

6. Nos 1956

523 - 1241.

Cur [Signature]

*M. Hayes 3/8
30th Dec 1954*

C.N.O.s. 523-534/56.

Genl Officer

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th June, 1956.

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.



N.0229

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RESTRICTED

3

523 - 525

SECTION 1 - ADMINISTRATIVE AND GENERAL

523. 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 :-
- Note 1. Delete and substitute :-
- At night the signals are made as similarly as possible to the day signals using the standard Lucite wands. The wands should not be too bright and must be used in pairs as follows :-
- | | | |
|---------------|----|--|
| AMBER | .. | For all directors and parkers. |
| RED AND GREEN | .. | For despatching, launching and Flight Deck Engineer Officers only. Red being used as "Stop" and Green as "Go". |
- (The foregoing is the unaltered text of A.F.O. 3382/1955.)
(3147/101/14)
-
524. REPORTS OF PROCEEDINGS FROM H.M.A. SHIPS AND SHORE ESTABLISHMENTS.
- Paragraph 6(f) of Navy Order 248 of 1955 is to be amended as follows :-
- For "Commonwealth Navy Order 2 of 1953" read "Navy Order 946 of 1955".
- (3712/19/121)
-
- SECTION 2 - PERSONNEL
525. INSURANCE FACILITIES - R.N. PERSONNEL SERVING IN AUSTRALIA - LOSS OR DAMAGE TO PRIVATE EFFECTS DURING TRANSIT.
- With reference to Admiralty Fleet Order 89/1955, arrangements have been made whereby the Sun Insurance Office Limited at Melbourne and Sydney will extend to Royal Navy personnel serving in Australia, the same insurance facilities in respect of their personal effects, in transit between Australia and the United Kingdom or other localities, as already exists in respect of the journey from the United Kingdom to Australia.
2. The addresses of the Sun Insurance Office Limited are :-
- Melbourne: 34 Queen Street, Melbourne.
Sydney: 26/30 Bridge Street, Sydney.
- Applications for insurance cover should be addressed to The Manager of the Company.

3. The arrangement is intended to enable officers and ratings of the Royal Navy serving in Australia to readily effect insurance to cover their property in transit and thus protect themselves against loss or damage. Anyone who wishes to take out private insurance with another Company or to continue existing policies is quite free to do so.

4. The Royal Australian Navy will not consider any claim for compensation for loss of or damage to private effects in transit, unless it can be shown that insurance cover could not be obtained, nor will it intervene in the settlement of claims between the individual and the insurance company.

5. Wherever possible, personnel requiring insurance cover should apply in person to either Office of the Company and make payment of premium at the time of such application. The Company has indicated, however, that, having regard to circumstances which may, in the case of some Naval personnel, preclude their making personal application, no objection would be held against early application and payment of premium by post.

6. Particulars of the amount of premium payable and the conditions of the insurance are set forth hereunder. It will take effect immediately the premium has been paid :-

INSURANCE CERTIFICATE

Name
(In Block Letters)

Rank or Rating and Official Number

Ship or Establishment

Draft or Appointment from to

Full Value of Effects to be Insured £.....

Premium £.....

Does the Sum Insured Include Value of Property of -
(a) Wife (b) Children

(Answer "Yes" or "No".)

Date Insurance is to Commence

Usual Signature

Received the Above Premium
(Issuing Officer).

CONDITIONS

THESE CONDITIONS SHOULD BE CAREFULLY STUDIED BEFORE THE INSURANCE CERTIFICATE IS SIGNED.

	<u>Sterling</u>		<u>Sterling</u>	
Sum Insured not exceeding ..	£50	Premium ..	7s.6d.	
Sum Insured not exceeding ..	£100	Premium ..	12s.6d.	
Sum Insured not exceeding ..	£150	Premium ..	16s.6d.	
Sum Insured not exceeding ..	£200	Premium ..	£1. 0s. 0d.	

(Additional Premium of 5s. for every additional £50 cover.
Maximum sum insured £1,000 sterling.)

See Limits in Condition 3 and note that the sum insured should be calculated bearing in mind Condition 3.

NOTE: PREMIUMS PAYABLE WILL BE THE AUSTRALIAN CURRENCY EQUIVALENT OF THE ABOVESTATED SUMS, I.E., PLUS 25%.

The Sun Insurance Office Limited (hereinafter referred to as "the Insurer") having offered Insurance in the following terms to any Officer or Rating who completes this Certificate and pays the premium (hereinafter referred to as "the Insured") the following Insurance is operative accordingly from the commencing date as above.

The Insurer agrees to indemnify the Insured against loss or destruction of or damage to any article of Clothing, Personal Effects or Naval Equipment belonging to the Insured by any cause (save as hereinafter mentioned) arising in any situation subject to the following provisions :-

- (1) Period of Insurance - from commencing date as above until total Effects insured, whether accompanied or not, are delivered to destination address as a result of the individual posting above.
(NOTE:- Cover will apply where effects are consigned to an individual private address as well as to a Posting address).
- (2) Total Liability - The total liability of the Insurer at any time shall not exceed the sum insured specified above.
- (3) This insurance covers only one of each of the following articles, and the amount payable in respect of any such articles shall not exceed the amount stated :-

<u>Sterling</u>		<u>Sterling</u>	
£		£	
40	Sextant	30	Field Glasses
15	Telescope	20	Watch
30	Camera	15	Ring
15	Cigarette	15	Dentures
	Case	3	Fountain Pen
5	Cigarette	1	Propelling
	Lighter		Pencil
10	Compass		

- (4) Exclusions - The Insurer shall not be liable in respect of :-
 - (a) Wear and Tear; damage or deterioration occasioned by moth, vermin, insects, mildew or any process of cleaning, repairing or restoring; damage to watches by over-winding; mechanical derangement of cameras or compasses; or damage (other than total loss) to travelling trunks, bags and like receptacles.
 - (b) Loss, Damage or Destruction caused by riot, strike, civil commotion, war, invasion, act of foreign enemy, hostilities (whether war be declared or not), civil war, rebellion, revolution, insurrection or military or usurped power.
 - (c) The first £5 in respect of damage to Glass, China, Marble, Earthenware and similar Brittle Articles, including furniture.
- (5) On the happening of any loss, damage or destruction, notice in writing shall forthwith be sent to the Insurer, unless a claim under the certificate is excluded by Condition (4).

The notice shall contain the following particulars :-

- Date of Occurrence.
Circumstances of loss, damage or destruction.
In whose custody was the property at the time.
List of articles lost, damaged or destroyed stating the dates of purchase.
Particulars of any other insurance covering the property.
- (6) If at the time of any loss, damage or destruction, there shall be any other insurance covering the same loss, damage or destruction, the Insurer shall not be liable to pay or contribute more than its rateable proportion of such loss, damage or destruction.
- (7) The Insurer shall be entitled to prosecute in the name of the Insured for its own benefit any claim for indemnity and shall have full discretion in the conduct of proceedings and the Insured shall give all such information and assistance as the Insurer may require.
- (8) The insurance hereby is subject to Average, i.e., "Whenever a sum insured is declared to be subject to Average, if the property covered thereby shall at the breaking out of any Fire or at the commencement of any loss or destruction of or damage to such property by any other peril hereby insured against be collectively of greater value than such sum insured, then the Insured shall be considered as being his own Insurer for the difference and shall bear a rateable share of the loss accordingly."

(4809/1/24)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

526.

TEST EQUIPMENT - FIXED ELECTRONIC TEST OUTFITS, MARKS 1 AND 2 - MODIFICATION WHERE SUPPLIED FROM 6kVA, 1100 c/s. D.C./A.C. MOTOR GENERATOR OF MESSRS. CAMPBELL AND ISHERWOOD'S MANUFACTURE.

Attention is drawn to the modifications to the Fixed Electronic Test Outfit promulgated in Admiralty Fleet Order P.427/55.

(The foregoing is the unaltered text of A.F.O. 2987/1955.)

(3764/11/349)

527.

AMMUNITION - FUZES, IGNITERS, PRIMERS, TRACERS AND TUBES - PRIMERS NO. 17 MK. 2/1.

The following lots of Primers, No. 17, Mk. 2/1, were fitted with magazines which had the end closed with a brass plug, viz :-

Lot No.	Filled
561, 562	Chorley 7/52
563 - 583	Chorley 8/52.

2. It has now been found that the magazines were softened during brazing of the plug 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 Cartridge A/S, Mk. 10 mortar, and any cartridges fitted with primers of these lots, or loose primers, should be landed at the nearest Naval Armament Depot, replacements being demanded as necessary. These primers are category (dd) under paragraph 305, B.R. 862(45) (Restricted) N.M.S.R.

4. Officers in charge of Naval Armament Depots are to arrange for cartridges containing these primers to be fitted with other primers. All primers of the above description loose in stock, or subsequently received, are to be restricted for issue and reported.

5. Instructions about rectification and re-issue will be given later.

6. Restriction lists should be amended as follows :-

List B, Sheet 123, Entry No.11

Column 2. Add "(A)".

Column 3. Amend to read "Lots 561 - 583 inclusive filled Chorley 7/52 or 8/52".

Column 6. Amend to read "Admiralty Fleet Order 1042/56 and Navy Order 527 of 1956".

List C, Sheet 22, Entry No.11

Column 4. Amend to read "Lots 561 - 583 inclusive filled Chorley 7/52 or 8/52".

Column 7. Amend to read "Admiralty Fleet Order 1042/56 and Navy Order 527 of 1956".

7. Navy Orders 808 and 989 of 1955 are hereby cancelled.

(The foregoing is the text of A.F.O. 1042/1956, altered to meet R.A.N. conditions.)

(4433/43/460)

528.

AMMUNITION SUPPLY - HOISTS AND CONVEYORS - 4-IN. SINGLE CHAIN AMMUNITION HOIST (FRASER AND CHALMERS TYPE) - FITTING OF LOCK NUTS.

A failure occurred recently to a 4-in. Single Chain Ammunition Hoist (Fraser and Chalmers type), due to the hoisting chain becoming jammed between the lower chain wheel and guide. This caused a connecting link to shear and parted the chain.

2. On investigation it was found that the lock nuts on the chain adjusting gear were missing. The nut securing the lower chain wheel had also become slack, allowing side play on this wheel. This nut is fitted without securing arrangements.

3. Arrangements should be made to fit lock nuts to the chain adjusting gear (if not fitted already) and a tab washer under the lower chain wheel securing nut.

(The foregoing is the unaltered text of A.F.O. 1169/1956.)
(3766/12/34)

529.

40-MM. BOFORS SINGLE MK. 3 SERIES HAND OPERATED
MOUNTINGS - MODIFICATIONS.

Approved modifications to bring Bofors hand operated mountings to the standard required for Naval Service are listed in the Appendix to this Order.

2. Mountings in service should have outstanding modifications carried out at the first convenient opportunity, and Gunnery Equipment Depots should modify mountings to the required standard prior to issue.

3. The information contained herein is to be used to complete Form 8.1151(e). (Navy Order 562 of 1955 is relevant).

4. Navy Orders 430 of 1944, 129 of 1945, 550 of 1945, 199 of 1946 and 24 of 1948 are hereby cancelled.

(4429/141/41)

A P P E N D I X

MODN. SERIAL NO.	AUTHORITY	DRG. NO.	BRIEF DESCRIPTION OF MODN.	DATE COMPLETED	BY WHOM CARRIED OUT	REMARKS
A.N.1.		D.O.U.W. A/51133	Reposition gunlayers seat & move gunlayers outboard footrest to seat. Fit fast slewing handle to rear of mounting.		D/Y & S.S.	Applies to ex Army L.S. Mountings only. For U.S. mountings see drawing OFE/DO.2. For Canadian mountings see G.R.7474.
A.N.2.		-			G.S.S.O. Supply D/Y-Fit	
A.N.3.		D.O.U.W. 84772 84773 A/51134	Fit 300 knot layers & trainers sights & scotchmen.		D/Y	
A.N.4.		-	Fit cartridge deflector plate to front of mounting.		G.S.S.O. Supply S.S.-Fit	
A.N.5.		D.O.U.W. A/21645	Fit elevation locking gear.		D/Y	
A.N.6.		G.R.7504	Fit Loaders safety rail.		D/Y	
A.N.7.		G.R.7471 G.R.7592 or Pat. No. 7100	Fit 2-No. on mounting Ammunition lockers.		D/Y	
A.N.8.		G.P.7449 D.NO.8075	Fit housing, semi-permanent & permanent stops.		D/Y	
A.N.9.		A.N.579 S.A. A.N.578	Fit gunlayers pedal firing gear. (Remove Loading numbers firing pedal on footplate if fitted).		D/Y	

530.

DIVING - PATTERN 7650 - MANUAL FOR PATTERN 5561A
CLEARANCE DIVING BREATHING APPARATUS AND PATTERN
5562A SHALLOW WATER BREATHING APPARATUS -
AMENDMENT NO. 3.

Several cases have occurred, in service, of loss of performance of reducers due to outlet filters becoming choked.

2. In order that the efficiency of filters may be frequently checked 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 :-

Section 1, Chapter 3, Paragraph 23(3). Add to weekly maintenance operation :-

Check reducer driving pressure (refer to Section 1, Chapter 4, paragraph 31A).

Section 1, Chapter 4. After paragraph 31 add new paragraph :-

- 31A. (1) Assemble reducing valve to test rig as shown in figure 13 with a supply pressure of 3,00 p.s.i.
- (2) With valve "B" open, set flow to 4 litres/min.
- (3) Close valve "B" and read off back pressure on gauge "D". This corresponds to driving pressure. Pressure should not be more than 200 p.s.i. If a higher pressure is registered, the jet and filter assembly should be changed.

(The foregoing is the unaltered text of A.P.O. 1107/1956.)
(4512/50/392)

531.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT
FLEET CARRIER - H.M.A.S. SYDNEY.

The following Alteration and Addition Item is approved in principle for H.M.A.S. SYDNEY :-

Class List Item No. 295 Classification "A"

Item: "To fit a "Kenwood Chef" mixing machine in the Captain's Galley."

Compensating Weight Required: Nil.

Reference: F.O.C.A.F's APO.640/1880/37 of 16th December, 1955.

Navy Office message 150212 February, 1956.

(3776/12/84)

532.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A, PART 2) -
OBSOLETE AND OBSOLESCEANT ASDIC AND ECHO-SOUNDING
STORES - DISPOSAL.

Navy Order 21 of 1956 is to be amended as follows :-
After "Appendix A" add "Appendix B" :-

<u>Pattern No.</u>	<u>Description</u>
A.957	Spring, for switch.
A.958	Transformer.
A.1932	Brush, contact.
A.1933	Brush, contact.
A.1934	Bush, insulating.
A.2059	Pulley cord.
A.2064B	Carriage, for stylus.
A.2070	Switch, transmitter.
A.2093B	Switch, barrel.
2146A	Transformer.
A.2281	Repeater, bearing.
A.2292B	Directing gear.
A.2305	Spring set.
A.2637	Scale, for Recorder.
4968	Receiver, telephone.
6153	Bush, dermatine.
6737	Contact, transmitting.
6869	Ring joint.
9966A	Tank, echo-sounding.

(4518/11/257)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

533.

ANNUAL VICTUALLING CONFERENCES.

During 1951 a conference which was presided over by the Flag Officer Commanding, Her Majesty's Australian Fleet, and attended by representatives of the Fleet and of Navy Office, was held to discuss a number of questions which had arisen in connection with clothing.

2. A similar conference has been held in each succeeding year, but the range of subjects discussed has been extended to include all aspects of victualling, and the conferences have been attended also by representatives of the Flag Officer-in-Charge, East Australian Area, and of the Commodore Superintendent of Training, Flinders Naval Depot.

3. Decisions given by the Naval Board in respect of recommendations made by the conferences have been communicated by memorandum to the authorities concerned and, where appropriate, promulgated in Navy Orders.

4. It is intended to promulgate in Navy Orders a summary of the matters discussed at each future conference; the Appendix to this Order summarises the decisions taken by the Naval Board on the more important recommendations made at the conference held in July, 1955.

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

(4532/1/180)

APPENDIX

DECISIONS ON RECOMMENDATIONS MADE AT VICTUALLING CONFERENCE, 1955.

<u>SUBJECT</u>	<u>RECOMMENDATION</u>	<u>NAVAL BOARD DECISION</u>
Headgear - Plastic topped caps.	That the progress being made by the Admiralty in the development of a plastic topped cap for wear by Officers and by Ratings wearing Class I or Class III uniforms be kept under review.	The Admiralty has already adopted caps of this type in addition to a plastic topped cap for ratings in Class II uniform. The Board is at present considering the adoption of these caps for wear by the R.A.N.; a decision will be promulgated shortly in Navy Orders.
Headgear - Water proofing of crowns of Seamen's caps.	That plastic paint be introduced for renovating Seamen's caps.	Approved. Navy Order 657 of 1955 is relevant.
Headgear - Musicians' Helmets.	That a helmet of the Royal Marine pattern be introduced to replace the present locally made article.	Approved. Initial stocks have been obtained.
Plastic Collars - Introduction to replace paper collars.	That the outcome be awaited of wearer trials of plastic collars, which were then in progress.	After considering the trials report and examining samples, the Naval Board decided to defer introduction of plastic collars until such time as a more suitable material was available.
Officers' Tropical Shirts.	That the positioning of eyelet holes on shoulders be corrected to ensure shoulder straps fitted better.	Action has been taken accordingly.
Shirts, evening, soft fronted.	That Marcella fronted shirts be introduced in lieu of pique fronted shirts.	This matter is still receiving consideration.
Singlets, cotton, short sleeved.	That a singlet be introduced, similar to that recently adopted for ratings in Class II uniform, for wear by officers and by ratings in Class I or Class III uniform.	Approved. Initial stocks are being purchased.
Singlets, cotton, short sleeved for wear as working dress by Leading Cooks and below.	That these ratings wear cotton singlets in lieu of white shirts, and that a suitable garment be introduced for this purpose.	Approved. The singlet referred to in the preceding recommendation has been designed to meet both purposes.
Drawers, net cotton.	That issues of this item be discontinued and that poplin drawers be issued in lieu.	Approved. Initial stocks of poplin drawers are now available for issue.
Gold Lace.	That a small stock of lace with curl be maintained in Victualling Yards.	During the annual vacation of the Commonwealth Government Clothing Factory, stocks of lace with curl will be available from Victualling Yards.
Butchers' dress.	That butchers' caps and the traditional blue and white striped aprons be authorised for wear by these ratings.	Approved. Initial supplies are being obtained. Availability and instructions regarding issues will be notified in Navy Orders.
Raincoats, Ratings, Detachable Inner Lining.	That these linings be added to optional kits of all ratings.	Approved. Availability of linings will be notified in Navy Orders.
Cafeteria messing.	(i) That earthenware plates be re-introduced for ratings' messes and that flat trays be provided. (ii) That earthenware soup bowls replace the existing aluminium article.	Approved. The Naval Board have decided, as a first step, to make plates and flat trays available in larger H.M.A. Ships and in Establishments. Recessed cafeteria trays will be withdrawn immediately supplies of flat trays and plates are available for issue. Trials are being carried out in two smaller H.M.A. Ships to determine whether this method of messing can be made general throughout the R.A.N.
Wardroom Mess Traps.	(i) That electroplated butter dishes replace earthenware butter dishes. (ii) That a lower priced tumbler be introduced to replace pony tumblers now stocked for issue to Wardrooms.	(i) Approved. Investigations are proceeding into the availability of a suitable article. (ii) As for (i).
Salt Boxes.	That aluminium salt jars be introduced to replace salt boxes in H.M.A. Establishments.	Approved. A design for a jar suitable for use in H.M.A. Ships is being investigated.
Poultry.	That poultry be included in period contracts at the various Ports and that it be included in Fixed Issuing Price List.	Approved subject to there being no overall increase in the cost of Victualling. This item is under review, however, and further advice in regard thereto will be promulgated at an early date.
Rump Steak.	That this item be included in Fixed Issuing Price List.	Approved subject to there being no overall increase in the cost of victualling.

PROPOSALS CONSIDERED BY THE CONFERENCE WHICH WERE NOT RECOMMENDED.

<u>SUBJECT</u>	<u>CONFERENCE DECISION</u>
Plastic Cap Covers for Officers.	Not recommended in view of the probable early introduction of plastic topped caps.
White, nylon type, white tunic shirts - Introduction.	Not recommended. Article is not considered necessary.
Sleeveless cotton singlets - Re-introduction.	Not recommended as supplies of new pattern garments are available and sleeveless singlets, if required, are readily available in canteens, and ashore.

SECTION 6 - SHORE ESTABLISHMENTS

534.

MARRIED QUARTERS IN TROPICAL AREAS - WAIVER OF PERCENTAGE CHARGES ON FURNITURE AND MESS GEAR.

Navy Order 324 of 1955 is to be amended as follows :-

Paragraph 10 - delete and substitute :-

Where members have stored only portion of the articles of furniture which would normally be required by a comparable civilian household, furniture rental waivers should be assessed on an item for item basis, i.e., the rental waiver should apply in respect of an item provided in married quarters only if the member has an item of like nature in store.

Appendix "A" - Certificate for signature by Naval Officer-in-Charge - after "in this Command" delete "*2" and add :-

"or

I certify that the furniture and effects shown on the attached statement are stored at Departmental expense in this Command. *2."

Note *2 to Appendix "A" - delete and insert :-

*2 - Alternative certificate for use when less than a full household of furniture, etc., is involved."

(3021/51/51)

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 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
<u>1954</u>		
1075	-	1138/55
1419	-	558
1468	-	281/56
1487	673/55	-
1743	-	618/55
1766	-	797
2150	-	313/56
2506	-	360
2514	-	781/55
2543	-	672
2565	-	648
2637	-	1011
2722	-	533
2790	-	866
2869	-	562
2968	539	-
2991	-	717
3055	-	1103
3058	-	132/56
3111	-	314
3116	-	394
3149	-	511/55
3170	-	311/56
3176	-	404
3186	-	108
3261	-	664/55
3290	966	-
3293	-	111/56
3330	-	920/55
3412	-	614
<u>1955</u>		
3	-	508
30	104/56	-
31	153/55	-
33	-	523
36	-	165
46	156	-
48	-	211
50	-	235
79	-	139/56
80	-	305/55
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	-	-
220	-	340
221	-	368
		250

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
222	-	334
223	-	251
225	-	864
226	-	292
227	-	372
230	-	740
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
281	-	970
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
342	-	1104
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
370	-	595
375	-	238/56
394	-	384/55
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	-
491	-	87
492	-	394
494	-	560
495	-	413
510	-	119
522	-	619
551	-	432
552	-	498
555	-	404
557	-	369
558	-	569

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
561	-	431
562	-	592
564	-	437
567	452	-
568	-	642
581	76/56	-
599	-	1127
602	-	481
603	-	367
605	-	521
606	1129/55	-
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
644	-	306/56
650	-	577/55
658	-	880
671	-	480
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-
683	-	430/56
684	709	-
687	541	-
699	-	973/55
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	-	790
766	-	1105
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
861	-	178/56
882	-	474/55
915	-	483
916	-	538
917	-	468

A.F.O' s	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
919	448	-
921	-	503
922	-	504
925	-	570
928	-	707
932	-	1073
934	303/56	-
935	-	526
969	-	475
990	535/55	-
992	519	-
993	-	1019
997	-	520
998	536	-
1000	449	-
1025	-	510
1040	-	490
1059	-	733
1062	-	617
1085	533	-
1088	534	-
1119	-	1095
1121	-	500
1124	591	-
1125	-	527
1127	-	964
1128	-	822
1137	-	509
1138	-	542
1141	-	1109
1146	531	-
1169	-	405/56
1178	-	838/55
1212	-	606
1219	-	612
1220	-	332/56
1226	-	818/55
1232	-	668
1233	-	599
1272	-	650
1281	-	652
1302	-	549
1303	-	1093
1304	631	-
1305	-	806
1306	-	551
1307	-	986
1331	-	688
1332	-	941
1346	-	692
1363	-	64/56
1364	-	604/55
1365	605	-
1369	-	610
1372	-	554
1373	-	125/56
1374	684	-
1375	-	-
1379	-	1032/55
1384	-	671
1386	-	235/56
1396	-	607/55
1399	-	789
1400	584	649
1425	-	-
		566

A.F.O' s	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
1429	659	-
1431	-	807
1433	-	608
1435	-	683
1437	703	-
1444	705	-
1454	-	797
1456	694	-
1458	-	674
1459	753	-
1470	-	563
1474	581	-
1482	-	267/56
1484	-	693/55
1502	-	847
1503	-	933
1546	661	-
1548	-	632
1549	-	774
1557	-	205/56
1561	-	1009/55
1562	-	739
1584	639	-
1608	-	981
1615	-	695
1616	-	662
1617	-	663
1618	-	697
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
1762	-	1049
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

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
1854	701	-
1859	-	823
1911	-	765
1913	-	767
1925	-	810
1926	-	270/56
1927	-	735/55
1928	-	777
1929	-	737
1931	785	-
1933	712	-
1939	-	969
1980	727	-
1982	805	-
1984	-	238/56
1986	-	808/55
1987	-	811
1989	-	229/56
1990	129/56	-
1991	-	786/55
1993	-	378/56
1994	-	821/55
2020	-	728
2034	-	846
2035	-	851
2037	-	817
2039	-	939
2040	-	961
2046	967/55	-
2049	-	827
2070	-	977
2076	-	879
2086	-	905
2087	-	240/56
2089	-	1056/55
2090	-	848
2092	-	66/56
2093	-	278
2094	-	1119/55
2095	-	1120
2097	-	852
2102	-	959
2103	-	1133
2104	-	1068
2153	-	902
2164	-	1058
2165	909	-
2166	-	992
2167	955	-
2168	862	-
2169	-	960
2172	-	918
2220	-	1116
2222	-	952
2223	-	1062
2224	-	953
2228	-	45/56
2229	-	913/55
2230	-	474/56
2232	-	963/55
2267	-	-
2296	907	-
2297	-	910
2298	-	934
2303	1071	990

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
2305	-	1108
2308	-	1067
2312	-	1001
2314	-	252/56
2326	-	274/55
2360	-	1083
2376	951	-
2377	-	295/56
2378	-	309
2379	911	-
2380	-	1107/55
2385	-	234/56
2387	-	1000/55
2388	-	1074
2389	-	1125
2390	-	233/56
2391	-	922/55
2412	181/56	-
2414	-	900
2420	-	1085
2421	-	1114
2439	-	935
2443	-	1126
2444	-	956
2445	912/55	-
2446	-	957
2475	-	965
2479	-	980
2491	-	1084
2492	-	1050
2493	-	79/56
2499	-	1088/55
2509	-	1020
2510	-	987
2512	1022	-
2513	-	1122
2516	-	993
2522	72/56	-
2529	1137/55	-
2534	-	1076
2546	1035	-
2549	-	262/56
2567	-	34
2573	984	-
2581	-	1021/55
2585	-	312/56
2586	-	82
2587	1065	-
2589	-	1070/55
2611	1034	-
2647	-	1057
2648	1060	-
2652	1024	-
2653	1025	-
2654	-	979
2657	1069	-
2660	-	172/56
2662	-	377
2668	-	134
2693	116/56	-
2701	-	1003/55
2711	1094/55	-
2712	-	155/56
2713	-	1099/55
2714	-	1098

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
2715	-	1026
2716	1027	-
2750	-	142/56
2767	-	198
2769	-	1040/55
2784	-	54/56
2785	-	308
2787	-	35
2788	-	1128/55
2791	-	1106
2794	-	130/56
2796	127/56	-
2797	-	48
2813	1112/55	-
2818	55/56	-
2826	-	140
2842	-	120
2844	-	37
2855	51	-
2877	73	-
2887	-	94
2902	-	117
2917	36	-
2920	-	1121/55
2949	-	75/56
2950	-	1136/55
2951	-	451/56
2953	-	1134/55
2965	-	265/56
2969	-	60
2971	65	-
2977	-	118
2983	-	1091/55
2990	-	1124
2991	-	39/56
2992	-	257
2993	-	301
2996	-	148
2997	-	1132/55
3034	-	195/56
3035	-	441
3050	-	135
3051	446	-
3054	-	122
3058	-	4
3061	46	-
3063	-	151
3064	-	89
3073	259	-
3078	162	-
3100	58	-
3105	-	196
3110	269	-
3115	-	81
3116	-	225
3119	121	-
3120	-	67
3121	-	68
3122	-	69
3123	-	41
3125	-	145
3126	-	124
3127	71	-
3129	-	50
3130	-	47
3135	-	248

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
3148	77	-
3150	-	260
3192	-	416
3194	-	222
3200	173	-
3201	128	-
3206	133	-
3249	-	327
3252	42	-
3254	-	74
3255	-	203
3258	-	487
3259	-	361
3261	88	-
3263	-	317
3264	-	149
3265	-	282
3266	-	250
3268	285	-
3296	-	405
3312	-	197
3314	-	119
3331	-	218
3332	-	310
3333	-	123
3335	253	-
3337	-	393
3338	-	258
3340	-	283
3341	-	174
3343	-	251
3345	-	204
3346	-	176
3347	-	298
3349	406	-
3376	-	264
3377	-	467
3378	169	-
3380	153	-
3384	-	166
3403	-	290
3404	-	226
3405	-	227
3407	243	-
3408	171	-
3410	161	-
3415	-	299
3436	-	473
3443	236	-
3444	-	400
3461	-	268
3462	-	443
3464	-	239
3471	-	292
3472	-	255
3473	293	-
3474	242	-
3475	-	294
3476	-	296
3480	-	228
3481	246	-
3482	-	247

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
3487	-	272
3489	-	302
3497	-	379
3526	460	-
<u>1956</u>		
12	-	320
29	254	-
37	-	241
38	-	201
39	-	256
41	-	245
44	-	231
49	-	249
97	-	328
125	424	-
126	-	271
127	244	-
173	326	-
178	297	-
187	-	431
188	-	300
195	318	-
216	-	364
235	324	-
237	-	413
238	-	371
239	-	425
241	432	-
243	422	-
278	-	454
287	-	472
288	-	449
289	-	402
290	331	-
291	-	335
294	488	-
295	-	407
348	-	325
351	-	415
352	-	369
354	-	428
363	-	501
368	408	-
404	-	398
405	512	-
419	515	-
421	-	370
427	-	519
465	-	444
466	-	438
471	-	365
477	-	368
478	-	391
482	-	427
483	448	-
491	403	-
529	-	372
545	-	466
548	-	440
564	486	-
571	-	418

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
573	-	429
578	-	421
604	-	475
613	468	-
614	363	-
619	-	442
640	-	412
647	-	471
649	-	417
707	-	426
775	-	481
776	-	447
826	-	458
834	-	420
850	-	462
863	-	463
909	478	-
913	-	495
918	-	470
919	-	496
928	489	-
948	514	-
1012	-	492
1182	-	517
1184	518	-

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 522 of 1956, dated 1st June, 1954, to 29th May, 1956.)

No. of copies to be made	Date of issue	Remarks
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100	1954	...

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Car. [Signature]

n. Hayes
3/8
3/14
3/14

C.N.O.s. 523-534/56.

Cent Officer

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th June, 1956.

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.0229

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SECTION 1 - ADMINISTRATIVE AND GENERAL

523. 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 :-
- Note 1. Delete and substitute :-
- At night the signals are made as similarly as possible to the day signals using the standard Lucite wands. The wands should not be too bright and must be used in pairs as follows :-
- | | | |
|---------------|----|--|
| AMBER | .. | For all directors and parkers. |
| RED AND GREEN | .. | For despatching, launching and Flight Deck Engineer Officers only. Red being used as "Stop" and Green as "Go". |
- (The foregoing is the unaltered text of A.F.O. 3382/1955.)
(3147/101/14)
-
524. REPORTS OF PROCEEDINGS FROM H.M.A. SHIPS AND SHORE ESTABLISHMENTS.
- Paragraph 6(f) of Navy Order 248 of 1955 is to be amended as follows :-
- For "Commonwealth Navy Order 2 of 1953" read "Navy Order 946 of 1955".
- (3712/19/121)
-
- SECTION 2 - PERSONNEL
525. INSURANCE FACILITIES - R.N. PERSONNEL SERVING IN AUSTRALIA - LOSS OR DAMAGE TO PRIVATE EFFECTS DURING TRANSIT.
- With reference to Admiralty Fleet Order 89/1955, arrangements have been made whereby the Sun Insurance Office Limited at Melbourne and Sydney will extend to Royal Navy personnel serving in Australia, the same insurance facilities in respect of their personal effects, in transit between Australia and the United Kingdom or other localities, as already exists in respect of the journey from the United Kingdom to Australia.
2. The addresses of the Sun Insurance Office Limited are :-
- Melbourne: 34 Queen Street, Melbourne.
- Sydney: 26/30 Bridge Street, Sydney.
- Applications for insurance cover should be addressed to The Manager of the Company.

3. The arrangement is intended to enable officers and ratings of the Royal Navy serving in Australia to readily effect insurance to cover their property in transit and thus protect themselves against loss or damage. Anyone who wishes to take out private insurance with another Company or to continue existing policies is quite free to do so.

