (b) consistent standards are maintained.

6. To achieve this purpose, questions concerning tasks which a Leading Seaman should normally be expected to do are asked in the form of practical tests. All things which he must know are tested by short questions in written examinations.

7. In practical tests it is sometimes inconvenient or excessively lengthy to carry out the tests on the actual equipment, and a model is more suitable. In the examination instructions it is assumed that the following models will be available :-

- (a) Working model of a dum buoy.
- (b) Working model of sheer legs.
- (c) Working model of the fore-castle of a destroyer.

However, if the models are not available it will still be possible to conduct the examination but time allowed for the performance of each task will have to be adjusted accordingly.

8. Written short answer tests are preferred to oral tests for three reasons.

- (a) All candidates will be able to do the written tests simultaneously thus enabling many more questions to be asked and the syllabus to be more efficiently covered.
- (b) The average candidate is more likely to acquit himself better in a written answer than when being questioned orally by an examining officer.
- (c) It is very much easier to ensure a consistent standard at successive Boards.

9. Although the questions listed cover the syllabus, it is not contended that all possible questions or correct answers have been included. Authorities desiring further questions to be added are to forward proposals to the Commodore Superintendent of Training.

10. Similarly, to ensure that answers given cover all possibilities, an answer which is right but differs from that given, is to be forwarded to Commodore Superintendent of Training who is to be responsible for keeping the Questionnaire under review, issuing additions, corrections and revised editions of the Questionnaire as required.

11. A Questionnaire for Examination for Petty Officer is being prepared and will be issued in due course. It is then intended to incorporate these instructions in A.B.R. 10.

(4006/42/32)

1088.

PROMOTION (OFFICERS) - ZONES FOR PROMOTION FROM SENIOR COMMISSIONED OFFICER (BRANCH LIST) TO LIEUTENANT OR EQUIVALENT RANK.

The zones of promotion of Senior Commissioned Officers (Branch List) to Lieutenant or equivalent rank for the half-yearly selections in the year 1956 lie between a minimum seniority of 5 years as at 1st April and 1st October and a maximum age limit of 52½ years. Officers with exactly 5 years seniority on these dates are included in the zone.

The exception to this rule are as follows :-

<u>Executive Branch</u>		
Senior Commissioned Master-at-Arms	All officers eligible	
<u>Wardmaster Branch</u>		
Senior Commissioned Wardmaster	All officers eligible	
<u>Supply and Secretariat Branch</u>		
	Minimum Seniority	Maximum Age
Senior Commissioned Writer Officer	18 months	52½ years
Senior Commissioned Stores Officer		
Senior Commissioned Catering Officer		
Senior Commissioned Cookery Officer		

(The foregoing is the text of A.P.O. 2499/1955 altered to meet R.A.N. conditions.)

(4008/4/133)

1089.

R.A.N. CENTRAL CANTEENS COMMITTEE.

With reference to Navy Order 62 of 1954, a meeting of the R.A.N. Central Canteens Committee was held at Navy Office on Wednesday, 2nd November, 1955.

The following were present :-

- Captain R.I. Peek,
Director of Personal Services (Chairman).
- Captain (S) J.B. Foley,
Director-General of Supply and Secretariat Branch.
- Captain (S) E.H. Leitch,
Representing C.S.T., P.N.D.
- Acting Commander (S) R.P. Newey,
Representing F.O.C.A.F.
- Lieutenant-Commander H.A.E. Cooper,
Representing F.O.I.C., E.A.
- Stores Chief Petty Officer (S) G.A. Foley,
Representing Sydney Establishments.

- Chief Petty Officer R.J. Fleming,
Representing Flinders Naval Depot.
 - Chief Air Artificer C. Price,
Representing R.A.N. Air Station, Nowra.
 - Master-at-Arms S. Bustard,
 - Chief Petty Officer C.E. Fox,
 - Petty Officer Engineering Mechanic P.T. Kemp,
 - Commander (S) A.L. Freer,
Secretary.
- } Representing
H.M.A. Ships

The Chairman opened the Meeting at 1100 and referred to Navy Orders 398/53 and 62/54 dealing with the establishment and functions of the Committee.

MINUTES

Minutes of Meeting held 14th June, 1955, were confirmed.

FINANCIAL STATEMENT

The Committee received a Statement showing the financial position of the Fund at the 31st October, 1955, to be -

Bonds (at cost)	£15,779
Loans to R.A.N. Relief Trust	30,570
Fund and Canteens	
Cash at Bank	5,082
	£51,431

It was estimated that at 31st December, 1956, the cash balance in the bank would be £24,000.

HEALTH BENEFITS

The Secretary reported that the Establishment of the Naval Health Benefits Society was now awaiting the approval of the Victorian Chief Secretary. This approval was expected at an early date.

R.A.N. GLIDING ASSOCIATION

Copies of correspondence between the R.A.N. Gliding Association and the R.A.N. Central Canteens Board regarding a request from the Association for a grant of £750 were considered by the Committee.

The case for a grant was presented by the representative from H.M.A.S. ALBATROSS and after discussion it was decided to recommend that the grant be made.

H.M.A.S. HUON

A request for provision of a tennis net and for an annual grant of £100 for purchase of sporting equipment was considered by the Committee. It was decided to recommend that the tennis net be provided but that instead of an annual grant, H.M.A.S. HUON be advised to submit requests for provision of specific items of sporting equipment as required.

H.M.A.S. MORETON

The Committee considered a request for grant of £464.5.0. for the purchase of equipment for use by members of H.M.A.S. MORETON in mid-week sporting events and the annual Queensland Inter-Service Sports Championships. It was considered that the provision of sporting equipment was the responsibility of the Welfare Fund financed by the Service Canteen at H.M.A. Boom Depot, Pinkenba, but that a special grant should be made to H.M.A.S. MORETON Welfare Committee on the occasions when the Navy was the host service of the Queensland Inter-Service Championships.

BILLIARD TABLES

Requests from Coonawarra Naval W/T Station and H.M.A.S. TARANGAU for the provision of Billiard Tables were not considered by the Committee in view of Commonwealth Navy Order 249 of 1952.

H.M.A.S. SYDNEY

The representative from H.M.A.S. SYDNEY advised the Meeting that his Welfare Committee was asking for a single grant of £50 to purchase additional sporting equipment for use by National Service Trainees. It was not intended that this should be an annual grant. Under these circumstances the Committee decided to recommend a grant of £50 for the purpose stated.

FLINDERS NAVAL DEPOT

A request from the Commodore Superintendent of Training for a grant of £158 towards the cost of providing football uniforms for teams participating in Victorian Inter-Service Competitions was considered. The committee decided to recommend a grant of £150 and expressed the opinion that a South East Australian Area Sports Fund should be established on the same lines as the East Australian Area Sports Fund. If such a fund were established and a requirement became apparent for an annual grant, the Committee could consider making a recommendation for an annual grant as is made to the East Australian Area Sports Fund.

LONG TERM PROJECTS

The following suggestions for long term projects forwarded by various authorities were considered by the Committee :-

- (A) Fleet Canteen, Sydney. Yearly grant to progress modernisation.
- (B) Fleet Canteen, Sydney. Provision of swimming pool.
- (C) Sydney Area. Grant to Royal Naval House for modernisation.
- (D) Sydney Area. Purchase of building to provide accommodation for wives of personnel visiting or seeking accommodation in Sydney.
- (E) Sydney Area. Establishment of a Club for all ratings, to include sporting facilities, bars, canteen and restaurant.
- (F) H.M.A.S. WATSON. Provision of swimming pool.

- (G) H.M.A.S. WATSON. Provision of Social Club for personnel and wives at South Head.
- (H) R.A.N. Air Station, Nowra. Grant for fitting of cinemascope in the cinema.
- (I) R.A.N. Air Station, Nowra. Provision of beer cooling equipment for Jervis Bay Canteen.
- (J) H.M.A.S. HARMAN. Provision of swimming pool.
- (K) R.A.N.A.S. Schofields. Provision of swimming pool.
- (L) Flinders Naval Depot. Provision of Social Club House for personnel and wives in vicinity of married quarters.

At the request of F.O.C.A.P. discussion on suggestion (B) was deferred until the Committee of the Fleet Canteen had had an opportunity to consider the proposal and make a recommendation.

The member representing the F.O.I.C. E.A. stated that Royal Naval House, Sydney, was controlled by a Committee of citizens; they had ample funds available and had already embarked on a programme of modernisation. He also stated that the question of providing accommodation for wives of personnel visiting or seeking accommodation in Sydney is being investigated, and that an establishment on the lines of a MOTEL with community cooking and washing facilities might be a practical answer.

It was reported that the Garden Island swimming pool had been repaired and was available to ratings who normally use the Fleet Canteen.

The representative from Sydney Establishments put the case for the provision of a swimming pool at H.M.A.S. WATSON by erecting a net across Lady Bay at a cost of £4,000; for provision of a Social Club at H.M.A.S. WATSON at a cost of £1,000; for provision of a swimming pool at Schofields at a cost of approximately £25,000.

The case for a swimming pool at H.M.A.S. HARMAN was presented by the representative of F.O.I.C. E.A.

The representatives of the Commodore Superintendent of Training, and Flinders Naval Depot, asked for the establishment of a Social Club House in the vicinity of married quarters at Flinders Naval Depot. The proposal was that the Club be established in stages commencing with the erection of a Hall.

The representative from H.M.A.S. ALBATROSS stated that the provision of modern film projection equipment would cost £5,000 and that provision of beer cooling equipment at Jervis Bay would cost £1,050.

The Committee discussed the proposals at length and before proceeding to recommend priorities for the projects, made the following recommendations :-

- (i) The establishment of a club for all ratings in the Sydney Area would best be met by modernising and extending the Fleet Canteen.

- (11) That sympathetic consideration be given to erecting a swimming pool in Lady Bay. Apart from the expense of £4,000 on piles the project appeared to be within the capacity of the R.A.N.
- (111) That subject to an application being received, a loan of £1,000 be made to the Welfare Committee H.M.A.S. WATSON to establish a Social Club.
- (1v) That provision of beer cooling equipment at the Jervis Bay Canteen is the responsibility of the Welfare Committee H.M.A.S. ALBATROSS.
- (v) The provision of a swimming pool at R.A.N.A.S. Schofields is most desirable. The Committee assumed that a swimming pool would be regarded as an essential service requirement and would be provided at public expense.

By majority votes, the following order of priority of long term projects was recommended :-

- (1.) Establishment of a Club for all ratings in the Sydney Area by modernising and extending the Fleet Canteen.
- (2.) Provision of accommodation for wives of personnel visiting or seeking accommodation in Sydney.
- (3.) Provision of a Social Club House for personnel and wives in the vicinity of married quarters at Flinders Naval Depot.

(3238/3/30)

R.A.N. CENTRAL CANTEENS FUND.

The following Revenue Account of the R.A.N. Central Canteens Fund for the period 23rd December, 1954, to 31st July, 1955, and the Balance Sheet as at 31st July are promulgated for information.

REVENUE ACCOUNT FOR PERIOD 23RD DECEMBER, 1954 TO 31ST JULY, 1955.

To Australian Army Canteens Service Rebates	68.15. 6	By Grants for purchase of equipment -	
Levy on Rental of Canteen Tenants	405. 3.11	H.M.A.S. TARANGAU	209. 6. 1
Levy on Sales in Service System Canteens including Chief Petty Officers and Petty Officers Canteens	17,683.18. 2	H.M.A.S. MELBOURNE	50. 0. 0
Donations -			259. 6. 1
R.A.N. Air Station, Schofields	150. 0. 0	Less refund from P.O. Wrens Mess Flinders Naval Depot	5. 8. 5
H.M.A.S. BATAAN	6.11. 8		253.17. 8
Interest	366.18.10	Contribution to East Australian Area Sports Fund	150. 0. 0
		Entertainment of H.M.A.S. QUEENBOROUGH in London	251. 0. 0
		Fixed Assets transferred as grants to those Establishments for which they were purchased	1,710. 0. 0
		Donations -	
		R.A.N. Relief Trust Fund	5,000. 0. 0
		White Ensign Club, Melbourne	350. 0. 0
			5,350. 0. 0
		Freight on films	487. 8. 5
		Freight on canteen stationery	6.14. 9
		Insurance on canteen stores to H.M.A.S. TARANGAU and H.M.A.S. MELVILLE	176.18. 3
		Net Surplus	10,295. 9. 0
			£18,681. 8. 1

BALANCE SHEET AS AT 31ST JULY, 1955.

(All amounts adjusted to nearest £.)

Accumulated Funds as at 24th December, 1954	40,274	Current Assets	
Add net surplus to 31st July, 1955	10,296	Amounts to be repaid	28,270
	50,570	Balance in hand, R.A.N. Recreational Film Account	159
		Cash at bank and in hand	6,362
		Investments	
		Commonwealth Treasury Bonus	15,779
			£50,570

I certify that I have audited the books and accounts of the R.A.N. Central Canteens Fund for period 23rd December, 1954 to 31st July, 1955, and in my opinion the above Revenue Account correctly sets forth the transactions for the period 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.

Melbourne

(Sgd.) (C.T. GOODE)
Commander (S) R.A.N.R., (Ret'd.)
of Messrs. Martin, Goode, Morris & Toner,
Chartered Accountants (Aust.),
340 Little Collins Street,
MELBOURNE, C.I.

1091.

REPORTS - FORMS A.S. 206 - CADETS AND MIDSHIPMEN -
REVISED INSTRUCTIONS.

Since it should be an automatic part of the ordinary process of training to draw the attention of Cadets and Midshipmen to any faults which lie within their power to remedy, it is considered that they should not be emphasized by being underlined in red ink on Forms A.S. 206, particularly as this may give the impression that they are being permanently recorded against the officer. It has therefore been decided that, in future, red ink underlining is not to be used when rendering Forms A.S. 206 on Cadets and Midshipmen.

2. The General Instructions for completing the Form will be amended in due course.

(The foregoing is the text of A.P.O. 2983/1955 altered to meet E.A.N. conditions.)

(3325/3/345)

1092.

WORKING DRESS FOR COOK RATINGS.

Working dress of Leading Cooks and below will in future comprise half-sleeved cotton singlets and white drill trousers.

2. The kits of these ratings, as contained in Interim Pay Instruction 165/4, are being amended by the addition of 3 No. singlets, cotton, half-sleeved, and the deletion of 3 No. shirts, white, with collar.

3. Serving ratings affected, who are not due for discharge before 31st March, 1956, are to be credited in current ledgers with an amount of 11/2d., representing the cost of 2 No. singlets, cotton, half-sleeved, at the current issuing price. They may retain the shirts, white, with collar, which are now in their possession and are surplus to scale.

4. Finance Authority L.1778.

5. Interim Pay Instruction 165/4 will be amended in R.I. Series in due course.

(4716/1/218)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1093.

RADIO EQUIPMENT - MODIFICATIONS TO - REPORTS.

To allow H.M.A. Dockyards, within the capacity of labour available, to assist ships to progress outstanding modification to radio equipment, a defect item - deficiency in existing arrangements - is to be raised in each main defect list as follows :-

"To bring up-to-date outstanding modifications to Radio Equipment in accordance with B.R. 1917."

2. This innovation in no way relieves any ship of the responsibility to progress these modifications herself, within the limit imposed by maintenance commitments.

3. Ships are to render to the Dockyard, with the main Defect List, a report listing outstanding modifications in order of priority for which Dockyard assistance is required. Nil reports are required.

4. This procedure, which comes into force forthwith, will involve changes in B.R. 1917; moreover, as consideration is now being given to the introduction of modification labels, further changes in B.R. 1917 are envisaged. The complete amendments to B.R. 1917 will be promulgated in due course.

5. Any modification, involving alterations to "As Fitted" drawings or where the weight is more than a negligible amount, must be carried out as an alteration and addition item.

(The foregoing is the text of A.P.O. 1303/1955 altered to meet R.A.N. conditions.)

(4273/11/13)

1094.

RADIO - INTERFERENCE - INTERFERENCE TO RADIO RECEPTION IN H.M.A. SHIPS - RIGGING NOISE.

The simultaneous operation of transmitters and receivers in the same ship raises three major interference problems, namely :-

- (a) The avoidance of mutual interference between radio services.
- (b) The suppression of radio noises from electrical machinery and appliances.
- (c) The abatement, within the limits of practicability, of "Rigging Noise".

In so far as problems (a) and (b) are concerned, the onus is almost entirely on the Radio/Electrical equipment designer. Rigging noise (c) however, is not an equipment design problem, but a ship characteristic over which ship's staff can exercise a large degree of control. Admittedly, a great deal of the rigging is neither "radio" nor "electrical" in the generally accepted sense of these terms. Nevertheless, that the electrical staff should initiate action where necessary, becomes apparent when it is realised that "Rigging Noise" may, in extreme cases, degrade radio reception by as much as 40 decibels. Furthermore, the routine inspection and remedial action set out in paragraph 3 will generally contribute to the smarter appearance of the ship's rig.

2. Brief description of the cause of "Rigging Noise".

- (a) This may be explained along the following lines :-
 - (1) The strong local R.F. fields produced by the ship's transmitters induce considerable voltage in the rigging.

- (11) These induced voltages may result in arcing, or in cross-modulation effects, occurring at points of intermittent electrical contact in the rigging.

- (111) The R.F. components of the arcing - or of the cross-modulation - are re-radiated by the ship's rigging, and can cause serious interference over a wide band of frequencies.

(b) Factors influencing the characteristics of interference are :-

- (1) The strength of the incident field at the electrically defective element in the rigging.

- (11) The nature of the electrical contacts in the rigging.

- (111) The effect of the ship's motion and vibration on (b) (11).

Depending on the above three factors :-

The strength of the incident field will depend on the power radiated by the transmitter, the efficiency of the transmitting aerial system, and on the efficiency as an aerial radiator of the rigging element associated with the defective contact.

The characteristics of the rigging contacts cover oxidation, corrosion, and the degree of electrical intermittency. Rectification action associated with these characteristics may be sufficient to produce cross-modulation external to the radio equipment.

The effect of the ship's motion and vibration is closely related to the characteristics of the rigging contacts. The degree of rectification will depend on the area of the contact and on the contact pressure, both of which may change considerably as the result of relative movement of the contacts. Intermittency of contact will vary in degree under similar conditions and there is the likelihood of persistent arcing occurring between the affected points.

3. Action. - To eliminate as far as possible all "Rigging Noise" the Commanding Officer is responsible that periodical inspections and remedial action on the following lines are carried out by departments of the ship directly concerned :-

Aerial Systems

- (a) Examine, clean and tighten to ensure the highest possible degree of electrical conductivity, all metal to metal contacts such as shackles, clips, bottlescrews, swivel-eyes, links, etc.
- (b) Clean insulators and take out of service those chipped or surface cracked.

- (c) Broken strands in the aerial, downhauls or stay-off wires are a source of trouble, and the only satisfactory remedy is to fit a new section. This applies, in the main, to wire aeriels, but should be taken into consideration when dealing with shrouds and stays associated with rigid aerial structures.
- (d) The slack of downhauls and of any stay-off wires should be solidly coiled up and solidly earthed to the steel structure of the ship.
- (e) Where rigid structures are bolted together to form an aerial assembly, or to serve as a supporting framework for an aerial assembly, the bearing surfaces should be kept clean and bolts tight. Spot-welding, although generally preferable in the interests of electrical conductivity, is not above suspicion, and the welded spots should be periodically checked for signs of fracture. Deterioration in the electrical characteristics of working rivets and bolts may often be detected by an early show of rust.