4. The Royal Australian Navy will not consider any claim for compensation for loss of or damage to private effects in transit, unless it can be shown that insurance cover could not be obtained, nor will it intervene in the settlement of claims between the individual and the insurance company.

5. Wherever possible, personnel requiring insurance cover should apply in person to either Office of the Company and make payment of premium at the time of such application. The Company has indicated, however, that, having regard to circumstances which may, in the case of some Naval personnel, preclude their making personal application, no objection would be held against early application and payment of premium by post.

6. Particulars of the amount of premium payable and the conditions of the insurance are set forth hereunder. It will take effect immediately the premium has been paid :-

INSURANCE CERTIFICATE

Name
(In Block Letters)
Rank or Rating and Official Number
Ship or Establishment
Draft or Appointment from to
Full Value of Effects to be Insured £.....
Premium £.....
Does the Sum Insured include Value of Property of -
(a) Wife (b) Children
(Answer "Yes" or "No".)
Date Insurance is to Commence
Usual Signature
Received the Above Premium
(Issuing Officer).

CONDITIONS

THESE CONDITIONS SHOULD BE CAREFULLY STUDIED BEFORE THE INSURANCE CERTIFICATE IS SIGNED.

	<u>Sterling</u>		<u>Sterling</u>
Sum Insured not exceeding ..	£50	Premium ..	7s.6d.
Sum Insured not exceeding ..	£100	Premium ..	12s.6d.
Sum Insured not exceeding ..	£150	Premium ..	16s.6d.
Sum Insured not exceeding ..	£200	Premium ..	£1. 0s. 0d.

(Additional Premium of 5s. for every additional £50 cover. Maximum sum insured £1,000 sterling.)

See Limits in Condition 3 and note that the sum insured should be calculated bearing in mind Condition 3.

NOTE: PREMIUMS PAYABLE WILL BE THE AUSTRALIAN CURRENCY EQUIVALENT OF THE ABOVE STATED SUMS, I.E., PLUS 25%.

The Sun Insurance Office Limited (hereinafter referred to as "the Insurer") having offered insurance in the following terms to any Officer or Rating who completes this Certificate and pays the premium (hereinafter referred to as "the Insured") the following insurance is operative accordingly from the commencing date as above.

The Insurer agrees to indemnify the Insured against loss or destruction of or damage to any article of Clothing, Personal Effects or Naval Equipment belonging to the Insured by any cause (save as hereinafter mentioned) arising in any situation subject to the following provisions :-

- (1) Period of Insurance - from commencing date as above until total Effects insured, whether accompanied or not, are delivered to destination address as a result of the individual posting above.
(NOTE:- Cover will apply where effects are consigned to an individual private address as well as to a Posting address).
- (2) Total Liability - The total liability of the Insurer at any time shall not exceed the sum insured specified above.
- (3) This insurance covers only one of each of the following articles, and the amount payable in respect of any such articles shall not exceed the amount stated :-

	<u>Sterling</u>		<u>Sterling</u>
	£		£
Sextant	40	Field Glasses	30
Telescope	15	Watch	20
Camera	30	Ring	15
Cigarette	15	Dentures	15
Case		Fountain Pen	3
Cigarette	5	Propelling	1
Lighter		Pencil	
Compass	10		

- (4) Exclusions - The Insurer shall not be liable in respect of :-
 - (a) Wear and Tear; damage or deterioration occasioned by moth, vermin, insects, mildew or any process of cleaning, repairing or restoring; damage to watches by over-winding; mechanical derangement of cameras or compasses; or damage (other than total loss) to travelling trunks, bags and like receptacles.
 - (b) Loss, Damage or Destruction caused by riot, strike, civil commotion, war, invasion, act of foreign enemy, hostilities (whether war be declared or not), civil war, rebellion, revolution, insurrection or military or usurped power.
 - (c) The first £5 in respect of damage to Glass, China, Marble, Earthenware and similar Brittle Articles, including furniture.
- (5) On the happening of any loss, damage or destruction, notice in writing shall forthwith be sent to the Insurer, unless a claim under the certificate is excluded by Condition (4).

The notice shall contain the following particulars :-

Date of Occurrence.
Circumstances of loss, damage or destruction.
In whose custody was the property at the time.
List of articles lost, damaged or destroyed stating the dates of purchase.
Particulars of any other insurance covering the property.

- (6) If at the time of any loss, damage or destruction, there shall be any other insurance covering the same loss, damage or destruction, the Insurer shall not be liable to pay or contribute more than its rateable proportion of such loss, damage or destruction.
- (7) The Insurer shall be entitled to prosecute in the name of the Insured for its own benefit any claim for indemnity and shall have full discretion in the conduct of proceedings and the Insured shall give all such information and assistance as the Insurer may require.
- (8) The insurance hereby is subject to Average, i.e., "Whenever a sum insured is declared to be subject to Average, if the property covered thereby shall at the breaking out of any fire or at the commencement of any loss or destruction of or damage to such property by any other peril hereby insured against be collectively of greater value than such sum insured, then the Insured shall be considered as being his own Insurer for the difference and shall bear a rateable share of the loss accordingly."

(4809/1/24)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

526.

TEST EQUIPMENT - FIXED ELECTRONIC TEST OUTFITS, MARKS 1 AND 2 - MODIFICATION WHERE SUPPLIED FROM 6kVA, 1100 a/s. D.C./A.C. MOTOR GENERATOR OF MESSRS. CAMPBELL AND ISHERWOOD'S MANUFACTURE.

Attention is drawn to the modifications to the Fixed Electronic Test Outfit promulgated in Admiralty Fleet Order P.427/55.

(The foregoing is the unaltered text of A.F.O. 2987/1955.)

(3764/11/349)

527.

AMMUNITION - FUZES, IGNITERS, PRIMERS, TRACERS AND TUBES - PRIMERS NO. 17 MK. 2/1.

The following lots of Primers, No. 17, Mk. 2/1, were fitted with magazines which had the end closed with a brass plug, viz :-

Lot No.	Filled
561, 562	Chorley 7/52
563 - 583	Chorley 8/52.

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 Cartridge A/S, Mk. 10 mortar, and any cartridges fitted with primers of these lots, or loose primers, should be landed at the nearest Naval Armament Depot, replacements being demanded as necessary. These primers are category (dd) under paragraph 305, B.R. 862(45) (Restricted) N.M.E.R.

4. Officers in charge of Naval Armament Depots are to arrange for cartridges containing these primers to be fitted with other primers. All primers of the above description loose in stock, or subsequently received, are to be restricted for issue and reported.

5. Instructions about rectification and re-issue will be given later.

6. Restriction lists should be amended as follows :-

List B, Sheet 123, Entry No.11

Column 2. Add "(A)".

Column 3. Amend to read "Lots 561 - 583 inclusive filled Chorley 7/52 or 8/52".

Column 6. Amend to read "Admiralty Fleet Order 1042/56 and Navy Order 527 of 1956".

List C, Sheet 22, Entry No.11

Column 4. Amend to read "Lots 561 - 583 inclusive filled Chorley 7/52 or 8/52".

Column 7. Amend to read "Admiralty Fleet Order 1042/56 and Navy Order 527 of 1956".

7. Navy Orders 808 and 989 of 1955 are hereby cancelled.

(The foregoing is the text of A.F.O. 1042/1956, altered to meet R.A.N. conditions.)

(4433/43/460)

528.

AMMUNITION SUPPLY - HOISTS AND CONVEYORS - 4-IN. SINGLE CHAIN AMMUNITION HOIST (FRASER AND CHALMERS TYPE) - FITTING OF LOCK NUTS.

A failure occurred recently to a 4-in. Single Chain Ammunition Hoist (Fraser and Chalmers type), due to the hoisting chain becoming jammed between the lower chain wheel and guide. This caused a connecting link to shear and parted the chain.

2. On investigation it was found that the lock nuts on the chain adjusting gear were missing. The nut securing the lower chain wheel had also become slack, allowing side play on this wheel. This nut is fitted without securing arrangements.

3. Arrangements should be made to fit lock nuts to the chain adjusting gear (if not fitted already) and a tab washer under the lower chain wheel securing nut.

(The foregoing is the unaltered text of A.F.O. 1169/1956.)
(3766/12/34)

529.

40-MM. BOFORS SINGLE MK. 3 SERIES HAND OPERATED
MOUNTINGS - MODIFICATIONS.

Approved modifications to bring Bofors hand operated mountings to the standard required for Naval Service are listed in the Appendix to this Order.

2. Mountings in service should have outstanding modifications carried out at the first convenient opportunity, and Gunnery Equipment Depots should modify mountings to the required standard prior to issue.

3. The information contained herein is to be used to complete Form S.1151(e). (Navy Order 562 of 1955 is relevant).

4. Navy Orders 430 of 1944, 129 of 1945, 550 of 1945, 199 of 1946 and 24 of 1948 are hereby cancelled.

(4429/141/41)

A P P E N D I X

MODN. SERIAL NO.	AUTHORITY	DRG. NO.	BRIEF DESCRIPTION OF MODN.	DATE COMPLETED	BY WHOM CARRIED OUT	REMARKS
A.N.1.		D.O.U.W. A/51133	Reposition gunlayers seat & move gunlayers outboard footrest to suit.		D/Y & S.S.	Applies to ex Army L.S. Mountings only. For U.S. mountings see drawing OPE/DO.2. For Canadian mountings see G.R.7474.
A.N.2.		-	Fit fast slewing handle to rear of mounting.		G.E.S.O. Supply D/Y-Fit	
A.N.3.		D.O.U.W. 84772 84773 A/51134	Fit 300 knot layers & trainers sights & scotchmen.		D/Y	
A.N.4.		-	Fit cartridge deflector plate to front of mounting.		G.E.S.O. Supply S.S.-Fit	
A.N.5.		D.O.U.W. A/21645	Fit elevation locking gear.		D/Y	
A.N.6.		G.R.7504	Fit Loaders safety rail.		D/Y	
A.N.7.		G.R.7471 G.R.7592 or Patl. No. 7100	Fit 2-No. on mounting Ammunition lockers.		D/Y	
A.N.8.		G.R.7449 D.N.C.8075	Fit housing, semi-permanent & permanent stops.		D/Y	
A.N.9.		A.N.579 S.A. A.N.578	Fit gunlayers pedal firing gear. (Remove Loading numbers firing pedal on footplate if fitted).		D/Y	

530.

DIVING - PATTERN 7650 - MANUAL FOR PATTERN 5561A
CLEARANCE DIVING BREATHING APPARATUS AND PATTERN
5562A SHALLOW WATER BREATHING APPARATUS -
AMENDMENT NO. 3.

Several cases have occurred, in service, of loss of performance of reducers due to outlet filters becoming choked.

2. In order that the efficiency of filters may be frequently checked 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 :-

Section 1. Chapter 3. Paragraph 23(3). Add to weekly maintenance operation :-

Check reducer driving pressure (refer to Section 1, Chapter 4, paragraph 31A).

Section 1. Chapter 4. After paragraph 31 add new paragraph :-

- 31A. (1) Assemble reducing valve to test rig as shown in figure 13 with a supply pressure of 3,00 p.s.i.
- (2) With valve "B" open, set flow to 4 litres/min.
- (3) Close valve "B" and read off back pressure on gauge "D". This corresponds to driving pressure. Pressure should not be more than 200 p.s.i. If a higher pressure is registered, the jet and filter assembly should be changed.

(The foregoing is the unaltered text of A.F.O. 1107/1956.)
(4512/50/392)

531.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT
FLEET CARRIER - H.M.A.S. SYDNEY.

The following Alteration and Addition Item is approved in principle for H.M.A.S. SYDNEY :-

Class List Item No. 295 Classification "A"

Item: "To fit a "Kenwood Chef" mixing machine in the Captain's Galley."

Compensating Weight Required: Nil.

References: P.O.C.A.F's AFO.640/1880/37 of 16th December, 1955.

Navy Office message 150212 February, 1956.

(3776/12/84)

532.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1A, PART 2) -
OBSOLETE AND OBSOLESCEANT ASDIC AND ECHO-SOUNDING
STORES - DISPOSAL.

Navy Order 21 of 1956 is to be amended as follows :-

After "Appendix A" add "Appendix B" :-

Pattern No.	Description
A.957	Spring, for switch.
A.958	Transformer.
A.1932	Brush, contact.
A.1933	Brush, contact.
A.1934	Bush, insulating.
A.2059	Pulley cord.
A.2064B	Carriage, for stylus.
A.2070	Switch, transmitter.
A.2093B	Switch, barrel.
2146A	Transformer.
A.2281	Repeater, bearing.
A.2292B	Directing gear.
A.2305	Spring set.
A.2637	Scale, for Recorder.
4968	Receiver, telephones.
6153	Bush, dermatine.
6737	Contact, transmitting.
6869	Ring joint.
9966A	Tank, echo-sounding.

(4518/11/257)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

533.

ANNUAL VICTUALLING CONFERENCES.

During 1951 a conference which was presided over by the Flag Officer Commanding, Her Majesty's Australian Fleet, and attended by representatives of the Fleet and of Navy Office, was held to discuss a number of questions which had arisen in connection with clothing.

2. A similar conference has been held in each succeeding year, but the range of subjects discussed has been extended to include all aspects of victualling, and the conferences have been attended also by representatives of the Flag Officer-in-Charge, East Australian Area, and of the Commodore Superintendent of Training, Flinders Naval Depot.

3. Decisions given by the Naval Board in respect of recommendations made by the conferences have been communicated by memorandum to the authorities concerned and, where appropriate, promulgated in Navy Orders.

4. It is intended to promulgate in Navy Orders a summary of the matters discussed at each future conference; the Appendix to this Order summarises the decisions taken by the Naval Board on the more important recommendations made at the conference held in July, 1955.

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

(4532/1/180)

APPENDIX

DECISIONS ON RECOMMENDATIONS MADE AT VICTUALLING CONFERENCE, 1955.

<u>SUBJECT</u>	<u>RECOMMENDATION</u>	<u>NAVAL BOARD DECISION</u>
Headgear - Plastic topped caps.	That the progress being made by the Admiralty in the development of a plastic topped cap for wear by Officers and by Ratings wearing Class I or Class III uniforms be kept under review.	The Admiralty has already adopted caps of this type in addition to a plastic topped cap for ratings in Class II uniform. The Board is at present considering the adoption of these caps for wear by the R.A.N.; a decision will be promulgated shortly in Navy Orders.
Headgear - Water proofing of crowns of Seamen's caps.	That plastic paint be introduced for renovating Seamen's caps.	Approved. Navy Order 657 of 1955 is relevant.
Headgear - Musicians' Helmets.	That a helmet of the Royal Marine pattern be introduced to replace the present locally made article.	Approved. Initial stocks have been obtained.
Plastic Collars - Introduction to replace paper collars.	That the outcome be awaited of wearer trials of plastic collars, which were then in progress.	After considering the trials report and examining samples, the Naval Board decided to defer introduction of plastic collars until such time as a more suitable material was available.
Officers' Tropical Shirts.	That the positioning of eyelet holes on shoulders be corrected to ensure shoulder straps fitted better.	Action has been taken accordingly.
Shirts, evening, soft fronted.	That Marcella fronted shirts be introduced in lieu of pique fronted shirts.	This matter is still receiving consideration.
Singlets, cotton, short sleeved.	That a singlet be introduced, similar to that recently adopted for ratings in Class II uniform, for wear by officers and by ratings in Class I or Class III uniform.	Approved. Initial stocks are being purchased.
Singlets, cotton, short sleeved for wear as working dress by Leading Cooks and below.	That these ratings wear cotton singlets in lieu of white shirts, and that a suitable garment be introduced for this purpose.	Approved. The singlet referred to in the preceding recommendation has been designed to meet both purposes.
Drawers, net cotton.	That issues of this item be discontinued and that poplin drawers be issued in lieu.	Approved. Initial stocks of poplin drawers are now available for issue.
Gold Lace.	That a small stock of lace with curl be maintained in Victualling Yards.	During the annual vacation of the Commonwealth Government Clothing Factory, stocks of lace with curl will be available from Victualling Yards.
Butchers' dress.	That butchers' caps and the traditional blue and white striped aprons be authorized for wear by these ratings.	Approved. Initial supplies are being obtained. Availability and instructions regarding issues will be notified in Navy Orders.
Raincoats, Ratings, Detachable Inner Lining.	That these linings be added to optional kits of all ratings.	Approved. Availability of linings will be notified in Navy Orders.
Cafeteria messing.	(i) That earthenware plates be re-introduced for ratings' messes and that flat trays be provided. (ii) That earthenware soup bowls replace the existing aluminium article.	Approved. The Naval Board have decided, as a first step, to make plates and flat trays available in larger H.M.A. Ships and in Establishments. Recessed cafeteria trays will be withdrawn immediately supplies of flat trays and plates are available for issue. Trials are being carried out in two smaller H.M.A. Ships to determine whether this method of messing can be made general throughout the R.A.N.
Wardroom Mess Trays.	(i) That electroplated butter dishes replace earthenware butter dishes. (ii) That a lower priced tumbler be introduced to replace pony tumblers now stocked for issue to Wardrooms.	(i) Approved. Investigations are proceeding into the availability of a suitable article. (ii) As for (i).
Salt Boxes.	That aluminium salt jars be introduced to replace salt boxes in H.M.A. Establishments.	Approved. A design for a jar suitable for use in H.M.A. Ships is being investigated.
Poultry.	That poultry be included in period contracts at the various Ports and that it be included in Fixed Issuing Price List.	Approved subject to there being no overall increase in the cost of Victualling. This item is under review, however, and further advice in regard thereto will be promulgated at an early date.
Rump Steak.	That this item be included in Fixed Issuing Price List.	Approved subject to there being no overall increase in the cost of victualling.

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PROPOSALS CONSIDERED BY THE CONFERENCE WHICH WERE NOT RECOMMENDED.

<u>SUBJECT</u>	<u>CONFERENCE DECISION</u>
Plastic Cap Covers for Officers.	Not recommended in view of the probable early introduction of plastic topped caps.
White, nylon type, white tunic shirts - Introduction.	Not recommended. Article is not considered necessary.
Sleeveless cotton singlets - Re-introduction.	Not recommended as supplies of new pattern garments are available and sleeveless singlets, if required, are readily available in canteens, and ashore.

SECTION 6 - SHORE ESTABLISHMENTS

534.

MARRIED QUARTERS IN TROPICAL AREAS - WAIVER OF PERCENTAGE CHARGES ON FURNITURE AND MESS GEAR.

Navy Order 324 of 1955 is to be amended as follows :-

Paragraph 10 - delete and substitute :-

Where members have stored only portion of the articles of furniture which would normally be required by a comparable civilian household, furniture rental waivers should be assessed on an item for item basis, i.e., the rental waiver should apply in respect of an item provided in married quarters only if the member has an item of like nature in store.

Appendix "A" - Certificate for signature by Naval Officer-in-Charge - after "in this Command" delete "2" and add :-

"or

I certify that the furniture and effects shown on the attached statement are stored at Departmental expense in this Command. *2."

Note *2 to Appendix "A" - delete and insert :-

*2 - Alternative certificate for use when less than a full household of furniture, etc., is involved."

(3021/51/51)

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 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
<u>1954</u>		
1075	-	1138/55
1419	-	558
1468	-	281/56
1487	673/55	-
1743	-	618/55
1766	-	797
2150	-	313/56
2506	-	360
2514	-	781/55
2543	-	672
2565	-	648
2637	-	1011
2722	-	533
2790	-	866
2869	-	562
2968	539	-
2991	-	717
3055	-	1103
3058	-	132/56
3111	-	314
3116	-	394
3149	-	511/55
3170	-	311/56
3176	-	404
3186	-	108
3261	-	664/55
3290	966	-
3293	-	111/56
3330	-	920/55
3412	-	614
<u>1955</u>		
3	-	508
30	104/56	-
31	153/55	-
33	-	523
36	-	165
46	156	-
48	-	211
50	-	235
79	-	139/56
80	-	305/55
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

A.P.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
222	-	334
223	-	251
225	-	864
226	-	292
227	-	372
230	-	740
231	-	296
232	348	-
262	342	-
275	-	312
276	-	226
277	-	371
281	-	970
283	-	231
285	-	279
295	354	-
329	353	-
331	-	466
333	-	287
334	-	289
336	111	-
338	-	293
340	-	337
341	-	436
342	-	1104
343	-	373
347	347	-
349	352	-
352	-	299
368	-	396
370	-	595
375	-	238/56
394	-	384/55
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	-	213
486	-	596
487	-	332
488	-	370
489	346	-
491	-	87
492	-	394
494	-	540
495	-	413
510	-	116
522	-	619
551	-	432
552	-	498
555	-	404
557	-	369
558	-	569

A.P.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
561	-	431
562	-	592
564	-	437
567	452	-
568	-	642
581	76/56	-
599	-	1127
602	-	481
603	-	367
605	-	521
606	1129/55	-
607	450	-
609	-	393
610	453	-
611	455	-
617	456	-
637	-	379
639	-	440
644	-	306/56
650	-	577/55
658	-	880
671	-	480
672	-	107
673	-	403
678	543	-
679	-	430
682	454	-
683	-	430/56
684	709	-
687	541	-
699	-	973/55
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	-	790
766	-	1105
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	-	-
846	-	506
861	-	528
882	-	178/56
915	-	474/55
916	-	483
917	-	538
	-	468

A.P.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
919	448	-
921	-	503
922	-	504
925	-	570
928	-	707
932	-	1073
934	303/56	-
935	-	526
969	-	475
990	535/55	-
992	519	-
993	-	1019
997	-	520
998	536	-
1000	449	-
1025	-	510
1040	-	490
1059	-	733
1062	-	617
1085	533	-
1088	534	-
1119	-	1095
1121	-	500
1124	591	-
1125	-	527
1127	-	964
1128	-	822
1137	-	509
1138	-	542
1141	-	1109
1146	531	-
1169	-	405/56
1178	-	838/55
1212	-	606
1219	-	612
1220	-	332/56
1226	-	818/55
1232	-	668
1233	-	599
1272	-	650
1281	-	652
1302	-	549
1303	-	1093
1304	631	-
1305	-	806
1306	-	551
1307	-	986
1331	-	688
1332	-	941
1346	-	692
1363	-	64/56
1364	-	604/55
1365	605	-
1369	-	610
1372	-	554
1373	-	125/56
1374	684	-
1375	-	-
1379	-	1032/55
1384	-	671
1386	-	235/56
1396	-	607/55
1399	-	789
1400	584	649
1425	-	-
		566

A.P.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
1429	659	-
1431	-	807
1433	-	608
1435	-	683
1437	703	-
1444	705	-
1454	-	797
1456	694	-
1458	-	674
1459	753	-
1470	-	563
1474	581	-
1482	-	267/56
1484	-	693/55
1502	-	847
1503	-	933
1546	661	-
1548	-	632
1549	-	774
1557	-	205/56
1561	-	1009/55
1562	-	739
1584	639	-
1608	-	981
1615	-	695
1616	-	662
1617	-	663
1618	-	697
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
1762	-	1049
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

A.P.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
1854	701	-
1859	-	823
1911	-	765
1913	-	767
1925	-	810
1926	-	270/56
1927	-	735/55
1928	-	777
1929	-	737
1931	785	-
1933	712	-
1939	-	969
1980	727	-
1982	805	-
1984	-	238/56
1986	-	808/55
1987	-	811
1989	-	229/56
1990	129/56	-
1991	-	786/55
1993	-	378/56
1994	-	821/55
2020	-	728
2034	-	846
2035	-	851
2037	-	817
2039	-	939
2040	-	961
2046	967/55	-
2049	-	827
2070	-	977
2076	-	879
2086	-	905
2087	-	240/56
2089	-	1056/55
2090	-	848
2092	-	66/56
2093	-	278
2094	-	1119/55
2095	-	1120
2097	-	852
2102	-	959
2103	-	1133
2104	-	1068
2153	-	902
2164	-	1058
2165	909	-
2166	-	992
2167	955	-
2168	862	-
2169	-	960
2172	-	918
2220	-	1116
2222	-	952
2223	-	1062
2224	-	953
2228	-	45/56
2229	-	913/55
2230	-	474/56
2232	-	963/55
2267	907	-
2296	-	910
2297	-	934
2298	-	990
2303	1071	-

A.P.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
2305	-	1108
2308	-	1067
2312	-	1001
2314	-	252/56
2326	-	974/55
2360	-	1083
2376	951	-
2377	-	295/56
2378	-	309
2379	911	-
2380	-	1107/55
2385	-	234/56
2387	-	1000/55
2388	-	1074
2389	-	1125
2390	-	233/56
2391	-	922/55
2412	181/56	-
2414	-	900
2420	-	1085
2421	-	1114
2439	-	935
2443	-	1126
2444	-	956
2445	912/55	-
2446	-	957
2475	-	965
2479	-	980
2491	-	1084
2492	-	1050
2493	-	79/56
2499	-	1088/55
2509	-	1020
2510	-	987
2512	1022	-
2513	-	1122
2516	-	993
2522	72/56	-
2529	1137/55	-
2534	-	1076
2546	1035	-
2549	-	262/56
2567	-	34
2573	984	-
2581	-	1021/55
2585	-	312/56
2586	-	82
2587	1065	-
2589	-	1070/55
2611	1034	-
2647	-	1057
2648	1060	-
2652	1024	-
2653	1025	-
2654	-	979
2657	1069	-
2660	-	172/56
2662	-	377
2668	-	134
2693	116/56	-
2701	-	1003/55
2711	1094/55	-
2712	-	155/56
2713	-	1099/55
2714	-	1098

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
2715	-	1026
2716	1027	-
2750	-	142/56
2767	-	198
2769	-	1040/55
2784	-	54/56
2785	-	308
2787	-	35
2788	-	1128/56
2791	-	1106
2794	-	130/56
2796	127/56	-
2797	-	48
2813	1112/55	-
2816	55/56	-
2826	-	140
2842	-	120
2844	-	37
2855	51	-
2877	73	-
2887	-	94
2902	-	117
2917	36	-
2920	-	1121/55
2949	-	75/56
2950	-	1136/55
2951	-	451/56
2953	-	1134/55
2965	-	265/56
2969	-	60
2971	65	-
2977	-	118
2983	-	1091/55
2990	-	1124
2991	-	39/56
2992	-	257
2993	-	301
2996	-	148
2997	-	1132/55
3034	-	195/56
3035	-	441
3050	-	135
3051	446	-
3054	-	122
3058	-	4
3061	46	-
3063	-	151
3064	-	89
3073	259	-
3078	162	-
3100	58	-
3105	-	196
3110	269	-
3115	-	81
3116	-	225
3119	121	-
3120	-	67
3121	-	68
3122	-	69
3123	-	41
3125	-	145
3126	-	124
3127	71	-
3129	-	50
3130	-	47
3135	-	248

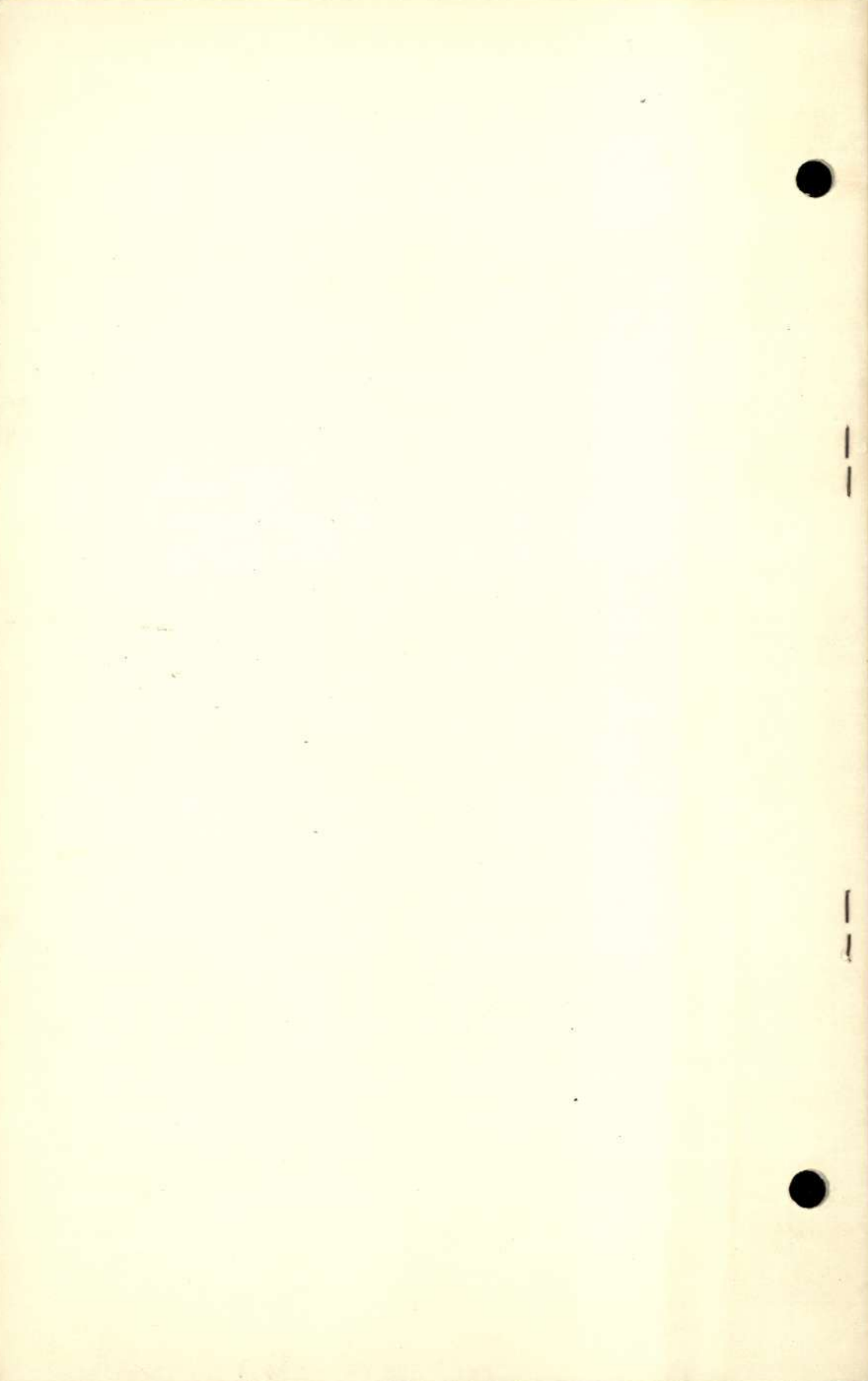
A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
3148	77	-
3150	-	260
3192	-	416
3194	-	222
3200	173	-
3201	128	-
3206	133	-
3249	-	327
3252	42	-
3254	-	74
3255	-	203
3258	-	487
3259	-	361
3261	88	-
3263	-	317
3264	-	149
3265	-	282
3266	-	250
3268	285	-
3296	-	405
3312	-	197
3314	-	119
3331	-	218
3332	-	310
3333	-	123
3335	253	-
3337	-	393
3338	-	258
3340	-	283
3341	-	174
3343	-	251
3345	-	204
3346	-	176
3347	-	298
3349	406	-
3376	-	264
3377	-	467
3378	169	-
3380	153	-
3384	-	166
3403	-	290
3404	-	226
3405	-	227
3407	243	-
3408	171	-
3410	161	-
3415	-	299
3436	-	473
3443	236	-
3444	-	400
3461	-	268
3462	-	443
3464	-	239
3471	-	292
3472	-	255
3473	293	-
3474	242	-
3475	-	294
3476	-	296
3480	-	228
3481	246	-
3482	-	247

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
3487	-	272
3489	-	302
3497	-	379
3526	460	-
<u>1956</u>		
12	-	320
29	254	-
37	-	241
38	-	201
39	-	256
41	-	245
44	-	231
49	-	249
97	-	328
125	424	-
126	-	271
127	244	-
173	326	-
178	297	-
187	-	431
188	-	300
195	318	-
216	-	364
235	324	-
237	-	413
238	-	371
239	-	425
241	432	-
243	422	-
278	-	454
287	-	472
288	-	449
289	-	402
290	331	-
291	-	335
294	488	-
295	-	407
348	-	325
351	-	415
352	-	369
354	-	428
363	-	501
368	408	-
404	-	398
405	512	-
419	515	-
421	-	370
427	-	519
465	-	444
466	-	438
471	-	365
477	-	368
478	-	391
482	-	427
483	448	-
491	403	-
529	-	372
545	-	466
548	-	440
564	486	-
571	-	418

A.F.O's	ADOPTED IN FULL C.N.O. 1955 OR 1956	ADOPTED IN AMENDED FORM C.N.O. 1955 OR 1956
573	-	429
578	-	421
604	-	475
613	468	-
614	363	-
619	-	442
640	-	412
647	-	471
649	-	417
707	-	426
775	-	481
776	-	447
828	-	458
834	-	420
850	-	462
863	-	463
909	478	-
913	-	495
918	-	470
919	-	496
928	489	-
948	514	-
1012	-	492
1182	-	517
1184	518	-

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 522 of 1956, dated 1st June, 1954, to 29th May, 1956.)