General Rigging

- (f) The drill outlined for aeriels should be extended to cover general rigging, including lattice type mast structures. The higher the rating of the transmitter power and/or the smaller the separation between the aerial and the rigging structure, the more searching should be the examination and the more thorough the remedial measures.

The guiding principles may be summed up as follows :-

- (i) The highest possible degree of insulation where insulation is a fundamental requirement.
- (ii) In all other circumstances, the electrical conductivity and the continuity of this conductivity to earth, should be as good as is possible within the limits of practicability.

4. *Inspection Routine.* - General inspections should be carried out at frequent intervals, and detailed examination and thorough overhaul made once a year during a refit.

A record of the inspections and work done is to be kept in the Radio Equipment Log on an extra sheet S.1275(H) which is to be inserted before Folio No. 1. The subsidiary heading "Aeriels and Rigging" is to be added to the sheet.

(The foregoing is the unaltered text of A.P.O. 2711/1955.)
(3311/11/30)

1095.

WIRELESS - AERIAL OUTFITS APH, ARU AND AJD - REPLACEMENT OF PATTERN 53300 EXTENSION TUBE.

It has been found that certain Extension Tubes, 6 feet, Pattern 53300, used in Aerial Outfits APH, ARU and AJD, are subject to an unacceptably high insertion loss. This results in a reduction in range which varies according to the frequency in use.

2. The faulty tubes were first put into service in July, 1952. They may be distinguished from normal tubes in the following manner :-

- (a) Normal tubes - the tube is riveted to the end cap at both ends, the heads of the rivets being almost flush with the surface of the tube.
- (b) Faulty tubes - the tube is riveted to the end cap at one end, and screwed to the end cap at the other by four rounded-headed O.B.A. screws, the heads of which rise approximately 1/4-in. above the surface of the tube.

3. Stocks held by (Superintending) Naval and Air Store Officers are to be examined and arrangements made for modification of defective tubes. These will be identified by the suffix "A" after the Pattern Number.

4. Ships in which extension tubes have been fitted subsequent to July, 1952, are to inspect such tubes. If any of these are found to be of the type specified in paragraph 2 (b), the following action is to be taken :-

- (a) Insert an item in the Defect List to cover the work of replacing the defective tubes as follows -
"To replace defective Pattern 53300 Extension Tube in accordance with Navy Order 1095 of 1955, Pattern 53300 tube has unacceptably high insertion loss."
The work to be carried out by Dockyards.
- (b) Demand a quantity of non-faulty Pattern 53300 or Pattern 53300A Extension Tubes sufficient to replace the defective items fitted, quoting this Order as authority.
- (c) On replacement, return the defective Extension Tubes to the nearest (Superintending) Naval and Air Store Officer for modification.

(The foregoing is the text of A.P.O. 1119/1955 altered to meet R.A.N. conditions.)

(4519/11/1056)

1096.

PATTERN 16034 AND PATTERN 16034A HEADLAMPS.

Examination of Miners Headlamps, Patterns 16034 and 16034A, returned from H.M.A. ships, reveals that, in many instances, deterioration has taken place as the result of the electrolyte from the battery having been spilt on the metal components and the head harness, etc.

2. It has not been found practicable to arrest the progressive deterioration that takes place as a result of the chemical reaction from the electrolyte.

3. In order to avoid this deterioration, the batteries are always to be stowed separately from the lanterns and the harness while in store or in transit.

(4518/22/268)

1097.

FIRE AND BILGE PUMPS, 40 TONS PER HOUR (WALKERS) DIMENSIONS OF VALVE SPRINGS - FRIGATES (CONVERTED FLEET) AND FRIGATES (RIVER CLASS).

Certain dimensions given on drawings for the suction and delivery valve springs fitted to the 40 tons per hour Fire and Bilge Pumps manufactured by Walkers Ltd. are incorrect.

2. The drawings concerned are No. 970223 in Frigates (River Class) and No. Q 2305 in Frigates (Converted Fleet) and amendments are required as follows:-

(a) Internal diameter of base of spring to read -
"1 $\frac{11}{16}$ " in lieu of 1 $\frac{1}{8}$ "

(b) Diameter of wire to read "10LSG" in lieu of "8LSG".

3. All copies of the abovementioned drawings are to be amended as indicated, quoting this Order as authority.

(3765/12/33)

1098.

AMMUNITION - CARTRIDGES Q.F. 4.5-IN. (S.L.) - NEW TYPES.

The following Cartridges for Q.F. 4.5-in. separate loading guns are being introduced into Naval Service:-

Cartridges Q.F. 4.5-in., Marks 3-5 Guns -

JB 367 12 lb. 10 oz. MNP/S 168-048, Mark N5
with No. 17 Primer

JB 380 12 lb. 10 oz. MNP/S 168-048, Mark N6
with No. 14 Primer.

2. These cartridges will be assembled with cartridge cases with threaded mouths and screw-in lids, instead of the existing "tanged" cases and lids.

3. The screwed mouth assembly should ensure that the charge is kept in position when power ramming is used; this is desirable for ballistic and safety reasons.

4. First supplies are expected to be available in the United Kingdom by early 1956; however, stocks of the existing design are sufficient for present R.A.N. requirements and it will probably be some time before the new design is available for issue to H.M.A. Ships.

(The foregoing is the text of A.P.O. 2714/1955 altered to meet R.A.N. conditions.)

(4442/7/13)

1099.

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. H.M.A. Ships which are unable to comply within three months from the date of this Order are to report the fact specially to Navy Office for instructions.

Propellant lot or sub-lot No.	Propellant nature and size	Nature of gun ammunition which may be involved
RNC 338	BC 122	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 2395 XR	BC 103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 1619 XD RNC 1625 XD	HSCT 124-058	Q.F. 12-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 2917 RNC 2926 RNP 225 XC RNP 232 XC	NF 059	Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in.; Q.F. 12-pdr.
RNC 2906 RNC 2907 RNC 5757 XH	NF 052	Q.F. 4.7-in.; Q.F. 4-in. (F.A.); Q.F. 12-pdr. 12 cwt.
RNC 4422XJ	NF 042	Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in.
RNC 5179 XF RNP 441 XJ RNP 462 XJ RNP 485 XJ	NF 029	Q.F. 4-in.; Q.F. 12-pdr. 12 cwt.; Q.F. 3-pdr.
RNC 5204 XF	NF/S 198- 054	Q.F. 5.25-in.; Q.F. 4.7-in. Q.F. 4.5-in.
RNP 1005 XF RNP 1010 XF	NF/S 168- 048	Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 3626 XB RNC 3654 XB RNC 4051 XC RNC 5205 XF RNP 1174 XG X 3121 XC	NF/S 164- 048	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4-in.
WA 13876 WA 13891	NA 042	Q.F. 4-in.
WA 14210 XB	NA 029	Q.F. 4-in.

2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 53, B.R. 862 A.

3. Separate instructions have been issued to R.A.N. Armament Depots.

(The foregoing is the text of A.P.O. 2713/1955 altered to meet R.A.N. conditions.)

(4433/51/255)

1100.

MAGAZINE LOGS - RENDERING.

A number of instances has occurred recently where there have been considerable delays in forwarding Magazine Logs to Navy Office and, in many cases, ships and establishments are not conforming with the new regulations promulgated in Navy Order 366 of 1955.

2. The attention of Administrative Authorities is drawn to the necessity to check Magazine Logs before they are forwarded to the Naval Board to ensure that infringements of the regulations are brought to the notice of the Commanding Officer concerned without delay.

(4434/96/128)

1101.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT FLEET CARRIER H.M.A.S. SYDNEY.

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

Class List Item No. 287 Classification "A"

- Item: (a) To fit a portable grease filter of twice the trunk area in the vertical part of exhaust trunks serving deep and shallow friers and in trunks serving ranges in ships not fitted with frying equipment. The filter should preferably not be more than 3 ft. from the equipment.
- (b) To fit the filter in a portable length of trunking so that any fat which may collect in such trunking may be removed.
- (c) To fit a hinged baffle plate in the exhaust trunking on the fan side of the filter easily accessible in the galley and as remote as possible from the source of a potential fire, to enable ventilation to be shut off in the event of fire. An instruction plate worded as under to be fitted in the vicinity of the flap :-
"In the event of fire close at once"
- (d) The grease filter should consist of one layer of flameproof gauze, Pattern 386A, and is to be fitted in a sliding frame, secured in place by tumbler bolts and butterfly nuts, to facilitate removal and cleaning by immersion in a detergent solution. A grease trap should be fitted to prevent melted fat draining back to the friers and an instruction plate worded as under attached in the vicinity of each filter :-
"Grease filter is to be cleaned daily".

Compensating Weight Required: Compensation deducted from topweight pool.

- References: (a) A.F.O. 'A' Series A662-729/54, Item 629.
(b) Navy Office Memoranda 383255 and 19277 of 11th November and 5th July, 1955, respectively.
(c) G.M.O.I's 3929 of 29th April, 1955.
(4278/3/653)

1102.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - VARNISH, INSULATING, TROPICAL, NAVAL GREY - SUPERSESSION.

Following upon recommendations of the Naval Paint Committee, it has been decided that light grey marine exterior finishing enamel to specification S.A.A. Int. 227, like pattern 4941C, will supersede naval grey tropical insulating varnish, stocks of which are to be exhausted before the new material is issued.

(4512/71/118)

1103.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) - FLUID, DISINFECTANT - SUPPLY.

Future purchases of Disinfectant Fluid for use in the Royal Australian Navy shall conform to British Standard 2462:1954, Group BA. This material will be accounted for as a non-pattern item in Class E, Group 12 and will be described as "Fluid, Disinfectant, Black, to BS.2462:1954 Group BA". It will be supplied in lieu of White disinfectant fluid to BS.2462/1954, Group WB, Pattern 5928.

(The foregoing is the text of A.F.O. 3055/1954 altered to meet R.A.N. conditions.)

(4512/21/227)

1104.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2, PART B) - PATTERN 12108 WARMING PLATES - EXTENSION OF ALLOWANCES.

In view of the existing satisfactory arrangements for keeping foodstuff hot in R.A.N. "Daring" class ships, Battle and Tribal class Destroyers, and A.S. Frigates (Converted Fleet), the pattern 12108 Warming Plate, referred to in A.F.O. 342/55, is not being supplied for use in these ships.

2. As the relevant Admiralty Establishments of Sea Stores will be amended in due course, copies held should be noted accordingly.

(The foregoing is the text of A.F.O. 342/1955 altered to meet R.A.N. conditions.)

(4518/27/152)

1105.

NAVAL STORES IN EXCESS OF ESTABLISHMENT - PROCEDURE FOR DEMANDING.

In order that all concerned may understand the procedure for demanding stores in excess of establishment, the following information is promulgated for guidance.

2. Every class of ship in the Royal Navy has a certain scale of stores approved for particular purposes, this scale is known as the Establishment of Sea Stores, e.g., B.R. 358, Part 1, Establishment of Sea Stores for Executive Purposes for Aircraft Carriers, Cruisers, etc., B.R. 332, Establishment of Sea Stores for Daring Class, Destroyers, etc.

3. H.M.A. ships on commissioning are supplied with an outfit of Permanent Naval Stores in accordance with the scale laid down in the relevant Admiralty printed establishment for the class of ship concerned.

4. In cases where, owing to the particular conditions of service, etc., in the Royal Australian Navy, it is considered advisable to authorise supply of an item not allowed to a ship by the relevant establishment, this item is known as a Special Allowance of Sea Stores for Executive Purposes (or for whatever department is concerned).

5. In the case of R.A.N. shore establishments for which at present there is no printed establishment of Sea Stores, description and quantities of permanent stores already on charge, etc., are to be regarded as the established allowance, and the same procedure as for ships in regard to demanding stores in excess of establishment is to be followed at all times.

6. In order to reduce correspondence and expedite supply, issues of essential requirements of permanent sea stores demanded in excess of allowances may, in the circumstances detailed below, and providing that prior Naval Board approval is not considered necessary, be sanctioned by the undermentioned Administrative Authorities :-

Flag Officer Commanding, Australian Fleet.
Flag Officer-in-Charge, East Australian Area.
Commodore Superintendent of Training, Flinders Naval Depot.
Naval Officers-in-Charge, South East Australian Area, West Australian Area, North East Australian Area and North West Australian Area.
Resident Naval Officers, South Australia, Queensland and Tasmania.

7. Approval without prior Naval Board authority will be subject to the following conditions :-

- (a) Supply of the stores is considered by the Administrative Authorities to be essential, and not merely desirable, bearing in mind that additional weight in H.M.A. ships is undesirable and that the cumulative effects of additions may be serious.
- (b) The total value of the stores involved in the proposal does not exceed £50.
- (c) There is no particular reason against making the supply.
- (d) Special purchase is not necessary.

8. In all cases, the reason why stores are required in excess of establishment and the approval of Administrative Authority concerned are to accompany Forms A.S.134 forwarded to Naval Store Depots.

9. Demands to a value of more than £50 may be approved locally if circumstances are exceptional and necessitate immediate supply. In all other instances requests should be forwarded to Navy Office for approval, the reasons of the Administrative Authorities for supporting the proposal being stated.

10. Requests for additional sea stores should normally be considered only in relation to the particular ship or establishment concerned and the fact that an article is available at the dockyard or store depot is not to be taken into account when considering applications for increases in allowances of stores. Furthermore, attention is drawn to the instructions in Navy Order 476 of 1954 (Naval Storekeeping - Stockholding - Policy) - about control of the range of stores held on board H.M.A. ships.

11. Particulars of supplies of sea stores which have been approved locally in excess of allowances are to be reported to the Director of Naval and Air Stores, Navy Office, by the (Superintending) Naval Store Officer of the Naval Store Depot concerned. The weight of all such supplies to H.M.A. ships is invariably to be shown and copies of local correspondence enclosed.

12. H.M.A. ships are not to make use of this Order to demand additional naval stores which when fitted would be accounted for in accordance with the procedure approved for portable fittings.

13. Naval Financial Regulations and Instructions will be amended in due course.

14. Navy Order 295 of 1950 is hereby cancelled.

(The foregoing is the text of A.P.O. 766/1955 altered to meet R.A.N. conditions.)

(4275/2/6)

1106.

CLUBS, INDIAN, PATTERN C.424 - ALLOWANCES.

Ships of the Daring Class and destroyers in commission.

Ships of the "Daring" class and destroyers in commission are to be allowed to draw up to four pairs of clubs, Indian, Pattern C.424, if required.

2. Ships concerned should meet their requirements by demanding on the appropriate (Superintending) Naval Store Officer in the usual manner.

3. The relevant Establishment of Sea Stores (B.R. 332) will be amended.

(The foregoing is the text of A.P.O. 2791/1955 altered to meet R.A.N. conditions.)

(4514/21/260)

1107.

FLAGS FOR GUNNERY PRACTICE - ALLOWANCES.

Flags, BAKER, are to be allowed to certain ships on the following basis, for use during gunnery practice :-

Cruisers and above	2 Flags, Baker, Size 1
Destroyers and Frigates	2 Flags, Baker, Size 2.

2. Ships concerned in commission and in "D" Class commission in reserve should lodge demands on the appropriate (Superintending) Naval Store Officer to complete to the above allowance. Dormant demands for ships under construction, modernisation or conversion and in "E" Class commission in reserve will be prepared by the Storing Yard concerned in the normal manner.

3. Establishments of Sea Stores will be amended.

(The foregoing is the text of A.F.O. 2380/1955 altered to meet R.A.N. conditions.)

(4510/14/95)

1108.

GAUGES, MICROMETER, DEPTH, PATTERN 3673 - ALLOWANCE FOR USE WITH A/S MORTAR, MARK 10.

A gauge, micrometer, depth, 0-2½-in. Pattern 3673, is to be allowed as follows, for setting the range valves of A/S Mortars, Mark 10 :-

Ships of the "Daring" class.	1 No.
Frigates fitted with A/S Mortar, Mark 10.	1 No.
H.M.A.S. RUSHCUTTER.	1 No.

2. Ships concerned in commission and H.M.A.S. RUSHCUTTER should lodge demands on the appropriate (Superintending) Naval Store Officer. Dormant demands for ships undergoing construction and conversion should be arranged by Storing Yards in the normal manner.

3. The Establishment of Sea Stores for Frigates, and the list of Special Allowances for "Daring" class ships will be amended.

(The foregoing is the text of A.F.O. 2305/1955 altered to meet R.A.N. conditions.)

(4506/12/324)

1109.

GRIDS, PATTERN 2823 FOR ARL PLOTTING TABLES, PATTERN 888 - INTRODUCTION.

The following Grid for use with ARL Plotting Tables, Mark 13, Pattern 888, has been introduced as a item of Naval Stores under Class F, Group 3A :-

Pattern	Description	Ship's Accounting Classification
2823	Grid, Local Tactical, Plastic adjustable, for use with ARL Plotting Tables, Mark 13, Pattern 888.	Consumable.

2. One spare grid for each Mark 13 table held should be carried by ships and establishments concerned. Ships in commission, ships in 'D' Class commission in reserve and establishments fitted with these tables should lodge demands for spare grids on the appropriate (Superintending) Naval Store Officer in the normal manner. Dormant demands for ships concerned under construction, modernisation or conversion and 'E' Class commission in reserve will be raised by the Storing Yards concerned.

3. The Rate Book and Authorised List of Naval Stores and the relevant Establishments of Sea Stores will be amended.

(The foregoing is the text of A.F.O. 1141/1955 altered to meet R.A.N. conditions.)

(4518/31/336)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

1110.

APPARATUS, BLOOD TRANSFUSION, "SOLUVAC" COMPANION.

The abovementioned apparatus is issued by Medical and Dental Store Officer with the contents in a sterile condition having been autoclaved by the contractors during packing. It is therefore ready for immediate use.

2. In view of its sterile packing, the item is to be dealt with as follows :-

- The Medical and Dental Store Officer will issue the apparatus as "Item 53/0 - Apparatus, Transfusion, "Soluvac" Companion, Complete".
- The item is to be taken on charge as complete and retained unopened until required for its intended use.
- It will be issued in a special wooden box with carrying handle and a 6-screw sealed lid, with the date of packing stencilled thereon.
- A copy of the specifications of the item will be attached flat, in a strong envelope to the outside of the box.

- (e) Before sealing, a further copy of the specifications will be placed in the box and if the box is opened, it is to be used as a voucher for the store account when the contents are to be taken on charge, in detail, in the store account.
- (f) If unused for a period of two years from the date stencilled on the case, the Companion is to be returned unopened to Medical Store on Form A.M. 165x described as "complete" and a replacement is to be drawn unless valid reasons for not doing so exist.
- (g) If the case shows signs of having been tampered with it is to be opened, the contents checked and then resealed.
- (h) When the apparatus, after use, is considered by the Medical Officer to be unserviceable, the remaining contents are to be cleaned, itemised on Form A.M. 165z, replaced in the box and returned to Medical Store and a fresh Companion drawn at the earliest opportunity.
- (i) The consumable components of the Companion are indicated by an Asterisk in the specifications.
- (j) Further copies of the instructions and specifications can be obtained from the Medical Store, Sydney, if required.
- (k) When received in the "Return Section" of the Medical Store, the Companion is to be taken on charge according to condition and, if considered necessary, a report as to the condition is immediately to be forwarded to the Medical Director-General.
3. Navy Order 140 of 1949 is hereby cancelled.

(4482/2/138)

1111.

KHAKI SOCKS FOR MUSICIANS.

Khaki socks are now available from Victualling Yards for issue on repayment to Musician ratings.

2. The issuing price during 1955-56 is 6/4d. per pair and page 9 of the Clothing Price List is to be noted accordingly.

(4532/65/52)

SECTION 6 - SHORE ESTABLISHMENTS

1112.