C: v P 12/4
PFC

Cent Officer

RESTRICTED

C.N.Os. 562-573/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th June, 1956.

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

By direction of the Naval Board,

W. 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.0230

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SECTION 2 - PERSONNEL

562.

ROYAL NAVY OFFICERS - MARRIAGE ALLOWANCES.

Attention of all Royal Navy Officers serving in the Royal Australian Navy is drawn to A.F.O. 2075 of 1954.

2. Requests for official rulings or reports, made in accordance with paragraphs 1 or 2 (d), respectively, of this A.F.O. are to be furnished to the Director of Navy Accounts, Navy Office, Melbourne.

3. Navy Order 330 of 1951 is hereby cancelled.

(4822/5/8)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

563.

UNDERWATER LIGHTING.

Lamps A.P.12953, referred to in Navy Order 1061 of 1955 are not available in Australia. It is intended that Lamp Inter-Service No. X964790, 220 Volts D.C., 200 Watts, Clear, Gas Filled, Edison Screw Cap, should be used for underwater lighting purposes. Navy Order 1061 of 1955 is to be amended by inserting Lamp Inter-Service No. X964790 in lieu of Lamp A.P.12953.

(3389/167/14)

564.

AMMUNITION - 0.5-IN. AND BELOW - CARTRIDGES S.A. .303"
BLANK MANUFACTURED PRIOR TO 1943 - WITHDRAWAL.

Owing to failures of cartridges S.A. .303" blank, attributable mainly to age, it has been decided to withdraw from service all rounds made prior to 1943.

2. H.M.A. Ships and Shore Establishments should arrange for any rounds held on board, of the age specified, to be returned to the nearest R.A.N. Armament Depot at the first opportunity, ammunition of more recent 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. R.A.N. Armament Depots only. The following amendments should be made to Restriction List (B) :-

Sheet 13a. Delete :- present entry No. 1

Substitute :- Column

1	1
2	Blank (u)
3	All manufactured prior to 1943

- 4 Withdraw
5 Dispose of
6 Navy Order 564 of 1956

(The foregoing is the text of A.F.D. 915/1956 altered to meet R.A.N. conditions.)

(4442/26/96)

565.

**ACCURATE SPEED SETTING ATTACHMENT FOR PATTERN 5507
AUTOMATIC MORSE TRANSMITTING HEAD.**

An attachment has been designed which permits direct and accurate setting at any speed in the required range when using Pattern 5507 Automatic Morse Transmitting Heads.

2. The device consists of a large and a small gear wheel which expand the movement of the speed Control Knob, the required speed being read directly against a pointer.

3. The allowance of this attachment will be on the scale of 1 No. for each Pattern 5507 Transmitting Head held.

4. H.M.A. Ships and Establishments holding Pattern 5507 Automatic Morse Transmitting Heads should lodge demands (Form A.S.134) with the Naval Store Officer, Port Melbourne to complete to the allowance referred to in paragraph 3.

5. The attachment is to be accounted for as a Permanent Naval Store item under Class F, Group 1A, Part 1.

(4519/11/1215)

566.

**ALTERATION AND ADDITION ITEM : H.M.A. DESTROYERS
(BATTLE CLASS), A.S. FRIGATES (CONVERTED FLEET)
AND OCEAN MINESWEEPERS (COMPREHENSIVE).**

The following item is approved in principle for H.M.A. Ships of the classes shown :-

DESTROYERS (BATTLE CLASS)

Class List Item No. 95 Classification "A"

Item To fit a Towed Asdic Repeater Target in accordance with Specification A.S. 7069 - "Instructions for Installing T.A.R.T."

The Target is to be stowed as follows :-

The Depressor Kite is to be stowed against the Starboard Squid Magazine Bulkhead (outboard side) station 101-103. The Target and associated Battery Tray are to be stowed above the existing Bofors R.U. Locker, Port side, Station 101-103.

Compensating Weight : Nil.

Note :- H.M.A.S. TOBRUK is to be fitted with this item.
H.M.A.S. ANZAC is to be fitted for but not with this item.

A.S. FRIGATES (CONVERTED FLEET)

Class List Item No. 530 Classification "A"

Item :- To fit a Towed Asdic Repeater Target in accordance with Specification A.S. 7069 - "Instructions for Installing T.A.R.T."

The Target is to be stowed as follows :-

The Depressor Kite is to be stowed against the After Bulkhead of the Starboard A/S Mortar Handling Room. The Target and associated Battery Tray are to be stowed on the fore-castle deck, aft, over the Port Handling Room.

Compensating Weight : Nil.

Note :- H.M.A.S. QUADRANT is to be fitted with this item.
H.M.A. Ships QUEENBOROUGH, QUICKMATCH and QUIBERON are to be fitted for but not with this item.

Separate action will be taken for H.M.A.S. QUIBERON during conversion.

OCEAN MINESWEEPERS (COMPREHENSIVE)

Class List Item No. 525 Classification "A"

Item :- To fit a Towed Asdic Repeater Target in accordance with Specification A.S. 7069 - "Instructions for Installing T.A.R.T."

The Target is to be stowed as follows :-

The Oropesa Sweep is to be landed when carrying T.A.R.T. and the Depressor Kite, Target and associated Fittings are to be stowed in the positions vacated by the removal of Kite Otters and Floats of Oropesa Sweep.

Compensating Weight : Nil.

Note :- The item is applicable to H.M.A. Ships JUNEE and FREMANTLE only, which are to be fitted for but not with the equipment. Commanding Officers of other ships of the Class are to take action in accordance with paragraph 1(d) of Part II of Navy Order 424 of 1953.

References :- F.O.C.A.F. memorandum No. A.F.688/1601/13 dated 13th May, 1955.

Navy Office memorandum No.4518/111/161 (013024) dated 20th December, 1955.

Navy Office memorandum No. 0768 dated 24th January, 1956.

(4518/111/226)

FLUORESCENT LIGHTING IN H.M.A. SHIPS.

Fluorescent Lighting Fittings of Australian manufacture have been developed for use in H.M.A. Ships.

2. The following fittings, each using the same metal trough, have been introduced :-

Type No.	Description
AB/1526/2	115V., 60 cycle, A.C., Twin, 20 Watt., 24".
MD/202/2	220V., D.C., Twin, 20W, 24".
A3025/2	230V., 50 cycle, A.C., Twin, 20 Watt., 24".

3. The following shades are interchangeable for the 3 types of fittings listed above :-

Type No.	Description
2 SV	Shade, Steel, Vitreous Enamel.
2 PE	Shade, Perspex O30, Enclosed Type.
2 PR	Shade, Perspex O60, 8" opening from 3/16" Sheet.

4. Fittings for Asdic Control Rooms.

MD/202/2	Fluorescent Lighting Fitting, modified in accordance with Navy Office Drawing No. 1001/892, for Asdic Control Rooms, for use with Admiralty Pattern 18998 Dimmer Control Unit for 230 Volt., 50 cycle supplies and Admiralty Pattern 18636 Dimmer Control Unit for 115 Volt., 60 cycle supplies.
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5. Vapour Proof Fluorescent Lighting Fittings have also been introduced as follows :-

AB/1526/2V.P.	115V., 60 cycle A.C., Vapour Proof, Twin, 20 Watt., 24".
V.P.22D.	220V., D.C., Vapour Proof, Twin, 20 Watt., 24".

6. Components of each of the Fluorescent Lighting Fittings as detailed above are as follows :-

AB/1526/2 - 115V., A.C.

Reference No.	Description	Quantity
78A354	Lampholder	4 No.
RG90	Ceiling Rose	1 "
78A769	Starter Socket	2 "
P2	Starter Switch	2 "
58B644	Choke	2 "
C45	Capacitor	1 "

MD/202/2 - 220V., D.C.

Reference No.	Description	Quantity
78A354	Lampholder	4 No.
RG90	Ceiling Rose	1 "
MSB25L/2 (Mod. 3)	Starter Ballast	1 "
26OR	Resistor	1 "

A3025/2 - 230V., A.C.

Reference No.	Description	Quantity
78A354	Lampholder	4 No.
RG90	Ceiling Rose	1 "
P4	Starter Switch	2 "
78A769	Starter Socket	2 "
58B639	Choke	2 "
C45	Capacitor	1 "

VAPOUR PROOF FITTINGS :-AB/1526/2V.P. - 115V., A.C.

Reference No.	Description	Quantity
78A354	Lampholder	4 No.
78A769	Starter Socket	2 "
P2	Starter Switch	2 "
58B644	Choke	2 "

V.P.22D - 220V., D.C.

Reference No.	Description	Quantity
78A354	Lampholder	4 No.
MSB25L/2 (Mod.3)	Starter Ballast	1 "
26OR	Resistor	1 "

7. The Fluorescent tubes used in all the above fittings are as follows :-

"Warm White", 24"
"Natural", 24"

8. The colours of the Fluorescent tubes required to be used in the various positions in which Fluorescent Lighting is required will be advised to the authorities concerned prior to fitting.

9. Spares are allowed as follows :-

PERMANENT STORES

Type No.	Description	Allowance
AB/1526/2	Lighting fitting, 115 Volts., 60 cycle, A.C., 2 No. 2 ft. 20 Watt. tubes.	1 per cent of number fitted.
MD/202/2	Lighting fitting, 220 Volts, D.C., 2 No. 2 ft. 20 Watt. tubes.	1 per cent of number fitted.
A3025/2	Lighting fitting, 230 Volts, 50 cycle, A.C. 2 No. 2 ft. 20 Watt. tubes.	1 per cent of number fitted.
AB/1526/2V.P.	Lighting fitting, 115V., 60 cycle A.C., Vapour Proof, 2 No. 2 ft., 20 Watt. tubes.	1 per cent of number fitted.
V.P.22D	Lighting Fitting, 220V., D.C., Vapour Proof, 2 No. 2 ft., 20 Watt. tubes.	1 per cent of number fitted.
MSB25L/2 (Mod. 3)	Starter Ballast.	10 per cent of number of 220V., D.C. fittings installed.

<u>Type No.</u>	<u>Description</u>	<u>Allowance</u>
260R	Resistors	1 per cent of the number of 220V., D.C. fittings installed.
<u>CONSUMABLE STORES</u>		
<u>Type No.</u>	<u>Description</u>	<u>Allowance</u>
-	Spiral Resistance Wire Element for Resistance Unit Type 260R.	1 per cent of the number of 220V., D.C. fittings installed.
58B644	Chokes	1 per cent of the number of 115 Volt, A.C. fittings, installed.
58B639	Choke	1 per cent of the number of 230V. A.C. fittings installed.
G45	Capacitor	1 per cent of the number of 115V. A.C. and 230V. A.C. fittings installed.
78A354	Lampholder	4 per cent of the number of 115V. A.C. 220V., D.C. and 230V., A.C. fittings installed.
RG90	Ceiling Rose	1 per cent of the number of 115V., A.C. 220V., D.C. and 230V. A.C. fittings installed, other than Vapour Proof fittings.
78A769	Starter Socket	2 per cent of the number of 115V., A.C. and 230V., A.C. fittings installed.
P2	Starter Switch	25 per cent of the number of 115V., A.C. fittings installed.
P4	Starter Switch	25 per cent of the number of 230V., A.C. fittings installed.
2SV	Shade, Steel, Vitreous Enamel	1 per cent of the number of 115V., A.C. 220V., D.C. and 230 V. A.C. fittings installed, other than Vapour Proof fittings.
2PE	Shade, Perspex 030, Enclosed type	

<u>Type No.</u>	<u>Description</u>	<u>Allowance</u>
2 PR	Shade, Perspex 060, 8" opening	2 per cent of the number of 115V., A.C. 220V., D.C. and 230V. A.C. fittings installed, other than Vapour Proof fittings.
-	Lamp, 2 ft., 20 watt. "Warm White"	25 per cent of the number fitted.
-	Lamp, 2 ft., 20 watt. "Natural"	

10. Single Unit Fluorescent Lighting Fittings Type MD128C Mod. 3, 220V., D.C. 20 Watt., installed in H.M.A. Ships ARUNTA and WARRAMUNGA are to be replaced, as they become beyond economical repair, by Twin Unit Fittings Type MD/202/2 220V., D.C., 20 Watt. The ships concerned should forward demands for Type MD/202/2 Fluorescent Lighting Fittings to the (Superintending) Naval Store Officer, Sydney or Port Melbourne, as necessary. The demand should state the position in which the Fluorescent Lighting Fitting is to be used in order that the type of shade considered suitable for the position can be selected by Dockyard Officers.

11. Admiralty Pattern Fluorescent Lighting Fittings are not to be issued to or installed in H.M.A. Ships without prior Naval Board approval.

12. Navy Orders 110 of 1952 and 172 of 1955 are hereby cancelled.

(4518/22/325)

568.

NAVAL STORES (GENERAL) (CLASSES AND GROUPS B.8 PART I AND D.4) - CARRIER FRAMES FOR SONOBUOYS AND COVERS FOR PARACHUTES - ALLOWANCES.

Aircraft Carriers

Allowances of carrier frames for sonobuoys and of the parachute covers (for use with the Pattern 7392 Carrier Frames) to all aircraft carriers, when operating aircraft, have now been determined and are as follows :-

<u>Class and Group</u>	<u>Pattern</u>	<u>Description</u>	<u>Allowance</u>
B.81	7391	Carrier frames, rigid, for Sonobuoy T.1946	260 (includes 10 spares)
B.81	7392	Carrier frame, hinged, for Sonobuoy T.1945	200 (includes 20 spares)
D.4	7060	Cover, for parachute, for frame, Pattern 7392	400 (includes 40 spares)

All three items are to be accounted for as Permanent Sea Stores.

2. The above quantities represent the maximum quantities allowed and Commanding Officers of ships concerned should arrange for demands to be forwarded to the ships' Storing Yards to meet requirements within the maximum allowances.

3. The Establishment of Sea Stores for T.A.S. Purposes (B.R.324, Part I) will be amended.

(The foregoing is the unaltered text of A.P.O.927/1956.)
(4501/2/148)

569.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 4) - COIL WINDING WIRES - INTRODUCTION OF JOINT SERVICES CATALOGUE NUMBERS.

A Defence List has been issued by the Joint War Production Committee, Ministry of Defence, United Kingdom, which covers a co-ordinated range of high conductivity round copper wires (bare and covered) used by the three Services for coil winding and similar purposes.

2. Joint Service Catalogue Numbers have been allocated, and full details of the wires required for Naval use are shown in Appendix A. Where applicable, the equivalent Admiralty pattern wire has been included in Column 2 and in Column 5 the superseded Admiralty pattern which will now be obsolescent. The obsolescent wires will continue to be issued until stocks are exhausted.

3. As from the date of this Order, the Joint Service Catalogue Numbers are to be used; there is no need, however, for the J.S. Class Prefix (i.e., 6145), to be recorded on demands, on accounting vouchers or in Naval Store ledgers. H.M.A. ships and establishments are to adjust their Naval Store Accounts in accordance with B.R.4 (Naval Storekeeping Manual), Article 109 (g).

4. To conform with Joint Service standards, it has also been decided to discontinue the use of those wires of intermediate gauges which will be made obsolescent. They should, however, continue to be used until existing stocks are exhausted. Details of the wires concerned are given in Appendix B.

5. The relevant publications will be amended.

(The foregoing is the text of A.P.O.846/1956 altered to meet R.A.N. conditions.)

(4518/27/196)

APPENDIX A

Joint Services Catalogue No. (J.S. Class Prefix 6145)	Admiralty Pattern No.	Description	Denom. of Qty.	Superseded Admiralty Pattern
102369 102370 102371 102372 102373 102374 102375 102376 102377 102378 102379 102380	-----	Wire Copper, H.C. round tinned Diam. in. Spec. No. 8 0.160 10 0.128 12 0.104 14 0.080 16 0.064 18 0.048 20 0.036 22 0.028 24 0.022 26 0.018 28 0.0146 30 0.0124	1b.	
102387 102388 102389 102390 102391 102392 102393 102394 102395 102396 102397 102398 102399 102400 102401 102402 102403 102404 102405 102406 102407 102408 102409 102410 102411 102412 102413 102414 102415 102416 102417 102418 102419 102420 102421	18376 18378 18380 18382 18384 18386 18388 18390 18392 18394 18396 18398 18400 18402 18403 18404 18405 18406 18407 18408 18409 18411 18412 18413 18414 18415 18416 18417 18418	Wire Copper, H.C. round enamelled (oleo resinous), normal Diam. in. Spec. No. 16 0.064 17 0.056 18 0.048 19 0.040 20 0.036 21 0.032 22 0.028 23 0.024 24 0.022 25 0.020 26 0.018 27 0.0164 28 0.0148 29 0.0136 30 0.0124 31 0.0116 32 0.0108 33 0.0100 34 0.0092 35 0.0084 36 0.0076 37 0.0068 38 0.0060 39 0.0052 40 0.0048 41 0.0044 42 0.0040 43 0.0036 44 0.0032 45 0.0028 46 0.0024 47 0.0020 48 0.0016 49 0.0012 50 0.0010	1b.	11
102466 102467 102468 102469 102470 102471 102472 102473 102474 102475 102476 102477 102478 102479 102480 102481 102482 102483 102484 102485 102486	19307 19309 19311 19313 19315 19317 19319 19321 19323 19325 19327 19329 19331 19333 19334 19335 19336 19337 19338	Wire, copper, H.C. round enamelled synthetic (vinyl acetate base), medium Diam. ins. Spec. No. 14 0.080 15 0.072 16 0.064 17 0.056 18 0.048 19 0.040 20 0.036 21 0.032 22 0.028 23 0.024 24 0.022 25 0.020 26 0.018 27 0.0164 28 0.0148 29 0.0136 30 0.0124 31 0.0116 32 0.0108 33 0.0100 34 0.0092	1b.	

APPENDIX A - contd.

Joint Services Catalogue No. (J.S. Class Prefix 6145)	Admiralty Pattern No.	Description	Denom. of Qty.	Superseded Admiralty Pattern.
		Wire, copper, H.C. round enamelled synthetic (vinyl acetal base), medium - contd.		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102487	19339	35 0.0084	1b.	
102488	19340	36 0.0076		
102489	19341	37 0.0068		
102490	19342	38 0.0060		
102491	19343	39 0.0052		
102492	19344	40 0.0048		
102493	-	41 0.0044		
102494	-	42 0.0040		
102495	-	43 0.0036		
102496	-	44 0.0032		
102497	-	45 0.0028		
102498	-	46 0.0024		
102499	-	47 0.0020		
		Wire, copper, H.C. round double cotton covered, fine.		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102545	-	8 0.160	1b.	1967
102546	-	9 0.144		1968
102547	-	10 0.128		1969
102548	-	11 0.116		1970
102549	-	12 0.104		1971
102550	-	13 0.092		1972
102551	-	14 0.090		1973
102552	-	15 0.072		1974
102553	-	16 0.064		1975
102554	-	17 0.056		1976
102555	-	18 0.048	1803	
		Wire Copper H.C. round, double cotton covered, fine.		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102556	-	19 0.040	1b.	1978
102557	-	20 0.036		2007B
102558	-	21 0.032		2007C
102559	-	22 0.028		2007D
102560	-	23 0.024		2007E
102561	-	24 0.022		2007F
102562	-	25 0.020		2007G
102563	-	26 0.018		2007H
		Wire Copper H.C. round, enamelled (oleo resinous) and single cotton covered, ordinary		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102564	18338	18 0.048	1b.	
102565	18340	19 0.040		
102566	18342	20 0.036		
102567	18344	21 0.032		
102568	18346	22 0.028		
102569	18348	23 0.024		
102570	18350	24 0.022		
102571	18352	25 0.020		
102572	18354	26 0.018		
102573	18356	27 0.0164		
102574	18358	28 0.0148		
102575	18360	29 0.0136		
102576	18362	30 0.0124		
102577	18363	31 0.0116		
102578	18364	32 0.0108		
102579	18365	33 0.0100		
102580	18366	34 0.0092		
102581	18367	35 0.0084		
102582	18368	36 0.0076		
102583	18369	37 0.0068		
102584	18370	38 0.0060		
102585	18371	39 0.0052		
102586	18372	40 0.0048		
102587	18373	41 0.0044		
102588	18374	42 0.0040		
102589	18375	43 0.0036		

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 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

APPENDIX A - contd.

Joint Services Catalogue No. (J.S. Class Prefix 6145)	Admiralty Pattern No.	Description	Denom. of Qty.	Superseded Admiralty Pattern
		Wire Copper H.C. round, enamelled (oleo resinous) and single silk covered		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102590	-	18 0.048	lb.	18300
102591	-	19 0.040		18302
102592	-	20 0.036		18304
102593	-	21 0.032		18306
102594	-	22 0.028		18308
		} B.S. 2479		
		Wire Copper H.C. round, enamelled (oleo resinous) and single silk covered, ordinary		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102595	-	23 0.024	lb.	18310
102596	-	24 0.022		18312
102597	-	25 0.020		18314
102598	-	26 0.018		18316
102599	-	27 0.0164		18318
102600	-	28 0.0148		18320
102601	-	29 0.0136		18322
102602	-	30 0.0124		18324
102603	-	31 0.0116		18325
102604	-	32 0.0108		18326
102605	-	33 0.0100		18327
102606	-	34 0.0092		18328
102607	-	35 0.0084		18329
102608	-	36 0.0076		18330
102609	-	37 0.0068		18331
102610	-	38 0.0060		18332
102611	-	39 0.0052		18333
102612	-	40 0.0048		18334
102613	-	41 0.0044		18335
102614	-	42 0.0040		18336
102615	-	43 0.0036	18337	
		} B.S. 2479		
		Wire Copper H.C. round, double glass covered.		
		<u>SWG</u> <u>Diam. in.</u> <u>Spec. No.</u>		
102618	-	14 0.080	lb.	
102619	-	14½ 0.076		
102620	-	15 0.072		
102621	-	15½ 0.068		
102622	-	16 0.064		
102623	-	16½ 0.060		
102624	-	17 0.056		
102625	-	17½ 0.052		
102626	-	18 0.048		
102627	-	18½ 0.044		
102628	-	19 0.040		
102629	-	19½ 0.038		
102630	-	20 0.036		
102631	-	20½ 0.034		
102632	-	21 0.032		
102633	-	21½ 0.030		
102634	-	22 0.028		
102635	-	22½ 0.026		
102636	-	23 0.024		
102637	-	23½ 0.023		
102638	-	24 0.022		
102639	-	25 0.020		
102640	-	26 0.018		
102641	-	27 0.0164		
102642	-	28 0.0148		
102643	-	29 0.0136		
102644	-	30 0.0124		
102645	-	31 0.0116		
102646	-	32 0.0108		
102647	-	33 0.0100		
		} B.S. 1933		

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APPENDIX B

Admiralty Pattern No.	Description	Denom. of Qty.
	Wire, copper, H.C., round, enamelled (oleo resinous), normal	
	<u>SWG</u> <u>Diam. in.</u>	
18377	- 0.052	} lb.
18379	- 0.044	
18395	- 0.0172	
18397	- 0.0156	
18399	- 0.0142	
18401	- 0.0130	
	Wire, copper, H.C., round enamelled, synthetic (vinyl acetal base), medium	
	<u>SWG</u> <u>Diam. in.</u>	
19308	- 0.060	} lb.
19310	- 0.052	
19312	- 0.044	
19314	- 0.038	
19316	- 0.034	
19318	- 0.030	
19320	- 0.026	
19322	- 0.023	
19324	- 0.021	
19326	- 0.019	
19328	- 0.0172	
19330	- 0.0156	
19332	- 0.0142	
	Wire, copper, H.C., round, double cotton covered	
	<u>SWG</u> <u>Diam. in.</u>	
3733	- 0.108	} lb.
3739	- 0.096	
3734	- 0.084	
3735	- 0.076	
8001	- 0.068	
8002	- 0.060	
8003	- 0.052	
8004	- 0.044	
8005	- 0.038	
8006	- 0.034	
8007	- 0.030	
	Wire, copper, H.C., round, enamelled (oleo resinous), and single cotton covered, ordinary	
	<u>SWG</u> <u>Diam. in.</u>	
18339	- 0.044	} lb.
18343	- 0.034	
18345	- 0.300	
18357	- 0.0156	
18359	- 0.0142	

APPENDIX B - contd.

Admiralty Pattern No.	Description	Denom. of Qty.
	Wire, copper, H.C., round, enamelled (oleo resinous), and double silk covered.	
	<u>SWG</u> <u>Diam. in.</u>	
18301	- 0.044	} lb.
18321	- 0.0142	

570.

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - PATTERN
8926 MOUNTING, "CAMEFLEX" FOR MARK 6 DIRECTOR -
INTRODUCTION.

A mounting to secure the Cameflex camera body Pattern 8840 with telephoto lens to a Mark 6 Director, has been designed for line of sight photographic marking, and will be added to the Rate Book and Authorized List of Naval Stores as follows :-

Class/Group	Pattern	Description	Ship's Accounting Classification
F.5	8926	Mounting "Cameflex" for Mark 6 Director	Permanent

2. The mounting will be allowed on the basis of one each to Flagship of H.M.A. Fleet and G.I.C. Woolloomooloo, Sydney, and supply will be made without demand in the near future.

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 720/1956 altered to meet R.A.N. conditions.)

(4518/50/314)

571.

NAVAL STORES (TECHNICAL) - ASDIC TRANSDUCERS - PERIODIC RETURN FOR OVERHAUL AND TEST - CARE AND PRESERVATION.

Experience has shown that Asdic Transducers of the following patterns are liable to deterioration :-

- (a) A.408B, A.1302B, A.3149 and A.3232 after a life of three years.
- (b) A.416, A.1142, 1147, 1158, 1200, A.2163B, A.2215, A.2317B, A.2656, A.2727, A.2957B, A.3168, A.3420, A.3712 and A.4275 after a life of five years.

Note. - Pattern A.4275 incorporates pattern A.3420 Transducer and is known as a Transducer Assembly.

2. The year in which a transducer was made or last overhauled can be ascertained from the last two digits of the serial number marked on the transport box, e.g. serial number 176/56F indicates that the transducer is frequency F and that it was made or last overhauled and tested in 1956.

3. Arrangements are accordingly to be made for stocks of over-age transducers held by Yards and Depots (including those returned from Bases and Ships) to be sent to (Superintending) Naval Store Officer, Sydney, for overhaul and test after three/five years respectively from the date of manufacture or of last overhaul. Such transducers should be depreciated in value by D.56 action and transferred to repairable ledger charge before they are forwarded. Repairable transducers (irrespective of age) are also to be returned.

4. Similarly H.M.A. Ships and Services are to ensure that fitted transducers are replaced as opportunity offers after they have become over age.

5. Demands for transducers to replace those due for overhaul are to quote this Order as authority and detail the serial numbers of the transducers to be replaced. The over age transducers are not to be returned until replacements have been received.

6. Any of the above-mentioned transducers fitted or held as spares in Reserve Fleet ships in Extended Reserve should, in view of liability to deterioration, be returned at the earliest possible date to the nearest (Superintending) Naval Store Officer, Sydney. Dormant demands are not required. During refit periods, any transducers required for testing purposes are to be obtained on temporary issue from the nearest (Superintending) Naval Store Officer, quoting this Order as authority.

7. Operational and Supplementary Reserve Fleet ships are not affected by paragraph 6, but attention is particularly drawn to paragraphs 4 and 5.

8. A number of transducers are received in store from H.M.A. Ships with the mild steel face pitted and rusted, showing that the instructions in the handbook for the Asdic set are not always observed.

9. The face of the transducer is protected from the effects of sea water by applied coatings of "CERREX" non-drying, anti-rust compound, and whenever transducers are raised for inspection or for other purposes, the face should be examined and the "CERREX" compound renewed as necessary. If any signs

of rust are present underneath the coating, the whole should be cleaned with gasoline and the transducer face repainted with two coats.

10. Before a transducer is packed in its transport box for shipment or despatch, it is to be cleaned, thoroughly dried and the face coated with "CERREX".

11. Confidential Navy Order 23 of 1954 is hereby cancelled.

(The foregoing is the text of A.P.O.841/1956 altered to meet R.A.N. conditions.)

(4518/11/306)

572.

NEW PAY ACCOUNTING SYSTEM - USE OF BALL POINTED PENS.

The new system of pay accounting in the Royal Australian Navy will require the use of ball pointed pens.

2. First supply, in accordance with the following allowances, will be effected without demand by Superintending Naval Store Officer, Sydney.

<u>Ship or Establishment.</u>	<u>No. of Pens.</u>
Aircraft Carriers	7
Cruisers	4
Destroyers	2
Frigates } Sloops }	If carrying own accounts. 2
CERBERUS		14
ALBATROSS	10
PENGUIN	6
KUTTABUL	12
PLATYPUS	3
TARANGAU	3
LONSDALE	4
LEEWIN	3
MELVILLE	2
HARMAN	2

3. The pens are to be accounted for as permanent items and, after initial issue, replacements will normally be made only after return of the pen requiring replacement.

4. The provisions of Navy Order 351 of 1953 are still applicable in regard to the use of ball pointed pens for posting other service accounts and ledgers.

(3911/51/183)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

573.

VESTS COTTON AND WOOL.

Owing to the lack of demand for cotton and wool vests,
supplies will not be maintained in future for either repay-
ment or gratuitous issue.

2. All stocks of this item held in H.M.A. Ships and Estab-
lishments are to be returned at the first suitable opportu-
nity to the nearest H.M.A. Victualling Yard for disposal.

(4533/81/321)

575

CONFIDENTIAL

775

CONFIDENTIAL

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RECEIVED C.N.Os. 548-561/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

13th June, 1956.

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. 0235.



RESTRICTED

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SECTION 2 - PERSONNEL

548.

INSTRUCTIONAL FILMS AND FILM STRIPS - E.800, "FLOAT TO FIGHT" - DISTRIBUTION.

Copies of the new instructional film Serial No. E.800, "Float to Fight" are being obtained and distribution will be made without demand by the (Superintending) Naval and Air Store Officer, Sydney, on the following scale :-

H.M.A. Ships and Establishments	No. of Copies
Flinders Naval Depot	1
H.M.A.S. PENGUIN	1
R.A.N. Film Library, Sydney	1

2. This film is a telerecording of a B.R.C. Television programme broadcast from H.M.S. PHOENIX. The action required to be taken by the control team in A.R.C.D. Headquarters, practical methods of leak stopping and shoring and fire fighting are demonstrated under conditions of simulated action damage. Running time 25 minutes. 1 spool.

(The foregoing is the text of A.P.O. 893/1956, altered to meet R.A.N. conditions.)

(4518/61/623)

549.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA. 550, "UNDERWATER CUTTING" PART I "THE GAS TORCH" - DISTRIBUTION.

Copies of the new instructional film strip Serial No. SA.550, "Underwater Cutting" Part I - "The Gas Torch" 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
R.A.N. Film Library, Sydney	1

2. This strip explains the principle of the gas torch and describes the apparatus and its operation with the aid of diagrams and photographs. It is suitable for both Officers' and Ratings' classes. Issued with 43 frames.

(The foregoing is the text of A.P.O. 895/1956, altered to meet R.A.N. conditions.)

(4518/61/621)

550.

OFFICERS - GRANT OF HONORARY RANK.

Approval has been given to the grant of Honorary Rank to Officers of the Royal Australian Navy and Women's Royal Australian Naval Service who have served in an acting higher rank for a minimum period of two years immediately before retirement or reversion to the Retired List, the Emergency List or the Reserves. The privilege is to permit the use of the title of the higher rank in civil life and the wearing of the uniform of that rank on occasions of ceremony; it will not carry any right to recall in the rank.

2. This privilege will apply to all officers who qualify strictly by length of service immediately prior to retirement or release; it will not be applicable to officers who have held acting higher rank and have reverted for service in their substantive ranks.

3. The arrangements in this Order will be applicable to officers retired or released on and after 1st January, 1956; Honorary Rank will be suitably identified in the Navy List.

(The foregoing is the text of A.P.O. 623/1956 altered to meet R.A.N. conditions.)

(4010/1/57)

551.

SETTLEMENT OF ESTATES AND DISPOSAL OF EFFECTS.
DECEASED OFFICERS AND RATINGS.

The Naval assets and effects of a deceased member form part of his (or her) estate and the Naval Board is responsible for their disposal to the person entitled by law to receive them.

2. All communications with the next of kin, etc. regarding the estate will be forwarded from Navy Office.

3. In order to obviate any delay in advising the next of kin, or other beneficiaries, as to the position of the estate, immediately upon the death of any person borne on the books of one of Her Majesty's Australian ships, the Captain is to cause the following action to be taken :-

- (a) Pay Account. The pay account is to be finalised as soon as possible and forwarded to Navy Office.
- (b) Collection and Inventory of Effects. All the clothes and other effects of deceased, which are on board, are to be collected by a responsible person and delivered to the Supply Officer, together with an inventory of the items handed over. Where no Supply Officer is borne, the effects are to be collected and retained on board pending Naval Board directions as to disposal. All the effects are to be suitably packed, labelled to indicate name, rank or rating and official number of the deceased, in the presence of the persons who mustered them. The inventory is to be signed, in the case of a deceased officer, by two or more messmates and for all others by an Executive Officer and the senior rating of the Regulating Branch. The signed inventory should then be forwarded

in duplicate to Navy Office, when action will be taken to ascertain the wishes of the next of kin, etc., regarding their disposal. Where a member dies in hospital, the following action is to be taken in regard to his effects :-

- (1) Naval Hospital - An inventory of effects is to be prepared under the direction of the Medical Officer in charge of the hospital and forwarded to Navy Office, together with any other list of effects prepared in respect of items held on board.
 - (2) Civil Hospitals - Arrangements are to be made by the Naval Officer in Charge or Resident Naval Officer concerned for the collection of effects for inclusion in list of other items of effects.
- (c) Official documents, stores, etc. found amongst effects should be removed and where necessary taken on charge in the appropriate account.
 - (d) Cash in Effects. All cash found amongst effects of the deceased is to be taken on charge by the Supply Officer and the inventory endorsed accordingly, a reference to the Cash Account being quoted.
 - (e) Items of Value. Bank books, Insurance policies, uncashed cheques and other private articles such as watches, cameras, jewellery, etc. are invariably to be shown on a separate inventory, serial numbers of Savings Bank Books, Insurance policies, etc. being shown. These effects should be placed in packages, sealed in the presence of the Supply Officer and other persons preparing the inventory and held by the Supply Officer in safe custody pending Naval Board instructions as to their disposal.
 - (f) Will found in effects. This should be reported by signal and the document then forwarded to Navy Office as early as practicable. A certified copy of the will should be retained until receipt of the original in Navy Office is acknowledged. The copy should then be forwarded to Navy Office.
 - (g) Private Correspondence, Diaries, Photographs etc. found in effects are to be carefully examined by the responsible officer for security reasons and as considered advisable, returned to sender, sent to next of kin or destroyed. As a general rule, private letters which do not contain any important matter are to be destroyed.
 - (h) Disposal of Effects. The prior approval of the Naval Board must be obtained in all cases before action is taken to dispose of effects. None of the effects of an officer are to be sold by auction. Those of ratings are either sold within the Service or forwarded to the next of kin or person beneficially entitled thereto, according to their wishes.
 - (i) Sale of Effects. Such articles as have been approved by the Naval Board for sale are to be sold by auction in accordance with the custom of the Service as soon as convenient after receipt of the necessary instructions, under the supervision of the Supply Officer and in the presence of an Executive Officer and some other officer of the Supply Department. Particulars of the effects sold and the prices obtained are to

be inserted on Form A.8.46 with a view to the proceeds being included in the estate. In the event of articles being put back for re-sale, the amounts realized should be shown separately on Form A.8.46, together with a notation by the Supply Officer that the sum involved should be paid as desired by the purchaser. Sale of effects may be made on either a cash or credit basis. Where payment is made on a credit basis the amounts involved should be charged in the pay account of the personnel concerned. Early action should be taken to forward the completed Form A.8.46 to Navy Office to permit of payment of amounts realized as soon as practicable.

(k) Custody, packing and shipment of Effects. (i) On receipt of instructions as to final disposal of effects which are not sold by auction, they are to be despatched to the Naval Officer in Charge or the Resident Naval Officer at the home port of the deceased officer or man. Soiled clothing should be cleaned before it is packed and where it is considered for hygienic reasons that any clothes or effects should not be forwarded, these should be deleted from the inventory with a note to this effect supported by a report from the Medical Officer. One copy of inventory is to be enclosed with the effects and another copy should be forwarded under separate cover to the establishment to which they are consigned together with information as to the date of despatch and method of consignment. A copy of the letter giving these details should be forwarded to the Naval Board.

(ii) At ports where there are Naval Store Depots, effects for forwarding may, after having been suitably packed and the cases sealed, be transferred to the (Superintending) Naval Store Officer, supply and receipt notes (A.8.549) for the cases being exchanged. One copy of the inventory should be given to the (Superintending) Naval Store Officer.

(iii) Officers mustering effects are personally to supervise the packing and to satisfy themselves of the security of the packages, bearing in mind that these may be transhipped several times before reaching their destination. At each stage the authority handing over the effects should ensure that an unqualified receipt is obtained to show that the cases are externally sound and bear no signs of having been tampered with.

(iv) In order to lessen the risk of pilferage, parcels, attache cases, suitcases and kitbags are to be securely tied and/or locked and also sealed. The name, rank or rating and official number of the late owner, together with particulars of his fate, e.g. "Deceased", are to be marked clearly on each package, which should also bear the appropriate address as in clause k.(i). The packages are to be cased in such a way as to resemble naval stores and the outside case should not show the owner's name or any special distinguishing mark other than the usual "Naval Stores" yellow band, in the same way as stores for H.M.A. Ships, and the address of the consignee as in clause (k)(i). As far as possible, new cases, or at least sound cases with new lids, should be used, since the existence of old nail holes makes the detection of tampering more difficult. The cases should also be

securely wire banded wherever possible. Several packages may be included in one case but the effects of one person should be kept together. Cases are invariably to be packed and secured under supervision of ships' representatives but where necessary the (Superintending) Naval Store Officer will afford assistance to ships in provision of suitable cases and in packing and sealing the cases. The (Superintending) Naval Store Officer should be informed of the nature of the contents, with particulars of what trunks, parcels, etc. are contained in each case, as well as the name, etc. of the late owner. Except where Customs Regulations prohibit shipment under the description of "Naval Stores", no mention should be made of the contents of the cases on bills of lading or other shipping documents: the effects should normally be billed as "Naval Stores" and allocated a package number by the (Superintending) Naval Store Officer in the general Naval Store series.

(v) Special care is to be taken with private papers and articles of value, as indicated in clause (a) above. In no circumstances, are such articles to be despatched with articles of clothing, etc. They are to be packed separately and sent by registered post if practicable, or boxed and sent by cabin freight or such other means as would ensure a reasonable security against pilferage. When a fairly large quantity of valuables is involved, they should normally be packed in a wooden case, nailed down, battened and wire banded. A stout attache case or suitcase may be used for valuables sent by registered post, provided that it can be securely locked and sealed, but several packages of valuables despatched to the same consignee should always be sent in a wooden box, nailed down, battened and wire banded. On no account are reserved effects to be sent in unlocked suitcases or attache cases unless they are contained in secure outer boxes. A separate communication, advising the despatch of reserved effects or valuables, is also to be sent to the consignee, enclosing the quadruplicate copy of the inventory, and requesting the consignee to acknowledge receipt of the consignment. If a receipt does not come to hand within a reasonable time, enquiry is to be made of the consignee. This communication is to be accompanied by the keys of locked receptacles sent by registered post, etc. but if shipment is involved the keys should be handed to the (Superintending) Naval Store Officer with the Customs declaration.

(vi) Particulars of shipment are to be forwarded to the Secretary, Department of the Navy, and the keys, together with necessary shipping documents are to be forwarded to the consignee at the port of discharge. If these are likely to reach the consignee later than the arrival of the vessel, preliminary advice is to be sent by signal. Instructions as to disposal of the effects will be forwarded to the consignee from Navy Office. In the case of effects being received from overseas, the attention of Customs authorities is to be called to the fact that the cases contain sealed packages of effects of deceased personnel from abroad. If the Customs insist on cases being opened, this is to be done in the presence of a responsible officer, who is to verify at the same time the contents from the inventory enclosed. If items are abstracted and detained this is to be noted on the inventory and

the cases re-sealed and despatched to the ultimate consignee, a full report of the circumstances being forwarded to the Naval Board and to the ultimate consignee.

4. Locally Entered (Native) Ratings. - The above instructions do not apply to locally entered Native ratings (P.N.G. Reserve).

5. Where there is no provision in this Navy Order to cover any particular case, the matter should be referred to Navy Office for direction.

6. Navy Order 254 of 1952 is hereby cancelled.

(3996/1/50)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

552.

AMMUNITION - CARTRIDGES, Q.F., 40-MM - BREAK-UP SHOT - USE, GAUGING BEFORE USE AND PRECAUTIONS.

Use

Q.F. 40-mm. Break-up Shot is supplied for "live" target firings and for functioning trials.

Gauging before Use

2. (a) Quantities of Q.F. 40-mm. Break-up Shot, Mark 10, have been found oversize and instances reported of shot found fractured round the cannellure or loose in the cartridge case. These defects are due to the growing properties of plastics when in a humid atmosphere.

(b) Commanding Officers of H.M.A. Ships concerned are to arrange for 40-mm. Break-up Shot, Mark 10, to be examined for fractures or looseness and gauged or tried in spare barrels before firing. For a ring or gap gauge the internal diameter or dimension should be 1.632-in. - .002-in. + 0 and the whole shot including the driving band should pass through. Suitable gauge should be made on board. Any rounds found defective are to be landed at the nearest R.A.N. Armament Depot and replacements drawn in lieu.

(c) A new design 40-mm. Break-up Shot, Mark 10/1, has been manufactured and rounds assembled with this shot are now in service. Gauging of Mark 10/1 shot will be unnecessary but rounds assembled with Mark 10 shot must still be gauged before firing.

(d) The distinguishing Mark of Break-up Shot, Mark 10/1, is to be found on the body of the shot.

Precautions

3. (a) The lead filling of the shot leaves the barrel with a total energy comparable to that of an ordinary shell and though it very soon loses its initial velocity it is at very close ranges capable of inflicting serious damage to anything in its way and especially of course to personnel. The greatest care must therefore be taken to ensure that the gun does not fire in to own ship's structure or personnel. A clear range of at least 100 yards at 15° from the muzzle is necessary. Firing at "live" targets must not be continued

when the range becomes less than 200 yards.

(b) Break-up Shot Rounds, filled PMH/P.022, have been found to give erratic break up of the projectile, and large splinters, together with unmelted pellets may be accompanied by occurrence of black smoke instead of the yellow-tinged smoke which occurs when fragmentation of projectile is normal. This matter is under investigation, but in the meantime, as the splinters and pellets can be injurious for a considerable range, a clear range of 500 yards is to be allowed when using shot filled with this propellant.

(c) To safeguard guns crews and others from the dangers of absorbing the lead dust that is formed when the shot disintegrates, the following rules must be observed :-

(i) Firing is never to be carried out on such a bearing that the smoke blows back over personnel.

(ii) Should smoke blow back over personnel during firing, fire is to be checked.

(iii) It is however only continuous or repeated exposure to absorption that is dangerous to personnel.

(d) It has been found that the use of break-up shot increases the rate of barrel wear and causes uneven wear. Navy Order 611 of 1955 provides for a pool of Mark 1 barrels for practice firings with break-up shot and whenever possible H.M.A. Ships should obtain barrels from this pool. However, when ships are operating off the Australian Station or when it is desired to fire twin gun units a maximum of 100 rounds of break-up shot per barrel per annum may be fired. Separate arrangements have been made for the firing of break-up shot at Training Establishments.

(e) When a break-up shot is damaged in loading so as to spill debris, it is essential, in order to avoid subsequent damage to the gun, to strip down the gun to ensure that all traces of debris have been completely removed from the mechanism.

R.A.N. Armament Depots only.

4. Separate instructions governing rectification of defective rounds have been promulgated in AS.492/52/B.110 dated 23rd April, 1952, AS.4160/52 Tech. OA dated 18th August, 1952, AS.4160/52/OA dated 16th December, 1952, and A.S./T.367/37 dated 21st July, 1954.

5. Navy Order 349 of 1954 is hereby cancelled.

(The foregoing is the text of A.F.O.644/1956, altered to meet R.A.N. conditions.)

(4442/20/109)

553.

GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS - B.R. 226B
PART (22) - ESTABLISHMENT OF SPARE PARTS, TOOLS AND
ACCESSORIES FOR GUN MOUNTINGS 4.5-IN. TWIN R.P.41
MARK 6, 6* AND 6* MOD.1.

This publication which supersedes A.B.R.226(B) Folio 21, will come into force on the 1st July, 1956, for demanding spare gear, etc., for 4.5-in. Twin R.P.41 Mark 6 and 6* etc. mountings fitted in H.M.A. Ships.

2. Part 22 will be issued by the Superintending Naval and Air Store Officer, Sydney, without demand to ships and establishments concerned.

3. At the same time as part 22 is issued, Superintending Naval Store Officer, Sydney, will issue Australian Amendment No. A.N.1 and Australian Supplement, pages 1 to 5. These alterations to Part 22 are to be made to allow for Australian departures in manufacture from the original design.

4. A.B.R.226(B), Folio 21, now obsolete, is to be disposed of in accordance with B.R.1.

(4139/13/1862)

554.

ALTERATION AND ADDITION ITEM : A.S. FRIGATES
(MODIFIED RIVER) AND A.S. FRIGATES (SLOOP).

As a result of a serious accident which occurred whilst hoisting a T.W.M.G. spare wire drum out of its stowage position, it has been decided that all such stowages in ships fitted with T.W.M.G. should conform to that shown on Navy Order 554 of 1956 Diagram in which the drum can be rolled from its stowage position, without the necessity for lifting. To implement this decision the following Class List Alteration and Addition Item is approved in principle for A.S. Frigates (Modified River) and A.S. Frigates (Sloop).

A.S. Frigates (Modified River)

Class List Item No. 577.

Classification "A"

Item : To fit stowage for T.W.M.G. spare wire drum in accordance with Navy Order 554 of 1956 Diagram.

Compensating Weight : Nil.

Note :- This item is applicable to H.M.A.S. BARCOO only. Commanding Officers of other ships of the class are to take action in accordance with paragraph 1(d) of Part II of Navy Order 424 of 1953.

A.S. Frigates (Sloop)

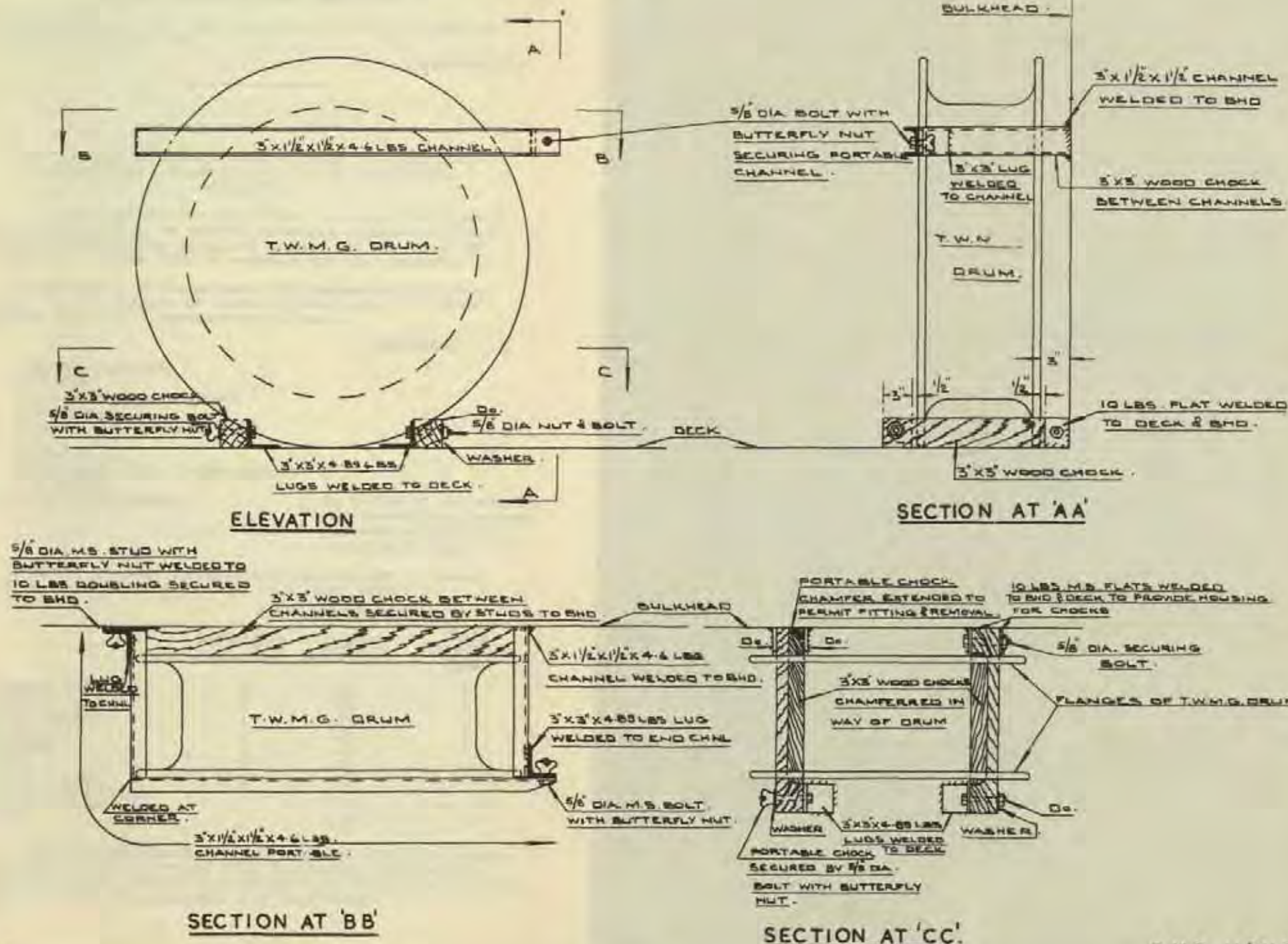
Class List Item No. 523.

Classification "A"

Item : To fit stowage for T.W.M.G. spare wire drum in accordance with Navy Order 554 of 1956 Diagram.

Compensating Weight : Nil.

TAUT WIRE MEASURING GEAR DRUM STOWAGE ARRGTs.



Note :- This item is applicable to H.M.A.S. WARREGO only.
Commanding Officer H.M.A.S. SWAN is to take action in accordance with paragraph 1(d) of Part II of Navy Order 424 of 1953.

(The foregoing is the text of A.P.O. 2858/1955, altered to meet R.A.N. conditions.)

(4283/1/233)

555.

NAVAL STORES (GENERAL) (CLASS E GROUP 5) - RESPIRATOR PATTERN 6924 - ALLOWANCE FOR USE IN INSECTICIDE SPRAYING.

It has been decided that there is a requirement for a protective mask to be worn by personnel engaged in liquid insecticide spraying in closed spaces, and the "Eas-Jee" respirator Pattern 6924 is suitable for this purpose.

2. Allowances of the Pattern 6924 Respirator (Permanent item) for the purpose of insecticide spraying in closed spaces have been authorised as follows :-

	<u>Allowance</u>
Aircraft Carriers.	3
Cruisers.	3
Ships of the Daring Class.	1
Destroyers.	1
Frigates (all types).	1
O.M.S.	1
Survey Ships.	1
Headquarters Ship, Reserve Fleet Divisions.	1
Shore Establishments.	Up to 50% of the number of insecticide sprayers allowed subject to a maximum of six.

3. Ships and Establishments will require the following spares, which will be provided as a first outfit :-

	<u>First Outfit Quantity</u>		
	<u>Cartridges</u> <u>Patt. 6925</u>	<u>Filters</u> <u>Patt. 6926</u>	<u>Ships</u> <u>Classifica-</u> <u>tion.</u>
Aircraft Carriers	2	50	C
Cruisers	2	50	C
Daring Class	1	25	C
Destroyers	1	25	C
Frigates	1	25	C
O.M.S.	1	25	C
Survey Ships	1	25	C
Headquarters Ship, Reserve Fleet Divisions	1	25	C

Shore Establishments will be supplied with 1 No. spare Cartridge Pattern 6925 per 2 No. Respirators Pattern 6924 and 12 No. spare Filters Pattern 6926 per Respirator Pattern 6924 supplied vide paragraph 2 of this Order.

4. H.M.A. Ships concerned in commission, and in "D" Class commission in reserve, and H.M.A. Naval Establishments should forward demands to appropriate (Superintending) Naval Store Officer to complete to the above allowances. Stocks of the respirator are not yet available, but issue will be effected as supplies are received.

5. Dormant demands for ships in "E" Class commission in Reserve and for ships undergoing construction, modernisation and conversion will be prepared by the storing yards concerned.

6. The supply of Pattern 6924 Respirators to other small ships and craft, which are allowed insecticide sprayers in accordance with Navy Order 566 of 1955, (Naval Stores (General) Introduction of Liquid Insecticide Sprayers "Rega" Type), is deferred until further experience as to the need for respirators has been gained. Administrative Authorities are requested to report on the experience gained by the ships referred to in paragraph 2, after six months.

7. "Ess-Jee" Respirators are not to be used for spray painting operations. "Air Wash" masks are provided for this purpose.

8. The relevant Establishment of Sea Stores will be amended.

(The foregoing is the text of A.P.O. 3138/1955 altered to meet R.A.N. conditions.)

(4512/50/393)

556.

NAVAL STORES (GENERAL) (CLASS E GROUP 8) - CLAY PIGEONS - ALLOWANCES.

It has been decided that the basis of supply of Clay Pigeons for H.M.A. Ships and Establishments to which Clay Pigeon Traps are allowed will be 1 (one) for each Shot Gun Cartridge allowed, plus 5% spares.

2. Three months supply only is to be carried.

(4512/80/173)

557.

NAVAL STORES (GENERAL) (CLASS E GROUP 8) - GREASE, SILICONE, VALVE SEAL "A", PATTERN 10056 - INTRODUCTION AS A LUBRICANT FOR "O" RINGS.

(R.A.N. Air Stations, H.M.A. Ships.)

Grease, Silicone, Valve Seal "A" has been added to the Rate Book and Authorised List of Naval Stores under Class E, Group 8, Pattern 10056.

2. The grease has been introduced as a lubricant for "O" rings, which are being fitted into 21-in. Mark 8** torpedoes and all torpedo blowing heads. The trials have shown that this lubricant will maintain a relatively uniform viscosity over a large temperature range.

3. The grease is very economical in use and supplies will be available in 2-oz. collapsible metal tubes. Arrangements are being made for the provision of initial stocks at all Naval Store Depots.

4. First outfit quantities for R.A.N. Air Stations and H.M.A. ships concerned are as shown below. Ships in commission and Shore Establishments should forward demands to their Storing Yards. Supply to ships under construction, modernisation or conversion, should be arranged by Storing Yards in the usual manner.

R.A.N. Air Stations	}	± lb.
Light Fleet Carriers		
Cruisers		
"Daring" Class Destroyers		

5. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 929/1955 altered to meet R.A.N. conditions.)

(4512/80/143)

558.

NAVAL STORES (GENERAL) (CLASS F, GROUP 1C, PART 3) - AMMETER A.P.12935 - AMENDMENT OF PATTERN NUMBER AND DESCRIPTION.

It has been found that ammeters, A.P.12935 (5-in. scale, rectangular, scale range 400-0-400 amperes) originally specified for use with external 75 millivolt shunts, have also been manufactured for use with 150 millivolt shunts. The instruments are included in outfits for minesweepers M.E., Mark 103, M.E., Mark 106 and M.E., Mark 108, Mod. 2, but may also have been used for other purposes.

2. In order to distinguish between the two types of instrument, it has been decided to allocate fresh pattern numbers and to mark the scale plates as follows :-

(a) "A.P.32145", if calibrated for use with shunts producing 75 millivolts at 400 amperes.

(b) "A.P.32146", if calibrated for use with shunts producing 150 millivolts at 400 amperes.

The above items will be shown with an "X" marking in the Rate Book and Authorised List of Naval Stores, B.R.810. Ammeters, A.P.12935, will be deleted from the Rate Book and Authorised List of Naval Stores.

3. Arrangements are to be made for existing stocks held in Naval Store Depots to be examined and marked with the pattern numbers shown in Paragraph 2 above as appropriate. The marking of instruments fitted in ships is to be undertaken by ships' staffs and base staffs for small craft.

4. In addition, ships' and base staffs are to examine the existing arrangements to ensure that the correct combination of shunt and ammeter is fitted. If the arrangement is incorrect, the ammeter is to be replaced. In the event of A.P.32145 being required, the demand is to include Resistance,

fudge, A.P.18620, which is to be wired in series with the external shunt leads and adjusted to bring the total resistance of leads and A.P.18620 to 0.5 ohm.

5. The Rate Book and Authorised List of Naval Stores, B.R.810, will be amended.

(The foregoing is the text of A.P.O.718/1956 altered to meet R.A.N. conditions.)

(4518/15/434)

559.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 3B) - PATTERN 5356 MA BOTTLE TRANSMITTER - REPLACEMENT BY NEW UNITS.

The existing "M" type bottle transmitter, Pattern 5356 MA, when used for high speed continuous transmission of Radar Aerial Bearing to P.F.I's, etc., has given trouble owing to failure of the vacuum switches.

2. The following new design transmitter units have been introduced and added to the Rate Book and Authorised List of Naval Stores under Class F, Group 3B :-

<u>Pattern</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
5357	Re-transmitter Unit Interior "M" to "M" type	Permanent
5358	Re-transmitter Unit, "M" to "M" type, assembled	Permanent
5359	Re-transmitter Unit, "M" to "M" complete	Permanent

3. The new units incorporate a Pattern 9298A "M" type motor driving a Pattern 5515 "M" type transmitter and these are mounted on adaptor plates for fitting in the existing bottle transmitter case. The Pattern 5356 MA is then converted to Pattern 5358, assembled.

4. Instructions for fixing the interior unit, Pattern 5357, into the existing bottle transmitter, Pattern 5356 MA, are detailed in the Appendix to this Order.

5. As supplies of Pattern 5357 interior units are at present limited they are only to be demanded to replace interiors of Pattern 5356 MA bottle transmitter associated with high speed radar bearing transmissions. Services are to use Form A.S.127 for the conversion, in accordance with Article 37 of B.R.L. Naval Storekeeping Manual. On replacement the interiors of Pattern 5356 MA bottle transmitters are to be returned to Superintending Naval and Air Store Officer, Sydney, for salvage of component parts. These interiors are to be packed with care and labelled "vacuum switch interior of Pattern 5356 MA".

6. Pattern 5358 Re-transmitter Units are also in short supply and are to be demanded only in replacement for Pattern 5356 MA or Pattern 5358 Transmitters, when the case as well as the interior requires replacement; or to complete to approved allowances so far as they affect high speed radar bearing transmissions.

7. A limited number of complete units, Pattern 5359, are being obtained and these will be reserved for fitting in new construction ships and ships undergoing modernisation and will be supplied without demand.

8. Services holding spare bottle transmitters under the terms of Navy Order 374 of 1955 (Naval Stores - Technical - Class F, Group 3B - Bottle Transmitter Pattern 5356 MA - Allowances), may retain up to six Pattern 5356 MA transmitters for modifications to "M" to "M" type, Pattern 5358, pending experience under operational use. The balance of spares, Pattern 5356 MA, allowed by Navy Order 374 of 1955 is to be returned to the nearest (Superintending) Naval Store Officer.

9. The above changes do not affect bottle transmitters used for transmissions other than "M" to "M" type, i.e. Patterns 5355A, 5355M, 53558, 5356A and 53568.

10. Relevant publications will be amended.

(The foregoing is the text of A.P.O.847/1956 altered to meet R.A.N. conditions.)

(4518/37/218)

APPENDIX

Instructions for fitting "M" Retransmitter Unit A.P.5357 into the case of the "M" type Bottle Transmitter A.P.5356 MA.

1. Remove the lining-up handwheel assembly from the case of the bottle transmitter by releasing the 1/2-in. pipe nut on the inside of the case. With the exception of the nut this assembly should be put aside for return to store.

2. The incoming and outgoing wires should then be released from the terminal block and the bottle assembly removed by unscrewing the four 2 B.A. securing screws at the corners of the baseplate. The distance pieces, screws and washers can be discarded. The bottle mechanism together with the handwheel assembly mentioned at 1 should be returned to store, suitably labelled.

3. The A.P.5357 unit is supplied with the following loose parts :-

- (a) Blanking plate and rubber O-ring for covering the hole left in the case by removal of the handwheel assembly. The plate and O-ring should be on the outside of the case and secured by the 1/2-in. pipe nut (referred to at 1).
- (b) 2 B.A. shouldered screw - 1-in. long } 2 in No.
Rubber Washer }
Distance Piece }

These are for securing the baseplate of the new unit to the lugs in the bottle transmitter case at the transmitter end of the A.P.5357 assembly. The distance piece and rubber washer should be placed between the securing lugs and the baseplate of the unit.

- (c) 2 B.A. screw - $\frac{1}{2}$ -in. long }
 2 B.A. shakeproof washer } 2 in No.

These are for securing the unit to the lugs at the "M" type motor end of the assembly.

- (d) Nameplate engraved

"M" Retransmitter Unit
 A.P.5358

For riveting to the cover of the bottle transmitter case in place of the present nameplate.

4. The incoming and outgoing wires should then be connected to the new terminal block, care being taken that the incoming wires which were connected to terminals 1, 2 and 3 of the motor section of the old terminal block are connected to terminals 1, 2 and 3 respectively of the "Compass Transmitter" section of the new block and that the wires which were connected to terminals 1, 2 and 3 of the transmitter section of the old terminal block are connected to terminals 1, 2 and 3 respectively of the "Repeaters" section of the new block.

560.

NAVAL STORES - RETURNED FOR SURVEY IN DAMAGED CONDITION OR WITH COMPONENTS MISSING.

Instances have occurred where important components have been removed from major units of equipment, viz. A/S, Radio etc., to provide replacements and spares for similar equipment.

2. As a general rule all important Naval Store items should be returned to store complete as the absence of important components frequently renders the cost of repairs excessive.

3. If exceptional circumstances necessitate the removal of components from complete units, Naval Board approval should be sought, and the requisite conversion vouchers invariably raised to take the components on charge as separate items.

4. When stores are damaged and are being returned to store for survey a suitable explanation as to the cause of the damage, with the date and particulars of any unusual injury are to be furnished in column 10 of Application for Survey (Form AS.331). In this connection cases have occurred where radio equipment has been returned from ships to Naval Store Depots in such condition as to indicate mal-treatment. Many of these units have had to be completely overhauled at excessive cost.

5. This mal-treatment has taken three forms. Firstly, disturbance of pre-set controls other than those authorised to be set-up in ships, so causing impairment of performance resulting in the unit being returned to store as unserviceable. Secondly, cannibalisation of equipment intended for return to store. Thirdly, damage caused by the improper use of large soldering irons.

6. Commanding Officers are therefore to ensure that :-

- (a) Interference with pre-set controls other than that authorised by B.R. for setting-up is only to take place with the specific approval of the Electrical Officer.
- (b) As indicated at paragraph 3 above, Naval Board approval should be sought before cannibalisation of equipment scheduled for return to store is carried out.
- (c) Where necessary, internal soldering in radio equipment units is to be carried out using the soldering irons approved in Navy Orders 30 and 640 of 1955.

7. In the event of loss or damage being due to neglect or misconduct, action should also be taken as indicated in Article G. of Navy Order 1033 of 1955.

8. Navy Order 710 of 1954 is hereby cancelled.

(The foregoing is the text of A.P.O.1922/1955 altered to meet R.A.N. conditions.)

(4519/1/268)

561.

PAPER TOWEL DISPENSERS IN H.M.A. SHIPS - INTRODUCTION AND ALLOWANCES.

It has been decided to introduce paper towel dispensers for use in H.M.A. Ships on the following basis :-

Location	Quantity
Galleys.	1 No.
Pantries.	1 No.
Workshops (fitted with a wash basin).	1 No.

2. Ships in commission and in 'D' Class commission in reserve should lodge demands (form AS.134) on the appropriate (Superintending) Naval Store Officer, to complete to the above allowances. Dormant demands for ships under construction and conversion and ships in 'E' Class commission in reserve will be prepared by Storing Yards in the normal manner.

3. It will be necessary for a large wire waste paper basket to be secured in a suitable position as a receptacle for used paper towels. These should also be demanded as necessary from the (Superintending) Naval Store Officer.

4. An initial supply of 1 roll of paper towels, which is approximately 250 feet in length and provides 200 towels at an average length of 15", will be effected with each paper towel dispenser. Future requirements should be demanded on the basis of 1 roll per month per 12 persons employed in the locations concerned.

5. Reports as to the adequacy of the allowance of paper rolls after 6 months use of the dispensers should be forwarded to Navy Office through the Administrative Authorities.

6. The paper towel dispensers should be fitted by ships' staff.

(4514/1/128)

The Bureau of the Army is authorized to use the information contained in this report for the purpose of determining the feasibility of the proposed project.

The information contained in this report is classified as "Secret" under the provisions of Executive Order 11652.

Approved: _____

air Efe

Gen. Officer

C.N.Os 574-588/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

15th June, 1956.

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.0232

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574.

ANZAC DAY - NAVAL PARTICIPATION.

With reference to C.O.R. 86, paragraph 2, participation by Naval Personnel in processions and other ceremonies on Anzac Day is not normally to be on an official basis but is to be confined to those personnel with War Service who desire to take part. Where practicable, leave is to be granted to enable volunteers to participate.

2. Occasions arise, however, where participation on an official basis is desirable, e.g., when a ship is present at a port on Anzac Day by invitation from local authorities. Prior approval of the Naval Board is to be obtained before accepting such participation.