FIRES - PRECAUTIONS - DECORATIONS AND ILLUMINATIONS ON FESTIVE OCCASIONS.

It is desired to draw attention to the increased fire risk involved due to decorations and additional temporary illuminations on festive occasions.

2. The Electrical Officer of the Establishment should be consulted before any additional temporary lighting or heating is arranged, as there is a danger of circuits being overloaded, which may bring out any weakness in the electrical system. This, in turn, may be the cause of a fire.

3. Fixed and temporary heating arrangements should have guards fitted to prevent contact with combustible materials, particularly fancy dresses, many of which are highly inflammable.

4. When additional temporary electric lighting is used for decorative purposes, every effort should be made to ensure that the wiring is kept free from contact with, or proximity to, combustible materials.

5. The use of cotton wool and candles for decorative purposes should be avoided since in the past these have been the cause of many serious fires.

6. At functions where the public, particularly children, are present, it may be necessary to conform to certain local bye-laws, and where large numbers of persons are in attendance, due consideration should be given to the means of escape in the event of fire.

7. On such occasions, no laxity should be allowed in the fire-fighting organisation, and the following precautions should be observed :-

- (a) "First aid" fire extinguishing equipment should be readily available.
- (b) If necessary, additional appliances should be provided.
- (c) Consideration should be given to the necessity for the attendance of a man in the building concerned to act as a fire-fighter.

(The foregoing is the unaltered text of A.P.O. 2813/1955.)

(3513/1/58)

RESTRICTED

C.N.Os. 1113-1127/55.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th December, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

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1113-1114

SECTION 1 - ADMINISTRATIVE AND GENERAL

1113.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

Navy Order 897 of 1955 is to be amended as follows :-

Paragraph 31 (iv) - for "2778 Mcs" read "277.8 Mcs".

Paragraph 32 (a) - after the words "search area" appearing in first sentence, insert "if out of VHF range, watch is to be shifted to 5680 Kcg."

Paragraph 33 - for "4475 Kcs" read "5680 Kcs".

(3348/191/5)

SECTION 2 - PERSONNEL

1114.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA, 281, "C.R.B.F.D. AND S.T.A.A.G. MARK 2" (PART 3) "THE DOME ANALYSER OF THE C.R.B.F.D." - DISTRIBUTION.

Copies of Part 3 of the new film strip SA, 281, "C.R.B.F.D. and S.T.A.A.G. Mark 2", entitled "The Dome Analyser of the C.R.B.F.D.", are being obtained and distribution will be made without demand by the Superintending Naval and Air Store Officer, Sydney, on the following scale :-

<u>H.M.A. Ships and Establishments</u>	<u>No. of Copies</u>
Carriers	1
"Daring" Class Ships	1
S.O., 10th Destroyer Squadron	1
S.O., 1st Frigate Squadron	1
Flinders Naval Depot	2
H.M.A.S. KUTTABUL (for G.I.C.)	1
R.A.N. Film Library, Sydney	2.

2. This film strip, which consists of 40 frames, shows the principles underlying the production of gun elevation and gun training by the Dome Analyser (Mark 2 and later marks) of the C.R.B.F.D., without mechanical details. It is intended for use in the instruction of Gunlayers 1st Class and Gunnery Instructors and above. The classification is "Restricted".

(The foregoing is the text of A.P.O. 2421/1955 altered to meet R.A.N. conditions.)

(4518/61/536)

1115.

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. 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 :-

- (a) Broaden the outlook of all Petty Officers of all Branches.
- (b) Inculcate a spirit of responsibility, self-reliance and initiative, and thus, esprit de corps.
- (c) Develop their leadership qualities.

NOTE:- This course is in no sense a disciplinary course, but is designed to help the Petty Officers and so improve the manner in which they carry out their duties.

3. The Syllabus: As all Petty Officers are potential instructors, the syllabus includes Instructional Technique, parade training, general drill, physical and recreational training, and field days, the practical application of which is designed to develop power of command and initiative.

In addition, lectures and discussion on Naval Affairs, Current Affairs, other Services, etc., are also included. Any sporting equipment owned by the participants should be taken, as there are ample opportunities for sport.

4. Participants:

- (a) When the manning situation permits, it is intended that all Acting Petty Officers will undergo the course as a requirement for confirmation. In the meantime, Acting Petty Officers will be drafted for the course as soon as possible after advancement. Reliefs will not normally be provided.
- (b) Direct entry Artificers and Artisans will undergo the course on completion of initial training and before being drafted to sea. Ratings rated Mechanician 2nd Class or Aircraft Mechanician 3rd Class on completion of conversion course, and those Acting Petty Officers who fail the final Mechanician Course examination, who have not previously undergone the Leadership Course will do so before being drafted to a Complement Billet. Dental Mechanics will undergo the course after advancement to Dental Mechanic 3rd Class and before advancement to Dental Mechanic 2nd Class.

5. Documents: Service Certificates and Forms A.S.264, of ratings lent to CERBERUS for the course, are to be forwarded to the Commodore Superintendent of Training, Flinders Naval Depot. 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. Course Reports: On completion of the course a report in triplicate is to be made on the leadership ability of each Petty Officer on Form S.265 which is to be shown to the Petty Officer. One copy is to be enclosed in the rating's Service Certificate, one copy is to be forwarded to the Director of Manning, Navy Office, and one copy is to be retained at the School. A notation "Completed Leadership Course" with the date of completion is to be made on Page 3 of the Acting Petty Officer's Service Certificate.

8. Captains are to give due consideration to the remarks made on the School's report when considering an Acting Petty Officer's confirmation.

9. Six months after the course has been completed a "follow up" report may be called for by the Officer-in-Charge, Petty Officers' School. In these reports, Captains are asked to comment on the products of the course and to make suggestions for its improvement. The remarks obtained in the past on these reports have been of great value to the School. They have served to keep it in touch with the needs of the Fleet and prevent the course becoming too theoretical and idealistic.

10. Separate arrangements will be made for Artificers and Artisans ex R.A.N. Apprentice School.

11. Navy Orders 127 and 347 of 1954 are hereby cancelled.
(4006/41/58)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1116.

BOILERS - WEIR ROBOT BOILER FEED REGULATORS - MAINTENANCE.

The following detail and general information is given on the operation and maintenance of the Robot design of boiler feed regulator.

2. Dirt and lack of concentricity of the upper piston chamber, the valve seat and the lower piston chamber are the usual causes of sticky valves and incorrect operation of the regulators.

To ensure alignment, all Robot chests are bored after the liners are driven into position. Clearances when new and when renewals should be made are indicated on most of the "as fitted" drawings for Robot regulators.

The alignment of needle valve and check valve can be checked easily as follows :-

Disconnect the float gear and reciprocate the needle valve in its guide by using the forefinger. Do this with the main valve in each of four positions with the main valve turned 90 degrees between each test. The needle valve must move throughout its full stroke quite freely with the main valve in each of the four positions.

3. Clearances and Diameters. - The allowable variations in the critical clearances of this design are given in Navy Order 1116 of 1955 (1) Diagram. The table of clearances should be added to the ship's drawings in cases where they are not already present.

Spare valve seats, liners, valves, pins, etc., should be fitted as necessary to maintain clearances within those specified.

The design diameters of the balance areas (i.e., the upper piston and the valve seat) are such that at low loads the feed valve is in equilibrium when the balance chamber pressure ("break-down pressure") is approximately half-way between the boiler pressure (at outlet to the regulator) and the feed discharge pressure (at inlet to the regulator). The equilibrium pressure falls slightly with increasing load and at full load will be about 10 lb. per sq. in. below the mid-pressure between inlet and outlet. Where balance chamber pressures are other than of this order, the diameters of the upper piston and of the valve seat are suspect and should be checked against those shown on the ship's drawings.

(The balance chamber pressure should not vary more than ± 10 lb. sq. in. during normal feeding. If greater variations are common, the feed valve should be removed, cleaned and then re-checked as free, as it is lowered into its valve chest).

Current designs of this regulator have a renewable feed valve seat and renewable liners to the upper and lower piston chambers. It should be noted that the renewal of these items, or lining of earlier designs of regulator not so fitted, need not be resorted to in order to reduce clearances if an oversize feed valve is available. Where it is expedient to fit valves with slightly oversize (or undersize) diameters, the two balance area diameters should be similarly altered from the values given on the ship's drawings in order to retain the correct ratio between the balance areas. With this proviso, variation of up to $\frac{1}{8}$ -in. on the larger diameter, i.e., the upper piston, should not materially affect the operation of the regulator.

4. Leakage System to and from the Balance Chamber. - Feed water, on the feed pump side of the feed valve, leaks past the float needle valve into the balance chamber. This water is released from the balance chamber, via the clearance between the upper piston and its cylinder, to the boiler side of the feed valve.

The design of the end of the float needle valve and of its orifice (set into the feed valve) is such that a small change in their relative positions results in a change from maximum to minimum rate in the leakage to the balance chamber. This results in the feed valve being held just above the end of the float needle valve, whatever the position of the latter. Any small change of the feed valve from this position above the needle valve end will result in a large change of the pressure in the balance chamber and this will give a large force tending to restore the feed valve to its "correct" relative position.

The feed valve is therefore effectively locked to the float position, opening and closing as the float falls and rises.

5. Float Needle Valve and Orifice Setting. - The float has an available movement of approx. $\pm \frac{3}{8}$ -in. about its centre line

position in the float box. The actual water levels in the float box corresponding to a low evaporation rate and to the full evaporation rate are shown on ship's drawings and differ by a measurement dependent upon (i) the lift of the feed valve at full evaporation rate, and (ii) the ratio of the float and needle valve distances from the fulcrum of the float lever (usual 7 : 1).

The position of the feed valve relative to its seat (i.e., the feeding rate) can be varied for any given position of the float in its box by adjustment of washers between the needle valve orifice and the bottom of the feed valve. This means that the steady gauge glass water level at any rate of evaporation, and in particular at low rates of evaporation, can be altered by variation in the thickness of these washers. The limits to this variation are set by the highest and lowest positions of the float in its box, relative to the steam drum.

Renewal of the float needle valves, machining of the feed valve or its seat, or renewal of the feed valve may all result in an alteration to the "steady" water level shown in the gauge glasses.

A particular instance has occurred in which the boiler tended to fill up at low powers. All clearances appeared to be suitable, but it was discovered that with the float in its uppermost position in the float box and with the feed valve shut, the end of the needle valve had entered into its orifice.

This resulted in the feed valve being forced to be open even when the float was in the top of its box, the feed valve could never completely shut and the boiler proceeded to fill up as soon as the evaporation rate fell below the minimum feeding rate.

The actual position of the needle valve end relative to its orifice is not detailed on ship's drawings for any position of the feed valve and the float. It can be assumed that when the feed valve is shut and the gauge glass water level is at the required "no-load" level the correct relative position is with the bottom of the cone end of the needle valve, $\frac{1}{8}$ -in. below the bottom of the orifice tube. See

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Navy Order 1116 of 1955 (2) Diagram.

6. Check Procedure I. - This position is not easily checked, but the following procedures can be carried out to ensure that the washers between the needle valve orifice and the bottom of the feed valve are not beyond the operable limits set by the position of the float box relative to the steam drum.

(a) It is necessary to know the relative position of the float needle valve end to its orifice under two conditions :-

(i) float in the bottom of the float box; feed valve wide open, and

- (11) float in the top of the float box; feed valve shut.

A batten is required suitable to replace the feed valve and to be placed on the end of the needle valve. (The end point of the needle is $\frac{1}{8}$ -in. above the operating edge). A mark is made along the length of the batten equal to the measurement from the top cover flange face to the bottom face of the orifice tube when the feed valve is in its closed position. Another similar mark is made to represent the orifice position with the feed valve in its wide open position.

- (b) The float is held (or left resting) in its bottom position in the float box, i.e., the needle valve is in its highest position, and the batten is rested on the end of the needle valve.

The "feed valve open" mark on the batten should now be above the cover face by at least $\frac{9}{32}$ -in. (i.e., $\frac{5}{32}$ -in. + $\frac{1}{4}$ -in.), see Navy Order 1116 of 1955 (2) Diagram.

If it is less than this, additional washers should be set beneath the orifice to give at least this $\frac{9}{32}$ -in. measurement with a re-marked batten.

This will ensure that with the float in the bottom of its box the needle valve will be entered into its orifice, the pressure in the balance chamber will be a minimum and the valve will be held wide open.

- (c) The float is held in its top position in the float box, i.e., the needle valve is in its lowest position, and the batten is rested on the end of the needle valve.

The "feed valve shut" mark on the batten should now be not more than 1-in. above the cover face.

If it is more than this, washers should be removed from beneath the orifice to give not more than this $\frac{1}{16}$ -in. measurement with a re-marked batten.

This will ensure that with the float in the top of its box, the needle valve will be clear of its orifice, the pressure in the balance chamber will be a maximum and the valve will be held shut.

- (d) If alterations to the washer thicknesses are necessary under (c), then routine (b) should be repeated to check that over correction has not been made.

7. Check Procedure II. - The regulator should now be checked under operating conditions for final adjustment of the washers. The following procedure can be used and may also be of assistance when making a simple routine check on the operation of the regulator :-

- (a) The boiler should be at working pressure on a light load and the feed pump discharge pressure normal, i.e., approx. 100 lb. per sq. in. above boiler pressure or more as may be required in a particular ship. Feeding should be via the auxiliary feed check, the main feed check being closed.

- (b) The float box is connected to the steam drum by its steam and water connections, any "quick-acting" by-pass valves are set in their normal positions for automatic feeding.

The balance chamber pressure, registered on the gauge fitted, should now be close to the feed discharge pressure.

- (c) The float is held in its top position in the float box (using the handle fitted), and the main feed check valve is slowly opened. The balance chamber pressure will tend to fall slightly, but should remain almost equal to the feed discharge pressure at the regulator. If it falls to less than 20 lb. per sq. in. above the mean of boiler and feed discharge pressure, the reason why too little leakage is getting to, or too much leakage is escaping from the balance chamber should be investigated.

Provided that the float needle and orifice positions have been checked as above, the orifice must be wide open and the most likely troubles are (i) excessive clearances on the upper piston and (ii) a leaking emergency opening by-pass valve on the feed valve chest. The feed valve should now be held closed by the hydraulic forces acting upon it and the leakage past the upper piston (about 1,500 lb. per hour) should be the only additional feed to the boiler beyond that passing through the auxiliary feed check valve.

- (d) The float is slowly lowered until the balance chamber pressure begins to fall. If the washers between the needle valve orifice and the feed valve bottom are such as to set the regulator at a lower light load water level than is being carried in the boiler at this time, it will be necessary to force the float down into the water in the float box in order to effect a fall in the balance chamber pressure.

The float is then further depressed and quickly lifted back to its earlier position.

Provided that the movement has been large enough, the balance chamber pressure should have dropped momentarily below its equilibrium value and the feed valve should have tended to follow the float needle valve upwards, opening the feed valve and feeding the boiler.

This process should be repeated to ensure that the feed valve will open before the float touches the bottom of the float box and that a pressure of at least 20 lb. per sq. in. below the mean of boiler pressure and feed discharge pressure is momentarily obtainable. The desired fall in balance chamber pressure will tend to throw the feed valve wide open and to avoid tripping the feed pump the depression of the float can only be momentary. If the balance chamber pressures does not fall below the mean of boiler and feed discharge pressure at the regulator, the reason why too much leakage is getting to, or too little leakage is escaping from the balance chamber should be investigated.

Provided that the float box needle and orifice positions have been checked as above, the orifice must have been fully closed and the most likely cause of the trouble is extreme oversize in the orifice diameter or undersize on the needle valve diameter. This is a very unlikely eventuality.

- (a) The feed check valve is now shut and the float released to work automatically.

The feed check valve is slowly opened and the regulator allowed to take over the feeding of the boiler, the auxiliary feed check valve being closed as the regulator takes over.

The steady water level now given by the regulator should be noted and compared with that shown on the ship's drawings.

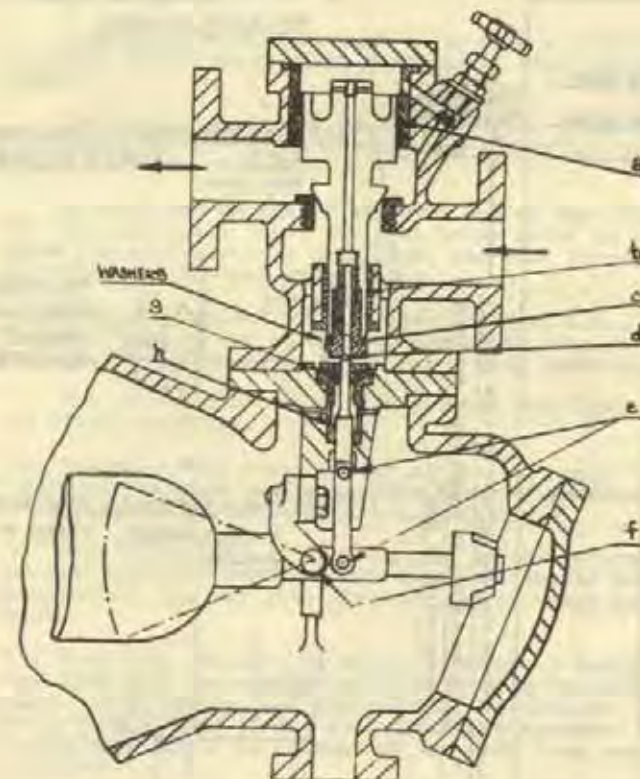
- (f) Should this steady water level at a low evaporation rate be more than about 1-in. different from that indicated on the ship's drawings, the boiler should not be steamed at high evaporations before the regulator has been further adjusted.

The steady load evaporation rate water level in the gauge glasses is raised by approximately $\frac{7}{16}$ -in. by the insertion of each additional $\frac{1}{16}$ -in. thick washer between the needle valve orifice and the feed valve bottom, and lowered similarly by removal of washers.

8. Float Box. - When boilers are internally cleaned, or washed through, the water connection to the float box should be flushed through (whilst inside the drum to clear the gauge glass orifices). At the same time the float box should be cleared of any boiler compound. (The float box can also be blown-down or drained via the drain valve fitted).