(3244/102/19)

SECTION 2 - PERSONNEL

575.

DUTIES - LIFE SAVING EQUIPMENT, INFLATABLE - RESPONSIBILITY FOR MAINTENANCE.

Navy Order 578 of 1955 is to be amended as follows :-
Paragraph 1 in line 2 : after "equipment" add "other than equipment supplied for the use of aircrew".

Delete sub-paragraph (b) and re-letter remaining sub-paragraphs accordingly.

Paragraph 5. Delete "Cruisers" and insert "Daring Class Ships".

(3211/41/28)

576.

NAVAL POST OFFICE ALLOTMENTS - CHANGE OF OFFICE OF PAYMENT.

In a number of cases allotment declarations in respect of Post Office allotments (Form A.S.63) are being forwarded to Navy Office when the only requirement is a change in the place of payment.

2. The rendering of Form A.S.63 for the purpose of transfer of allotment from one Post Office to another for payment is unnecessary as the transfer can be effected by the Postmaster at the usual office of payment on application by the allottee.

3. Form A.S.63 should not, therefore, be forwarded when only transfer of the office of payment is involved, the member concerned being advised to notify the allottee to make application to the Postmaster at the Post Office at which payment is normally made for transfer as desired.

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

(4801/5/88)

577.

SUPPLY OF RATIONS TO MEMBERS OF OTHER SERVICES.

The following reciprocal arrangements have been made with the Departments of the Army and Air in connection with the victualling of visiting Services personnel :-

- (a) In the case of events of a recurring nature, such as Inter-Service Sports, the Service unit acting as host to competitors of the other two Services is to arrange for such visiting personnel to be borne for victualling in the host's unit during the period concerned, without financial adjustment. Visiting officers will, however, be required to pay for any additional messing costs which are usual for the mess concerned.
- (b) In the matter of casual meals, i.e., meals supplied to personnel visiting H.M.A. Ships and Naval Establishments on duty who are not required to remain for a full day or longer period, arrangements are to be made to supply other ranks only with such meals without recourse to financial adjustment with the Service concerned. The number of personnel is to be shown on lines 11 and/or 12 of Form A.S. 257c - Daily Numbers Victualled.
- (c) In respect to casual meals supplied to visiting Army and Air Force Officers by Naval Wardroom messes, however, the present arrangement is to continue, whereby the visiting officer, personally, effects settlement with the mess concerned for any casual meal partaken of, together with any other extras such as wines, tobacco, etc., with which he may have been supplied.

2. Navy Order 119 of 1951 is hereby cancelled.

(3818/3/78)

578.

VERIFICATION OF PUBLIC MONEY.

With reference to Naval Account Regulations and Instructions, Article 86 (a), as from the date of this Order, the verification of public money in H.M.A. Ships and Shore Establishments is to be performed by the following officers as indicated :-

- (a) In H.M.A. Ships administered by the Flag Officer Commanding H.M. Australian Fleet, by the Fleet Supply Officer, excepting that, when the service on which a ship is engaged renders this impracticable, the verification is to be performed by the Captain.
- (b) In H.M.A. Ships and Fleet Shore Establishments administered by Flag Officer in Charge, East Australian Area, by the Command Supply Officer.
- (c) In other Ships and Fleet Shore Establishments the verification is to be performed by the Captain, or by the Supply Officer if a Supply Officer (Cash) appointed as such, is borne.

2. Should a representative of the Director of Navy Accounts visit a ship or establishment for audit and inspection purposes, he will verify the public money, in which case the verification by the officer as indicated in paragraph 1 need not be undertaken for that particular period.

3. Naval Account Regulations and Instructions will be amended in due course.

(4805/1/38)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

579.

AMMUNITION - BOMBS, M.L., 2-IN. MORTAR - WITHDRAWAL OF CARTRIDGES, 55 GRAINS MARK 2 OF LOT NO. 5049.

Bombs, M.L., 2-in. Mortar, fitted with 55 grain Mark 2 cartridges of Lot No. 5049, filled I.C.I., 1945, are liable to short range due to the cartridges being defective. A known Batch of H.E. Bombs containing these cartridges is B.14047.

2. All bombs fitted with cartridges of this Lot No. on board H.M.A. ships or held by shore establishments are to be returned to the nearest R.A.N. Armament Depot, quoting this Order as authority, and other bombs drawn in lieu.

3. The bombs are classified as Category (dd) - dangerous if used - B.R. 862/45 N.M.E.R., Article 305.

4. R.A.N. Armament Depots only. - Stocks are to be examined and all cartridges of this lot, loose or fitted to bombs, sentenced unserviceable and disposed of by dumping. Bombs from which these cartridges are removed are to be fitted with unrestricted cartridges as necessary.

5. The following entry is to be made on Sheet 235(a) of Restriction List (B) :-

Column 1. 6.

Column 2. Cartridges, 55 grain, Mark 2 (U).

Column 3. Lot No. 5049, filled I.C.I., 1945.

Column 4. Withdraw. Any fitted in bombs to be exchanged.

Column 5. Dump.

Column 6. Navy Order 579 of 1956.

6. Navy Circ. 052F of May 1955 is cancelled.

(The foregoing is the text of A.F.O. 976/1956 altered to meet R.A.N. conditions.)

(4144/3/28)

580.

DIVING MANUAL, PATTERN 7650 - CLEARANCE DIVING BREATHING APPARATUS, PATTERN 5561A AND SHALLOW WATER BREATHING APPARATUS, PATTERN 5562A - AMENDMENT NO. 4.

Increasing experience and use of the Pattern 5561A/2A Breathing Apparatus, fitted with Pattern 5565 Reducer, has emphasised the necessity for carrying out, carefully, the maintenance routines laid down in Section 1, Chapters 3 and 4 of the Pattern 7650 Handbook for Pattern 5561A/2A Breathing Apparatus.

2. In order to check that the sintered metal filter is protecting the valve seat, the following amendments are to be made to the Handbooks :-

Section 1, Chapter 3.

Paragraph 23(3). Add to weekly maintenance operation :-

Check that valve seat is undamaged (refer to Section 1, Chapter 4, Paragraph 31, Clause 2(a)).

Section 1, Chapter 4.

Paragraph 31. After Clause (2) add new Clause 2(a):-

2(a) Unscrew spring adjuster to remove all load from the spring.

Open valve "B".

Open valve "A" to supply gas at 3,000 p.s.i.

Flowmeter should not register a greater flow than $\frac{1}{2}$ litre/min.

If this is exceeded the valve seat assembly (Pattern 7632) must be changed.

(The foregoing is the unaltered text of A.P.O.1312/1956.)

(4512/50/392)

581.

NAVAL STORES (AIR) - R.A.F. VOCABULARY, SECTIONS 5E AND 5K - INTRODUCTION OF JOINT - SERVICE REFERENCE NUMBERS.

The undermentioned reference numbers in Sections 5E and 5K of the R.A.F. Vocabulary are changed as shown. No change of Part Nos. or descriptions is involved. The six-figure reference numbers cover items which have been allocated joint-service reference numbers.

2. Stocks should be transferred and records amended accordingly.

3. The relevant publications will be amended.

Old Stores reference	New Stores reference	Old Stores reference	New Stores reference
<i>Section 5E</i>	<i>Section 5E</i>	<i>Section 5E</i>	<i>Section 5E</i>
525	102555	589	102393
526	102556	590	102394
527	102557	591	102395
528	102558	592	102396
529	102559	593	102397
530	102560	594	102398
531	102561	595	102399
532	102562	596	102400
533	102563	597	102401
585	102389	598	102402
586	102390	599	102403
587	102391	600	102404
588	102392	601	102405

Old Stores reference	New Stores reference	Old Stores reference	New Stores reference
<i>Section 5E</i>	<i>Section 5E</i>	<i>Section 5E</i>	<i>Section 5E</i>
602	102406	3225	100030
603	102407	3226	100036
604	102408	3227	100043
605	102409	3230	100006
606	102410	3231	100017
607	102411	3232	100001
608	102412	3233	100004
609	102413	3234	100011
610	102414	3235	100015
611	102415	3236	100022
612	102416	3237	100029
613	102417	3238	100038
614	102418	3239	100045
1542	102551	3240	100008
1777	102372	3241	100019
1778	102373	3242	100005
1779	102374	3243	100012
1780	102375	3244	100016
1781	102376	3245	100028
1782	102380	3246	100033
1857	102549	3247	100039
1933	102553	3249	100024
2143	102377	3250	100025
2148	102378	3251	100040
2201	102307	3255	100283
2202	100308	3267	100295
2206	100309	3268	100296
2211	100310	3269	100297
2218	100312	3270	100298
2221	100313	3272	100299
2231	100275	3273	100300
2234	100317	3274	100301
2239	100277	3308	100027
2241	100278	3309	100042
2242	100279	3348	100136
2243	100280	3349	100137
2579	102387	3350	100138
3134	102379	3351	100139
3204	100003	3352	100140
3205	100010	3353	100141
3206	100014	3354	100142
3207	100021	3355	100143
3208	100031	3356	100144
3209	100037	3357	100145
3210	100044	3358	100146
3211	100007	3360	100147
3212	100018	3361	100148
3213	100023	3362	100149
3214	100034	3363	100150
3215	100035	3364	100151
3216	100032	3365	100152
3217	100046	3366	100153
3219	100026	3367	100154
3220	100041	3368	100155
3221	100002	3369	100156
3222	100009	3370	100157
3223	100013	3384	100164
3224	100020	3385	100165

Old Stores reference	New Stores reference	Old Stores reference	New Stores reference
Section 5B	Section 5B	Section 5K	Section 5K
3386	100166	3107	107348
3387	100167	3108	107361
3388	100168	3109	107374
3389	100169	3110	107387
3390	100170	3111	107400
3391	100171	3112	107413
3392	100172	3113	107426
3393	100173	3114	107439
3394	100174	3115	107452
3396	100175	3116	107465
3397	100176	3117	107478
3398	100177	3118	107491
3399	100178	3119	107504
3400	100179	3120	107517
3401	100180	3121	107530
3402	100181	3123	107543
3403	100182	3124	109116
3404	100183	3125	109117
3405	100184	3126	107127
3406	100185	3127	109118
3408	100186	3128	109119
3411	100187	3129	109120
3412	100188	3130	109121
3414	100190	3131	109122
3418	100191	3132	107207
3444	100227	3133	107220
3450	100229	3134	107233
3454	100230	3135	107246
		3136	107259
		3137	107272
Section 5K	Section 5K	3138	107285
155	109224	3139	107298
156	109225	3140	107311
157	109227	3141	107324
158	109228	3142	107337
160	109230	3143	107350
161	109231	3144	107363
1447	109223	3145	107376
1448	109226	3146	107389
1884	400856	3147	107402
2576	107065	3148	107415
2577	107066	3149	107428
2578	107067	3150	107441
2579	107068	3151	107454
2580	107069	3152	107467
2581	107070	3153	107480
2582	107071	3154	107493
3096	107205	3155	107506
3097	107218	3156	107519
3098	107231	3157	107532
3099	107244	3159	107545
3100	107257	3160	109123
3101	107270	3161	109124
3102	107283	3162	107129
3103	107296	3163	109125
3104	107309	3164	109126
3105	107322	3165	109127
3106	107335		

Old Stores reference	New Stores reference	Old Stores reference	New Stores reference
Section 5K	Section 5K	Section 5K	Section 5K
3166	109128	3225	107483
3167	109129	3226	107496
3168	107209	3227	107509
3169	107222	3228	107522
3170	107235	3229	107535
3171	107248	3231	107548
3172	107261	3232	109137
3173	107274	3233	109158
3174	107287	3234	107132
3175	107300	3235	109140
3176	107313	3236	109141
3177	107326	3237	109142
3178	107339	3238	109143
3179	107352	3239	109144
3180	107365	3240	107211
3181	107378	3241	107244
3182	107391	3242	107237
3183	107404	3243	107250
3184	107417	3244	107263
3185	107430	3245	107276
3186	107443	3246	107289
3187	107456	3247	107302
3188	107469	3248	107315
3189	107482	3249	107328
3190	107495	3250	107341
3191	107508	3251	107354
3192	107521	3252	107367
3193	107534	3253	107380
3195	107547	3254	107393
3196	109130	3255	107406
3197	109131	3256	107419
3198	107131	3257	107432
3199	109132	3258	107445
3200	109133	3259	107458
3201	109134	3260	107471
3202	109135	3261	107484
3203	109136	3262	107497
3204	107210	3263	107510
3205	107223	3264	107523
3206	107236	3265	107536
3207	107249	3267	107549
3208	107262	3268	109145
3209	107275	3269	109146
3210	107288	3270	107133
3211	107301	3271	109147
3212	107314	3272	109148
3213	107327	3273	109149
3214	107340	3274	109150
3215	107353	3275	109151
3216	107366	3276	107212
3217	107379	3277	107225
3218	107392	3278	107238
3219	107405	3279	107251
3220	107418	3280	107264
3221	107431	3281	107277
3222	107444	3282	107290
3223	107457	3283	107303
3224	107470	3284	107316

2. The purpose of the new form is to :-

- (a) ensure that as soon as Navy Orders, etc. promulgating changes in allowances are received in H.M.A. Ships, demands A.S.134 or survey vouchers A.S.331 are raised by the Supply/Storekeeping Officer to adjust the descriptions and quantities carried.
- (b) provide a uniform system for obtaining details from the ship's departmental officers, in order to enable a revised scale allowance to be calculated.
- (c) to ensure that the supply or storekeeping Officer's copy of the Warrant of Permanent Sea Stores, Form D.121 (where provided) and the allowances on the back of ledger pages Forms A.S.153 are kept up to date.
- (d) furnish supporting evidence that Navy Office instructions have been complied with, copies of the form being finally disposed of as follows :-

Copy No.

- 1 - Sent to the (Superintending) Naval Store Officer of the Storing Yard with the demand A.S.134 or survey voucher A.S.331. This copy is to be placed with the storing yard's copy of the ship's "Warrant of Permanent Naval Stores" and List of Particulars.
- 2 - Filed in numerical order by the Supply/Storekeeping Officer after action as at (a) and (c) above has been completed.
- 3 - Retained by ship's departmental officer with his copy of List of Particulars.

3. It is essential that Copy No.1 of Form A.S.125 reaches the Superintending Naval Store Officer of the ship's Storing Yard (not the nearest Yard or Naval Store Depot) as soon as possible after completion. In this connection the Commanding Officer is to ensure that action is taken to avoid any delay in preparation and disposal of the copies of Forms A.S.125.

4. The layout of Form A.S.125 is as shown in the Appendix to this Order. The forms which will be supplied in pads containing 50 sets in triplicate are now available and first outfit quantities will be supplied without demand by the Superintending Naval and Air Store Officer, Sydney, on the completion of the revised List of Particulars referred to in Navy Order 247 of 1955. The revised Lists of Particulars are at present held only by H.M.A.S. SWAN and H.M.A.S. MELBOURNE and are in course of distribution for H.M.A.S. SYDNEY and H.M.A.S. PLATYPUS; however it is anticipated that those for other ships concerned in commission will be available for processing in approximately three months.

5. The new forms are to be used in connection with all changes in allowances promulgated by Navy Order, etc.

(The foregoing is the text of A.P.O.924/1955 altered to meet R.A.N. conditions.)

(3526/12/1540)

583.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART G) -
PERFORATED PLATING - AMENDMENT OF PATTERN NUMBERS.

The undermentioned Pattern Numbers for Steel Perforated Plating and Bends under Class B, Group 10G, have been superseded by the Joint Services Catalogue Numbers indicated.

DESCRIPTION

Old Pattern Number	Plating, Perforated, Cable Carrying, Steel		Joint Services Catalogue Number Class 5975
	Straight Lengths		
	Length ft. in.	Width in.	
11240	8 2	3	Red 100412
11241	8 2	3	Galvanised .. 100376
11244	8 2	4	Red 100416
11245	8 2	4	Galvanised .. 100380
11248	8 2	6	Red 100420
11249	8 2	6	Galvanised .. 100384
11252	8 2	9	Red 100424
11253	8 2	9	Galvanised .. 100388
11256	8 2	12	Red 100428
11257	8 2	12	Galvanised .. 100392
11260	8 2	15	Red 100432
11261	8 2	15	Galvanised .. 100396
11264	8 2	18	Red 100436
11265	8 2	18	Galvanised .. 100400
11268	8 2	24	Red 100440
11269	8 2	24	Galvanised .. 100404
Bends			
		Width in.	
11272	..	3	Red 100414
11273	..	3	Galvanised .. 100378
11274	..	4	Red 100418
11275	..	4	Galvanised .. 100382
11276	..	6	Red 100422
11277	..	6	Galvanised .. 100386
11278	..	9	Red 100426
11279	..	9	Galvanised .. 100390
11280	..	12	Red 100430
11281	..	12	Galvanised .. 100394
11282	..	15	Red 100434
11283	..	15	Galvanised .. 100398
11284	..	18	Red 100438
11285	..	18	Galvanised .. 100402
11286	..	24	Red 100442
11287	..	24	Galvanised .. 100406

2. Records should be amended accordingly.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.1067/1956.)

(4506/7/87)

584.

NAVAL STORES (GENERAL) (CLASS E, GROUP 5) - BREATHING
APPARATUS, PATTERNS 5561A AND 5562A - MODIFICATION TO
EXISTING RELIEF VALVE, PATTERN 5571.

Trials have recently been carried out with a view to overcoming known weaknesses in Relief Valves, Pattern 5571.

2. Pending the availability of new components the following action is to be taken as an interim measure :-

(a) The Diaphragm, Pattern 6162, is to be replaced by a Diaphragm, Pattern 3456 (normally supplied for use in Helmet Relief Valve, Pattern 3452 of Admiralty Shallow Water Diving Dress, Pattern 3420). Fitting is to be carried out locally by services concerned.

(b) In view of individual variations which may occur in Diaphragms, Pattern 3456 and in order to ensure correct functioning of the Relief Valve, tests are to be carried out in accordance with Handbook, Pattern 7650 (Manual for Patterns 5561A and 5562A Breathing Apparatus) paragraph 39; but with the following modifications :-

Sub paragraph (2), line 7, for 2" -5" read 4" -4½"
Sub paragraph (3), line 5, for 9" -12" read 11" - 14"

No Valve should be used unless fitted with a Diaphragm which meets these conditions.

3. The Diaphragms, Pattern 3456 required should be demanded by services concerned from their Storing Yard quoting this Order.

4. This temporary modification will not be applied to equipment held in store, but is to be effected immediately on receipt by the users concerned.

(The foregoing is the unaltered text of A.F.O.844/1956.)

(4512/50/392)

585.

NAVAL STORES (GENERAL) (CLASS F, GROUP 10, PART 5) -
WRENCHES MOTOR DRIVEN IMPACT - INTRODUCTION AND
ALLOWANCES.

The following motor driven impact wrenches are being introduced into the R.A.N. under Class F, Group 10, Part 5, for general maintenance of machinery and equipment :-

Class & Group	Pattern No.	Description	Ships Accounting Classification
F10	-	Wrench, Motor Driven Impact (Ingersoll-Rand Model 5U or equivalent)	P
F10	-	Wrench, Motor Driven Impact (Ingersoll-Rand Model 8U or equivalent)	P

2. The following items will also be supplied for use with the Impact Wrenches :-

<u>Class & Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
F1C	-	Case, Carrying, Heavy Duty Sheet Steel	P
F1C	-	Attachment, Right Angle drive	P
F1C	-	Kits, Standard, and Attachments (excluding right-angle attachments)	C

3. The authorized allowances of motor driven impact wrenches complete with standard kits and attachments and right-angle drive attachments are as follows :-

(a) Wrench, Motor driven impact Model 5U (Ingersoll-Rand or equivalent) :-

Light Fleet Carriers	1 Set
Daring Class Ships	1 "
Destroyers (All Classes)	1 "
Frigates (All Classes)	1 "
O.M.S.	1 "
Headquarters Ship, Reserve Fleet Division, Sydney	2A

Motor Transport Depots :-

Bunnerong (Sydney)	2A
H.M.A.S. TARANGAU	2A
H.M.A.S. ALBATROSS	1
Flinders Naval Depot	1
H.M.A.S. MELVILLE	1
H.M.A.S. LEEUWIN	1

(b) Wrench, Motor Driven impact Model 8U (Ingersoll-Rand or equivalent) :-

H.M.A. Boom Defence Depot, Waverton	1 Set
-------------------------------------	-------

A = Where two sets are supplied, one only right-angle drive attachment will be supplied for use with both sets.

4. Supply to H.M.A. Ships in commission and 'D' Class commission in reserve and Shore Establishments concerned will be effected by the appropriate (Superintending) Naval Store Officer without demand when stocks are available. Dormant demands for H.M.A. Ships concerned under construction, conversion and modernisation and Ships concerned in 'E' Class commission in reserve will be raised by the Storing Yard concerned.

5. The Impact Wrench, Ingersoll-Rand model 4U-SD at present held by H.M.A.S. SYDNEY should be returned to store on receipt of the new item.

6. Lists of Special Allowances of Naval Stores for H.M.A. Ships concerned and Establishments of Naval Stores for Shore Establishments will be amended in due course.

(4518/17/234)

586.

NAVAL STORES (TECHNICAL) - RADIO ESTABLISHMENT LISTS - DISPOSAL.

The Radio Establishment Lists detailed in the Appendices to this Order have either been superseded by later issues or are for equipments which have been declared obsolete.

2. The establishment lists concerned are therefore, hereby declared obsolete, and should be disposed of accordingly.

(The foregoing is the text of A.P.O. 781/1956 altered to meet R.A.N. conditions.)

(4519/1/278)

APPENDIX I

W/T EQUIPMENT

<u>E List No.</u>	<u>Date</u>	<u>Equipment</u>
AE4	18. 5.45	HT11A (12 volts) HT11B (12 volts)
AE5	26.11.45	DAS-1
AE9	16.12.44	SM 1
C4	12. 3.46	DDD
O5	18. 5.46	DO, DRB DRC, DTB
D18	3.11.42	F M 7
H2	29. 3.49	GH, GI
M4	6.12.44	TW 12 Series
R 4	18. 4.40	CSA, CSB, CSC, OSD
R 15	3. 2.44	CBA, CBB
R 17	11. 8.43	CAA, CAB, CAD
R 18	28. 1.45	RHR(3)
T 1	14.12.43	48, 48C
T25	15. 2.44	49, 49C, 49M, 49MR
T47	20. 5.44	52 FH, 52 FHW, 52 FHV, 52 CPH
T56	25. 1.45	RHT (3)
T82	3. 5.43	21
XI	11. 5.45	KDA, KDB, KDC, KDD, KDE
XE864	10. 5.46	645X
XE865	30. 5.46	CTB
XE866	7.12.45	ANN
398	6. 3.39	KBA to KBH, KBJ
424	10. 3.41	REB1/2
484	27. 3.43	FH3X(1) FH3
490	5. 9.41	RHT (4)
494	11. 8.41	67
515	26. 7.45	91, 918
526	-	REA
533	25. 5.44	RAF, GP, W/T set for use in H.M. Ships.
548	16. 4.48	EBJ
554	-	QH
558	17.10.42	88
560	10.12.42	KFA/B
568	17. 7.44	REB(3)
576	19. 6.44	ARM, ARO, ARP
580	12.11.44	REC(1), REC(2)
600	3. 1.44	RH2

APPENDIX I
 W/T EQUIPMENT

<u>E List No.</u>	<u>Date</u>	<u>Equipment</u>
603	16. 4.43	HSL2(A), HSL2(B).
605	21. 3.44	QH2, QH3, AGD, ACE
606	15.11.43	AEA
624	3. 6.43	Wireless earthing system for receivers and transmitters for Plan "R" major, minor, and midget Plan assembled wireless stations.
635	7.12.43	Aerial feeder system for Plan "R" wireless transmitting and receiving stations.
648	28.12.43	DWC, DWD
650	22. 7.43	Linking Outfits
653	9. 8.43	TBK-10
654	14. 9.43	Remote Control Outfits for Plan "R" wireless stations.
656	1. 9.43	HF transmitting feeder system for Plan "R" and major, minor and midget plan assembled wireless stations.
682	1. 1.48	QM, QM1, QM2, QM3
699	21. 3.44	93
704	21. 3.44	AP2
705	8. 9.48	AGQ
723	13. 6.44	AGZ
732	28. 7.48	GR
737	17. 6.44	Radio Van No.11
754	29. 6.44	KEK
756	17. 2.49	Radio Van No.20
767	19.11.44	Radio Van No.32
794	25.10.44	Co-axial feeder equipment for Recas VI plan assembled wireless receiving station.
795	25.10.44	Standing rigging for Recas VI plan assembled wireless receiving stations.
799	9. 2.45	Miscellaneous office equipment and furniture for Recas VI wireless stations.
809	10.11.44	Radio Van No. 33
816	23. 1.50	APH
819	16. 4.45	Radio Van No.87.
820	8. 7.48	GS
845	13. 2.45	FV7X
858	23. 6.45	KCT
867	25. 7.50	AFB
874	14. 2.45	TE
897	4. 6.45	938
915	31. 7.45	BOD
918	13. 4.46	KFF
922	2.11.45	KJA, KJB
928	11. 6.47	KGA to KGE
976	13. 6.47	KCZ
987	4. 2.49	CGG
990	31. 5.49	AWB
1020	2. 2.51	AGN
1021	16. 3.51	93 MS

 APPENDIX II
 RADIO EQUIPMENT

<u>E List No.</u>	<u>Date</u>	<u>Equipment</u>
392	4. 2.39	GPA
416	22.10.40	CPD, CPE
445	5.10.40	ATF
453	30. 7.41	287 CRD, ATL
455	-	288 ATM
462	4. 4.42	286 MU, 286 PU
465	10.10.49	DUJ, DUJ(2), DUK
466	20. 8.42	290 CPH
467	6. 3.42	271/X/P/XR/R/PR, AUB/AUC
469	22. 5.42	CPG
474	10. 5.43	ATQ
475	-	ATP
481	29.12.41	GRA/B/G/F/G/L/M/N
486	1. 4.42	286M/P/MQ/PQ
487	31.12.41	ATG, ATH
488	31. 7.42	251/W
492	-	252, 252M, 252P
496	16. 4.42	JA
499	28. 9.49	DUN, DUP
506	4. 7.44	TOA to TOE
509	30. 6.42	241/ASA
513	15. 9.43	CEA, CEB, CEE, CEK
517	25. 6.42	271Q/QR/273Q/QR AUE/G/F
520	26. 7.51	253/MW/P/PS/Q/QW/ASH
521	5. 7.49	251M/MS/P
522	16. 1.46	ATU
532	22.11.43	272P/PR, AUD
536	14.12.44	CEC, CED
555	14. 9.42	256
556	14. 9.42	GM
567	31. 7.44	249 AOH
571	14.11.42	257, 257B, ASY, ASP
574	12.12.42	HRA
631	15. 6.43	269U, 269 UX
666	12. 4.45	970/1 971 APM
667	8. 9.43	APN, APY, AQO, AUV, AUY
668	8. 9.43	DUQ
674	17. 1.44	DUR
684	4. 7.44	ADA/B/E/F
688	3. 1.44	AUQ
697	1. 4.44	255, 255M
710	12. 4.44	258, 259
718	8. 1.45	257M, 257 MS
720	-	951
721	8. 6.46	HRE
736	8.12.47	262 (1) (2)
742	30. 4.46	DXB
776	12. 8.44	TEA to TER
791	10. 5.45	JH4 JJ2
796	18.11.44	TOK to TOT
833	7. 1.45	953
848	19. 2.45	CEK
857	5. 2.45	952
891	20. 4.45	DUN (2)
892	2. 5.45	DUY
893	5. 5.45	930/ANP
894	16. 4.48	942
		AST

APPENDIX II (cont'd)

RADIO EQUIPMENT

<u>E List No.</u>	<u>Date</u>	<u>Equipment</u>
902	24. 9.45	DVM
903	24. 9.45	DVK, DVL
924	12.10.45	943 ANY
929	16. 4.48	ANT
939	27. 4.46	931 ANU
941	17. 4.46	ANW
980	12. 1.48	TOU
998	2. 2.50	952 AKP
1015	10. 7.51	TEA/B/C/D/E/F/G/H

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

587.

SUPPLY OF MEAT.

Instances have come to notice where certain ships and establishments in which butcher ratings are borne are drawing cuts of meat in excessive quantities.

2. While small stocks of cut meats such as chops and steak may be carried to provide variety in the diet, a large proportion of meals of this nature can be obtained from carcass meat by careful menu planning.

3. The quantity of cut meats held may be increased above minimum holdings only when it is desired to increase the ship's endurance and operational efficiency, and the use of such cuts enables a maximum quantity of meat to be stowed.

(4528/52/465)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

588.

COMMONWEALTH NAVY ORDERS.

The Table of Contents appearing in Navy Orders 336-359 of 1956 is to be amended as follows :-

Section 5 - For "Reduction of Mails" read "Redirection of Mails".

(3712/20/24)

RESTRICTED

APPENDIX 78 (continued)
 TABLE 78-100000

Quantity	Rate	Amount
100	10.00	1000
200	10.00	2000
300	10.00	3000
400	10.00	4000
500	10.00	5000
600	10.00	6000
700	10.00	7000
800	10.00	8000
900	10.00	9000
1000	10.00	10000

SECTION 4 - DENTAL STONES, MEDICAL STONES,
 VETERINARY STONES

207.

UNIT OF MEASURE

Instances have been known where certain alloys and compositions in which higher ratings are based are being used in excessive quantities.

7. While it is desired to use such alloys and compositions in the production of dental stones, a large percentage of such alloys and compositions can be obtained from various sources by careful selection.

8. The quantity of such alloys and compositions should be limited only when it is desired to increase the alloy's strength and mechanical efficiency, and the use of such alloys should be limited to the extent to be shown.

(207/10/10)

SECTION 5 - DENTAL STONES, MEDICAL STONES, VETERINARY STONES

208.

UNIT OF MEASURE

The Table of Dental Stones appearing on Navy Orders 110-100 of 1950 is to be amended as follows:

Section 5 - For "Production of dental stones" read "Production of dental stones".

(208/10/10)

C. N. O. s.

*sent. Arthur
to roll 592*

C. N. O. s. 589-602/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th June, 1956.

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

By direction of the Naval Board,

M. 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.0236

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RESTRICTED

3

589-590

SECTION 1 - ADMINISTRATIVE AND GENERAL

589.

ROAD SAFETY - PERSONNEL ON THE MARCH.

When personnel are marching on roads in formed bodies, look-out men are to be posted at a suitable distance in front and rear and in line with the outer file, to warn motorists.

2. In daylight the warning is to be by hand signals or the display of a notice. At or after dusk, the look-out men in front is to carry a white lamp and the look-out man in the rear a red lamp.

3. Traffic signals are to be observed by marching formations in the same way as by other road users. Marching formations are to keep to the left side of the roads.

4. These are the minimum precautions which should be taken.

(4227/99/6)

590.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

(AMENDMENT NO. 3)

Navy Order 897 of 1955 is to be amended as follows :-

Page 3, paragraph 8(a), line 3 - delete "in which the Submarine dives".

Page 6, paragraph 14(g) - delete first "position" in specimen diving signal.

Page 6, paragraph 15(c), line 4 - Amend to read "Operating or Sailing authority".

Page 7, paragraph 15(d) (ii) - delete sub-paragraph and insert "Submarine check reports are to be made in plain language and are to consist of the one word "Check" with D.T.O. and are to be treated in exactly the same manner as surfacing signals in paragraph 14 above."

Page 9, paragraph 21 - delete "Submiss".

Page 9, paragraph 22, line 6 - delete "Submiss".

Page 13, paragraph 41, Note 1 - amend first word "Modern" to read "All".

Page 14, paragraph 41, Note 2(b) - in line 4 delete "Smoke" add at end of note "They will also indicate that a message may be attached to the candle and every effort must be made to obtain this message (see paragraph 125 (b) (vi))."

Page 14, paragraph 41, Note 3 - delete Note 3, complete.

Page 15, paragraph 42, line 1 - amend to read "Submarines are now fitted with a submerged".

Page 15, paragraph 42, lines 3 and 4 - delete "Not all Submarines are yet fitted".

Page 19, paragraph 63, line 6 - between "picked up" and "if swept" insert "when sweeping in one direction may not be picked up".

Page 27, paragraph 120 - amend C.A.F.O. number to read 31/56.

Page 28, paragraph 125(a) - amend to read as follows :-

"(a) Indicator Buoys (see paragraph 41(a)). All Submarines are fitted with two cylindrical indicator buoys moored by 600 feet of thin wire."

Page 29, paragraph 125(b) (111) - add at end of sub-paragraph -

"An improved type of candle, smoke, white Mark N5 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 feet. 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. 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."

Page 30, paragraph 125(b) (vi) - Add at end of sub-paragraph -

"These attachments consist of circular boxes $\frac{1}{2}$ -in. deep filled with the sodium salt of fluorescein. They are completely inert and require no special care in handling. When a surface craft 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. The message carrier attachment consists of a curved tubular container with a $\frac{1}{2}$ -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. (See Diagram "X"). Surface ships operating with submarines should have readily available a "butterfly" type net not less than 2 feet 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."