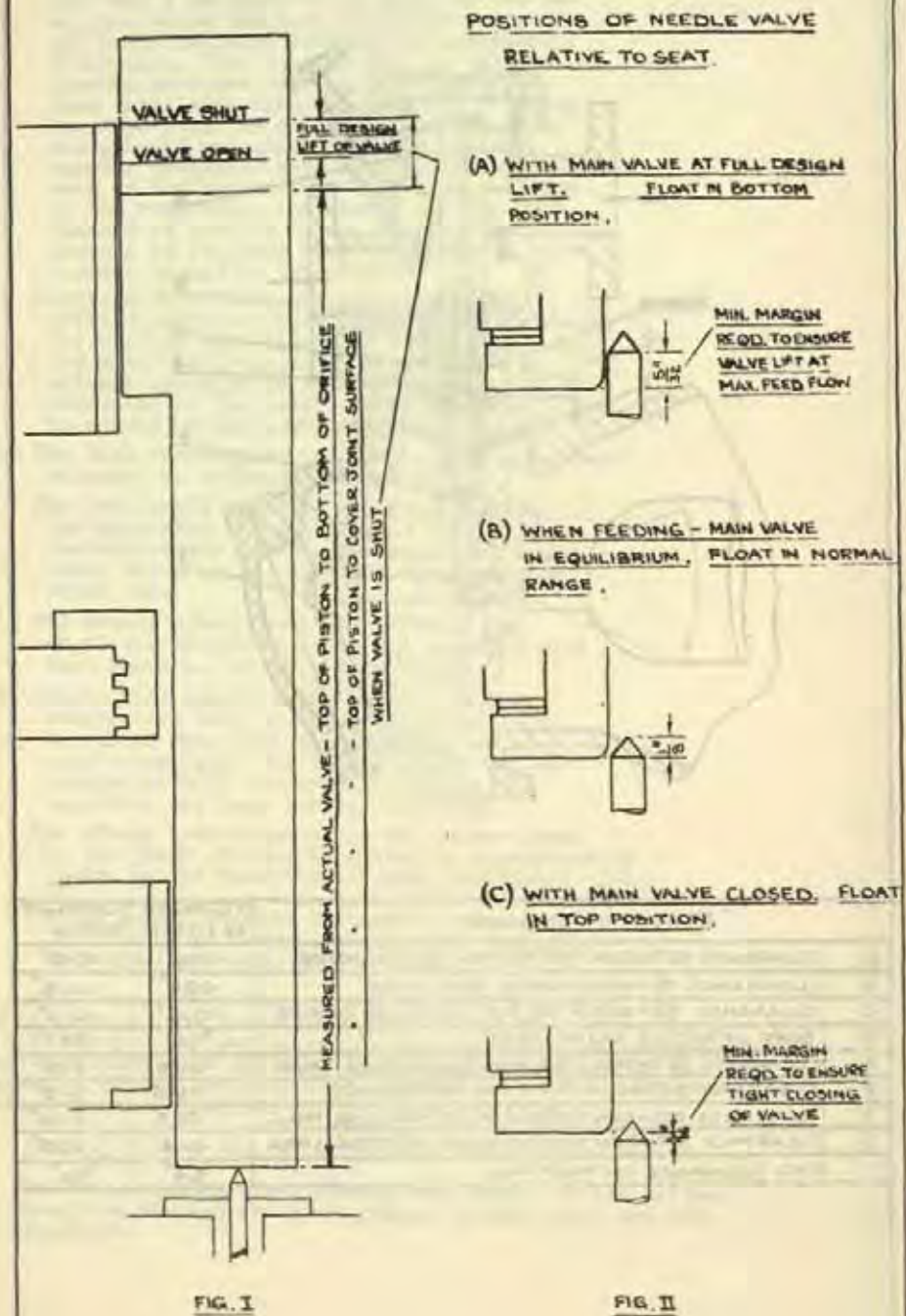
Leaking floats should be pressure tested after repair.

The float needle valve should work freely in its guides and should be checked for straightness before being set into the regulator.



"ROBOT" DESIGN

		CLEARANCE AS FITTED	CLEARANCE RENEW
a	CLEARANCE BETWEEN TOP PISTON AND CYLINDER	.006"	.015"
b	CLEARANCE BETWEEN VALVE AND GUIDE	.004"	.008"
c	CLEARANCE BETWEEN NEEDLE VALVE AND ORIFICE	.006"	.010"
d	BORE OF NEEDLE VALVE SEAT	$\frac{1}{32}$ "	.287"
e	CLEARANCE BETWEEN LINK PINS AND NEEDLE VALVE	.008"	.015"
f	CLEARANCE BETWEEN PIVOT PIN AND BUSHES	.008"	.015"
g	CLEARANCE BETWEEN NEEDLE VALVE AND GUIDE - SMALL	.003"	.008"
h	CLEARANCE BETWEEN NEEDLE VALVE AND GUIDE - LARGE	.004"	.008"
-	END CLEARANCE ON PIVOT PIN	$\frac{1}{64}$ "	$\frac{1}{32}$ "



9. Connection from the Float Box to the Steam Drum. - In ships fitted with augmentors, this pipe is led to inside the augmentor in order to control the change in gauge glass water level with power.

The usual setting is such as to give a constant or slightly rising gauge glass water level with increase in power.

The actual variation from the no-load gauge level is controlled by the height of the open end of the internal pipe within the augmentor.

Existing the height of the open end of the internal pipe (by one inch) will lower the full power level in the gauge glass (by approximately half inch) and vice versa, without affecting the no-load gauge level.

Complete removal of the internal pipe, i.e., connecting the float box to the outside of the augmentor, will result in a falling gauge glass water level with increase in power.

The position should not be altered from that shown on the ship's drawings.

10. Internal Feed Pipes of the Boiler. - Although not strictly a part of the feed regulator, the internal feeding arrangements of the steam drum can affect its operation.

Poor bolting-up of the flangers to the internal pipes and fittings will result in interference to the boiler circulation, and may give fluctuations in gauge glass water level.

11. Feed Pump Pressure Governor. - The Robot design of feed regulator will operate satisfactorily with reciprocating feed pumps. With rotary feed pumps better results are obtained during manoeuvring if the feed discharge pressure is not fluctuating due to stickiness of the main feed pump pressure governors.

12. B.R. 1988 is being amended.

(The foregoing is the text of A.P.O. 2220/1955 altered to meet R.A.N. conditions.)

(3757/21/63)

1117.

BOILERS - WEIR STEADIFLOW BOILER FEED REGULATORS - MAINTENANCE.

H.M. Ships (excluding Submarines)

Reports from sea indicate that the performance of Steadiflow Feed Regulators has, in many cases, not been satisfactory.

2. The principal reasons for this are considered to be :-

- (a) the wear of components, whereby certain clearances are increased beyond their designed maximum;

- (b) refitting of the feed valve such that modification of the control areas occurs beyond allowable limits, destroying the overall hydraulic balance of the valve.

3. The following detail and general information covers these two main faults, and various other points concerning the operation and maintenance of the Steadiflow design of boiler feed regulator.

4. Clearances and Diameters. - The allowable variations in the critical clearances of this design are given in Navy Order 1117 of 1955 Diagram. The table of clearances should be added to the ship's drawings in cases where they are not already present.

Spare valve seats, liners, valves, pins, etc., should be fitted as necessary to maintain clearances within those specified.

The design diameters of the balance areas (i.e., the upper piston, the valve seat and the lower piston) are such that the feed valve is in equilibrium when the balance chamber pressure ("break-down pressure") is approximately halfway between the boiler pressure (at outlet to the regulator) and the feed discharge pressure (at inlet to the regulator). The equilibrium pressure rises slightly with increasing load and at full load will be about 10 lbs. sq. in. above the mid-pressure between inlet and outlet. Where balance chamber pressures are other than of this order, the diameters of the upper piston, the valve seat and the lower piston are suspect and should be checked against those shown on the ship's drawings.

(The balance chamber pressure should not fluctuate more than $\frac{1}{2}$ 10 lb. sq. in. during normal feeding. If greater

variations are common the feed valve may not be free in its movement and it should be removed, cleaned and replaced and then rechecked as free, as described at the end of this section).

Current designs of this regulator have a renewable feed valve seat and renewable liners to the piston chambers as shown in the Navy Order Diagram. It should be noted that renewal of these items, or lining of earlier designs of regulators not so fitted, need not be resorted to in order to reduce clearances if an oversize feed valve is available. Where it is expedient to fit feed valves with slightly oversize (or undersize) diameters, all three balance area diameters should be similarly altered from the values given on the ship's drawings in order to retain the correct ratios between the balance areas. With this proviso, variations of up to $\frac{1}{8}$ -in. on the largest diameter, i.e., the valve seat bore, should not materially affect the operation of the regulator.

The Navy Order Diagram details a clearance on the spigot of the feed valve chest top cover. This fine clearance is to ensure that on assembly the necessary concentricity of the upper piston chamber bore and the valve seat and lower piston chamber bores in the valve chest, is obtained. Concentricity is essential to ensure freedom of movement to the feed valve. This freedom should be checked, after the top cover has been tightened, by removing the leakage valve (reversed taper needle valve) cover from the bottom of the valve chest. The feed valve should be reciprocated in each of four positions, a turn of 90 deg. being made between each test.

Similarly, the leakage valve should not foul its orifice, and this can be checked on initially lowering the feed valve into its chest. Fouling at this position is unlikely except in cases where the leakage valve has been bent.

Both the leakage valve and the float needle valve should be checked for straightness before being set into the regulator.

5. Leakage System to and from the Balance Chamber. - Feed water, on the feed pump side of the feed valve, leaks past both the lower piston (skirt) and the leakage valve into the balance chamber. This water is released from the balance chamber by the float needle valve and then passes, via a small pipe, to the float box (or economiser inlet or feed tank).

The position of the leakage valve relative to its orifice at any given position of the feed valve, and the position of the float needle valve orifice relative to the float needle, at any given position of the float, can be adjusted by hand whilst the regulator is operating.

Ship's drawings show the available range of these relative positions and the fact that these are obtainable to within about $\frac{1}{32}$ -in. should be checked whenever a complete

inspection of the regulator is made and on renewal of the parts concerned, using suitable battens. Adjustment can be made, if necessary, to the float needle valve orifice by alteration of the washers between the orifice and the adjustable sleeve; the leakage valve orifice, underneath the main valve, is not fitted with washers.

These washers are fitted to ensure that external adjustment of the orifice position cannot be made to give an operating water level lower than the lowest suitable for the boiler and the thickness of the washers should not be varied from those originally fitted without very good reason.

6. Leakage Valve Setting. - The leakage valve is normally set at maximum leakage (i.e., top position) when the lower piston clearances are to the minimum allowable, and it should be adjusted towards minimum leakage as wear takes place, increasing these clearances.

To check that the setting of the leakage valve is correct, and that the leakage arrangements are functioning correctly the following procedure can be carried out :-

- (a) The boiler should be at working pressure on a light load and the feed pump discharge pressure normal, i.e., approximately 100 lb. sq. in. above the boiler pressure.

Feeding should be via the auxiliary feed check, the main feed check being held closed. The "quick acting" valves (A and B on the Diagram) should be in their normal position for automatic feeding.

- (b) The leakage valve is set to a position considered suitable with respect to the actual clearances on the bottom piston.

- (c) (i) The float needle valve orifice is adjusted to its lowest level setting (i.e., its highest position in the valve chest).
- (ii) The float is held in its bottom position by the handle fitted to the float box and the balance chamber pressure (registered on the gauge fitted) should rise to be approximately equal to the feed discharge pressure at the regulator inlet since the float needle orifice should be fully obstructed.
- (iii) If the balance chamber pressure is much less than this, the leakage valve should be adjusted to give more leakage. If a pressure approximately that of the feed discharge pressure is not obtainable with the leakage valve set at maximum leakage, the reason why either (1) not enough water is leaking into, or (2) too much water is escaping from the balance chamber. Provided that the relative positions of the leakage needle and its orifice and the float needle valve and its orifice are within about 1/32-in. of those shown on the ship's drawing, the most likely cause is defective packing to the internal gland on the float needle valve orifice sleeve (see paragraph 7 below).

- (d) (i) The float needle valve orifice is adjusted to its highest level setting (i.e., its lowest position in the valve chest).
- (ii) The float is held in its top position and the balance chamber pressure should fall to be approximately equal to the boiler pressure since the float needle orifice should be completely unobstructed.
- (iii) If the balance chamber pressure is much greater than this, the leakage valve should be adjusted to give less leakage. If when adjusted to minimum leakage the balance chamber pressure is still much greater than the boiler pressure, the reason why either (1) too much water is leaking into, or (2) too little water is escaping from the balance chamber should be investigated. Case (1) is normally due to excessive clearances on the lower piston of feed valve. Provided that the relative positions of the leakage needle valve and its orifice and the float needle valve and its orifice are within about 1-in. of

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those shown on the ship's drawing; case (2) is normally due to some restriction of the flow of water other than the float needle valve, such as a crushed or incorrect sized leak-off pipe from the float needle valve to the

float box (feed tank or economiser) or incorrect packing of the float needle valve orifice sleeve (see paragraph 7 below) or the emergency opening valves (A in the diagram) being partially closed.

- (e) If adjustment of the leakage valve was necessary under (d) then routine (c) should be repeated as a check that the adjustment did not give an extreme in the case of routine (e).

7. *Float Needle Valve Orifice Setting.* - The float needle valve orifice is set to give the "no-load" (auxiliary or low firing rate) water level shown on the ship's drawings. This level is chosen to give coverage of the uppermost tubes in the steam drum at all powers and with the ship at maximum design trim. Once set, it should not be necessary to re-adjust the position of the float needle valve orifice and the locking arrangements should be set.

Cases have occurred of frequent and unnecessary adjustment to its position resulting in wear of the sleeve and leakage through its packed gland, in effect by-passing the float needle valve.

When regulators are refitted the parallelism of this sleeve and the fit of its asbestos packing should be checked. A dogged tube spanner and a special tube are almost indispensable for re-packing and tightening this gland. A special spanner (packing tool) is supplied with the spare gear of present ships, and if one is not available, one should be made. The special spanner consists of a tube with one end dogged for tightening the gland and this can be modified so that its other end can be used for tamping in the packing. As it is not generally practicable to fit the tube spanner over the actual orifice sleeve when this is in position, a tube of the same diameter as the orifice sleeve is necessary. The gland is tightened on the dummy tube, which is then removed and the orifice sleeve is pressed into position.

When packing this gland, care should be taken to ensure that the holes in the sleeve are clear of the gland when the sleeve is at its "high level" setting (i.e., its bottom position). The top of the gland should be checked as below the centreline of the leakage connection to the float needle valve box. (Both these can be causes of excessive pressures in the balance chamber when carrying out routine (d) hereof).

8. *Float Box.* - When boilers are internally cleaned, or washed through, the water connection to the float box should be flushed through (whilst inside the drum to clear the gauge glass orifices). At the same time, the float box should be cleared of any boiler compound. The float box can be also be blown down or drained via its drain valve.

Leaking floats should be pressure tested after repair.

The float needle valve should work freely in its guides and should be checked for straightness before being set into the regulator.

9. *Hand Control.* - The hand feeding gear should be in the wide open position when the regulator is functioning automatically in order to avoid any possibility of the spindle end obstructing the small flow of water which passes to the upper piston.

The position of the screwed spindle in relation to the valve in the full open position should be checked to ensure that there is sufficient clearance between the end of the spindle and the leakage hole in the top of the internal valve for automatic feeding. The spindle in the extreme position should be one turn clear of the valve with the valve in the full open position.

When the shut off valve, fitted to the leak-off pipe from the balance chamber to the float needle valve, is shut, the valve is unbalanced (tending to keep it open). The opening of the feed valve can then be adjusted by the hand feeding gear.

Hand feeding over extended periods can result in excessive wear of the valve spindle threads and/or the threads in the bridge of the valve box cover. Cases have occurred where this wear has led to failure of the bridge threads resulting in the feed valve opening wide and rapidly over-feeding the boiler.

Where hand feeding is, or has been, common practice, these threads should be examined and bridges bushed and/or spindles renewed as necessary, threads being kept well lubricated when in use.

10. *Connection from the Float Box to the Steam Drum.* - In ships fitted with augmentors, this pipe is led to inside the augmentor in order to control the change in gauge glass water level with power.

The usual setting is such as to give a constant or slightly rising gauge glass water level with increase in power.

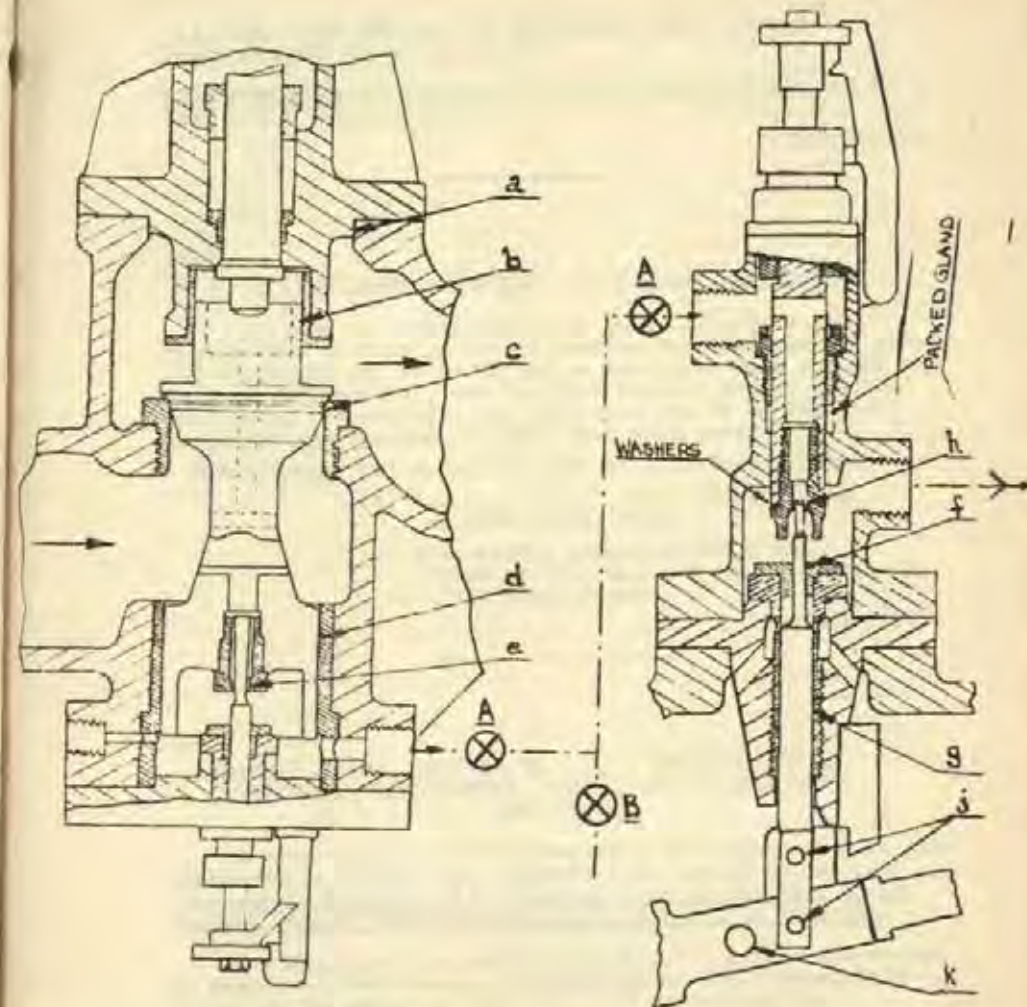
The actual variation from the no-load gauge level is controlled by the height of the open end of the internal pipe within the augmentor.

Raising the height of the open end of the internal pipe (by one inch) will lower the full power level in the gauge glass (by approximately one half inch) and vice versa, without affecting the no-load gauge level. Complete removal of the internal pipe, i.e., connecting the float box to the outside of the augmentor, will result in a falling gauge glass water level with increase in power.

The position should not be altered from that shown on the ship's drawings.

11. *Internal Feed Pipes of the Boiler.* - Although not strictly a part of the feed regulator, the internal feeding arrangements of the steam drum can affect its operation. Poor bolting-up of the flanges to the internal pipes and fittings will result in interference to the boiler circulation and may give fluctuations in the gauge glass water level.

12. *Feed Pump Pressure Governor.* - The Steadiflow design of feed regulator will operate satisfactorily with reciprocating feed pumps. With rotary feed pumps better results are obtained during manoeuvring if the feed discharge pressure is not fluctuating due to stickiness of main feed pump pressure governors.



STEADIFLOW DESIGN

	CLEARANCE AS FITTED	CLEARANCE RENEW.	
a	CLEARANCE BETWEEN COVER SPIGOT AND CHEST	.002"	—
b	CLEARANCE BETWEEN TOP PISTON AND COVER BORE	.004"	.008"
c	CLEARANCE BETWEEN VALVE SKIRT AND CHEST BORE	.005"	.012"
d	CLEARANCE BETWEEN BOTTOM PISTON AND CHEST BORE	.005"	.012"
e	BORE OF LEAKAGE VALVE SEAT	.375"	.385"
f	CLEARANCE BETWEEN NEEDLE VALVE AND GUIDE - SMALL	.003"	.008"
g	CLEARANCE BETWEEN NEEDLE VALVE AND GUIDE - LARGE	.004"	.008"
h	END CLEARANCE ON PIVOT PIN	1/64"	1/32"
i	BORE OF NEEDLE VALVE SEAT	.25"	.258"
j	CLEARANCE BETWEEN LINK PINS AND NEEDLE VALVE	.008"	.015"
k	CLEARANCE BETWEEN PIVOT PIN AND BUSHES	.008"	.015"

13. B.R. 1988 (Mechanical Engineering Maintenance Instructions) is being amended.

(The foregoing is the text of A.F.O. 2293/1955 altered to meet R.A.N. conditions.)

(3757/21/62)

1118.

S.A.R. CRAFT - ENGINES - HALL SCOTT MARINE TYPE.

In order to prevent failures in Hall Scott Marine Engines due to foreign bodies fouling the scavenge oil pumps, oil strainers are to be fitted to the pumps when engines are in hand for overhaul, and the work carried out as a defect list item. Thereafter, the strainers are to be regularly inspected and cleaned at least once each week.

References: (a) G.M.G.I's 2191 of 11th March, 1955.

(b) P.O.I.C., E.A's, E.A. 981/495/12/1 of 16th March, 1955.

(c) Navy Office memoranda 62431 and 79598 of 12th May and 3rd October, 1955, respectively.

(3760/18/18)

1119.

AIRCRAFT - GUNS, HISPANO 20 M.M. - INTRODUCTION OF SOLENOIDS, GUN SAFETY, MARK 2 AND ALLOWANCES TO SERVICE.

Several cases have been reported of Hispano 20 m.m. guns accidentally firing when aircraft have landed on carriers, or when panels integral with link and case chutes have to be removed before the breech stoppage tool can be inserted.

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 permitting 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 :-

<u>R.N. Store Reference and Description</u>	<u>R.A.F. Ref.</u>
E.P. 128 SOLENOID, gun safety, Mark 2 assembly	8A/2355
E.P. 716 BOLT, No. 2BA x 0.55-in. long	28D/12512

3. It has been decided that guns for Sea Venom aircraft only will be equipped with the new safety device.

1119-1120

18

4. The solenoids can only be used in aircraft which have had the necessary airframe modification incorporated, and on guns which have been modified in accordance with Navy Order 1120 of 1955.

5. The solenoids will be secured to the guns by three E.P. 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 S.W.G. locking wire.

6. Spare solenoids will be provided on the following basis :-

H.M.A. Ships per 8 Aircraft Squadron	8
R.A.N. Air Station, Nowra	12
School of Aircraft Maintenance (Engineering)	4

7. An initial allowance of 144 E.P. 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 become available, issues in accordance with paragraphs 6 and 7 will be made to R.A.N. Air Station, Nowra and S.A.M.E. by R.A.N. Armament Depot, Sydney, without demand.

9. Publications affected will be amended in due course.

10. Navy Order 482 of 1955 is hereby cancelled.

(The foregoing is the text of A.F.O. 2094/1955 altered to meet R.A.N. conditions.)

(4428/53/182)

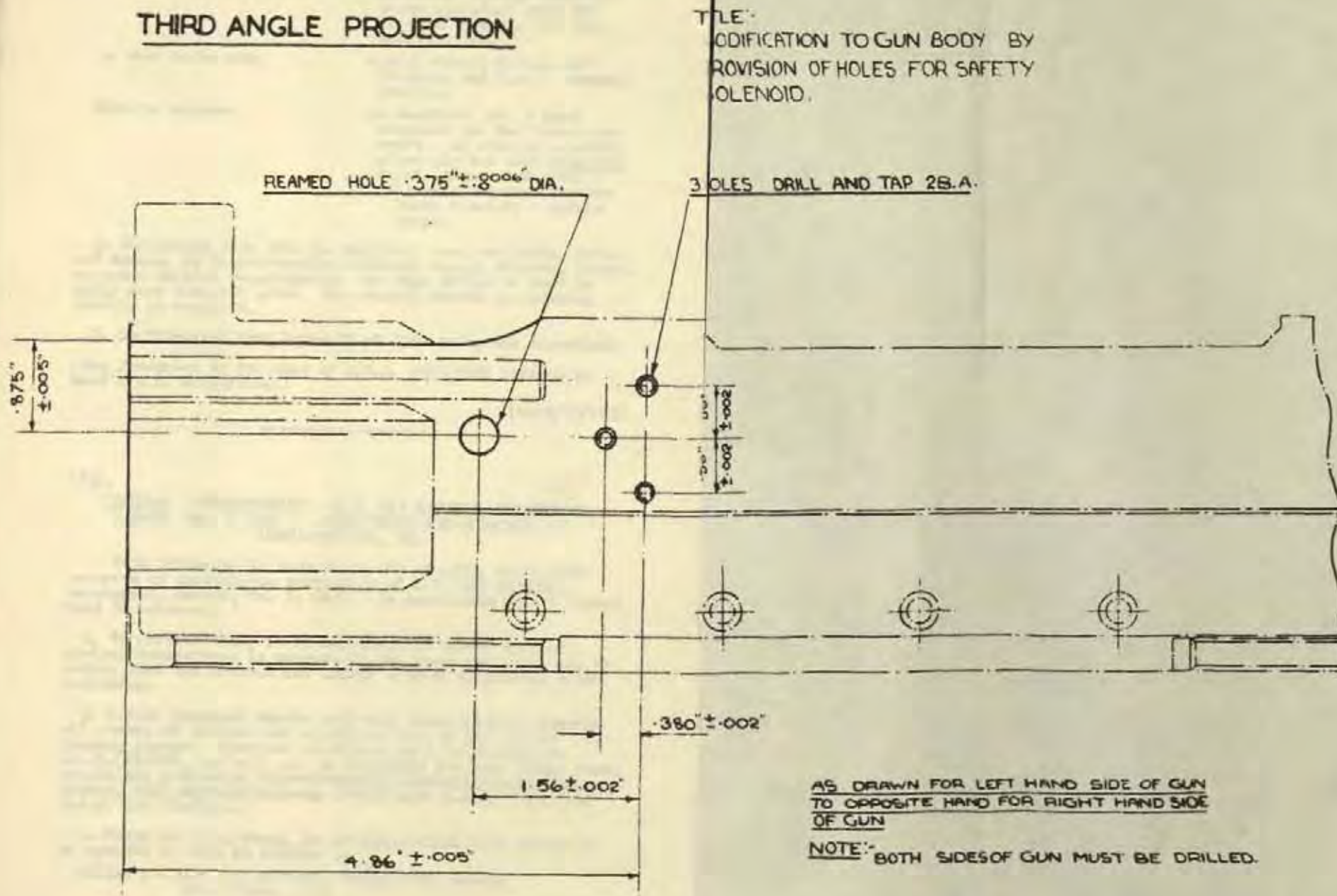
1120.

AIRCRAFT - GUNS, HISPANO 20 M.M. - MODIFICATION TO PREVENT ACCIDENTAL FIRING.

The following modification has been approved :-

Part affected	Guns Hispano 20 m.m. No. 2 Marks 5 and 5* Guns Hispano 20 m.m. No. 3 Mark 5*
Purpose	To permit fitting of Solenoids, gun safety, Mark 2, the prevent accidental firing of guns. See Navy Order 1119 of 1955.
Nature of modification	Using E8694 JIG, body, drilling, drill and tap holes in both left and right hand sides of the gun bodies in accordance with Navy Order 1120 of 1955 diagram, drawing N.O.D. 3125/47.
Special tool required	E.8.694 JIG, body, drilling. Reamer, spiral flute, machine 0.375 in (+ .0004-in.) with No. 1 (- .0000-in.).

THIRD ANGLE PROJECTION



AS DRAWN FOR LEFT HAND SIDE OF GUN TO OPPOSITE HAND FOR RIGHT HAND SIDE OF GUN
NOTE: BOTH SIDES OF GUN MUST BE DRILLED.

← FWD.

DRAWING NUMBER:-
N.O.D. 3125/47
BASED ON ARM. 66035.

1119-11

4. The guns wh 1120 of

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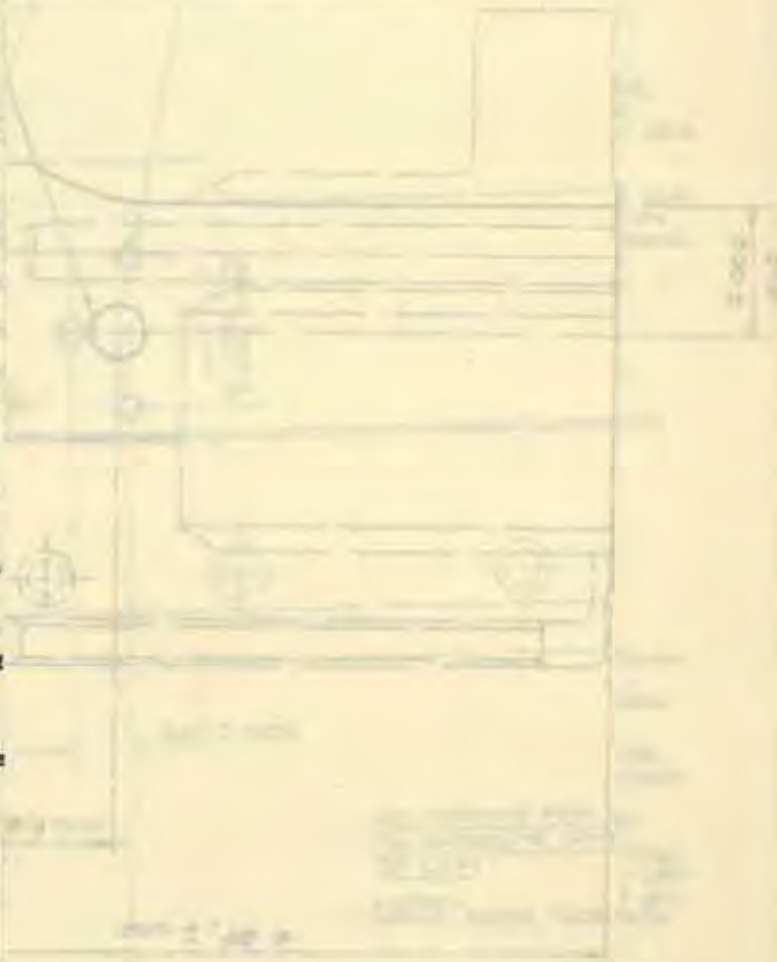
AIRCRA

The Part of

Purpose

Nature

Special



Morse taper shank.

Note:- Portable drilling machines (whether hand or power operated) must NOT be used to carry out this modification.

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 required for Sea Venom aircraft - as soon as possible after jig has been received. R.A.N. Armament Depots :- All guns required for Sea Venom aircraft - before issue.

2. Sufficient jigs will be supplied, when available, without demand, by Superintending Armament Supply Officer, Sydney, to cover initial requirements. No jigs should be used to drill more than 150 guns. The reamers should be obtained locally as required.

3. Confidential Navy Order 77 of 1955 is hereby cancelled.

(The foregoing is the text of A.P.O. 2095/1955 altered to meet R.A.N. conditions.)

(4428/53/183)

1121.

AIRCRAFT - PYBOTECHNICS - K.F. 017 MATCHES, WATERPROOF, SAFETY, NO. 1 MARK 1 - INSPECTION AND REPACKING OF CONTAINERS NO. 38.

With reference to Navy Order 169 of 1955, cases have occurred of spontaneous combustion of K.F. 017 MATCHES, waterproof, safety, No. 1, Mark 1 in containers No. 38 (which hold 30 matches).

2. To prevent this, it is necessary to ensure that no striker composition is present in the inner cylinder, and to ensure that the matches are unable to move lengthwise after repacking.

3. R.A.N. Armament Depots have been instructed to examine all stocks of matches and containers and to fit rubber packing pieces. Examined containers will be stencilled A.C.L.(Air)86, but will not be available for some time. When stocks are available, Superintending Armament Supply Officer, Sydney, will arrange exchange direct with H.M.A. Ships and R.A.N. Air Stations.

4. Entry No. 2 on Sheet 309 of Restriction List (B) is to be amended to read as follows :-

Column 2 - K.F. 017 MATCHES, waterproof, safety, No. 1 Mark 1 (A)

Column 3 - All

Column 4 - Examine containers No. 38 in accordance with A.C.L.(Air) 86 and repack contents with rubber packing piece.

1121-1122

20

Column 5 - Dispose of defective containers
 Column 6 - A.P.O. 2920/55 and Navy Order 1121
 of 1955.

(The foregoing is the text of A.P.O. 2920/1955 altered to
 meet R.A.N. conditions.)

(4443/7/63)

1122.

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. H.M.A. Ships which are unable to comply within three months from the date of this Order are to report the fact specially to Navy Office for instructions.

Propellant lot or sub-lot No.	Propellant nature and size	Nature of gun ammunition which may be involved
RNC 321	SC 122	B.L. 6-in.; Q.F. 4.7-in.;
RNC 327	SC 122	Q.F. 4.5-in.
RNC 324	SC 061	B.L. 6-in.; Q.F. 5.25-in.;
RNC 392XA	SC 061	Q.F. 4.7-in.; Q.F. 4.5-in.;
RNC 446XB	SC 061	Q.F. 4-in. (F.A.);
RNC 2314XR	SC 061	Q.F. 12-pdr. 12 cwt.
RNC 2577XS	SC 061	
RNC 2344XR	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 2345XR	SC 103	B.L. 6-in.; Q.F. 5.25-in.;
		Q.F. 4.5-in.; Q.F. 4-in.
RNC 3209XA	NF/S 164-048	B.L. 6-in.; Q.F. 4.7-in.;
RNP 1234RXP	NF/S 164-048	Q.F. 4-in.
RNC 3553XL	HSC/T 134-055	Q.F. 12-pdr. 12 cwt.;
		Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 5128XP	NF/S 168-048	Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 5138XP	NF/S 168-048	
RNC 5139XP	NF 029	Q.F. 4-in.; Q.F. 12-pdr.
RNP 420XJ	NF 029	12 cwt.; Q.F. 3-pdr.
RNP 440XJ	NF 042	Q.F. 4.7-in.; Q.F. 4.5-in.;
		Q.F. 4-in.
RNP 953XP	NF/S 198-054	Q.F. 5.25-in.; Q.F. 4.7-in.;
RNP 1159XG	NF/S 198-054	Q.F. 4.5-in.
RNP 978RXX	NF 052	Q.F. 4.7-in.; Q.F. 4-in.
RNP 1235RXP	NF 052	(F.A.); Q.F. 12-pdr.
		12 cwt.
VD 4541XP	N/S 198-054	Q.F. 4.7-in.; Q.F. 4.5-in.

2. Attention is drawn to paragraphs 6, 7 and 9 of Naval Cordite Regulations, Article 53, B.R. 862A.

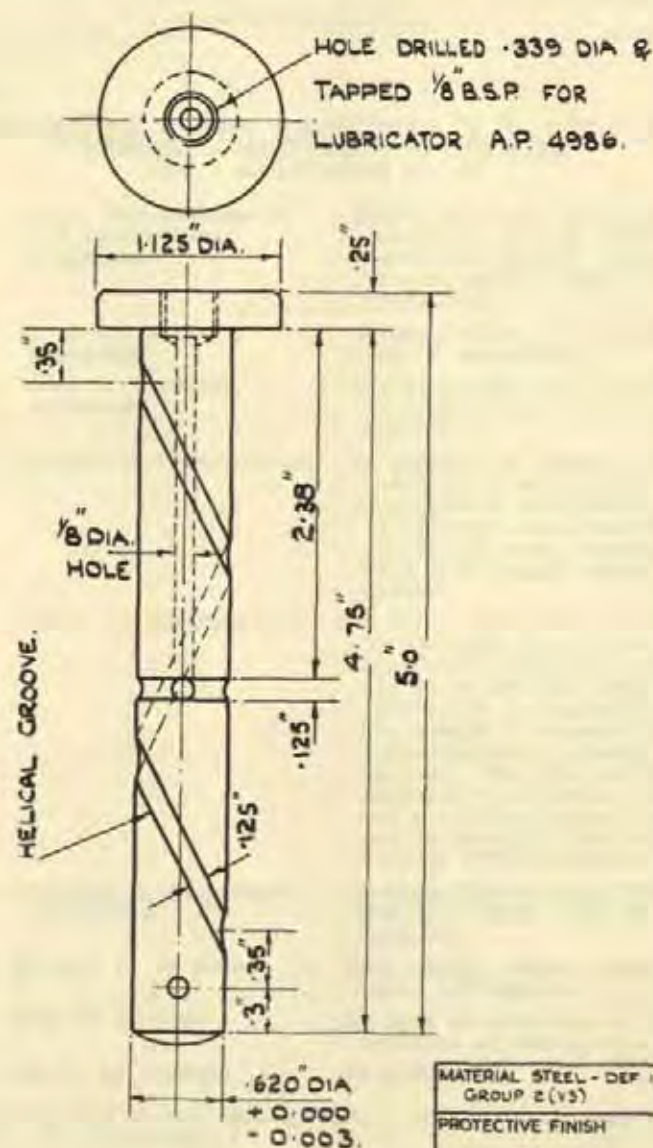
3. Separate instructions have been issued to R.A.N. Armament Depots.

(The foregoing is the text of A.P.O. 2513/1955 altered to meet R.A.N. conditions.)

(4433/51/253)

THIRD ANGLE PROJECTION

HINGE PIN.



MATERIAL STEEL - DEF 13 GROUP 2 (V3)
PROTECTIVE FINISH ~
TOLERANCES ± 0.010 EXCEPT WHERE STATED

G.R. 6775 / 25

1123.

AMMUNITION - PYROTECHNICS - AGE LIMITS.

An age limit of ten years has been imposed on Grenades, No. 65, Types 1, 2 and 3.

2. Navy Order 552 of 1954 is to be amended accordingly.

(4433/91/690)

1124.

GUN MOUNTINGS - 40-MM. BOFORS TWIN R.P. 50, MARK 5 AND
5* MOUNTINGS - MODIFICATION TO DOOR HINGE
PINS - MODIFICATION NO. 26.

- | | |
|---|---|
| (a) Ships, Establishments and Authorities concerned | Ships and Shore Establishments, Dockyards, Repair Establishments and Gunnery Equipment Depots holding these Mountings. |
| (b) Types and Marks of Mountings | 40-mm. Bofors R.P. 50, Mark 5 and 5* Mountings. |
| (c) Parts of Mounting Affected | The hinge pins for the three in number doors in the gunshield. |
| (d) Purpose of Modification | To enable the doors to be retained in efficient operational condition, as considerable maintenance effort has been necessary to free door hinges which have seized. |
| (e) Nature of Modification | To fit a lubricator A.P. 4986 to the head of all the hinge pins (G.R. 6775/25), and the pin to be drilled from the lubricator to midway along its length to connect with a circumferential grease groove. The pins are to be machined to 0.62-in. diameter and a helical grease groove cut as shown in Navy Order 1124 of 1955 Diagram. |
| (f) Drawings or Navy Order diagrams | Drawings Number G.R. 6775/25 and Navy Order 1124 of 1955 Diagram. |
| (g) By whom to be done | Ship Staff, Repair Establishments and Depots. |
| (h) When to be done | As soon as possible or on next occasion of stripping. |
| (i) How to be treated | As a defect. |

(The foregoing is the text of A.P.O. 2990/1955 altered to meet E.A.N. conditions.)