Diagram "X". The attached Diagram "X" is to be inserted at back of Navy Order 897 of 1955.

NOTE:- Amendments to Navy Order 897 of 1955 are to be given a serial number. Previously issued amendments, namely Navy Order 1113 of 1955 and Navy Order 194 of 1956 are to be designated Amendments Nos. 1 and 2, respectively, and marked accordingly.

(3384/191/7)

SECTION 2 - PERSONNEL

591.

BAND BRANCH - PROMOTION.

PROMOTION TO ACTING COMMISSIONED BANDMASTER.

Promotion to Acting Commissioned Bandmaster will be governed by the following conditions.

2. QUALIFICATIONS: In order to obtain promotion to Acting Commissioned Bandmaster, a candidate must :-

- (a) Be fully qualified for advancement to Bandmaster.
- (b) Be recommended by his present Commanding Officer.
- (c) Be medically fit.
- (d) Have passed the requisite examination.
- (e) Have passed the Higher Educational Test as laid down in Q.R. and A.I., Appendix 2, Part 6.

3. REPORTS ON CANDIDATES: Reports on Form A.S.198 are to be rendered to the Naval Board under the conditions of Q.R. and A.I., Article 0505. The first report is to be rendered when a candidate obtains the educational qualification or passes Parts 1, 2 and 4 of the professional examination.

4. THE EXAMINATION FOR PROMOTION TO COMMISSIONED BANDMASTER: Before promotion, candidates will be required to be in possession of the L.R.A.M. (Conducting Military Band) Diploma. This will entail undergoing a special course of up to two years' duration at the Royal Marine School of Music, Deal, Kent.

5. The remainder of the examination consists of four parts as follows :-

Part	Subject	Type of Test
I	Discipline	Written Paper (2 hours)
II	Administration	Written Paper (2 hours)
III	Parade and Band Ceremonial Drill	Practical and Oral Test
IV	Stores	Written Paper (2 hours).

NOTE:- The syllabus for this examination is shown in Appendix "A" to this Order.

6. (a) Before selection for course in the United Kingdom, a candidate will be required to pass Parts I, II and IV of this examination, as well as qualifying educationally for promotion.

- (b) A candidate may take one or more parts of the examination on any one occasion. Should he fail in one or more Parts, he may take such Parts again at subsequent examinations.
- (c) No candidate will, however, be permitted to take the examination either in whole or part, on more than three separate occasions.

7. 60 per cent marks in each part will be required to pass.

8. Application for this examination is to be made to the Naval Board, through the Administrative Authority. In the event of a candidate who has not qualified educationally for promotion applying for the examination the application is to include a statement of his intention in this regard. Examinations will be set as required.

9. The examination for Part III will take place in October of each year at the R.M. School of Music, Deal, whilst the candidate is undergoing the training referred to in paragraph 4 of this Order. This examination will be conducted by a Board of officers with a Lieutenant Colonel as President.

10. PROMOTION TO SENIOR COMMISSIONED BANDMASTER R.A.N.: Promotion to Senior Commissioned Bandmaster will be by selection and will be made twice yearly on 1st April and 1st October. Zones for promotion will be between five and nine years seniority.

11. PROMOTION TO BANDMASTER LIEUTENANT: Promotion to fill the appointment of Bandmaster Lieutenant will be by selection from qualified Senior Commissioned and Commissioned Bandmasters.

12. PROFESSIONAL EXAMINATION TO QUALIFY FOR THE RANK OF BANDMASTER LIEUTENANT:

- (a) Officers are eligible to take this examination at any time after promotion to Acting Commissioned Bandmaster.
- (b) Application to take this examination is to be made to the Naval Board. Arrangements will then be made for a preliminary test to be held in Subject A, B, C and D of Appendix "B".
- (c) The whole examination must, for the first time, be taken at one sitting. Failure in one subject will entail taking that one subject only again at a subsequent examination, the whole to be completed within three years of first taking the examination. Failure in more than one subject will involve taking the whole examination again. 60 per cent of marks in each subject are required to pass. A "Special Certificate" will be awarded to candidates obtaining 75 per cent or over in each subject.
- (d) The syllabus for the examination is shown in Appendix "B" to this Order.

(4008/4/150)

APPENDIX "A".

SYLLABUS OF THE PROFESSIONAL EXAMINATION FOR THE RANK OF COMMISSIONED BANDMASTER, R.A.N.

PART I - DISCIPLINE (Written paper - 2 hours).

A general knowledge of the application of the Naval Discipline Act, Queen's Regulations and Admiralty Instructions. Questions will be selected from amongst the following subjects :-

Entry - Offences - Arrest - Investigation of charges - Summary punishments - Consequential penalties - Mulcts of Pay - Application for Courts-Martial - Boards of Inquiry - Redress of grievances - Disrating and reversion - Suspension and Remission of sentences - Fraudulent entry - Absence and Desertion - Deprivation and Forfeiture of Long Service and Good Conduct Medal and Good Conduct Badges.

PART II - ORGANISATION, ADMINISTRATION, AND DOCUMENTATION (Written paper - 2 hours).

A general knowledge of the organisation and work of the Ship's and Captain's offices and the Manning Branch. Questions will be selected from amongst the following subjects :-

Procedure in these offices - Special procedure for Secret and Confidential matter - Custody of keys, safes, and chests - Drafting - Engagements and re-engagements - Assessments of Character and Efficiency - Award and Restoration of Good Conduct Badges and Medal - History and Conduct Sheets - Next-of-Kin - Advancement - Travelling on duty - Documentation - Records of Service - Mobilisation.

PART III - PARADE AND BAND CEREMONIAL DRILL (Practical and Oral Test).

Elementary Drill - Company Ceremonial (ability to exercise Drill and give detail) - All ceremonial drill in so far as it affects the position, movement, and formation of Bands - March discipline - Band Drill (whole of Handbook of Band Ceremonial Drill) - Physical Exercises (ability to take class).

PART IV - STORE ACCOUNTANCY (Written paper - 2 hours).

Candidates will be expected to have a thorough knowledge of all store accounting which affects officers of the R.A.N. Band Branch, including such items as the system by which bands receive clothing, equipment, band instruments, etc., both when embarked, and when in a shore establishment.

APPENDIX "B"

SYLLABUS OF THE PROFESSIONAL EXAMINATION TO QUALIFY FOR BANDMASTER LIEUTENANT, R.A.N.

The examination will be set, corrected, and marked under the supervision of Ormond Professor of Music at the University of Melbourne, and will consist of the following subjects :-

Subject A - HARMONY.

- (i) The paper will include the harmonisation of a given part or parts for a String Quartet - an Unfigured Bass, or Ground Bass - writing an accompaniment for a Pianoforte to a given melody - Free Counterpoint in three parts.

Time allowed - three hours.

Marks allotted - 200.

Subject B - HISTORY AND FORM OF MUSIC.

- (i) Time allowed - two hours.

- (ii) Marks allotted - 100.

Subject C - AURAL TEST.

- (i) To write from dictation a short melody of moderate difficulty - a short passage in two parts - a short passage in three or four part harmony - examples of modulation - to identify short extracts from well-known standard musical works played by the examiner.

Marks allotted - 100.

Subject D - ORCHESTRATION.

- (i) Arranging for full Orchestra from Organ, Pianoforte, or other media.

Time allowed - 2 hours.

Marks allotted - 100.

- (ii) Arranging for Military Band selected passages from a full Orchestral or Vocal score - arranging for Military Band from Organ or Pianoforte part - arranging Pianoforte idioms for Military Band.

Time allowed - 3 hours.

Marks allotted - 150.

Subject E - DRAL.

- (i) Technique of Instruments - General Knowledge.

- (ii) Marks allotted - 100.

Subject F - CONDUCTING.

- (i) Conducting of a prepared score for Orchestra.

Marks allotted - 50.

- (ii) Conducting of a prepared score for Military Band.

Marks allotted - 50.

- (iii) The rehearsal of an unprepared score either for Orchestra or Military Band.

Marks allotted - 50.

- (iv) The performance of a sight-reading test.

Marks allotted - 50.

- (v) General fitness.

Marks allotted - 100.

NOTE:- Candidates will be informed at least six weeks prior to the first day of the examination of the titles of the scores to be prepared for the Subject F examination.

592.

SCALE OF FEES FOR DENTAL TREATMENT BY CIVILIAN DENTISTS.

Navy Order 218 of 1954 is amended as follows :-

Existing item 1 to become "1(a)".

The following to be inserted as "1(b)" :-

"Dental examination (including documentation) of candidates for appointment to or enlistment in the Permanent Forces, when the examination cannot be carried out at a Service Dental Post and has to be conducted at the practitioner's surgery.	1 Candidate £1. 1. 0. 2 Candidates £1.11. 6. 3 Candidates £2. 2. 0. Where more than 3 candidates are to be examined, fee to be payable on a sessional basis as in Item 1(a)."
--	--

(4801/8/34)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

593.

RADAR - TYPES 277P/Q AND 293P/Q - "S" BAND TEST EQUIPMENT - REVISED ALLOWANCES.

It has been decided to standardise the range of "S" Band Test Equipment which is to be issued to ships and services. As from the date of this Order the following stores will be supplied to ships fitted with Types 277P/Q and 293P/Q :-

<u>Pattern No.</u>	<u>Description</u>	<u>Quantity per set fitted</u>
66584	Meter Unit Field Strength (Waveguide)	1
60980	Standing Wave Radio Indicator	1
	Multinson	
53279	Galvanometer	1
67474	Plate Probe	1
66848	Signal Generator Noise	1
67476	Connection Flexible Screened 4-ft.	1
67477	Mount Unsprung	1
W6216	Socket 4-pin	3
66765	Spectrometer Cavity Resonator	1
66766	Spectrometer Display Unit	1
66767	Connection Flexible 18-in.	1
67408	Connection Flexible 20-ft.	1
67643	Mount Unsprung	2
60046	Plug, Single Way	1

2. B.R.1917 (Minor Modifications to Radio Equipment) and Establishment List E,529 will be amended accordingly.

3. When the complete range of test equipment listed in paragraph 1 is fitted, the following items become redundant and are to be returned to the nearest (Superintending) Naval Store Officer quoting this Order as authority.

<u>Pattern No.</u>	<u>Description</u>	<u>Quantity per set fitted</u>
53918	Oscillator G.208	1
59361	Framework supporting for Oscillator G.208	1
58754	Rectifier Unit, Des. 95	1
53915	Wavemeter G.93	1
59201	Framework, Supporting for Wavemeter G.93	1
53136	Box containing Wattmeter, Des. 1, A.P.W.7283.	1

4. The returned items, except serviceable A.P.53136 Box containing Wattmeter (and serviceable A.P.W.7283 Wattmeters) are to be disposed of as surplus stores in accordance with current instructions. None of these items require mutilation for security reasons before disposal.

5. Action will be taken by the Naval Board to raise an A. and A. Item, Classification A, "To fit (or complete to) standardised range of S-Band Test Equipment to Radar Types 277P/Q and 293P/Q" in the undermentioned classes (except H.M.A.S. SYDNEY) :-

Carriers
Destroyers
Frigates (Converted "Q" Class)
Frigates (A.A. River Class).

H.M.A.S. SYDNEY A. and A. Item No. 275 will be amended to conform with the above description.

6. Arrangements have been made for the equipment involved to be obtained from the United Kingdom and stocks will be held by the Superintending Naval Store Officer, Sydney, and the Naval Store Officer, Port Melbourne, for supply to the Dockyards, in due course. Where, however, it is desired to progress the fitting by ship's staff, the equipment required should be demanded from the appropriate (Superintending) Naval Store Officer and the extent to which the item is progressed should be recorded in the Radio Equipment Log for the information of Dockyard Officers.

(The foregoing is the text of A.P.O. 234/1956 altered to meet R.A.N. conditions.)

(4519/131/232)

594.

RADAR TYPE 285P(6) - A.P.61514 ROTARY CAPACITY SWITCH.

Recent investigation into the failure of A.P.61514 Switch, Rotary Capacity, revealed that removal of the end plate over the oil seal nearest the phasing network chamber (thus reducing the pressure on the oil seal) allowed the motor to start, indicating a tight seal or lack of lubrication. The latter condition was found to be the cause of the defect.

2. To overcome the lack of lubrication of the switch shaft a 1/16-inch hole is to be drilled from the outside of the bearing to the existing oil groove; this will give adequate lubrication and prevent the leather seal from seizing on the shaft.

3. In this connection attention is drawn to the use of an improved "Gaco" type Oil Seal fitted between the gear box and the motor. This item may need replacement after long periods of use. (Messrs. G. Angus and Co. Ltd. metal-cased Oil Sea type G.112050 Pattern 54718).

4. Ships and establishments concerned are to enter a defect item "deficiency in existing arrangements" in their next Main Defect List - "To provide adequate lubrication of A.P.61514 Rotary Capacity Switch - Radar Type 285P(6)".

(4519/31/819)

595.

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.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant Nature and size</u>	<u>Nature of gun ammunition, etc., which may be involved</u>
RNC 1163 RNC 1169 RNC 1295XA RNC 1299XA	HSCT 124-058	Q.F.12-pdr.; Q.F.3-pdr.; Q.F.2-pdr.
RNC 4097XL RNC 4126XL	HSCT 134-055	Q.F.2-pdr.
RNC 523XB	SC 109	B.L.6-in.; Q.F.4.7-in.
RNC 573XC	SC061	B.L.6-in.; Q.F.5.25-in.; Q.F.4.7-in.; Q.F.4.5-in.; Q.F.4-in. (FA) Q.F.12-pdr. 12-cwt.
RNC 2661XR	SC 103	B.L.6-in.; Q.F.5.25-in.; Q.F.4.5-in.; Q.F.4-in.
RC 1001 KA 20	NH 025	Q.F.40-mm.
R 4036 R 4037 R 4038	SUK/D4.3-0.8	Motor rocket 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. 1168/1956 altered to meet R.A.N. conditions.)

(4433/51/288)

596.

**GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS - B.R. 226B
PART 82 - 0.5" TWIN MARK 5 MOUNTINGS FITTED TO
MODERNISED DOME AIMING TEACHERS.**

Part 82 will be issued by the Superintending Naval and Air Store Officer, Sydney, without demand to ships and establishments concerned.

2. It will come into force for demanding spare gear, etc., on the 1st July, 1956.

(4139/13/1852)

597.

PHOTOGRAPHY - UNIVERSAL GUNNERY MARKING CAMERAS.

Universal Gunnery Marking Cameras, Pattern 8840, will shortly be issued to certain H.M.A. ships and establishments.

2. Due to the complex nature of this camera, it is only to be operated by properly trained photographic personnel who have received instruction in its use at the Royal Navy or Royal Australian Navy School of Photography.

(4518/50/304)

598.

STAND, GUN, HARMONISATION, UNIVERSAL.

Ref. 4G/3977 Stand, Gun, Harmonisation, Universal introduced by A.F.O. 3430/53 and included in allowances laid down in A.P.(N) 377 and 378 will not be required in the Royal Australian Navy as suitable alternative arrangements have been made, details of which are being promulgated in R.A.N.A.M.O. General O.18.

2. Allowances for Ref. 4G/3977 Stand, Gun, Harmonisation, Universal shown in A.P.(N) 377 and 378 are not therefore applicable in the Royal Australian Navy.

(4403/4/453)

599.

**ALTERATION AND ADDITION ITEM - H.M.A. SHIPS "TO FIT
DIMMER FOR MAST OBSTRUCTION LIGHT".**

The following item is approved in principle for H.M.A. ships of the classes as shown :-

Battle Class Destroyers

Item No. 86 Classification "A"

Modernized Tribal Class Destroyers

Item No. 530 Classification "A"

A.A. Frigates (Modified River)

Item No. 525 Classification "A"

A.S. Frigates (Modified River)

Item No. 590 Classification "A"

A.S. Frigates (Converted Fleet)

Item No. 516 Classification "A"

O.M.S. Vessels (Comprehensive)

Item No. 615 Classification "A"

O.M.S. Vessels (Limited)

Item No. 512 Classification "A"

Item: To fit a dimmer (AP*) in the circuit of the mast obstruction light. The dimmer to be fitted adjacent to the dimmers for the navigation lights in the wheelhouse or charthouse, as appropriate.

*(1) Ships with one mast obstruction light only are to insert A.P.18638, 500 ohm, 220 volt D.C.

*(11) Ships with two mast obstruction lights are to insert A.P.18638 (Mod.), 250 ohm 220 volt D.C.

Compensating Weight Required: Compensation deducted from topweight pool.

References: F.O.C.A.P.'s A.P.814/1900/20 of 9th June, 1955.

Captain (F)'s letter F70/11/5842 of 6th May, 1955.

Navy Office letter 62478 dated 1st May, 1956.

(4276/4/402)

600.

**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>
14	21	Mattresses Coir 6' 4" x 2' 6"	£2. 7. 9.
15	399	Mattresses Coir 6' x 2' 2"	£2. 9. 9.

(3190/1/112)

601.

NAVAL STORES (GENERAL) (CLASS F, GROUP 10, PART 3) -
SWITCHES FOR LOUDSPEAKERS, PATTERNS 32041 AND 32042 -
INTRODUCTION.

It has been decided to allocate pattern numbers to the switches used for programme selection and volume control as components of loudspeakers, Patterns 32041 and 32042 and to hold stocks for replacement purposes.

2. The switches have been added to the Rate Book and Authorised List of Naval Stores under Class F, Group 10, Part 3, as follows :-

<u>Pattern</u>	<u>Description</u>	<u>Ships' Accounting Classification</u>
32121	Switch, Programme Selection	Consumable
32122	Switch, Volume Control	Consumable

3. An initial supply is being arranged and, when it is necessary to replace switches in fitted loudspeakers, new switches should be demanded from the appropriate storing yard in the usual manner.

(4518/15/413)

602.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A PART III)
HAND LAMPS, PORTABLE - DRY BATTERY OPERATED -
INTRODUCTION AND ALLOWANCES.

It has been decided to introduce a locally manufactured dry cell operated portable Handlamp, capable of giving all round illumination and also a focussed beam of light, for Damage Control and Electrical Action Repair purposes in ships with limited charging facilities in lieu of Pattern 17081 Battery Operated Floodlights and Pattern 8115 Lanterns. The design of the lamp enables it to be carried by hand, stood on the ground or hung from a convenient hook.

2. The authorised allowances of the handlamp are as follows :-

<u>Type of Vessel</u>	<u>Allowance</u>
Boom Defence Vessels	4
Tugs	5
S.A.R. Craft	2
General Purpose Vessels	3
Ammunition Carriers	4
Survey Tenders	3
Seaward Defence Boats	3
Headquarter Ships Reserve Fleet Divisions: Sydney	6

3. The handlamp is to be accounted for as a permanent Naval Store item under Class F, Group 2A Part III.

4. Supply will be effected without demand by the appropriate (Superintending) Naval Store Officer, as stocks become available. Dormant demands for vessels concerned in Reserve will be raised as necessary by the Storing Yards concerned.

5. On receipt of the dry cell operated handlamp, vessels concerned should return any Pattern 8115 Lanterns and Pattern 17081 Battery operated Floodlights held.

(4518/22/298)

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C. N. O.

Cert. Officer

C.N.Os. 603-604/56.

RESTRICTED

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th June, 1956.

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

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603

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

603.

ARMAMENT STORES - GUNNERS' NAVAL ARMAMENT STORE ACCOUNTS -
H.M.A. SHIPS.

PART I - GENERAL

These instructions apply to accounting for Naval Armament stores in H.M.A. ships.

2. Part I details the general accounting procedure, and Part II the accounting procedure to be followed in the particular cases indicated.

LEDGER

3. The ledger (Forms S.1423, S.1423a, S.1423f and Form (F.A30) record is to show :-

- (a) Established proportion (authorized allowance).
- (b) Stock on board when the account is opened.
- (c) Receipts
- (d) Issues
- (e) Expenditure - Entries being made as the transactions take place, except as indicated in paragraphs 52 and 53.
- (f) Stock remaining on board when the account is closed.

4. The record is to be restricted to Gunners' Naval Armament stores (as distinct from Naval, etc., Stores).

5. Official descriptions of Gunwharf Stores as shown in B.R.1837(1) and promulgated by Navy Order, etc., are to be used in the ledgers. Stores shown in the vocabulary (B.R.1837) as being class "E" are to have "E" inserted below the store reference number.

6. For Magazine Stores, the existing generic headings should continue to be used in ledgers and return notes, but when posting issues and receipts in the ledger the store reference number appropriate to the store concerned is to be noted to facilitate general supply work.

7. When printed headings are provided, manuscript headings are not to be raised.

8. Posting of the account is the duty of the Officer-in-Charge of the stores, subject to the control of the Commanding Officer.

9. All official entries are to be made in ink and are to be clearly legible. Postings are to be made as far as possible on the same day as the vouchers are numbered and dated in ships series. The ledger folio number is to be endorsed in the appropriate column of the voucher.

10. Erasures and overwritings are not to be made in the ledgers. If any alteration is necessary and the mistake is discovered before the next posting is made, the original entry is to be ruled through without making it illegible and the correct entry written above it and initialled.

11. If an incorrect posting is discovered after another posting has been made on the ledger sheet, the erroneous entry is not to be ruled through, but the mistake is to be corrected by a Certificate Issue Voucher or a Certificate Receipt Voucher.

12. The Ledger and Expense Book are to be available for production at periodical inspections.

WARRANT

13. A Warrant detailing the authorized allowances of Naval Armament Stores will be supplied by the Director of Ordnance and Underwater Weapons, Navy Office, to Minesweepers (Ocean) and above. Form F.A.30 will be used by all other ships as a combined warrant and account.

14. The warrant is to be corrected on board in accordance with alterations notified by D.O.U.W. and temporarily amended in pencil in accordance with alterations promulgated in Navy Orders.

15. On receipt of new warrant sheets from D.O.U.W. they are to be inserted in the guard cover provided in replacement of the existing warrant sheets which are to be disposed of as confidential waste.

ESTABLISHED PROPORTION LINE

16. The established proportion line in the ledger will be completed in the first instance by the Naval Armament Depot at the manning port and is to be kept corrected on board as alterations to the warrant are promulgated.

17. The established proportion line in a subsequent account is to be filled in from the particulars shown in the previous account, after comparison with the warrant.

DEMANDS

18. Demands are to be prepared on Forms S.1403 which are to be forwarded in duplicate to the Naval Armament Depot from which supply is required. Urgent requirements may be notified by signal.

19. Store references or Stamp numbers are to be used in all demands.

20. Demands are to show whether the stores are required :-

(a) to complete to established proportion;

(b) in lieu of stores being returned; or

(c) in excess of established proportion;

and the words "to complete", "in lieu" or "in excess" are to be inserted on the demands in the space provided.

21. Separate demands are to be rendered in respect of stores appearing in different sections of the ledger or vocabulary B.R.1837.

22. Demands comprising more than one sheet are to be paged and each sheet is to be complete with ship's name and all necessary particulars. Only the last page, however, need be signed.

23. The date by which the stores are required is to be shown on the demand and where practicable, reasonable notice of the requirement is to be given.

24. On each occasion of replenishing, all stores required are to be demanded as far as practicable at the same time and as soon as possible after the ship's arrival.

25. If a demand cannot be met in full before the ship permanently leaves port, the quantities outstanding will be automatically cancelled by the Naval Armament Depot. Fresh demands for these outstanding items are to be lodged by the ship at the next port of call.

26. First outfit demands need not be rendered for stores required to complete the first outfit.

27. Demands for stores to complete to established proportion are to be forwarded to the nearest Naval Armament Depot in the usual manner.

28. Demands for stores "in lieu" are to show whether the items to be replaced have been, or will be, returned to store. Stores being replaced are, where practicable, to be returned at the time of delivery of the stores supplied in lieu.

29. Demands for stores in excess of established proportion require the approval of the Administrative Authority.

30. When stores are demanded in excess, the usual columns of the form are to be completed and an explanation of the necessity for the demand inserted below. Any Navy Office authority is to be quoted.

31. Demands for "E" stores (denoted by "E" in the vocabulary) - when "E" stores are demanded the un-expended quantities remaining on board are to be ascertained by stocktaking, and the demands confined to the quantities actually required to complete to the established proportion.

32. The symbol "S" hitherto used to denote these items may still be in use in old prints of ledger forms, etc.

33. Demands for propellant cartridges.- In order that supplies for replenishments may consist as far as is practicable of the same lots as are on board, demands (except for 40 mm. and 2-pdr. ammunition) should indicate particulars of lot numbers already held on board.

34. If time does not permit of demands being rendered, and requirements have to be signalled, the lot numbers of cartridges on board of the nature required (except in the case of 40 mm. and 2-pdr.) are to be included in the signal.

35. 40 mm. and 2-pdr. ammunition have been excluded from the above arrangements, since it has been decided that there is no need, for ballistic reasons, to restrict the number of different lots on board of these natures.

36. Propellant lot numbers of 40 mm. and 2-pdr. ammunition are, however, to be recorded on the supply notes and in the propellant records.

SURRENDER OF ANY PART OF THE ESTABLISHED PROPORTION

37. Except on paying off, the permanent surrender of any part of the authorised allowance requires the approval of the Administrative Authority.

RECEIPTS - CONVEYANCE NOTES

38. When stores are sent to a ship by water, rail or road they will normally be accompanied by a conveyance note (Bill of Lading, Form D.79, Rail Consignment Note Form A.S.559Z, or Departmental Conveyance Note Form O.106) detailing the packages and loose articles.

39. The packages and loose articles are, immediately on receipt, to be carefully checked with the conveyance note and, after endorsement with particulars of any discrepancies, the consignor's copy is to be at once receipted and returned.

40. Similar immediate action is to be taken with any other form of conveyance note tendered by the conveying agent, with whom any discrepancies in respect of packages and loose articles are to be agreed on the spot.

RECEIPTS - VOUCHERS

41. A voucher (Form S.1401 in duplicate), furnishing full particulars of the stores supplied, is due to arrive from the issuing service with, or shortly after, the stores.

42. The stores are to be carefully checked as soon as possible after delivery, and compared with the voucher on its receipt. When seals of packages are unbroken, the contents as stencilled or labelled may be accepted for the purpose of this check.

43. On completion of the check the voucher is to be registered in Form S.128 and assigned a consecutive receipt voucher number.

44. The original copy is to be endorsed with particulars of any discrepancies and receipted and returned to the issuing service.

45. The duplicate copy, similarly corrected as necessary, is to be posted in the ledger and guarded.

CERTIFICATE RECEIPT VOUCHERS

46. Should any delay occur in the receipt of vouchers from the supplying service, a certificate receipt voucher (Form S.1401) is to be raised giving full particulars of the stores, including source of supply, mode of conveyance and date of receipt. See also paragraphs 81 and 82 of this Order.

47. In these cases the original copy of the supply voucher is, on arrival, to be assigned the same number as the certificate voucher, checked, endorsed as necessary, receipted and returned to the issuing service.

48. The duplicate copy of the supply voucher is, after any necessary similar endorsement, to be attached to, and filed with, the relative certificate voucher.

DISCREPANCIES

49. It is important that discrepancies in respect of receipts should be investigated without delay and notified at once to the supplying service by signal or letter.

PACKING NOTES

50. Should the contents of a package when opened be found to differ from those indicated on the external markings or on the enclosed packing note, the latter is to be returned to the supplying service with particulars of the differences discovered.

EXPENDITURE

51. Naval Armament Stores are classified for accounting purposes as follows :-

(a) Stores denoted by "E" in the vocabulary (B.R.1837).

(b) Stores not denoted by "E" in the vocabulary.

52. Expenditure of stores referred to at (a) is not required to be recorded in the expense book (Form S.1418). At the end of each quarter, stock is to be taken of these items and the total quantities expended are to be recorded in the ledger.

53. Expenditure of stores referred to at (b) is to be recorded in the expense book (Form S.1418) in the manner detailed therein and is to be recorded also in the ledger.

54. Issues of Small Arms Ammunition are to be inserted on Form S.301 as they occur. Where boxes with unbroken seals are issued, the contents as stated on the label are to be accepted, but when boxes with broken seals are issued, both the Accounting Officer and the recipient are to satisfy themselves as to the quantity of cartridges therein.

55. After any practice, the Officer-in-Charge is to certify on Form S.301 the number of cartridges expended.

56. The Accounting Officer is then to satisfy himself that the unexpended balance is correct before entering any expenditure in the expense book (Form S.1418). All fired cases are to be checked and in all instances of very large differences between the number of rounds fired and the quantity of cases returned, a full explanation should be given.

ISSUE TO OTHER SHIPS AND SERVICES

57. When issue is made to another ship, or similar service, a voucher furnishing full particulars, including authority for supply, is to be prepared on Form S.1401 in triplicate.

58. The voucher is to be registered in Form S.129 and assigned a consecutive issue voucher number.

59. The receipt of a responsible officer is to be obtained on the duplicate copy and the latter posted in the ledger and guarded.

60. The original copy is to be handed to the recipient for posting in the latter's ledger and retention.

61. When stores are issued to, or received from, a ship or service other than the Royal Australian Navy, four unpriced copies of the issue or receipt voucher are to be forwarded to the Director of Ordnance and Underwater Weapons, where any necessary repayment action will be taken. These issue vouchers are to bear evidence of receipt and the authority for supply. Attention is drawn to article 218 of Naval Financial Regulations and Instructions.

62. The issuing ship's copy of the voucher is to be endorsed as follows :-

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

RETURNS TO DEPOTS

MARKING OF PACKAGES

63. Where stores are returned to a depot by water, rail, or road, etc., the packages and loose articles are, where appropriate and practicable, to be marked or labelled as follows :-

- (a) Name of ship, returning the stores.
- (b) Depot or base to which the stores are consigned.
- (c) Date of despatch and authority (if any).

64. The markings are to be legible; chalk should not be used.

65. Packages containing propellant for test are to be clearly so marked, as prescribed in the Naval Propellant Regulations.

66. Where stores from two or more ships are returned in the same lighter, care is to be taken that they are stowed separately.

CONVEYANCE NOTES

67. When stores for conveyance are handed over to a third party, a receipt for all packages and loose articles is to be obtained at the time of the transaction on a bill of lading (D.79), railway consignment note (A.S.5592), quadruplicate copy of Form S.1401 (vide paragraph 76(d) of this Order) or extemporized conveyance note.

68. It is important that these receipts be obtained.

69. When stores are despatched by rail, consignment notes (A.S.5592) are to be used and the following particulars included, in addition to the other information called for :-

Truck No.
Name of ship.
Date of despatch.

70. Consignment notes are to be forwarded on the same day as the stores are despatched.

RETURN NOTES (see also paragraphs 128-135 of this Order)

71. When stores are returned to a depot (otherwise than on deposit) return notes furnishing full particulars, are to be prepared on Form S.1401 in quadruplicate. The notes are to be prepared from a muster of the stores being returned. Contents labels of sealed packages may be accepted for the purpose of this check.

72. Store References for items appearing in B.R.1837 and generic headings with stamp numbers for T.A.S. Stores are to be used in return notes.

73. Separate return notes are to be rendered in respect of stores appearing in different sections of the ledger or vocabulary (B.R.1837).

74. The register numbers of "B.L." and "Q.P." guns, machine guns, rifles and pistols are to be shown on return notes, as are also propellant lot numbers.

75. Return notes are to be dated, registered in Form S.129 and assigned consecutive issue voucher numbers. The date of despatch, mode of conveyance, truck or lorry number, name of lighter, etc., as appropriate, are to be shown on return notes.

76. The four copies of the return note are to be disposed of as follows :-

- (a) Original and duplicate forwarded to the Naval Armament Depot so as to arrive as soon as, or shortly after, the stores. This is important.
- (b) The original will be retained at the depot, and the duplicate returned receipted after endorsement with particulars of any discrepancies.
- (c) Triplicate to be retained on board and used to post the ledger immediately.
- (d) Quadruplicate to be clearly marked "Conveyance Note" and handed over with stores. If all is clear it will be returned receipted by the storehouseman (or other representative receiving the stores) with endorsement as follows :-
"Loose articles and packages received (contents unexamined)".

77. The quadruplicate so receipted is to be filed on board, with the triplicate.

78. Should time not permit of the preparation of vouchers before the stores are landed, an extemporized conveyance note, listing the packages and loose articles is to be substituted for the quadruplicate copy and dealt with as indicated in paragraph 76 of this Order.

79. On the return of the duplicate copy receipted, any discrepancies are to be at once investigated and after agreement has been reached an adjusting certificate voucher is to be raised where necessary.

80. Provided a receipt for packages and loose articles is already held on the conveyance note, discrepancies on return notes should be few in number and normally confined to contents of packages.

CERTIFICATE VOUCHERS

81. Certificate vouchers are to be prepared on Forms S.1401 and are to embody the following certificate signed by the accounting officer detailing in full the reason for the necessity for the voucher :-

"This is to certify that the undermentioned stores were

and are hereby brought to/written off charge in H.M.A.S. Naval Armament Store Account."

82. Certificate vouchers are to be registered on Forms S.128 (receipts) or S.129 (issues) assigned numbers and after signature, posted in the ledger and guarded. Where appropriate they are to be cross referenced to the vouchers to which they relate. Any relevant correspondence is to be attached.

LOSSES BY ACCIDENT

83. All accidental losses of stores other than "E" (see paragraph 51 of this Order) are to be recorded in the expense book on the pages provided for exceptional expenditures. The occasion of each loss is to be fully described and it is to be stated whether any, and if so, what means were used for the recovery of the lost stores.

84. In the case of important articles or any article the value of which exceeds £5 the accounting officer is to ensure that the circumstances of the loss are reported to the Administrative Authority (Q.R. & A.I. Article 4841) and noted in the ship's log; reference to the report is to be made in the expense book (Form A.S.1418).

85. Vouchers for losses by accident are to be made out on Form S.126 the No. 3 copy being filed in Form S.129.

LOSSES BY NEGLIGENCE

86. When Naval Armament Stores are lost or damaged by neglect or misconduct, an amount to be assessed by the Captain in accordance with Q.R. & A.I., Article 4606, is to be charged against the person responsible.

87. Vouchers are to be made out on Form S.126, and disposed of in accordance with the instructions printed thereon.

88. Where the costs of stores are required for action in accordance with the preceding paragraphs, the current replacement value is to be obtained from Navy Office.

LOSSES DUE TO THEFT, ETC.

89. In the event of a loss being due to theft or presumptive theft, the matter is to be reported at once to the Commanding Officer, in order that necessary action may be taken to comply with Q.R. & A.I., Article 4842.

90. 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 theft.

PAYING OFF, DOCKING, REFITTING, ETC.

91. On paying off into Reserve, the Naval Armament Stores are to be disposed of in accordance with instructions for ships or vessels preparing for Reserve (I.P.R.).

92. Regulations in respect of explosives whilst ships are refitting or in dockyard are contained in N.M.E.R., Chapter VII (B.R.862).

TRANSPORTING PACKAGES, ETC.

93. When Naval Armament Stores are about to be landed, timely application is to be made to the Naval Armament Depot, for such empty transport packages as may be required to ensure safe and secure packing.

94. Packages will be required, inter alia, for the following :-

Machine guns
Mortars
Small Arms
Cartridges from bottle rack stowage.

Loose shell and projectiles 4.7-in. and below requiring to be boxed for transport, etc.

Star Shell
S.A.P.
H.E. or H.E.T.
Falling target
Marker
Practice A.A.
Practice SU
Filled rocket shell
Hedgehogs and Projectiles A/S

NOTE:- Only approved packages are to be used for explosives.

95. Carriers, shell and grumets for protecting the driving bands of shell are also to be obtained from the Naval Armament Depot, as necessary.

STOCKTAKING

96. Stocktaking is to be held on all occasions of change of Accounting Officer.

97. All remains of stores included in the ledger are to be verified. Any differences disclosed are to be shown on the pages provided for the purpose at the end of the ledger.

98. The stocktaking is to be conducted by the officer giving up charge, the officer taking charge, and an Executive or Navigating Officer, who, if such is the case, are to certify that the ledger remain agrees with the quantities found at the stocktaking.

99. It is important that both the outgoing and incoming officers should take part in the stocktaking, but if either is not available, another officer is to be substituted.

100. If the officer taking charge has not been associated with the stocktaking the reason for this is to be stated and the officer taking charge is to certify that he is satisfied that the ledger balance accurately represents the stock on board.

101. Subject to the exigencies of the service, the following periods may be allowed for handing over Naval Armament and T.A.S. Store Accounts on change of Accounting Officers.

Time allowed (in days) for :-

Class of Ship	Gunnery	Air		T.A.S.	
		Gunwharf	Magazine	Non-Explosives	Explosives
Light Fleet Carrier	7	7	3	4	2
6" Cruiser	10	-	-	3	1
Destroyers	4	-	-	3	1
Destroyers (A.A.)	4	-	-	3	1
Frigates (A.A.)	3	-	-	-	1
Frigates (other than A.A.)	3	-	-	3	1
O.M.S.	3	-	-	-	1
Miscellaneous	3	-	-	-	-

102. In order to ensure the accuracy of his ledger record, the accounting officer is to carry out test verifications of his stock from time to time.

103. Where surpluses and/or deficiencies are found during periodical stocktakings, they are to be dealt with immediately; the surpluses taken on charge and the deficiencies shown in "Exceptional Expenditures" since it cannot be claimed their expenditure was occasioned by normal means.

104. Attention is called to Naval Financial Regulations and Instructions, Article 9, concerning the charge against Storekeeping Officers where such duties are not satisfactorily carried out.

CLOSING THE ACCOUNT

105. Accounts are to be closed and rendered in accordance with paragraph 110 of this Order. Attention is particularly drawn to the direction that, except in certain specified cases, accounts are not to be closed on occasions of commissioning or recommissioning unless there is a change of Accounting Officers.

106. The Naval Armament Depot will afford the Accounting Officer every facility for clearing up discrepancies and, when necessary and practicable, a place at the depot will be provided for him for the purpose of completing his accounts.

107. On closing the account it is important that the following certificates in the ledger be completed, viz :-

- Certificate of stocktaking.
- Certificate that the remains have been correctly transcribed to the new account.
- Certificate by the officer rendering the account.
- Certificate by the Commanding Officer.

108. When due for rendering, the complete account, accompanied by the necessary supporting documents, is to be forwarded by registered post to the :-

Director of Ordnance and Underwater Weapons,
Navy Office,
MELBOURNE.
and the letter notified of despatch.

109. A registered receipt is to be obtained from the Fleet Mail Officer or Post Office Official, and is to be carefully preserved in case the account miscarries.

110. Naval Armament Store Accounts of H.M.A. Ships are to be closed on change of Accounting Officer, on Paying Off or entering into Reserve.

PART II - MISCELLANEOUS

AMMUNITION PACKAGES, FIRED CARTRIDGE CASES, PRIMERS, TUBES, ETC.

111. The following stores are accounted for in the Naval Armament Store Accounts of H.M.A. Ships and return notes in respect of these stores are to be rendered, viz :-

Ammunition Packages (filled and empty) except those required solely for transporting explosives to and from R.A.N. Armament Depots and not retained on board.

Fired cartridge cases.
 Fired igniters.
 Fired primers.
 Fired tubes, etc.
 Recovered charges, 40 mm. Bofors and .303-in.
 Recovered clips, cartridge.
 Recovered grumets.
 Recovered links, ammunition and connecting.
 Recovered plugs, fuse covers, etc.

112. Every possible effort is to be made to recover these items after use and to return them to store at the first opportunity. They should be brought on charge by certificate receipt voucher.

H.M.A. SHIPS BUILDING

113. Naval Armament Stores for H.M.A. ships building, will be consigned to the Principal Naval Overseer at the building yard until such time as the Accounting Officer appointed to the ship is able to take full responsibility for their safe custody. The stores will be charged to the Principal Naval Overseer for H.M.A.S. the vouchers being forwarded in triplicate for disposal as follows :-

- Original - to be receipted and returned to the issuing depot.
- Duplicate and triplicate - to be retained by the Principal Naval Overseer until an Accounting Officer has been appointed to the ship and then passed to the Accounting Officer for disposal as follows :-
 - Duplicate - Retained by the Accounting Officer as a supply note.
 - Triplicate - Receipted and returned to the Principal Naval Overseer, for retention.

114. On a date mutually agreed between the Principal Naval Overseer and the Accounting Officer, the latter will take over charge of the stores and open his ledger, the stores handed over forming the first charge.

115. The Accounting Officer is to communicate the date on which he takes over charge of the stores to the officer-in-charge of Naval Armament Depot concerned.

STORES FOR NAVIGATING, STEAM AND GUN TRIALS

116. The procedure detailed in B.R.1921, Chapter X, is to be followed for demands, supply and accounting for stores for Navigating, Steam and gun trials.

117. Stores required for navigating new or repaired ships from port to port are to be demanded from the Armament Supply Officer of the port from which the navigating party is drawn.

118. Pyrotechnics, etc., required for this purpose are packed in sets at the Naval Armament Depots, ready for immediate issue.

119. The Gunnery or T.A.S. School responsible for carrying out the trials of the ship will supply the General Overseer and the Administrative Authority (for Armament Depot) concerned with a list of ammunition and stores required for the trials at least one month before they take place.

120. The stores expended are to be accounted for in the usual manner and the balance returned to store after the services have been completed.

DEMANDS FOR SHIPS REPAIRING OR REFITTING ABROAD WHERE SPECIAL PROVISION IS REQUIRED

121. As soon as it has been decided that a ship shall repair or refit at a port abroad (outside the command or station to which she belongs) where it is known, or to be expected, that supplies of Naval Armament Stores of the descriptions carried by the ship are not held, demands to complete to authorized outfit of ammunition and for other Naval Armament and Torpedo Stores are to be sent specially to the Director of Ordnance and Underwater Weapons, Navy Office, Melbourne, in sufficient time to ensure despatch from Australia and delivery at the refitting port before the date of completion of refit.

122. In all such cases a preliminary signal is to be made by the ship to the Director of Ordnance and Underwater Weapons detailing the major items involved. Detailed written demands should follow by the quickest available means.

STORES RECEIVED AFTER TRANS-SHIPMENT EN ROUTE

123. When stores from a Naval Armament Depot, or other source of supply, are delivered to one of H.M.A. ships after trans-shipment en route by a local agent acting for the Naval Board, a receipt is to be transmitted to the agent without delay stating the number of packages, etc., received, and specifying any damage or deficiency.

124. This receipt is additional to the endorsement on the bill of lading or other receipt required by the master of the freight ship, carrier, etc., or by the original sender of the stores.

STORES RECEIVED FOR CONVEYANCE ONLY

125. When stores are shipped in one of Her Majesty's Australian ships for conveyance only, either from a depot or from another ship, they are not to be taken on charge but a receipt is to be given for the packages and loose articles taken on board.

126. If the stores are subsequently trans-shipped to another of Her Majesty's Australian ships or to a Naval armament vessel for conveyance to the consignee, the officer transferring the stores is to clear his responsibility by obtaining from the officer to whose charge they are transferred a receipt on a bill of lading (Form D.79) or other form of conveyance note.

127. On the stores being landed at a Naval Armament Depot, the name of the ship from which they were originally issued is to be stated clearly on the conveyance notes.

STORES RETURNED IN TRANSIT THROUGH O.C.A.S. ARMAMENT SUPPLY ISSUING SHIP, STORE CARRIER OR BASE

128. When Naval armament stores are returned by H.M.A. ships at a commercial port, or other locality remote from a permanent Naval armament establishment, return notes are to be prepared in quintuplicate.

129. The triplicate copy is to be retained and the remaining copies forwarded with the stores to the O.C.A.S., etc.

130. The return notes are to show in the space provided the mode of conveyance to the O.C.A.S., etc., and the date of despatch.

131. The name of the receiving Naval Armament Depot, if not definitely known, is to be left blank, to be filled in by the O.C.A.S., etc.

132. The quadruplicate copy serving the purpose of a conveyance note will be returned by the O.C.A.S. endorsed :-

"Loose articles and packages received (contents unexamined)".

133. This receipt is to be attached to the ship's copy of the return note and the latter posted in the ship's account.

134. The original and duplicate copies of the return note are to be forwarded to the receiving depot by the O.C.A.S. with a covering letter stating method of despatch and truck number or other consigning particulars.

135. Under the above procedure, when in due course the receipted duplicate return note reaches the ship, any discrepancies to be investigated will be limited to the contents of the packages.

STORES LANDED ON DEPOSIT

136. Stores landed on deposit are not to be written off charge but the transactions are to be supported by temporary receipts on deposit notes.

137. The deposit notes are to be prepared in triplicate on Form S.1401, and are to show descriptions and quantities of loose articles and packages, with an indication of the contents of the latter. Where propellant is concerned, full particulars of the propellant lot numbers are to be shown.

138. The original and duplicate copies of the deposit notes (clearly marked "Deposit") are to be forwarded to the Naval Armament Depot for disposal as follows :-

Original to be retained at the Naval Armament Depot.
Duplicate after check, to be receipted and returned in temporary support of the ship's account.

139. On return of the stores from deposit the Naval Armament Depot will forward to the ship similar notes for disposal as follows :-

Original, after check, to be receipted and returned to the Naval Armament Depot.
Duplicate to be retained by the ship and attached to the corresponding deposit notes which they cancel.

MECHANISMS, ETC., FOR LOADING TEACHERS

140. Dummy mechanisms or worn service fittings for use with loading teachers are not to be held on charge as Naval armament stores.

141. Loading teachers, complete with dummy mechanisms or worn service fittings, are issued by the Gunnery Equipment Stores and are on the charge of the Ordnance Engineer Officer.

142. Dummy mechanisms or worn service fittings required to replace others damaged or lost are to be dealt with in accordance with Navy Order 344 of 1952 and B.R.292.

(The foregoing is the text of A.F.O. 2754/1955 altered to meet R.A.N. conditions.)

(1426/6/62)

604.

ARMAMENT STORES - GUNNERS' NAVAL ARMAMENT STORES ACCOUNTS - SHORE ESTABLISHMENTS.

The Armament Store Accounts of Naval Shore Establishments (Form S.1422) will be continuous.

LEDGER

2. The ledger record is to show :-

- (a) Established proportion (authorised allowance).
 - (b) Stock on board when the account is opened or balance carried forward from a completed ledger folio.
 - (c) Receipts
 - (d) Issues
 - (e) Expenditure -
- } Entries being made as the transactions take place.
- } Entries being made as the transactions take place, except as indicated in paragraph 49.

3. The record is to be restricted to Gunnery Naval Armament stores (as distinct from Naval Stores and Gunnery Equipment Stores).

4. Posting of the account is the duty of the Officer-in-Charge of the stores, subject to the control of the Commanding Officer.

5. The Ledger and Expense Book are to be available for production at periodical inspections.

6. Only one ledger, or set of ledgers, is to be kept. A separate sheet is to be used for each description of article.

7. Official descriptions of Gunwharf stores as shown in B.R.1837(1) and promulgated by Navy Order, etc., are to be used in the ledgers.

8. Stores shown in the vocabulary (B.R.1837) as being in Class E are to have "E" inserted below the store reference on the ledger folio.

9. For Magazine Stores the existing generic headings should continue to be used in ledgers and return notes but when posting issues and receipts in the ledger the store reference number appropriate to the store concerned is to be noted to facilitate general supply work.

10. Ledger folios are to be arranged in the following order :-

(a) Gunwharf Stores.

- (i) Section A.A. to Section E.T. in alphabetical and numerical order of store references.
- (ii) Thompson guns and Owen guns, with spares and tools.
- (iii) Section F.A. to Section G.X. in alphabetical and numerical order of store references.

(b) Magazine Stores.

As set out in Form S.1423. Packages are to be in alphabetical and numerical order of identification numbers.

(c) Arising.

(d) Torpedo Explosive. Depth Charge and Mine Stores; Torpedo and Paravane Non-Explosive Stores.

As set out in Forms S.1423(a) and S.1423(f) with drill and instructional stores following in the same order at the end of the ledger.

11. The sheets are to be numbered in consecutive order in ink (on one side only). When a sheet is completely filled, an additional sheet is to be inserted and given the same number.

12. When it is necessary to insert a sheet owing to the introduction of a new heading, the new sheet is to be given the same number as the one immediately before it, but with the addition of the letter "A" for the first insertion, "B" for the second and so on.

13. In the front of each ledger a certificate is to be inserted showing the numbers of all folios therein and is to be in the following form :-

"This ledger contains folios as shown in the appropriate column hereunder" :-

Folio numbers for account commencing / /19	Folio numbers for account commencing / /19	Folio numbers for account commencing / /19	Folio numbers for account commencing / /19	Folio numbers for account commencing / /19

14. Each folio number is to be shown separately, one per line, under the column for the particular period of the account. As each new folio (vide paragraph 12) is added the folio number is to be added after the other folio numbers in the column and the entry initialled and dated by the Accounting Officer.

15. When the ledgers have been returned from Navy Office after Annual Audit completely filled ledger folios and NIL folios are to be removed from them. The remaining folios are to be placed in correct order as per paragraph 10 of this Order and the folios renumbered in consecutive order, the old folio numbers being struck through without making them illegible. The new folio numbers are then to be inserted in the next column of the certificate against the old folio number so that a continuous record is then available of the different folio numbers of each sheet. Where a NIL folio is removed the word NIL is to be inserted in lieu of a number.

16. The sheets removed are to be inserted in a suitable binder and together with supporting Supply and Return vouchers, Expense Books and Forms A.S. 301, retained by the Accounting Officer for a period of three years. After this period they may be destroyed providing that the prior approval of the local Chief Commonwealth Auditor has been obtained in accordance with Treasury Instruction 484.

17. The ledger must not contain any blank sheets.

18. The ledgers are to be kept locked in their binders and steps are to be taken to prevent unauthorized access to them.

19. All postings in the ledger are to be made in ink. Postings are to be made as far as possible on the same day as the vouchers are numbered and dated in ships series. The ledger folio number is to be endorsed in the appropriate column of the voucher.

20. Erasures or overwritings are not to be made in the ledgers. If any alteration is necessary and the mistake is discovered before the next posting is made, the original entry is to be ruled through without making it illegible and the correct entry written above it and initialled.

21. If an incorrect posting is discovered after another posting has been made on the ledger sheet, the erroneous entry is not to be ruled through, but the mistake is to be corrected by a new posting supported by a Certificate Issue Voucher or a Certificate Receipt Voucher.

STORES ISSUED ON PERMANENT LOAN WITHIN THE ESTABLISHMENT

22. Where Navy Office approval has been given to the keeping of subsidiary accounts for stores issued on permanent loan to sections within the establishment not under the direct control of the Accounting Officer the relevant Forms S.1422 are to be suitably amended by ruling subsidiary columns in the "Stock" column. Stores are to be issued on Form S.1401, written off charge in the main stock column and brought on charge in the subsidiary stock column of the ledger. Stocktaking of items on both main and subsidiary account is to be carried out at the same time. Permanent loan lists are to be kept corrected in the respective sections.

ESTABLISHED PROPORTION

23. The established proportion figures in the ledger are to be kept corrected, as alterations are notified.

DEMANDS

24. Demands are to be prepared on Forms S.1403 which are to be forwarded in duplicate to the Naval Armament Depot from which supply is required. Urgent requirements may be notified by signal. Store references or stamp numbers are to be used in all demands. Demands are to show whether the stores are required :-

- (a) to complete to established proportion;
- (b) in lieu of stores being returned; or
- (c) in excess of established proportion or in excess of quantities shown in return of estimated requirements rendered in accordance with paragraph 1 B of Navy Order 272 of 1955.

and the words "to complete", "in lieu" or "in excess" are to be inserted on the demands in the space provided.

25. Separate demands are to be rendered in respect of stores appearing in different section of the Vocabulary (B.R.1837).

26. Demands comprising more than one sheet are to be paged and each sheet is to be complete with ship's name and all necessary particulars. Only the last page, however, need be signed.

27. The date by which the stores are required is to be shown on the demand and reasonable notice of the requirement is to be given.

28. On each occasion of replenishing, all stores required are to be demanded as far as practicable at the same time.

29. Demands for stores to complete to established proportion are to be forwarded to the nearest Naval Armament Depot in the usual manner.

30. Demands for stores "in lieu" are to show whether the items to be replaced have been, or will be, returned to store. Stores being replaced are, where practicable, to be returned at the time of delivery of the stores supplied in lieu.

31. Demands for stores in excess of established proportion require the approval of the Administrative Authority.

32. When stores are demanded in excess, the usual columns of the form are to be completed and an explanation of the necessity for the demand inserted below.

33. Demands for "E" stores (denoted by E in the vocabulary). When "E" stores are demanded the un-expended quantities remaining are to be ascertained by stocktaking and the demands confined to the quantities actually required to complete to the established proportion.

34. If stores are in excess of those shown in report of estimated requirements rendered in accordance with paragraph 1B of Navy Order 272 of 1955 a supplementary return is to be forwarded.

RECEIPTS - CONVEYANCE NOTES

35. When stores are sent by water, rail or road they will normally be accompanied by a conveyance note (Bill of Lading Form D.79 Rail Consignment Note Form A.S.559Z or Departmental Conveyance Note Form C.106) detailing the packages and loose articles.

36. The packages and loose articles are, immediately on receipt, to be carefully checked with the conveyance note and, after endorsement with particulars of any discrepancies, the consignor's copy is to be at once receipted and returned.

37. Similar immediate action is to be taken with any other form of conveyance note tendered by the conveying agent, with whom any discrepancies in respect of packages and loose articles are to be agreed on the spot.

RECEIPTS - VOUCHERS

38. A voucher (Form S.1401 in duplicate), furnishing full particulars of the stores supplied, is due to arrive from the issuing service with, or shortly after, the stores.

39. The stores are to be carefully checked as soon as possible possible after delivery, and compared with the voucher on its receipt. When seals of packages are unbroken, the contents as stencilled or labelled may be accepted for the purpose of this check.

40. On completion of the check the voucher is to be registered in Form S.128 and assigned a consecutive receipt voucher number.

41. The original copy is to be endorsed with particulars of any discrepancies and receipted and returned to the issuing service.

42. The duplicate copy, similarly corrected as necessary, is to be posted in the ledger and guarded.

CERTIFICATE RECEIPT VOUCHERS

43. Should any delay occur in the receipt of vouchers from the supplying service, a certificate receipt voucher (Form S.1401) is to be raised giving full particulars of the stores, including source of supply, mode of conveyance and date of receipt. See also paragraphs 71 and 72 of this Order).

44. In these cases the original copy of the supply voucher, is on arrival, to be assigned the same number as the certificate voucher, checked, endorsed as necessary, receipted and returned to the issuing service.

45. The duplicate copy of the supply voucher is, after any necessary similar endorsement, to be attached to, and filed with the relative certificate voucher.

DISCREPANCIES

46. It is important that discrepancies in respect of receipts should be investigated without delay and notified at once to the supplying service by signal or letter.

PACKING NOTES

47. Should the contents of a package when opened be found to differ from those indicated on the external markings or on the enclosed packing note, the latter is to be returned to the supplying service with particulars of the differences discovered.

EXPENDITURE

48. Naval Armament Stores are classified for accounting purposes as follows :-

- (a) Stores denoted by "E" in the vocabulary (B.R.1837).
- (b) Stores not denoted by "E" in the vocabulary (B.R.1837).

49. Expenditure of stores referred to at (a) is not required to be recorded in the expense book (S.1418) and at the end of each quarter stock is to be taken of these items and the total quantities expended are to be recorded in the ledger.

50. Expenditure of stores referred to at (b) is to be recorded in the expense book (S.1418) in the manner detailed therein and is to be recorded also in the ledger.

51. Issues of small arms ammunition are to be inserted on Forms S.301 as they occur. Where boxes with unbroken seals are issued the contents as stated on the label are to be accepted, but when boxes with broken seals are issued, both the Accounting Officer and the recipient are to satisfy themselves as to the quantity of cartridges therein.

52. After any practice, the Officer-in-Charge is to certify on Form S.301 the number of cartridges expended.

53. The Accounting Officer is then to satisfy himself that the unexpended balance is correct before entering any expenditure in the expense book (S.1418). All fired cases are to be checked and in all instances of very large differences between the number of rounds fired and the quantity of cases returned, a full explanation should be given.

RETURNS TO DEPOTSMARKING OF PACKAGES

54. Where stores are returned to a depot by water, rail, or road, etc., the packages and loose articles are, where appropriate and practicable, to be marked or labelled as follows :-

- (a) Name of establishment, returning the stores.
- (b) Depot to which the stores are consigned.
- (c) Date of despatch and authority (if any).

55. The markings are to be legible; chalk should not be used.

56. Packages containing propellant for test are to be clearly so marked, as prescribed in the Naval Propellant Regulations.

57. Where stores from two or more establishments are returned in the same conveyance, care is to be taken that they are stowed separately.

CONVEYANCE NOTES

58. When stores for conveyance are handed over to a third party, a receipt for all packages and loose articles is to be obtained at the time of the transaction on a bill of lading (D.79), railway consignment note Form A.S.559Z, quadruplicate copy of Form S.1401 (vide paragraph 67(d)) or extemporized conveyance note.

59. It is important that these receipts be obtained.

60. When stores are despatched by rail, consignment notes Form A.S.559Z are to be used and the following particulars included, in addition to the other information called for :-

Truck No.
Name of ship
Date of despatch

61. Consignment notes are to be forwarded on the same day as the stores are despatched.

RETURN NOTES

62. When stores are returned to a depot, return notes furnishing full particulars, are to be prepared on Form S.1401 in quadruplicate. The notes are to be prepared from a muster of the stores being returned. Contents labels of sealed packages may be accepted for the purpose of this check.

63. Store references for items appearing in B.R.1837 and generic headings with stamp numbers for T.A.S. stores are to be used in return notes.

64. Separate return notes are to be rendered in respect of stores appearing in different sections of the Vocabulary (B.R.1837).

65. The register numbers of "B.L." and "Q.P." guns, machine guns, rifles and pistols are to be shown on return notes, as are also propellant lot numbers and batch numbers.

66. Return notes are to be dated, registered in Form S.129 and assigned consecutive issue voucher numbers. The date of despatch, mode of conveyance, truck or lorry number, name of lighter, etc., as appropriate, are to be shown on return notes.

67. The four copies of the return note are to be disposed of as follows :-

- (a) Original and duplicate forwarded to the Naval Armament Depot so as to arrive as soon as, or shortly after, the stores. This is important.
- (b) The original will be retained at the depot, and the duplicate returned receipted after endorsement with particulars of any discrepancies.
- (c) Triplicate to be retained by the establishment and used to post the ledger immediately.
- (d) Quadruplicate to be clearly marked "Conveyance Note" and handed over with stores. If all is clear it will be returned receipted by the storehouseman (or other representative receiving the stores) with endorsement as follows :-

"Loose articles and packages received (contents unexamined)".

The quadruplicate so receipted is to be filed by the establishment, with the triplicate.

68. Should time not permit of the preparation of vouchers before the stores are forwarded, an extemporized conveyance note, listing the packages and loose articles is to be substituted for the quadruplicate copy and dealt with as indicated in paragraph 67 of this Order.

69. On the return of the duplicate copy receipted, any discrepancies are to be at once investigated and after agreement has been reached an adjusting certificate voucher is to be raised where necessary.

70. Provided a receipt for packages and loose articles is already held on the conveyance note, discrepancies on return notes should be few in number and normally confined to contents of packages.

CERTIFICATE VOUCHERS

71. Certificate vouchers are to be prepared on Forms S.1401 and are to embody the following certificate signed by the Accounting Officer detailing in full the reason for the necessity for the voucher :-

"This is to certify that the undermentioned stores were and are hereby (brought to charge in H.M.A.S. (written off Naval Armament Store Account."

72. Certificate vouchers are to be registered on Forms S.128 (receipts) or S.129 (issues), assigned numbers and, after signature, posted in the ledger and guarded. Where appropriate, they are to be cross referenced to the vouchers to which they relate. Any relevant correspondence is to be attached.

LOSSES BY ACCIDENT

73. All accidental losses of stores other than "E" (see paragraph 48 of this Order) are to be recorded in the expense book on the pages provided for exceptional expenditures. The occasion of each loss is to be fully described and it is to be stated whether any, and if so, what means were used for the recovery of the lost stores.

74. In the case of important articles or any the value of which exceeds £5 the Accounting Officer is to ensure that the circumstances of the loss are reported to the Administrative Authority (Q.R. & A.I., Article 4841). Reference to the report is to be made in the expense book A.8.1418.

LOSSES BY NEGLIGENCE

75. When Naval Armament Stores are lost or damaged by neglect or misconduct, an amount to be assessed by the Captain in accordance with Q.R. & A.I., Article 4606, is to be charged against the person responsible.

76. Vouchers in these cases are to be made out in triplicate on Form A.S.126, and disposed of in accordance with the instructions printed thereon.

LOSSES DUE TO THEFT, ETC.

77. In the event of a loss being due to theft or presumptive theft, the matter is to be reported at once to the Commanding Officer, in order that the necessary action may be taken to comply with Q.R. & A.I., Article 4842.

78. In addition where the original value of the stores exceed £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 of the Local Auditor should be forwarded to Navy Office when received.

79. 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 theft.

VALUE OF STORES

80. When the costs of stores are required for any purpose the current replacement value is to be obtained from Navy Office.

TRANSPORTING PACKAGES, ETC.

81. When Naval Armament Stores are about to be returned, timely application is to be made to the Naval Armament Depot for such empty transport packages as may be required to ensure safe and secure packing.

82. Packages will be required, inter alia, for the following :-

Guns
Machine Guns
Mortars
Loose liners and barrels
Small arms
Accoutrements
Anti-gas gear
Spare gun parts, etc., including magazines
Cartridges from bottle rack stowage

83. Loose shell and projectiles 4.7-in. and below requiring to be boxed for transport, etc.

Star Shell
S.A.P.
H.E. or H.E.T.
Falling target
Marker
Practice A.A.
Practice SU
Filled rocket shell
Hedgehogs and Projectiles A/S

NOTE:- Only approved packages are to be used for explosives.

84. Carriers shell and grumets for protecting the driving bands of shell are also to be obtained from the Naval Armament Depots, as necessary.

STOCKTAKING

85. During the period 1st January to 31st December each year stocktaking is to be carried out by the Accounting Officer of all Naval Armament Stores held in the establishment and notation signature made in the appropriate section of the ledger folio. The date of the last stocktaking is to be carried forward when continuation sheets are being prepared.

86. Where discrepancies are disclosed by the stocktaking, they are to be listed on Form A.O.47 with the Accounting Officer's explanation. The Commanding Officer is to state on the form whether he considers the explanations to be satisfactory and the completed forms, registered as an issue or receipt voucher as appropriate, are to be used to provisionally adjust the ledger, a copy being retained in the appropriate guard book.

87. Forms A.O.47 (in duplicate) are to be forwarded quarterly to Director of Ordnance and Underwater Weapons, Navy Office, Melbourne, for covering approval regarding the adjustment of accounts. These Forms are to be despatched under cover of Forms A.O.47 A, suitably amended and the certificate as promulgated in Navy Order 215 of 1955 is to be shown on the Form A.O. 47 A.

88. The Commanding Officer is to forward to Director of Ordnance and Underwater Weapons, Navy Office, a certificate, as at 31st December each year, that action as at paragraph 85 of this Order has been completed.

89. In addition, stocktaking of all Naval Armament Stores held in the establishment is to be carried out on all occasions of change of Accounting Officer.

90. This stocktaking is to be conducted by the officer giving up charge, the officer taking charge and another officer. The stocktaking notation on the ledger folio is to be completed by the officer taking charge if there are NIL discrepancies. If discrepancies are found the notation is to be signed by both the officer giving up charge and the officer taking charge. The discrepancies should be dealt with as per paragraph 86 of this Order.

91. It is important that both the outgoing and incoming officers should take part in the stocktaking but, if either is not available, another officer is to be substituted. Where the incoming officer is not available the stocktaking notation on the ledger folios is to be completed by the substitute officer.

92. If the officer taking charge has not been associated with the stocktaking the reason is to be reported and the officer taking charge is to certify that he is satisfied that the ledger balance accurately represents the stock held.

93. Subject to the exigencies of the service, the following periods may be allowed for handing over Naval Armament and T.A.S. Store Accounts on change of Accounting Officer :-

Establishment	Time allowed in days
Flinders Naval Depot	30
Shore Establishments other than Flinders Naval Depot	10

94. Attention is called to Naval Financial Regulations and Instructions, Article 9, concerning the charge against Storekeeping Officers where such duties are not satisfactorily carried out.

FORWARDING OF ACCOUNTS

95. When required for examination the complete account, accompanied by the necessary supporting documents, is to be forwarded by registered post to the :-

Director of Ordnance and Underwater Weapons,
Navy Office,
Melbourne.

and the latter notified of despatch.

96. A registered receipt is to be obtained from the Post Office Official, and is to be carefully preserved in case the account miscarries.

AMMUNITION PACKAGES, FIRED CARTRIDGE CASES,
PRIMERS, TUBES, ETC.

97. The following stores are accounted for in the Naval Armament Store Accounts of establishments and return notes in respect of these stores are to be rendered, viz :-

Ammunition Packages (empty)
Fired cartridge cases
Fired igniters
Fired primers
Fired tubes, etc.
Recovered charges, 40 mm. Bofors and .303-in.
Recovered clips, cartridge
Recovered grummets
Recovered links, ammunition and connecting
Recovered plugs, etc.

98. Every possible effort is to be made to recover these items after use and to return them to store at the first opportunity. They should be brought on charge by Certificate Receipt Vouchers.

STORES FOR NAVIGATING, STEAM AND GUN TRIALS

99. The procedure detailed in B.R.1921, Chapter X, is to be followed for demands, supply and accounting for stores for navigating, steam and gun trials.

100. Stores required for navigating new or repaired ships from port to port are to be demanded from the Armament Supply Officer of the port from which the navigating party is drawn.