(4429/41/202)

1125-1126

1125.

COMPASSES FOR NAVIGATIONAL AND PLOTTING PURPOSES, PATTERN 82 AND ATTACHMENTS, PATTERN 83 - INTRODUCTION.

The following items have been introduced for navigational purposes and for plotting purposes in the Action Information Organisation and will be added to the Rate Book and Authorized List of Naval Stores under Class F, Group 3A :-

Pattern No.	Description	Ships' Accounting Classification
82	Compasses, plotting, 9-in. arm	Permanent
83	Attachment for use with above	Consumable

2. Allowances of the compasses plotting will be as follows :-

Class of Ship	Allowance
Carriers, Cruisers, Ships of the "Daring" Class, Destroyers, Frigates, Survey Ships	2 No.
O.M.S. Vessels, B.W. Vessels	1 No.

One pair of compasses is supplied for navigational purposes in all ships and an additional pair, where applicable, for use in Action Information Organisations. Two Attachments, Pattern 83, will be regarded as the "First Outfit" quantity for ships concerned, for the latter purpose only. Ships in commission and in "D" Class commission in reserve should lodge demands on the appropriate Storing Yard to complete to the above allowance. Dormant demands for ships under construction, modernisation or conversion, and for ships in "E" Class commission in reserve will be prepared by the Storing Yard concerned in the normal manner.

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2389/1955 altered to meet R.A.N. conditions.)

(4518/36/352)

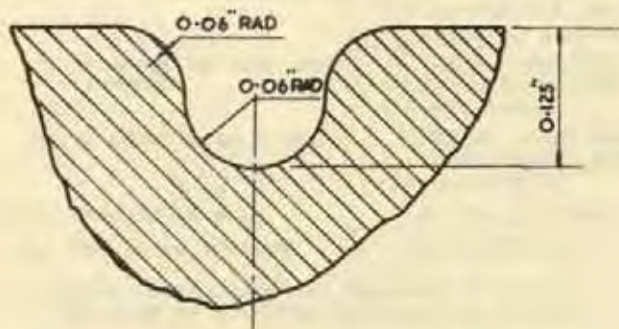
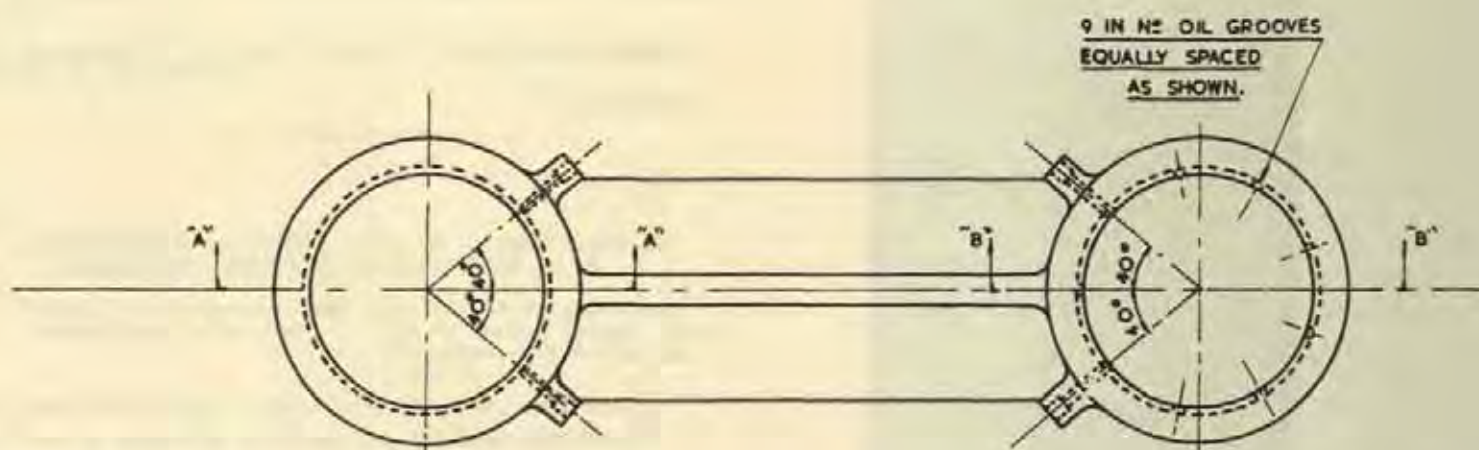
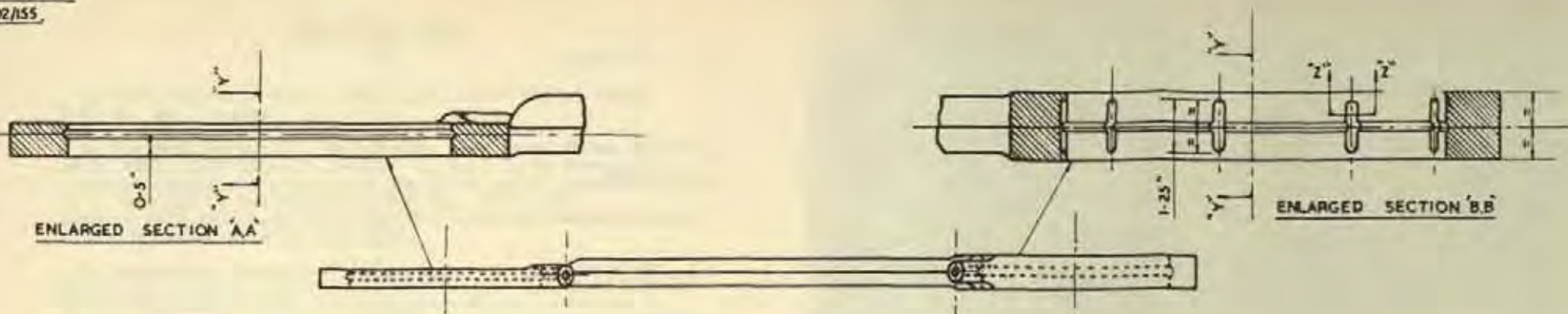
1126.

A/S WEAPONS - A/S MORTAR, MARK 10 - DEPTH SETTING CONTROL PANEL, MARK 2 MOD. 0 - REPLACEMENT OF ALARM TYPE FUSES.

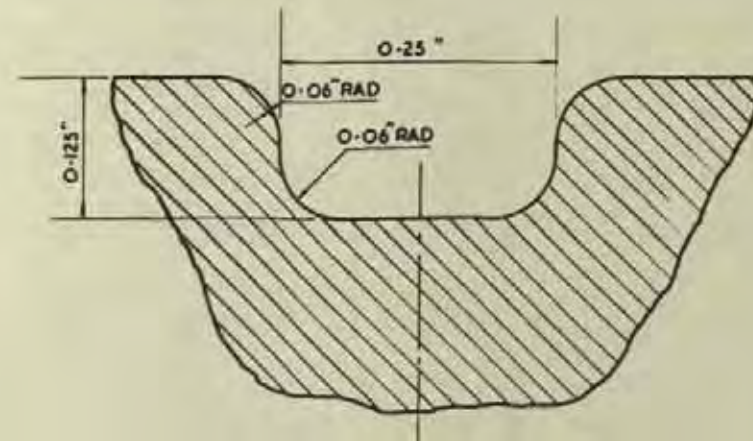
Instances have arisen in which fuses for the pulsing relays in the Depth Setting Control Panel associated with A/S Mortar Mark 10 have been accidentally blown when, in setting depth, the striker pin has made contact on the metal case of the mortar bomb instead of on the insulated contact ring, thus causing a short circuit. Larger capacity fuses have been fitted in some cases in the Depth Setting Control Panel to replace the blown fuses and, as a result, relay contacts have been overloaded and burnt out.

2. The correct fuses for the circuits concerned are 1.5 amp. Post Office No. 44, alarm type. Commanding Officers of ships concerned are to arrange for the examination of existing fuses in order to ensure that the correct type and rating is in use, replacement action being taken as necessary.

DRAWING NUMBER
4002/155



ENLARGED SECTION OF THE 2 IN NO CIRCUMFERENTIAL OIL GROOVES THROUGH 'Y.Y' SECTIONS.



ENLARGED SECTION OF THE 9 IN NO OIL GROOVES THROUGH 'Z.Z'

LUBRICATION OF PITCH LINK MECHANISM
A/S MORTAR M.K. 10-MOD² N=1

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23

1126-1127

3. Other circuits within the D.S.C. Panel employ fuses P.O. No. 44 - 3 amp.

4. The Post Office No. 44 1.5 amp. and 3 amp. fuses will be dealt with under Class F, Group 2 B, Part 3, as non-pattern items of consumable stores and the first outfit quantities will be 50 No. and 25 No. of fuses, 1.5 amp. and 3 amp. respectively to H.M.A. Ships and Shore Establishments fitted with A/S Mortar Mark 10 equipment.

5. Commanding Officers of ships concerned in commission and Establishments concerned should forward demands (A.S.134) to the appropriate (Superintending) Naval and Air Store Officer. Dormant Demands for ships concerned under construction and conversion will be raised by Storing Yards in the normal manner.

(The foregoing is the text of A.P.O. 2443/1955 altered to meet R.A.N. conditions.)

(4428/33/16)

1127.

A/S WEAPONS - A/S MORTAR, MARK 10 - LUBRICATION OF BARREL LINK MECHANISM - MODIFICATION NO. 1.

- (a) Ships, Establishments and Authorities concerned Type 12, 15 Frigates and R.A.N. Daring Class, H.M.A. Dockyards, C.E.S.O's and O.E.O's.
- (b) Type and Mark of Mounting A/S Mortar, Mark 10.
- (c) Part of Mounting affected Barrel Link Mechanism.
- (d) Purpose of Modification To provide additional lubrication.
- (e) Nature of Modification To remove pitch links and cut additional grease grooves in bearing surfaces.
- (f) Drawings or Navy Order Diagram A.N.E. 4002/155. Navy Order 1127 of 1955 Diagram.
- (g) By whom to be done Ships' staff with Dockyard assistance; Authorities concerned.
- (h) When to be done At the earliest opportunity.
- (i) How to be treated As a defect.

NOTE:- When completed the work is to be recorded as Mounting Modification No. 1.

(The foregoing is the text of A.P.O. 559/1955 altered to meet R.A.N. conditions.)

(4428/33/11)

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th December, 1955.

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

By direction of the Naval Board,

Thos. Hawkins

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

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1129.	A/S Weapons - A/S Mortar, Mark 10 - Depth Setting Control Panel - Operation of ACTION/PRACTICE Switch.
1130.	A/S Weapons - A/S Mortar, Mark 10 - Summary of Approved Modifications.
1131.	Mine Countermeasures - Minesweeps - Operation and Maintenance Records and Reports.
1132.	Naval Stores (General) (Class B, Group 8, Part F) - Blocks, Snatch, Pattern 5221A - Allowance in Lieu of Pattern 5223A.
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1135.	Naval Stores (Technical) - Asdic and Echo Sounding Equipments - Spares for Testing and Tuning Purposes.
1136.	Naval Stores (Technical) - Radar - Obsolete Stores - Disposal.
1137.	Naval Stores (Technical) - Mine Countermeasures - S.A. Box, A.P. 21644B, for Acoustic Sweep A.H., Mark 4 - Fitting of Lock Nuts in lieu of Securing Nuts.
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RESTRICTED

1128

SECTION 3 -- HULL, MACHINERY, EQUIPMENT AND STORES

1128

A/S WEAPONS - A/S MORTAR MARK 10 - MODIFICATION TO LOADING SCUTTLE SWITCH INTERLOCK GEAR.

Experience with A/S Mortar, Mark 10 loading equipment, has shown that rusting of the back plate and return springs of the sliding scuttle switch interlock gear can result in stiffness in the operation of the gear, with a possibility of seizure. As a consequence, non-ferrous materials are being used for these items in current manufacture loading equipment.

2. Ships concerned are to inspect the items and take action where necessary for the replacement by non-ferrous fittings, which are demanded by the usual procedure, quoting this Order as the authority :-

- | | |
|---|---|
| (a) Ships, Establishments and Authorities concerned | Type 12, 15 Frigates and R.A.N. Daring Class, H.M.A. Dockyards, G.E.S.O's and O.E.O's. |
| (b) Type of Equipment | Loading Scuttle Switch Interlock Gear. |
| (c) Part of Equipment affected | Back-plate and return spring. |
| (d) Purpose of Modification | To prevent seizure through corrosion. |
| (e) Nature of Modification | Items to be replaced by back-plate and return spring of non-ferrous material. |
| (f) Drawings etc. | U.C.W.19815/29, items 8 and 10. |
| (g) By whom to be carried out | Ship's Staff. |
| (h) When to be carried out | At earliest convenient opportunity. |
| (i) How to be treated | As a defect. |
| (j) How to be recorded | Type 15 frigates - Loading Equipment Modification No.3. Type 12 frigates and R.A.N. Daring Class - Loading Equipment Modification No.1. |

(The foregoing is the text of A.F.O.2788/1955 altered to meet E.A.N. conditions.)

(4428/33/19)

1129

A/S WEAPONS - A/S MORTAR, MARK 10 - DEPTH SETTING CONTROL PANEL - OPERATION OF ACTION/PRACTICE SWITCH.

Attention is drawn to the necessity for the A/S Mortar, Mark 10, Depth Setting Control Panel ACTION/PRACTICE Switch being at PRACTICE when Practice projectiles are in use. Failure to observe this rule will result in damage to the contact needles fitted in the Depth Setting Contact Box.

2. Arrangements have been made for Depth Setting Control Panels Serial numbers 73 and onwards to be issued complete with a warning plate referring to the above, secured to the top of the Panel.

3. Commanding Officers of ships concerned are to arrange for warning plates to be fitted to D.S.C. panels earlier than Serial No.73, the work being classed as a defect item. Suitable plates, complete with fixing screws, are now available for issue and should be demanded as necessary.

4. This work is to be recorded as Modification No. 1 to A/S Mortar, Mark 10, "Off-mounting" Control Gear.

(The foregoing is the unaltered text of A.F.O.606/1955.)

(4428/33/10)

1130

A/S WEAPONS - A/S MORTAR, MK.10 - SUMMARY OF APPROVED MODIFICATIONS.

Modifications to A/S Mortar, Mark 10, equipment are promulgated by Navy Order. To facilitate reference and recording in the Weapon Equipment Log, Form A.S.1151, these modifications are grouped under three sub-headings.

2. These Sub-groups each have their own numbered Series and are shown, together with modifications extant, in the following Appendices.

(4431/144/187)

APPENDIX 1

APPROVED MODIFICATIONS TO A/S MORTAR MK.10 - MOUNTING

Serial No.	Description	Authority
1	Barrel Link Mechanism. To provide additional lubrication.	Navy Order 1127 of 1955.
2	Quadrant Elevation Switch Operating Gear. To provide additional lubrication.	Navy Order 811 of 1955.

APPENDIX 2

APPROVED MODIFICATIONS TO A/S MORTAR MK.10 - LOADING
EQUIPMENT(a) Type 15 Frigates

Serial No.	Description	Authority
2	Projectile Lift, Mk.1. To facilitate adjustment and operation of projectile tray.	Navy Order 612 of 1955.
3	Loading Scuttle Switch Interlock Gear. To replace back-plate and return spring by items of non-ferrous material.	Navy Order 1128 of 1955.

(b) Type 12 Frigates

Serial No.	Description	Authority
1	Loading Scuttle Switch Interlock Gear. To replace back-plate and return spring by items of non-ferrous material.	Navy Order 1128 of 1955.

(c) R.A.N. Daring Class Ships

Serial No.	Description	Authority
1	Loading Scuttle Switch Interlock Gear. To replace back-plate and return spring by items of non-ferrous material.	Navy Order 1128 of 1955.

APPENDIX 3

APPROVED MODIFICATIONS TO A/S MORTAR MARK 10 -
"OFF-MOUNTING" CONTROL GEAR

Serial No.	Description	Authority
1	Depth Setting Control Panel Mk.2 Mod.O. To fit warning plate for operation of Action/Practice Switch.	Navy Order 1129 of 1955.

1131

MINE COUNTERMEASURES - MINE SWEEPS - OPERATION AND
MAINTENANCE RECORDS AND REPORTS.

Forms A.S.1624 Series, introduced by Navy Order 371 of 1955, have been distributed to H.M.A. Ships and Administrative Authorities concerned.

2. Navy Order 371 of 1955 is to be amended by deleting existing paragraph 11.

3. Forms A.S.1619 series are hereby cancelled and unused stocks are to be destroyed.

(3385/55/3)

1132

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART F) -
BLOCKS, SNATCH, PATTERN 5221A - ALLOWANCE IN LIEU
OF PATTERN 5223A.Aircraft Carriers

The two Pattern 5223A Snatch Blocks allowed by Navy Order 292 of 1955 (Naval Stores (General) (Class B, Group 8, Part F) - Blocks, Snatch, Pattern 5223A - Allowances) to all aircraft carriers operating aircraft, should be replaced by two Pattern 5221A Snatch Blocks which are smaller and less cumbersome.

2. B.R.358 (1) - Establishment of Sea Stores for Executive Purposes - will be amended.

(The foregoing is the text of A.F.O.2997/1955 altered to meet R.A.N. conditions.)

(4505/85/41)

1133

NAVAL STORES (GENERAL) (CLASS B, GROUP 8A) - CONSTANT
TORQUE FIXTURE (A.M. Ref. No. 4N/11) - TRANSFER FROM
VOTE 8/111 TO VOTE 8/11A.

The responsibility for supply of the Constant Torque Fixture (Air Ministry Reference No.4N/11), which is part of Lodge Spark Plug Servicing Equipment, has been transferred from Vote 8/111 to Vote 8/11A and will, in future, be dealt with as Naval Stores, as follows :-

Class/Group	Pattern	Classification
B8A	11	Constant Torque Fixture (R.A.F. Sec.4N). Permanent

2. One constant torque fixture is allowed to each R.N. Air Station, Aircraft Carrier and R.N. Aircraft Yard.

3. H.M.A. Air Carriers and R.A.N. Air Stations. - Items held by departmental officers are to be transferred to the Supply Officer under the provisions of Article 109(f) of B.R.4, Naval Storekeeping Manual.

4. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 2103/1955 altered to meet R.A.N. conditions.)

(4505/80/164)

1134

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 4)
HAND HAIR DRYERS, PATTERN 19754 - ALLOWANCES.

Hand hair dryers, Pattern 19754, are to be allowed for use by W.R.A.N.S. on the scale of one per 50 personnel or one per W.R.A.N.S. Unit if there are less than 50 in the numerical strength.

2. In the case of Flinders Naval Depot and H.M.A.S. HARMAN, one additional dryer is to be allowed for use of W.R.A.N.S. Officers.

3. Demands to complete to the above scale should be forwarded to the appropriate storing yard quoting the number of W.R.A.N.S. personnel borne.

4. Relevant Establishment of Permanent Naval Stores will be amended.

(The foregoing is the text of A.P.O. 2953/1955 altered to meet R.A.N. conditions.)

(4518/27/177)

1135

NAVAL STORES (TECHNICAL) - ASDIC AND ECHO SOUNDING
EQUIPMENTS - SPARES FOR TESTING AND TUNING PURPOSES.

The provisions of Navy Order 511 of 1955 are also to apply to Ready-Use spares supplied for Asdic and Echo Sounding equipments.

2. Ready-Use spares will in future be referred to as Testing and Tuning Spares.

(4518/1/990)

1136

NAVAL STORES (TECHNICAL) - FIA/1 - RADAR - OBSOLETE
STORES - DISPOSAL.

The stores detailed in the Appendix to this Order are now obsolete. Any stocks on board H.M.A. ships and in shore establishments should be returned to the nearest (Superintending) Naval Store Officer who should dispose of them and any stocks already held as surplus to requirements.

2. Strict adherence to the pattern numbers quoted is essential, e.g., no "A" pattern is to be considered surplus where a "Plain" pattern only is shown.

3. No further returns of the items in the Appendix are to be taken on main or repairable ledger charge.

4. The relevant publications will be amended.

APPENDIX

Pattern No.	Description	Pattern No.	Description
W.3161	Rectifier Unit.	W.9827	Reflector Unit.
W.3273	Bracket.	W.9828	Waveguide Flare.
W.4879P	Case, packing.	58192	Waveguide Connection.
W.5459	Gear Box.	58418	Transformer.
W.5598	Connection.	58881	Cylinder.
W.7843	Control Table.	58971	Waveguide Connection.
W.8323/A	Aerial Unit.	65570	Phase Changer.
W.9459	Motor.	66008-66011	Waveguide Connection.
W.9460	Control Unit.	66016-66022	Waveguide Connection.
W.9461	Control Table.		

(The foregoing is the text of A.P.O. 2950/1955 altered to meet R.A.N. conditions.)

(4519/31/739)

1137

NAVAL STORES (TECHNICAL) - MINE COUNTERMEASURES
S.A. BOX, A.P. 2164B, FOR ACOUSTIC SWEEP A.H.,
MARK 4 - FITTING OF LOCK NUTS IN LIEU OF
SECURING NUTS.

Instances have been reported where the Diaphragm and Rear Plate studs in S.A. Box, A.P. 2164B, for Acoustic Sweep A.H., Mark 4, have been found too short to accommodate fully the securing nuts and lock nuts.

2. It is not practicable to fit longer studs in existing S.A. Boxes and this defect when present should therefore be dealt with (by ship's staff, Fitting or Refitting Authorities) by the omission of the securing nuts and the use on each stud in lieu, of two in number lock nuts.

3. The additional lock nuts required should be drawn from store in exchange for the securing nuts as follows, this Order being quoted as authority:-

- (a) Diaphragm Studs - 20 in number Nuts, Lock, $\frac{3}{4}$ -in., Pattern 21670, to replace 20 in number Nuts, $\frac{3}{4}$ -in., Pattern 21671.
- (b) Rear Plate Studs - 16 in number Nuts, Lock, $\frac{3}{8}$ -in., Pattern 21779, to replace 16 in number Nuts, $\frac{3}{8}$ -in., Pattern 21673.

4. Appropriate action is being taken to ensure that studs of adequate length are fitted in S.A. Boxes, A.P.21644B, of future manufacture.

(The foregoing is the unaltered text of A.P.O. 2529/1955.)

(4518/33/38)

1138

DRAWINGS - ISSUE TO SHIPS' OFFICERS AND SECURITY OF.

It is desired to call the attention of all concerned to the fact that the majority of AS FITTED drawings held on board contain, in one form or another, information which necessitates precautions for preventing it from falling into the hands of ill-disposed persons and those who may innocently disclose it to such persons.

2. Drawings showing the general arrangement of a ship are classified "Confidential".

Dockyard officers and refitting authorities are authorised to provide to a ship only those drawings which are specified and it is their responsibility to ensure that the security regulations are strictly observed.

3. The restrictions associated with handling of confidential matter can lead to the practice of making copies, in whole or part, for personal use and convenience in the normal course of duty.

It will be readily seen that unless those copies are treated in the same way, from the security aspect, as the parent drawing or document a breach of the regulations is involved and the measures designed to safeguard security are defeated.

4. The Naval Board have therefore decided, in the interests of security, and for convenience in carrying out their duties, to allow ships' officers to hold copies of the drawing showing the 1950 System of Marking. This drawing gives the arrangement of the compartments in the ship and accesses but lacks the detail included on the normal AS FITTED general arrangement drawing.

5. The drawings will be classified RESTRICTED and each copy will bear a copy number for record purposes.

Issues will be made without demand, on the scale given below, by the Naval Board, to Commanding Officers who are to forward a statement to the effect that the particular copy numbers of the drawing have been received and that they have been added to the list of drawings held on board.

6. Officers authorised to hold copies of the drawings are responsible for their safety to the Captain to whom they must be returned when the holder receives another appointment, is absent from the ship on leave or on any occasion when it is considered he cannot provide safe custody.

7. All unauthorised drawings and sketches are to be destroyed forthwith.

8. Cases which exist or may arise where it is considered an officer has a special reason for holding a personal copy of a drawing, sketch or document, other than that referred to above, are to be referred to the Naval Board for consideration.

9. Action has already been taken in respect to H.M.A.S. SYDNEY.

SCALE OF ALLOWANCES

<u>Aircraft Carriers.</u>	13 in No. as follows.
Captain	1 + 3 for issue as may be required.
Commander	1
Engineer Officer	2
1st Lieutenant	1
Air Department	1
A.B.C.D. Officer	2
Shipwright Officer	1
Electrical Officer	1
<u>Cruisers.</u>	11 in No. as follows.
Captain	1 + 3 for issue as may be required.
Commander	1
Engineer Officer	2
1st Lieutenant	1
A.B.C.D. Officer	1
Shipwright Officer	1
Electrical Officer	1
<u>Destroyers and Frigates (River Class Converted Fleet).</u>	6 in No. as follows.
Captain	1 + 2 for issue as may be required.
1st Lieutenant	1
Engineer Officer	2
<u>Frigates (Sloops).</u>	4 in No. as follows.
Captain	1 + 1 for issue as may be required.
1st Lieutenant	1
Engineer Officer	1

Ocean Minesweepers (Comprehensive and Limited).

	4 in No. as follows.
Captain	1 + 1 for issue as may be required.
1st Lieutenant	1
Engineer Officer or C.E.R.A.	1

Flag Officer Commanding Her Majesty's Australian Fleet.

1 in No. of each of the above classes and any other drawing as may be considered necessary from time to time for reference by Staff Officers.

(The foregoing is the text of A.P.O.1075/54 altered to meet R.A.N. conditions.)

(4066/121/7)

1139

WATER BOTTLES - CARE IN HANDLING AND PACKING FOR TRANSPORT.

A number of water bottles are being returned to Naval Armament Depots with enamel chipped from the interior, and in other cases with the external enamel chipped at the neck where there is no protecting felt cover.

2. Greater care is to be exercised in the handling of water bottles to avoid knocking or dropping them.

3. For transport, the bottles are to be secured against movement within the package, and if packed in the horizontal position they are to be placed neck to base.

(4428/65/79)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

1140

SUPPLIES OF PROVISIONS FOR H.M.A. SHIPS ABROAD.

Several instances have recently come to notice of provisions supplied to H.M.A. Ships at overseas ports having been unsatisfactory as regards price and/or quality. In all cases the provisions were not obtained through an R.N. Victualling Yard although this course could have been followed.

2. The instructions contained in Consolidated Orders and Regulations, Article 504, regarding the replenishment of victualling stores through Royal Navy Victualling Yards are to be strictly observed and, where items are not procurable from such Yards, Supply Officers are to consult with the (S) Victualling Store Officer regarding the best local source of supply wherever such course is practicable.

(4528/1/248)

1141

UNIFORM AND CLOTHING - SCALES OF MEASUREMENT AND STANDARD SIZE ROLLS.

The measurements of articles of uniform and clothing stocked for issue on repayment are promulgated in Appendix "A" to this Order. Where new patterns or new scales of measurement have recently been adopted, old and new size numbers are both shown.

2. To assist Supply Officers in the preparation of demands, two sets of tables have been prepared for the following purposes :-

(a) Commissioning of Ships :

Standard size roll tables showing the approximate requirements per 1,000 of each item of clothing are included in Appendix "B". These tables are designed mainly for the commissioning of Ships and Establishments and indicate quantities of each size per 1,000 items consumed.

(b) Regulating and replenishing of existing stocks :

It is expected that individual Ships and Establishments, as a result of experience, will show some variations from the size rolls in Appendix "B". This will apply especially to smaller Ships and Establishments for which a book of tables which will be shortly distributed to all Supply Officers, will be appropriate. This has been designed to take into account the anticipated variations from the norms shown in Appendix "B". In the least popular sizes, Supply Officers should order entirely at their own discretion.

This book of tables should also be used as a guide for the replenishing of stocks. The tables will show the number of items in normal circumstances which should be stocked for EACH SIZE, once the Supply Officer has decided on the TOTAL number of items which will be needed. The Supply Officer will thus be able to use his records to give him an indication of the TOTAL number of an item he will require and then order for EACH SIZE as suggested in the tables.

The tables have been especially designed to ensure that stocks replenished by Supply Officers should be adequate without overstocking.

3. Supply staffs employed in Clothing Stores should be encouraged to familiarise themselves with the range of sizes carried in the Victualling Yards. This is particularly important for serge jackets, fly trousers and shorts, in which quarter-sizes and half-sizes are stocked, and jumpers and fall trousers, in which the range of sizes is broken into groups, according to height, each of which contains sizes of varying chest or waist measurements. The significance and importance of quarter sizes which are stout fittings, and half sizes which are long fittings, should be carefully noted by all concerned.

4. Navy Order 452 of 1953, 626 of 1954, paragraph 2 and the Appendix of Navy Order 35 of 1955 and paragraph 3 and the Appendix of Navy Order 629 of 1955 are hereby cancelled.

(4532/1/188)

APPENDIX "A".

SCHEDULE OF MEASUREMENTS.

Unless otherwise stated, measurements shown are those of garments.

Blouses, serge, working dress	- See working dress.
Braces	sizes 34" 36" 38" 40"
Collars, paper	sizes 12 to 18
" semi-stiff	" 11½ to 19
" soft, pique	} " 14 to 18½
" soft, plain	
" stiff, single wing	
" stiff, double, styles 1, 2 or 3	
Drawers, cotton	sizes 26" to 44" (rising by 2" per size)
" knicker, net cotton	sizes 28" to 48" (rising by 2" per size)
Flannels, cotton	sizes 1 2 3 4 5
chest of wearer	34" 36" 38" 40" 42"
<u>Footwear</u>	
Boots, football	sizes 4 to 12
" heavy	" 4 to 13
" light, 5 fitting	" 2 to 12
" " 6 fitting	" 4 to 12
Goloshes	" 5 to 11
Sandals	" 3 to 12
Shoes, black 5 fitting L.H.	" 2 to 12
" " " " R.H.	" 4 to 12
" " 6 " L.H.	" 4 to 12
" " " " R.H.	" 4 to 12
" gymnastic	" 2 to 12
" patent leather	" 5 to 12
" white, canvas, 5 and 6 fittings	" 3 to 13
" white, leather, 5 fitting	" 4 to 12
" " 6 fitting	" 5 to 10
" white, buckskin	" 5 to 11
Slippers, black	" 4 to 12
Gaiters, patent leather	" 13 to 17½ (in ½ sizes)
<u>Gloves</u>	
blue, woollen	sizes 3 and 4
brown, leather, Officers'	" 5 to 10 (in quarter sizes)
white, cotton (for stewards)	" 8 to 10½ (in half sizes)
<u>Headgear</u>	
Caps, blue cloth, Officers'	sizes 6½ to 7½ in ½ sizes
" blue, working	" 6½ to 7½ " " "
" Chaplains'	" 6½ to 7½ " " "
" Cooks', Classes I and III (P.O.'s only)	" 6½ to 7½ " " "
" Cooks', Class III	" 6½ to 7½ " " "

Headgear (contd)

Caps, Musicians'	sizes 6½ to 7½ in ½ sizes
" peaked, blue, Ratings'	" 6½ to 7½ " " "
" " lightweight "	" 6½ to 7½ " " "
" " Officers'	" 6½ to 7½ " " "
" police	" 6½ to 7½ " " "
" white, Class II	" 6½ to 7½
" " horsehair crown, Officers'	} " 6½ to 7½
" " horsehair crown, Commanders'	
Covers, cap, marcelline (obsolescent)	" 6½ to 7½
" " pique	" 6½ to 7½
" " police	" 6½ to 7½
Helmets, Musicians' (incomplete)	" 6½ to 7½ in ½ sizes
Hosiery	size No. 0 1 2 3 4 5
length of foot	9½" 10" 10½" 11" 11½" 12"
Jackets, cardigan	size No. 1 2 3 4 5 6
chest	34" 36" 38" 40" 42" 44"

Jackets, diagonal serge, double-breasted.Jackets, diagonal serge, police.

Size.	Height of Wearer.	Chest of Jacket Buttoned.
3	5'3" to 5'4"	34"
3½	5'3" to 5'4"	35"
3½	5'7" to 5'8"	34"
4	5'5" to 5'6"	36"
4½	5'5" to 5'6"	37"
4½	5'9" to 5'10"	36"
5	5'7" to 5'8"	38"
5½	5'7" to 5'8"	39"
5½	5'11" to 6'0"	38"
6	5'9" to 5'10"	40"
6½	5'9" to 5'10"	41"
6½	6'1" to 6'2"	40"
7	5'11" to 6'0"	42"

Jerseys, blue, sleeveless.Jerseys, blue, long sleeves.

size No.	1	2	3	4
chest	34"	36"	38"	40"

Jerseys, football sizes 30" to 42" (rising by 2")

Jumpers, seamen's serge.Jumpers, white drill.

Size.	Height of Wearer.	Length of Body.	Length of Sleeve.	Chest.
1	} 5'4"	} 26"	} 21"	37"
2				39"
3				41"
4				43"
5				45"

Jumpers, seamen's serge. (Cont'd)
Jumpers, white drill.

Size.	Height of Wearer.	Length of Body.	Length of Sleeve.	Chest.
6	5'6"	27"	22"	37"
7				39"
8				41"
9				43"
10				45"
11	5'8"	28"	23"	37"
12				39"
13				41"
14				43"
15				45"
16	5'10"	29"	24"	39"
17				41"
18				43"
19				45"
20				47"
21	6'0"	30"	25"	39"
22				41"
23				43"
24				45"
25				47"

NOTE :- Chest measurements are those of seamen's serge jumpers; chest measurements of white drill jumpers are 1" larger in all sizes.

Kamarrbands	size	1	2	3	4
	waist	30/34	34/38	38/42	42/46

Leggings, police. sizes 13 to 18 (in $\frac{1}{2}$ sizes)

Mackintoshes, police.

Size No.	Chest of Wearer.	Length of Back of Garment.
1	34"	46"
2	36"	48"
3	38"	50"
4	40"	51"
5	42"	52"
6	44"	53"

Overcoats, ratings' and police.

Size No.	Height of wearer.	Chest of Garment.
1	5'6"	44"
2	5'8"	44"
3	5'8"	46"
4	5'10"	46"
5	5'10"	48"
6	6'0"	50"

Pullovers, sleeveless, blue.

size	0	1	2	3	4
chest	32"	34"	36"	38"	40"

Raincoats, garbardine, officers'.

Size No.	Chest.	Length of Back.
1	44"	44"
2	46"	46"
3	48"	46"
4	50"	48"
5	52"	48"
5A	47"	49"
6	54"	50"

Raincoats, garbardine, ratings' - (single breasted and double breasted)

size	0	1	2	3	4	5
chest	42"	44"	46"	48"	50"	52"
length of back	43"	44"	46"	48"	50"	52"

NOTE :- Spare belts for single breasted raincoats are available from Victualling Yards in sizes 0 to 5 inclusive.

Shirts, action-working.

old size No.	1	2	3	4	5	6	7	8
neck measurement	14 $\frac{1}{2}$ "	15"	15 $\frac{1}{2}$ "	16"	16 $\frac{1}{2}$ "	17"	17 $\frac{1}{2}$ "	18"

Shirts, evening, soft fronted	sizes	13 $\frac{1}{2}$ "	to 18"	(in $\frac{1}{2}$ sizes)
" khaki, Musicians'	"	13 $\frac{1}{2}$ "	to 18"	" " "
" " police	"	13 $\frac{1}{2}$ "	to 19"	" " "
" tropical, white, Officers' short sleeves	"	13	to 18 $\frac{1}{2}$ "	" " "
" tropical, white, Officers' long sleeves	"	13 $\frac{1}{2}$ "	to 18"	" " "

Shirts, tropical, white, ratings'.

size	0	1	2	3	4	5
chest	43	45	47	49	51	53

shirts, white dress	sizes	14	to 18 $\frac{1}{2}$ "	(in $\frac{1}{2}$ sizes)
" " double cuff	"	12	to 18"	" " "
" " single "	"	12	to 18"	" " "
" " tunic, Officers'	"	13 $\frac{1}{2}$ "	to 18"	" " "
" " with collar	"	11	to 18 $\frac{1}{2}$ "	" " "

Shorts, white, tropical.

Shorts, blue, working.

Size.	Waist.	Seat.	Side Seam.
1	30"	36"	20 $\frac{1}{2}$ "
2	31"	37"	21"
3	32"	38"	21 $\frac{1}{2}$ "
3 $\frac{1}{2}$	34"	40"	21"
4	33"	39"	21 $\frac{1}{2}$ "
4 $\frac{1}{2}$	36"	42"	21 $\frac{1}{2}$ "
5	34"	40"	22 $\frac{1}{2}$ "
5 $\frac{1}{2}$	38"	44"	22 $\frac{1}{2}$ "
5 $\frac{1}{2}$	30"	36"	23 $\frac{1}{2}$ "
6	35"	41"	22 $\frac{1}{2}$ "

Size.	Waist.	Seat.	Side Seam.
6½	40"	46"	23½"
6½	32"	38"	23½"
7	36"	42"	23½"
7½	34"	40"	25"
8	38"	44"	24"
8½	36"	42"	26½"
9	40"	46"	24½"
10	42"	47"	25"
11	45"	49"	26"
12	47"	51"	26½"

Shorts, khaki, Musicians. As for shorts, white, tropical and shorts, blue, working, but sizes 1 to 7 only are stocked.

Singlets, cotton, sleeveless (obsolescent) sizes 30" to 46" (rising by 2")

Singlets, cotton, half sleeves sizes 32" to 44" (rising by 2")

Suits, overall, one piece.

Size.	Height of Wearer.	Chest.	Waist.
¾	5'3" to 5'4"	40"	36"
¾	5'5" to 5'6"	43"	42"
4	5'6" to 5'7"	42"	38"
4½	5'7" to 5'8"	45"	44"
5	5'8" to 5'9"	44"	40"
5½	5'9" to 5'10"	47"	46"
5½	5'9" to 5'10"	42"	37"
6	5'10" to 5'11"	46"	42"
6½	6'1" to 6'2"	44"	39"
7	6'0" to 6'1"	48"	44"

Suits, pyjama.

Size	1	2	3	4	5	6
Height of Wearer	5'4" to 5'6"	5'7" to 5'9"	5'10" to 6'0"	6'1" to 6'2"	6'1" to 6'2"	6'2" to 6'2"
Jacket						
Chest	42"	44"	46"	49"	51"	55"
Collar	17"	17½"	18"	19"	19"	20"
Trousers						
Waist	40"	42"	44"	47"	49"	52"
Length	43"	45"	47"	48"	48"	48"

Ties, black, evening, double-ended sizes 15 to 16½ (in ½ sizes)
" " " single-ended " 29" 30" 31"

Trousers, action-working.

Size.	Waist.	Inside Leg.
3	31"	29"
3½	33"	28"
3½	31"	30"
4	32"	30"
4½	35"	29"
4½	32"	31"
5	34"	31"
5½	37"	30"
5½	34"	32"
6	36"	32"
6½	39"	31"
6½	36"	33½"
6A	42"	31"
7	38"	33"
7A	45"	32"
8	40"	33½"
8A	47"	32"

Trousers, diagonal serge, fly.

Size.	Waist.	Inside Leg.
3	30"	28½"
3½	33"	27½"
3½	30"	30½"
4	32"	29½"
4½	35"	28½"
4½	32"	31½"
5	34"	30½"
5½	37"	29½"
5½	34"	32½"
6	36"	31½"
6½	39"	30½"
6½	36"	33½"
7	38"	32½"

Trousers, diagonal serge, police.

Size.	Waist.	Inside Leg.
3	31"	29"
3½	33"	28"
3½	31"	30½"
4	32"	30"
4½	35"	28½"
4½	32"	31½"
5	34"	31"

Trousers, diagonal serge, police. (cont'd)

Size.	Waist.	Inside Leg.
5½	37"	30"
5½	34"	32"
6	36"	32"
6½	39"	31"
6½	36"	33"
7	38"	33"

Trousers, khaki drill, musicians'.

Size.	Waist.	Inside Leg.
3	30"	30"
3½	30"	32"
4	32"	31"
4½	32"	33"
5	34"	32"
5½	33"	34"
6	36"	33"
6½	35"	35"
7	38"	34"

NOTE :- On exhaustion of present stocks, all requirements will be met by purchase of made-to-measure garments.

Trousers, serge, musicians'.

Size.	Waist.	Inside Leg.
3	30"	29"
3½	30"	31"
4	32"	30"
4½	32"	32"
5	33"	31"
5½	33"	33"
6	35"	32"
6½	35"	34"
7	37"	33"

Trousers, seamen's serge, fall.Trousers, drill, fall.

Size.	Corresponding Old Size No.	Waist.	Inside Leg.
N.1	1	30"	28½"
N.2	2	31"	28½"
N.3	3	32"	28½"
N.4	-	33"	29"
N.5	-	34"	29"
N.6	4	30"	30"

Trousers, drill, fall. (cont'd)

Size.	Corresponding Old Size No.	Waist.	Inside Leg.
N.7	5	31"	30"
N.8	6	32"	30"
N.9	7	33"	30"
N.10	8	34"	30"
N.11	9	35"	30"
-	10	36½"	30½"
N.12	11	30"	32"
N.13	12	31"	32"
N.14	13	32"	32"
N.15	14	33"	32"
N.16	15	34"	32"
-	16	35½"	32½"
N.17	17	36"	32"
N.18	-	38"	32"
N.19	-	40"	32"
N.20	-	32"	34"
N.21	-	33"	34"
N.22	18	34"	34"
N.23	19	36"	34"
N.24	20	38"	34"
N.25	-	40"	34"

NOTE :- Sizes 10 and 16 (old pattern) are obsolescent and will not be available on exhaustion of Victualling Yard stocks.

Trousers, drill, fly.
Trousers, khaki drill, police.

Size.	Waist.	Inside Leg.
3	30"	29"
3½	34"	28"
3½	30"	30½"
4	32"	30"
4½	36"	29"
4½	32"	31½"
5	34"	31"
5½	38"	30"
5½	34"	32"
6	36"	32"
6½	40"	31"
6½	36"	33"
7	38"	33"
7A	40"	33½"

Trousers, serge, working dress - see working dress.

Tunics, drill.Tunics, drill with blue facing.

Size.	Chest.	Waist.	Length of Sleeve.	Length of Tunic.	Collar.
3	34"	31"	30½"	27"	15½"
3A	35"	32"	31"	27½"	14½"
3½	35"	35"	30"	27"	15½"
3½	34"	31"	32"	28"	15½"
4	36"	33"	31½"	28"	16"
4A	37"	34"	32"	28½"	16½"
4½	37"	37"	31"	28"	16½"
4½	36"	33"	33"	29"	16"
5	38"	35"	32½"	29"	16½"
5A	39"	36"	33"	29½"	16½"
5½	39"	39"	32"	29"	16½"
5½	38"	35"	34"	30"	16½"
6	40"	37"	33½"	30"	17"
6A	41"	38"	33½"	31"	17½"
6½	41"	41"	33"	30"	17½"
6½	40"	37"	35"	31"	17"
7	42"	39"	34"	31½"	17½"
7A	43"	41½"	34½"	32"	17½"

Tunics, khaki, drill, musicians'.

Size.	Chest.	Waist.	Length of Sleeve.	Length of Tunic.	Collar.
3	34"	31"	30½"	27"	15½"
3½	34"	31"	32½"	28"	15½"
4	36"	33"	31½"	27½"	16"
4½	36"	33"	33½"	29"	16"
5	38"	34"	32½"	28"	16½"
5½	38"	34"	34½"	30"	16½"
6	40"	36"	33½"	29"	17"
6½	40"	36"	35½"	31"	17"
7	42"	38"	34½"	30"	17½"

NOTE :- On exhaustion of present stocks, all requirements are to be met by purchase of made-to-measure garments.

Tunics, serge, musicians'.

Size.	Chest.	Length of Sleeve.	Length of Tunic.	Collar.
3	34"	30"	26"	15½"
3½	34"	32"	27"	15½"
4	36"	31"	26½"	16"
4½	36"	33"	28"	16"
5	38"	32"	27"	16½"

Tunics, serge, musicians'. (cont'd)

Size.	Chest.	Length of Sleeve.	Length of Tunic.	Collar.
5½	38"	34"	29"	16½"
6	40"	33"	28"	17"
6½	40"	35"	30"	17"
7	42"	34"	29"	17½"

Vests, cotton and wool sizes 28" to 48" (rising by 2")
 " net cotton " 28" to 44" " " " "

Waistbelts.

size	34"	40"	46"
overall length	38"	44"	50"

Working dress, serge.

Size.	Height of Wearer.	Chest.	Length of Back.	Waist.	Waist.	Inside Leg.
2	5'3" to 5'4"	34" to 35"	22"	30" to 31"	30" to 31"	29"
5	5'5" to 5'6"	36" to 37"	22½"	31" to 32"	31" to 32"	30½"
8	5'7" to 5'8"	37" to 38"	23"	32" to 33"	32" to 33"	31½"
9	5'7" to 5'8"	39" to 40"	23"	34" to 35"	34" to 35"	31½"
9X	5'7" to 5'8"	39" to 40"	23"	37" to 38"	37" to 38"	31½"
11	5'9" to 5'10"	38" to 39"	23½"	33" to 34"	33" to 34"	32½"
12	5'9" to 5'10"	40" to 41"	23½"	35" to 36"	35" to 36"	32½"
14	5'11" to 6'0"	40" to 41"	24"	35" to 36"	35" to 36"	33½"
15	5'11" to 6'0"	42" to 43"	24"	37" to 38"	37" to 38"	33½"
17	6'1" to 6'2"	41" to 42"	24½"	36" to 37"	36" to 37"	34½"

APPENDIX "B"

Approximate requirements per 1,000 of each size of certain items of clothing.

NOTE :- sizes not stocked.

Ø to be demanded or stocked only as necessary to meet a specific requirement.

Collars

Size	Approximate requirements per 1000.		
	Collars semi-stiff	Collars, stiff white double, single, winged, and soft.	Collars paper
12	Ø	Ø	Ø
12½	Ø	Ø	Ø
13	Ø	Ø	Ø
13½	Ø	Ø	Ø
14	50	50	50
14½	160	110	150
15	235	220	230
15½	265	250	260
16	160	180	165
16½	85	115	90
17	30	45	35
17½	10	25	15
18	5	5	5
18½	Ø	Ø	Ø

Drawers

Size	Approximate requirements per 1000	
	Knicker net cotton	Winter
24"	Ø	-
26"	Ø	-
28"	Ø	Ø
30"	150	20
32"	330	30
34"	330	130
36"	120	340
38"	40	360
40"	20	90
42"	10	30
44"	Ø	Ø
46"	Ø	Ø
48"	Ø	Ø

Footwear

Size	Approximate requirements per 1000.							
	Boots Heavy	Boots 5 ftg	Light 6 ftg	Sandals	Shoes leather 5 ftg.	Black 6 ftg	Shoes Gymnastic	Slippers
3	Ø	Ø	-	Ø	Ø	-	Ø	Ø
4	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
5	20	30	10	50	35	10	50	50
6	80	135	25	190	150	40	180	160
7	235	245	45	290	255	70	305	305
8	315	260	50	300	220	70	295	300
9	250	135	25	125	80	30	135	140
10	85	20	15	40	15	20	30	40
11	15	3	2	5	3	2	5	5
12	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø

Gloves White Cotton

Size	8	8½	9	9½	10	10½
Approximate requirements per 1000	200	230	340	160	70	Ø

Headgear

Size	Approximate requirements per 1000.					
	Caps 1'weight w/peak	White Class II	Caps Officers'	Caps blue working	Covers Cap Officers'	Covers Cap ratings'
6½	Ø	Ø	Ø	Ø	Ø	Ø
6¾	5	10	Ø	Ø	Ø	Ø
6½	30	60	Ø	30	Ø	10
6¾	105	160	50	100	30	40
6½	170	235	170	220	100	65
6¾	290	265	250	270	200	230
7	230	195	210	240	270	300
7½	120	55	200	100	200	200
7½	45	20	120	35	150	120
7¾	5	Ø	Ø	5	30	30
7½	Ø	Ø	Ø	Ø	20	5
7¾	Ø	Ø	Ø	Ø	Ø	Ø
7¾	Ø	Ø	Ø	-	Ø	Ø

Hosiery

Size	Approximate requirements per 1000.		
	Socks, black Socks, blue Socks, white	Stockings thin blue	Stockings white
0	20	-	-
1	150	140	150
2	365	400	320
3	310	360	330
4	140	100	190
5	15	-	10

Jackets cardigan

Size	1	2	3	4	5	6
Approx. reqts. per 1000	120	300	300	180	100	Ø

Jackets, Diagonal Serge, Double Breasted

Size	3	3½	3¾	4	4½	4¾	5	5½	5¾	6
Approx. reqts. per 1000	50	20	90	175	40	200	200	40	90	55
	6½	6½	7							
	15	15	10							

Jerseys, blue.

Size	1	2	3	4
Approx. reqts. per 1000	410	420	160	10

Jumpers, seamen's serge.Jumpers, white drill.

Size	1	2	3	4	5	6	7	8	9	10	11
Approx. reqts. per 1000	25	20	10	10	5	100	50	15	10	5	180
	12	13	14	15	16	17	18	19	20	21	
	130	65	15	10	170	100	20	5	5	20	
	22	23	24	25							
	20	10	Ø	Ø							

Pullovers, sleeveless blue.

Size	0	1	2	3	4
Approx. reqts. per 1000	Ø	220	360	280	140

Raincoats, gabardine, officers'.

Size	1	2	3	4	5	5A	6
Approx. reqts. per 1000	225	305	265	140	40	10	15

Raincoats, gabardine, ratings'.

Size	0	1	2	3	4	5
Approx. reqts. per 1000	125	325	345	165	35	5

Shirts, Action Working.

Size	14½	15	15½	16	16½	17	17½	18
Approx. reqts. per 1000	180	410	280	90	30	10	Ø	Ø

Shirts, White, double cuff.

Size	12 to 13	13½	14	14½	15	15½	16	16½
Approx. reqts. per 1000	Ø	15	75	175	280	235	140	60
	17	17½	18					
	20	Ø	Ø					

Shirts, White, single cuff.

Size	12 to 13	13½	14	14½	15	15½	16
Approx. reqts. per 1000	Ø	20	110	220	295	200	100
	16½	17	17½	18			
	40	15	Ø	Ø			

Shirts, White, with collar.

Size	11 to 13½	14	14½	15	15½	16	16½
Approx. reqts. per 1000	Ø	40	170	270	245	145	90
	17	17½	18	18½			
	30	10	Ø	Ø			

Shirts, tropical, officers'.

Size	13	13½	14	14½	15	15½	16	16½	17
Approx. reqts. per 1000	Ø	Ø	35	120	230	240	200	110	50
	17½	18	18½						
	15	Ø	Ø						

Shirts, tropical, white, class I and III, ratings.

Size	0	1	2	3	4
Approx. reqts. per 1000	25	490	380	90	15

Shorts, blue, working.Shorts, tropical white.

Size	1	2	3	3½	4	4½	5	5½	5¾	6
Approx. reqts. per 1000	200	215	215	50	90	35	60	25	15	30
	6½	6½	7	7½	8	8½	9	10	11	12
	20	15	10	10	10	Ø	Ø	Ø	Ø	Ø

Singlets, cotton, half-sleeves.

Size	32	34	36	38	40	42	44
Approx. reqts. per 1000	35	160	360	285	115	30	15

Suits, pyjama, heavyweight.Suits, pyjama, lightweight.

Size	1	2	3	4	5	6
Approx. reqts. per 1000	220	380	280	120	Ø	Ø

Trousers, action working.

Size	3	3½	3¾	4	4½	4¾	5	5½	5¾	6
Approx. reqts. per 1000	75	15	70	195	35	180	185	40	90	45
	6½	6½	6A	7	7A	8	8A			
	15	20	5	15	15	Ø	Ø			

Trousers, diagonal serge, fly.

Size	3	3½	3½	4	4½	4½	5	5½	5½	6
Approx. reqts. per 1000	85	20	100	155	40	195	155	30	90	55
	6½	6½	7							
	25	25	25							

Trousers, white drill, fly.

Size	3	3½	3½	4	4½	4½	5	5½	5½	6	6½	6½
Approx. reqts. per 1000	100	25	85	240	45	130	165	35	75	40	10	25
	7	7A										
	15	10										

Trousers, drill, fall.Trousers, serge, fall.

Size No. (new)	N1	N2	N3	N4	N5	N6	N7	N8	N9	N10
Corresponding old size No.	1	2	3	-	-	4	5	6	7	8
Approx. reqts. per 1000	35	20	20	10	5	70	75	70	35	30
	N11	-	N12	N13	N14	N15	N16	-		
	9	10	11	12	13	14	15	16		
	15	Ø	120	130	115	90	25	Ø		
	N17	N18	N19	N20	N21	N22	N23	N24		
	17	-	-	-	-	18	19	20		
	15	10	5	10	20	50	10	10		
	N25									
	-									
	5									

Tunics, drill w/o buttons.

Size No.	3	3A	3½	3½	4	4A	4½	4½	5	5A
Approx. reqts. per 1000	35	10	20	60	165	20	55	150	215	15
	5½	5½	6	6A	6½	6½	7	7A		
	40	85	45	10	20	25	25	5		

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

1142

DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS AND AMENDMENTS.

Demands are being received by S.N.S.O. Sydney for amendment lists which have previously been issued to the demanding authorities under cover of advice notes in accordance with Navy Order 110 of 1954 and in respect of which no advice of the non-receipt has been received.

RESTRICTED

29

1142-1143

2. Attention of all concerned is directed to paragraphs 4 and 7 of Navy Order 110 of 1954 to ensure that early action is taken to report the non-receipt of non-accountable publications and amendments on notification of distribution in Navy Orders.

(4139/3/123)

SECTION 6 - SHORE ESTABLISHMENTS.

1143

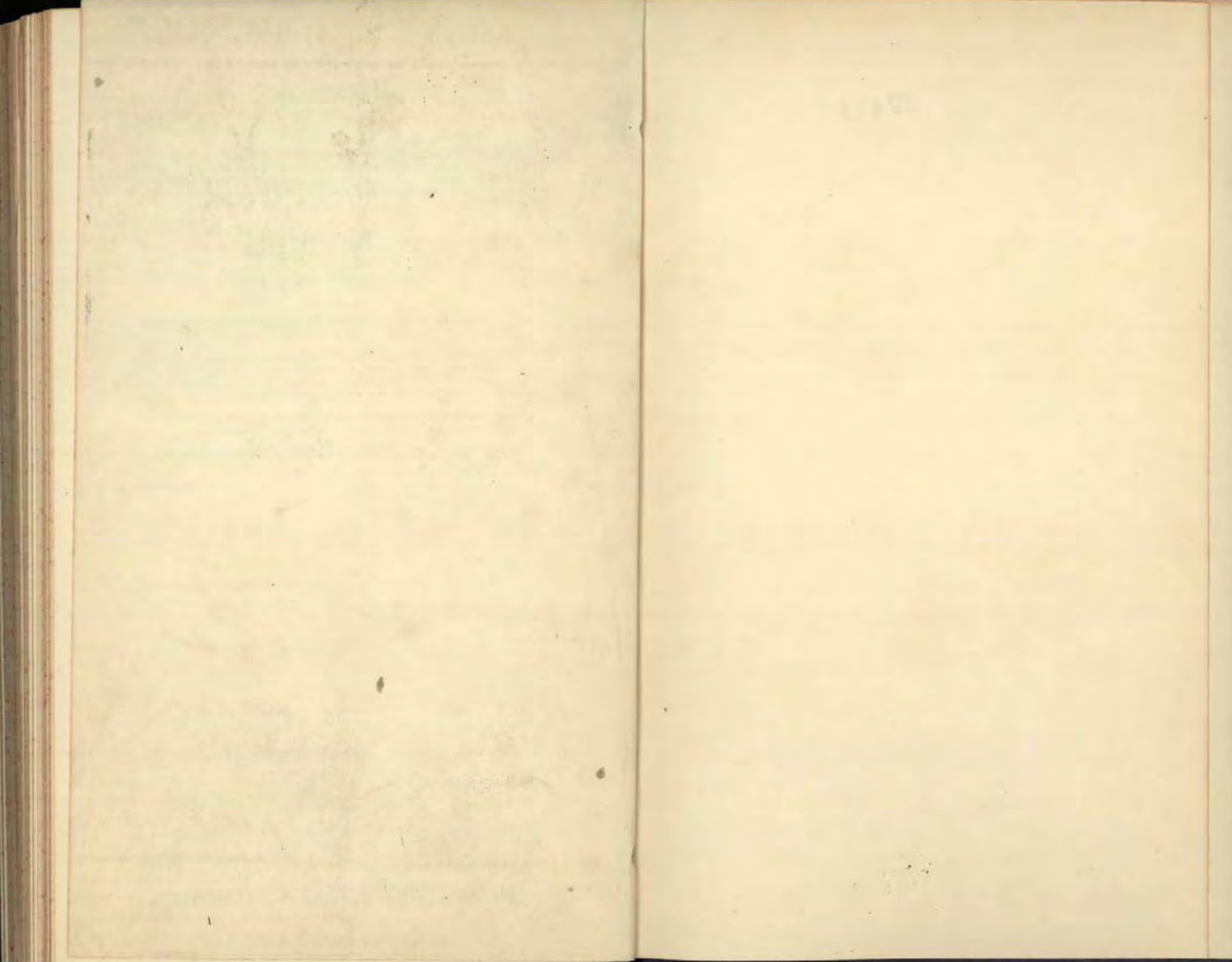
NAVAL ARMAMENT STORE ACCOUNTS OF SHORE ESTABLISHMENTS OTHER THAN ARMAMENT SUPPLY DEPOTS - EXAMINATION.

The practice of recalling the above-mentioned accounts on fixed dates, for annual examination, is discontinued. In future, establishments will be informed by memoranda when the account and supporting documents are required.

2. The annual stocktaking and inspection of accounts by Navy Office representatives will be continued.

3. Navy Orders 845 of 1954 and 876 of 1955 are hereby cancelled.

(4426/6/37)



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