RESTRICTED

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101. Pyrotechnics, etc., required for this purpose are packed in sets at the Naval Armament Depots, ready for immediate issue.

102. The Gunnery or T.A.S. School responsible for carrying out the trials of the ship will supply the General Overseer and the Administrative Authority (for Armament Depot) concerned with a list of ammunition and stores required for the trials at least one month before they take place.

103. The stores expended are to be accounted for in the usual manner and the balance returned to store after the services have been completed.

STORES RECEIVED AFTER TRANS-SHIPMENT EN ROUTE

104. When stores from a Naval Armament Depot, or other source of supply, are delivered to an establishment after trans-shipment en route by a local agent acting for the Department of the Navy, a receipt is to be transmitted to the agent without delay stating the number of packages, etc., received, and specifying any damage or deficiency.

105. This receipt is additional to the endorsement on the bill of lading or other receipt required by the master of the freight ship, carrier, etc., or by the original sender of the stores.

STORES RECEIVED FOR CONVEYANCE ONLY

106. When stores are shipped in one of H.M.A. ships for conveyance only, either from a depot or from another ship, they are not to be taken on charge but a receipt is to be given for the packages and loose articles taken on board.

107. If the stores are subsequently trans-shipped to another of H.M.A. ships or to a Naval Armament vessel for conveyance to the consignee, the officer transferring the stores is to clear his responsibility by obtaining from the officer to whose charge they are transferred a receipt on a bill of lading (Form D.79) or other form of conveyance note.

108. On the stores being landed at a Naval Armament Depot, the name of the ship from which they were originally issued is to be stated clearly on the conveyance notes.

MECHANISMS, ETC., FOR LOADING TEACHERS

109. Dummy mechanisms or worn service fittings for use with loading teachers are not to be held on charge as Naval Armament stores.

110. Loading teachers, complete with dummy mechanisms or worn service fittings, are issued by the Gunnery Equipment Stores and are on the charge of the Ordnance Engineer Officer.

111. Dummy mechanisms or worn service fittings required to replace others damaged or lost are to be dealt with in accordance with Navy Order 344 of 1952 and B.R.292.

112. Navy Order 301 of 1948, 133 of 1949, 209 of 1953 and 650 of 1954 are hereby cancelled.

(4426/6/63)



in file

NAVY

Cent Admin

C.N.O. 605/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

21st June, 1956.

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
605	Defence Forces Retirement Benefits Act 1948-1955 Accounting Instructions.

605.

DEFENCE FORCES RETIREMENT BENEFITS ACT 1948-1955
ACCOUNTING INSTRUCTIONS.

The following is a summary of the procedure to be observed in charging contributions under the Defence Forces Retirement Benefits Act 1948-1955, and in reporting to Navy Office that officers and men have become or ceased to be contributors to the D.F.R.B. Fund, or that their fortnightly rates of contribution have varied.

REPORTING OF CONTRIBUTORS

2. When a member becomes a contributor to the D.F.R.B. Fund, full particulars as to his rank or rating, official number, number of units to which he is entitled, etc., are to be inserted on Form A.S.47 - D.F.R.B. Fund Contributors Variation Return - for the purpose of reporting him as a contributor to the D.F.R.B. Board.

3. Scales containing the number of units applicable to various ranks and ratings, and rates of fortnightly contribution as set out in the First and Second Schedules of the D.F.R.B. Act, are shown as an Appendix to this Navy Order; including amendments made as a result of Navycirc 073 Item of 7th March, 1956.

RANK FOR ASSESSING THE NUMBER OF UNITS FOR WHICH
A MEMBER MUST CONTRIBUTE

4. Section 4 of the D.F.R.B. Act as amended by Act No.80 of 1953 includes the following definition :-

"Rank" means -

- (a) in relation to a member of the Permanent Naval Forces -
- (i) his confirmed rank, or if he is appointed provisionally or on probation, the rank to which he is so appointed; or
 - (ii) if he is provisionally promoted to another rank - that other rank.

The term "rank" for D.F.R.B. purposes is applied both to officers and ratings of the Naval Forces, and is the basis of assessment of the number of units for which a member must contribute if he is eighteen years of age or over.

ACTING RANK OR RATING

5. As indicated in the First Schedule, Part 1, Table 1, a member holding the rank of Acting Sub-Lieutenant contributes for 9 units of pension.

6. For the purpose of the D.F.R.B. Act, the following are also regarded as being confirmed in rank :-

- (a) Officers granted acting rank on appointment from the Branch List to the General List.
- (b) Members granted the rank of acting commissioned officer on promotion to the Branch List.
- (c) Members granted acting rank or rating on appointment or engagement from shore, e.g., Acting Lieutenant (direct entry) or Acting Artificer or Artisan.

With the above exceptions, a member holding acting rank will contribute for units appropriate to the lower confirmed rank or rating previously held.

CHARGING OF CONTRIBUTIONSDescription

7. The abbreviated description to be used is "B.F.C." - Benefits Fund Contributions.

Broken Fortnights

8. Charges for units of pension are always to be calculated on the basis applicable to a completed pay fortnight, i.e., on the scale set out in the Second Schedule.

9. First Fortnightly Contribution. - Should a member on any day of the pay fortnight (including the pay day ending the fortnight) -

- (a) enter or re-enter the Fund as a new contributor; or
- (b) attain eighteen years of age; or
- (c) renew his liability to contribute after absence without leave exceeding 21 days;

he is to be charged a full fortnightly contribution for his units for the pay day ending that fortnight.

10. In cases where it is necessary to open a pay account card and effect a calculation of pay and allowances due for odd days (vide A.E.R.18 - P.A.S.I. - Article 205), the deduction for B.F.C. for one fortnight is to be shown as arrears on Form A.S.47 - D.F.R.B. Fund Contributors Variation Return.

11. Variations. - The same principle applies when the number of units applicable to a member is varied on any day during the course of a fortnight. The new rate of charge applied on the pay day ending the fortnight is made as for a full fourteen days.

12. Final Fortnightly Contribution. - When a contributor is discharged or retired for any reason, his contribution liability will, as a general rule, cease with that charged up to the pay day immediately preceding the date of discharge. If the date of discharge coincides with a pay day, the final contribution is that charged up to and including that pay day.

13. A few exceptions to this rule will occur, however, on the application of Section 23 of the D.F.R.B. Act which includes the following :-

- (a) Section 23 (4) - Member attaining the age of 60 years
Details in these cases are to be obtained from Navy Office (Director of Navy Accounts). On receipt of the necessary information the fortnightly contribution of a member attaining 60 years of age is to be progressively reduced by :-
 - (i) Ascertaining the anniversary of the first fortnightly charge for each unit or part unit as it falls between the day of his attaining 59 years of age and the day before that on which he attains 60 years of age (both inclusive);

- (11) Reducing his current fortnightly charge progressively by subtracting the value of each unit or part unit on and from the pay day immediately following the anniversary thereof.

If, however, part of a member's fortnightly charge is due to an increase of contributions in respect of units or part units occurring in the 12 months prior to his attaining 60 years of age, that part of his contributions is to be dealt with as shown under the next heading.

- (b) Section 23 (5) - Additional Unit or part of a Unit taken up within 12 months of Retiring Age - Minimum of 26 Contributions. - Before a pension will be paid, a member (other than a member invalided or who dies on Service) must pay a minimum of 26 fortnightly contributions in respect of each unit or part unit which increases the value of his pension. A member may have increased his contributions in the 12 months prior to his attaining 60 years of age (or within 12 months of an earlier retiring age) in such circumstances, that an increased pension is payable as a result of the increased contributions. In such event, the member is required to pay for the balance if he has not made 26 contributions for units or part units taken up in the 12 months prior to becoming entitled to a pension. Where the benefit obtainable is not a pension but consists of a refund of contributions and/or gratuity under the D.F.R.B. Act, the contribution liability ceases with the pay day immediately preceding or falling on the day of retirement.

Number and Cost per Fortnight of a Member's Units of Pension.

14. The number of units for which a member must contribute according to his "rank" for D.F.R.B. Act purposes is set out in the extract from the First Schedule appended to this Navy Order. As he is promoted or advanced to a confirmed rank or rating, he is required to take out extra units to bring him up to the number applicable to the new rank or rating. The units of a Probationary Naval Airman promoted to Midshipman during training at R.N. Air Stations are not to be reduced in number, however, as a result of the promotion.

15. The rate of charge for units per fortnight is calculated at the date on which the member's obligation to contribute for the unit or units comes into existence, and is fixed by scale having regard to the age which he will be on his next birthday falling after that date. (See Second Schedule D.F.R.B. Act).

16. For the purpose of calculating the fortnightly charge for total units at the date on which a member :-

- (a) becomes obliged to contribute for units at date of entry or re-entry in the R.A.N. or at date of attaining eighteen years of age; or
(b) becomes obliged at date of promotion or advancement to contribute for one or more additional unit;

it will be necessary to ascertain the age of the member at date of his obligation to contribute for the units or additional units, and add one year to give the "age next birthday",

e.g., a member on attaining eighteen years of age commences to contribute at "age next birthday" nineteen years.

Reduction in number of Units applicable (and cost per fortnight), as a result of disrating.

17. The basic principle in these cases is that each unit is given up by the member in the reverse order to that in which he acquired it. The last unit taken out is the first one surrendered.

18. On disrating, the member's former fortnightly rate of contribution is reduced by the fortnightly amount which the unit or units surrendered cost at the time of acquisition, e.g., in regard to a rating born on 24th May, 1916 :-

Cost of Units :-

Date	Rating	Unit Entitlement	Cost per Fortnight at "age next Birthday"	Fortnightly Contributions
<u>On becoming liable to contribute</u>				
2. 7.48	P.O.	8	2 for 6/9d 6 at 3/3d	£1. 6. 3
<u>On becoming entitled to additional Units</u>				
22.10.48	P.O.	9	Plus 1 at 3/3d	£1. 9. 6
29. 3.51	C.P.O.	10	" 1 " 3/8d	£1.13. 2
10.12.54	C.P.O.	12	" 2 " 4/8d	£2. 2. 6

Disrated to A.B. 2nd June, 1955 - Reduced to 8 Units

Former fortnightly contributions -	£2. 2. 6
<u>Less</u>	
2 at 4/8d = 9/4d	
1 " 3/8d = 3/8d	
1 " 3/3d = 3/3d	16. 3
New fortnightly rate of contribution for 8 units	£1. 6. 3

18. On a member regaining units on re-advancement after disrating, the fortnightly addition to B.F.C. for the units so regained is to be charged at age next birthday on the day of the re-advancement.

CHARGES, ETC., WHEN MEMBERS ARE PAID IN STERLING

19. When a member is paid in sterling, B.F.C. charges and adjustments are to be made at face value, i.e., on £ for £ basis without regard to exchange.

"NON-EFFECTIVE SERVICE" - CONTRIBUTION LIABILITY AND METHOD OF PAYMENT

20. Section 72A of the D.F.R.B. Act 1948-1955 provides, with effect from 10th June, 1955, that any continuous period of more than 21 days included in a member's period of engagement and during which he was :-

- (a) on leave of absence without pay;
(b) absent without leave;

- (c) awaiting or undergoing trial on a charge in respect of an offence for which he was later convicted; or
- (d) undergoing field punishment, detention or imprisonment;

is a "period of non-effective service" in relation to the member.

21. A member continues to make contributions to the D.F.R.B. Fund for all such "non-effective service", with the exception of periods of absence without leave in excess of 21 days. Time in desertion in excess of 21 days is treated in the same way as a period of absence without leave.

22. The method of accounting in each case, and reference to the effects of the amending 1955 Act, are contained in the following paragraphs.

CONTRIBUTIONS OF MEMBERS ON APPROVED LEAVE OF ABSENCE WITHOUT PAY

23. Irrespective of the length of his absence, a member must contribute to the Fund during all approved leave without pay, e.g., leave without pay granted for compassionate reasons. Such leave will count as time toward qualifying service for both pension and gratuity under the D.F.R.B. Act. Where, however, an entitlement to gratuity accrues under the D.F.R.B. Act, e.g., completion of a 12 year engagement, the amount of the gratuity will be reduced proportionately by any period of more than 21 continuous days approved leave without pay falling after 9th June, 1955, within the period of engagement.

24. On a member proceeding on and returning from approved leave without pay, action is to be taken in connection with his pay account card in the same way as is provided in paragraphs 1 and 2 of Article 0216 of A.B.R.18 - P.A.S.I. The member will be required to make a payment from private funds to cover contributions falling due in the period of his leave without pay. This payment may be made by a lump sum paid in advance, or by fortnightly remittances to the Supply Officer of his ship. If a fortnightly remittance is made, payment must reach the Supply Officer before the pay day of the fortnight in respect of which the contribution is remitted.

25. Amounts thus received - lump sum payment or fortnightly remittances - are to be taken on charge in the cash account for credit to "Trust Fund - Other Trust Moneys" official receipts being issued. A corresponding miscellaneous credit is to be entered on a miscellaneous credit voucher and posted to Part 3 of the member's pay account card. Form A.8.47 - D.F.R.B. Fund Contributors Variation Return - is not to be used for the purpose of making the credit.

26. In special circumstances, arrangements may be made, with Naval Board approval, for the contributor to make payments direct to the Receiver of Public Moneys, Navy Office. If it is desired to utilise this method of payment, the Commanding Officer of H.M.A. Ship, on whose books the member is borne for pay, is to submit the application for Naval Board approval before the member proceeds on leave, stating the amount of contributions payable during the period of absence, together with the proposed arrangements

for payment. Instructions will be issued from Navy Office in regard to the appropriate credit.

MEMBERS ABSENT WITHOUT LEAVE OR IN DESERTION

27. A member is not permitted and shall not be required to contribute to the D.F.R.B. Fund in respect of any period of continuous absence without leave commencing on, or at any time after 10th June, 1955, and exceeding 21 days.

28. Under the amending 1955 D.F.R.B. Act, such non-contributory "non-effective service" will not count as time toward completion of the service required to qualify a member for a pension. It will be counted for the purpose of completing qualifying time towards payment of gratuity under the D.F.R.B. Act, e.g., completion of a 12-year engagement, but such gratuity will be reduced proportionately by the period of more than 21 days continuous absence without leave falling after 9th June, 1955, within the period of engagement.

Action to discontinue charges for contributions when members are marked "Run".

29. The contributions of a member marked "Run" (Q.R. & A.I. Article 205h) are to be charged in his account up to and including the pay day occurring immediately prior to the day on which his absence without leave commences. Should such absence begin on a pay day, the contributions are to be charged up to and including that day.

Recovered Deserters and Absentees - Contribution Liability.

30. Member marked "Run" prior to 10th June, 1955. A member marked "Run" prior to 10th June, 1955, who is apprehended or surrenders, is required to pay arrears of contribution due. The arrears will commence in the first pay day after that on which contributions ceased on his being marked "Run", and as a first step will be charged up to and inclusive of the pay day 9th June, 1955. If the period of his absence without leave falling after 9th June, 1955, is 21 days or less, his liability to contribute continues without break throughout the full period of his absence. Should, however, the period of his absence without leave falling after 9th June, 1955, exceed 21 days, the provisions of the Defence Forces Retirement Benefits Act, 1948-1955 do not permit or require him to contribute between 10th June, 1955, and his recovery from absence without leave.

31. Members marked "Run" on or after 10th June, 1955. The principle in such a case is as contained in the latter portion of the preceding paragraph viz., should the period of illegal absence be 21 days or less, the member is required to contribute without break throughout the period. If the period of illegal absence is more than 21 days, his liability to contribute is broken during the period of absence.

MEMBERS WAITING OR UNDERGOING TRIAL ON A CHARGE IN RESPECT OF AN OFFENCE FOR WHICH LATER CONVICTED OR UNDERGOING FIELD PUNISHMENT, DETENTION OR IMPRISONMENT

32. Except in those cases where a member is dismissed or discharged from the Royal Australian Navy prior to serving a sentence of detention or imprisonment (Q.R. & A.I. Article 1943 paragraph 7 refers), he is required by the D.F.R.B. Act

1955 to contribute to the D.F.R.B. Fund whilst waiting or undergoing trial on a charge in respect of an offence for which later convicted, or whilst undergoing field punishment, detention or imprisonment. Such periods, when they exceed 21 days continuously, are defined under the D.F.R.B. Act as "non-effective service", but will count as time towards qualifying service for both pension and gratuity under the Act.

33. Where, however, an entitlement to gratuity accrues under the D.F.R.B. Act, the amount of the gratuity will be reduced proportionately by any period of such "non-effective service" falling after 9th June, 1955, within the period of engagement. A period of waiting trial followed immediately by detention, etc., will be reckoned as one period for the purpose of ascertaining whether 21 days has been exceeded.

ACTION TO RECOMMENCE CHARGES FOR CONTRIBUTIONS ON APPREHENSION OR SURRENDER OF MEMBERS MARKED "RUN".

34. On apprehension or surrender of a member, his D.F.R.B. contributions are resumed on the unit basis and at the fortnightly rate applicable to him prior to his being marked "Run", amended as necessary by any compulsory change which may have occurred during his period of absence without leave, e.g., the increased unit and fortnightly contributory rate charged on and after the pay day 23rd December, 1954. Charges for contributions due are made on and from the pay day immediately following the day of apprehension or surrender. Should the day of apprehension or surrender be a pay day, charges recommence on and from that day.

35. As indicated in Article 0221 of A.B.R.18 - P.A.S.I. - particulars of charges and any arrears due in such cases are to be obtained from Navy Office. In the event of disrating occurring for the offence of absence without leave or desertion, reduction of charges for units lost will be necessary as from the appropriate pay day.

36. On being restored to pay, the member should be required to liquidate by a lump sum payment (if possible) all or portion of the debt arising from the charging of arrears (if any) and the charging of fortnightly contributions for any period of pay disenfranchisement after recovery, i.e., whilst awaiting or undergoing trial and under punishment after the absence without leave. In any case, the arrears should be recovered by such amounts as will liquidate the debt at the earliest possible date, and at a rate greater than that arrived at by doubling the member's current contribution rate. It is realised, however, that, in cases where a lump sum payment cannot be made by the member, other fixed commitments such as permissible allotments (Instruction 52/6 of the Interim Pay Instructions), taxation, etc., and the necessity for making pay advances could leave a member's account incapable of bearing such a heavy rate of recovery for arrears. In these cases, it will be necessary to obtain special direction from the Naval Board.

FORM A.S.47 D.F.R.B. FUND CONTRIBUTORS' VARIATION RETURN - NEW CONTRIBUTORS AND OTHER CHANGES

37. Upon a member becoming a contributor to the Fund, a Form A.S.47 is to be completed in the ship in which the member is serving and forwarded to the Director of Navy Accounts (Naval Pay Division), showing particulars of the charge and the reason for the return, i.e. "New Contributor". A Form 41A -

Variation Sheet - is also to be prepared in accordance with A.B.R. 18 - P.A.S.I. - Article 0206.

38. Forms A.S.47 and Forms A.S.41A, where applicable, are also to be rendered, giving particulars in every case for altered charges, re-credits and arrears due to :-

- (a) Promotion or advancement.
- (b) Recovery from absence or desertion.
- (c) Adjustments authorised from Navy Office which alter the net fortnightly drawing rate.
- (d) Any other increase or reduction of unit entitlement.

TAXATION OF BENEFITS FUND CONTRIBUTIONS

39. Contributions form part of assessable income, i.e., are assessable as income in the hands of the recipient. Their value is not to be disregarded in arriving at the fortnightly rate of taxation instalment deductions. In the member's Income Tax Return, however, a deduction, not exceeding the amount of Benefit Fund Contributions for which the member was liable during that year, may be claimed as a concessional deduction.

ADJUSTMENT OF A DEBT DUE TO THE COMMONWEALTH BY RECOVERY FROM MONEYS PAYABLE UNDER THE DEFENCE FORCES RETIREMENT BENEFITS ACT 1948/1955

40. Payment of a Benefit (Pension, Refund of Contributions, or Gratuity) under the Retirement Benefits Act is not authorised from Navy Office. Benefits are authorised by the Department of the Treasury (Retirement Benefits Board) and are made payable through the Department of Social Services direct to the payee, except that in the case of a contributor for limited benefits (whose Deferred Pay is not transferred to the Retirement Benefits Fund), Navy Office effects payment of the Deferred Pay when due.

41. When a contributor becomes entitled to a benefit under the Retirement Benefits Act, the necessary application forms are to be completed by him and forwarded to Navy Office. They will then be forwarded to the Defence Forces Retirement Benefits Board.

42. In order to arrange, when necessary, for recovery of overpayments of active pay or other debts due to the Department from moneys payable under the abovementioned Act, authority is required to be obtained in the following form from the members concerned :-

PRO FORMA AUTHORITY

TO THE DEFENCE FORCES RETIREMENT BENEFITS BOARD

AND

THE COMMONWEALTH OF AUSTRALIA

I hereby authorise the deduction from the amount of benefit payable to me under the provisions of the Defence Forces Retirement Benefits Act, 1948- of the sum of and the payment of that sum to the Receiver of Public Moneys, Department of the Navy, Melbourne, in full/part satisfaction of a debt due by me to the Commonwealth.

In consideration of which payment being made, I hereby release and indemnify and agree to continue to hold indemnified the Defence Forces Retirement Benefits Board from and against all claims in respect of the above amount.

As witness to my hand this day of
..... 19

Signed by Signature
(Name of Member) (Signature of Member)

in my presence Signature
(Name of Witness) (Signature of Witness)

Occupation of Witness

43. In the event of the account of a member being in debt on his discharge, and it being desired to adjust the debt in whole or in part, in the manner indicated, in the preceding paragraph, a form of authority in duplicate duly signed by the member and witnessed, is to be attached to D.F.R.B. Form 9 when forwarded to Navy Office.

44. Where the benefit payable is in the form of a pension, and it is desired that recovery be made by instalments, the following additional paragraph is to be inserted in the form of authority :-

"I desire that the amount owing be recovered by instalments, at the rate of per fortnight".

45. Navy Orders 419 of 1951, 143 of 1952, 256 of 1953 and Navycirc 388 Item of October, 1955 are hereby cancelled.

(4832/1/38)

APPENDIX

EXTRACT FROM FIRST SCHEDULE D.F.R.B. ACT

PART I - OFFICERS

Permanent Naval Forces	No. of Units
<u>Table 1</u> - Officers other than those referred to in Table 2 and Table 4 of this Part.	
Vice-Admiral	36
Rear-Admiral (Non-Executive Branch)	36
Rear-Admiral (Executive Branch)	36

APPENDIX (cont'd)

Permanent Naval Forces	No. of Units
<u>Table 1</u> - Captain (and relative rank) of six years' or more service in that rank	31
Captain (and relative rank) of less than six years' service in that rank	29
Commander (and relative rank)	25
Lieutenant-Commander (and relative rank)	22
Lieutenant (and relative rank)	18
Sub-Lieutenant	11
Acting Sub-Lieutenant	9
Sub-Lieutenant (Under Graduate Midshipman)	8
Midshipman	5
<u>Table 2</u> - Officers promoted from Warrant Rank or from Branch Rank (except those specially selected and promoted direct to Lieutenant) -	
Commander (and relative rank)	25
Lieutenant-Commander (and relative rank)	22
Lieutenant (and relative rank)	19
Senior Commissioned Officer (and relative rank)	17
Commissioned Officer (and relative rank)	15
<u>Table 4</u> - Senior Chaplain	24
Chaplain (after eighteen years' service in the rank of Chaplain)	24
Chaplain (after fifteen years' service in the rank of Chaplain)	23
Chaplain (after ten years' service in the rank of Chaplain)	20
Chaplain (on appointment)	17

PART II - MEMBERS OTHER THAN OFFICERS

Permanent Naval Forces	No. of Units	Rate of Pension per annum - Retirement on or after 10th December, 1954
<u>Table 1</u> - Members other than those referred to in Table 2 of this Part.		
Chief Artificer (and relative rating)	13	£ 312
Chief Petty Officer (and relative rating, other than Chief Artificer)	12	270
Petty Officer (and relative rating)	11	250
Leading Seaman (and relative rating)	9	197
Able Seaman (and relative rating)	8	177
Ordinary Seaman (and relative rating)	6	155
Recruit Seaman } Band Boy }	5	...
<u>Table 2</u> - Cadet Midshipman	4	...

SECOND SCHEDULE D.F.R.B. ACT

RATES OF PORTNIGHTLY CONTRIBUTIONS

Age next birthday at time when obligation to contribute came or comes into existence	Contribution for first two units	Contribution for each subsequent unit
	£ s. d.	£ s. d.
19	0. 3. 4	0. 1. 7
20	0. 3. 6	0. 1. 8
21	0. 3. 8	0. 1. 9
22	0. 3. 10	0. 1. 10
23	0. 4. 1	0. 2. 0
24	0. 4. 3	0. 2. 1
25	0. 4. 6	0. 2. 2
26	0. 4. 9	0. 2. 3
27	0. 4. 11	0. 2. 5
28	0. 5. 2	0. 2. 6

Age next birthday at time when obligation to contribute came or comes into existence	Contribution for first two units	Contribution for each subsequent unit
	£ s. d.	£ s. d.
29	0. 5. 6	0. 2. 8
30	0. 5. 9	0. 2. 9
31	0. 6. 1	0. 2. 11
32	0. 6. 5	0. 3. 1
33	0. 6. 9	0. 3. 3
34	0. 7. 2	0. 3. 6
35	0. 7. 7	0. 3. 8
36	0. 8. 0	0. 3. 11
37	0. 8. 6	0. 4. 2
38	0. 9. 1	0. 4. 5
39	0. 9. 8	0. 4. 8
40	0. 10. 3	0. 5. 0
41	0. 11. 0	0. 5. 5
42	0. 11. 10	0. 5. 9
43	0. 12. 9	0. 6. 3
44	0. 13. 9	0. 6. 9
45	0. 14. 10	0. 7. 4
46	0. 16. 2	0. 7. 11
47	0. 17. 9	0. 8. 8
48	0. 19. 6	0. 9. 7
49	1. 1. 7	0. 10. 8
50	1. 4. 1	0. 11. 11
51	1. 7. 3	0. 13. 5
52	1. 11. 1	0. 15. 5
53	1. 16. 1	0. 17. 10
54	2. 2. 9	1. 1. 2
55	2. 12. 0	1. 5. 9
56	3. 6. 1	1. 12. 9
57	4. 8. 11	2. 4. 2
58	6. 15. 3	3. 7. 2
59	13. 13. 0	6. 15. 8
60	13. 15. 6	6. 17. 0



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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

22nd June, 1956.

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,
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
606	Books - Ships' Libraries - Organisation.

N.0233



BOOKS - SHIPS' LIBRARIES - ORGANISATION.

The organisation for the provision and use of Ships' Libraries is detailed in this Order.

2. Each ship or establishment is provided with one library, known as the Ship's Library, which is divided into three sections as follows :-

- (a) Recreational Section - consisting of selected fictional books of a popular nature.
- (b) Non-Fiction Section - consisting of books which are non-fictional in character but are suitable for general reading.
- (c) Reference Section - consisting of such books as may be required for frequent reference. New "reference" titles are added from time to time as requisite.

3. It is intended that sections (a) and (b) of the Ship's Library should be housed so as to provide ready access for ratings, and that section (c) should be housed for the ready access of officers. At the same time ratings are not to be prevented from making use of books in section (c) nor officers from using books in sections (a) and (b). The Instructor Officer (or Education Officer) will be responsible to the Captain for the care of the Library and for maintaining arrangements such as will enable the books to be used to the fullest extent for the purposes for which they are provided.

4. The responsible authority in Navy Office for the library organisation will be the Director of Naval Education Service.

5. SUPPLY AND ACCOUNTING ARRANGEMENTS.- The accounting authority in H.M.A. ships and establishments for all libraries referred to in this Order is the Instructor Officer or, where no Instructor Officer is borne, the officer appointed by the Captain to be the Education Officer.

6. Ships' Libraries are graded in size according to the complement of the ship or establishment concerned. In addition to the initial supply of books, each library is topped up by the issue of a quarterly supplement so that fresh reading matter is regularly available. These supplements will be issued without demand.

7. SCALE OF SUPPLY.-(a) Recreational Section.-

Complement	Class of Ship's Library allowed	No. of Books in initial supply	Quarterly Supplement
Over 1000	1st	900	60
651-1000	2nd	600	40
401-650	3rd	450	30
251-400	4th	300	20
100-250	5th	150	10

(b) Non-Fiction Section.- The number of books in the initial supply is approximately 12½% of that for the recreational section. Quarterly supplements to this section vary in size according to the availability of suitable books.

(c) Reference Section.- Reference section will be made up as follows :-

(i) For Shore Establishments, Cruisers and above, and Senior Officer's Ship of Destroyer and Frigate Squadrons -

Atlas - Oxford.

Dictionaries -

English, Concise Oxford

French - English

German - English

Italian - English

Russian - English

Spanish - English.

The King's English - Fowler.

(A) Chambers' Encyclopaedia (10 vols.)

Everyman's Own Lawyer.

Introduction to Naval Court-Martial Procedure - Duckworth and Fisher.

The Law and Custom of the Sea - Smith.

Australian Encyclopaedia (2 vols.).

Official History of Australia in the War of

1914-1918, Vol. IX only - Jose.

Parliamentary Government of the Commonwealth of Australia - Crisp.

Manual of Seamanship, Vols. I, II and III.

(C) Who's Who in Australia.

The Barrier Reef - Roughley.

Pidgin English - Murphy.

(B) Brassey's Naval Annual.

(B) Jane's All the World's Aircraft.

(B) Jane's Fighting Ships.

(B) Whitaker's Almanac.

Pear's Cyclopaedia.

(B) Commonwealth Year Book.

(ii) For Destroyers, Frigates, Fleet Minesweepers and Ships of Similar Complements and Duties -

Atlas, Handy Reference.

Dictionaries -

English, Concise - Fowler.

French - English.

German - English.

Everyman's Encyclopaedia (12 vols.).

Introduction to Naval Court-Martial Procedure - Duckworth and Fisher.

The Law and Custom of the Sea - Smith.

Manual of Seamanship, Vols. I, II and III.

(D) Jane's All the World's Aircraft.

(D) Jane's Fighting Ships.

(D) Whitaker's Almanac.

Pear's Cyclopaedia.

(D) Commonwealth Year Book.

NOTES:- (A) Encyclopaedia Britannica (24 vols.) will be issued in lieu of Chambers' to Fleet Flagship only.

(B) Published annually. Year-old copies to be returned to R.E.V.Y. on receipt of up-to-date copies.

(C) Published triennially.

(D) Published annually - Year-old copy will be supplied. 2-year-old copies to be returned to R.E.V.Y. on receipt of year-old copies.

8. ARRANGEMENTS FOR SMALL SHIPS.- Libraries for ships and establishments with complements under 100 are provided from a stock of box libraries, each containing 30 books, which are available on demand from the Command Instructor Officer, H.M.A.S. KUTTABUL. Ships concerned may draw not more than three recreational box libraries and one non-fiction box library. No system for the regular supply of supplements will operate for box libraries, but ships will be free to return complete boxes to the Command Instructor Officer and to draw replacements, as may be necessary, to maintain fresh supplies of reading matter.

9. DISTRIBUTION.- Except as provided for in paragraph 8 of this Order distribution of library books is made by the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, at the request of the Director of Naval Education Service. Demands are to be addressed to Director of Naval Education Service, Navy Office, Melbourne, through the Captain, stating the reason for the demand and the complement of the ship or establishment concerned. Once a Ship's Library has been supplied, quarterly supplements and annual publications are issued without further demand. Demands should therefore be made only for the issue of a complete library or the replacement, as necessary, of single books from the Reference Section. In view of the regular supplement to the Recreational and Non-Fiction sections, books lost from these sections will not be replaced. Suggestions regarding the type of book required in the quarterly supplements may be forwarded to Director of Naval Education Service.

10. ACCOUNTING.- All books, whether supplied as complete sections, replacements or supplements, are to be taken on charge on receipt by the Instructor Officer (or Education Officer) in accordance with the supply and receipt vouchers accompanying each supply, the receipt note being signed immediately and returned to the Superintending Victualling Store Officer and the supply note being retained for subsequent enclosure with the half-yearly account (see paragraph 11). The "Packing List" (which is enclosed in the package) should be retained for reference purposes.

11. The Officer responsible for the Ship's Library is to carry out a six-monthly muster of all sections of the Library about 30th June and 31st December each year. The actual dates may be varied, as requisite, to fit in with local arrangements but in no case is the muster to be delayed more than 14 days after the due date. Where a change of custody occurs, or on paying off, an additional muster is to be carried out. On each occasion of muster, an account on Form A.S.1074 approved by the Captain, is to be rendered to the Director of Naval Education Service, Navy Office, Melbourne. Form A.S.1074 is to be accompanied by supporting vouchers, viz. :-

- (a) Victualling Yard Supply Notes (Form AV.120)
- (b) Forms A.S.126 in respect of books lost or deficient.

12. The following notes are for the guidance of officers in completing Form A.S.1074 :-

- (a) "Remains from Last Account". This is the number of books actually mustered at the previous half-year end and entered as the "Numbers Remaining" on that occasion.
- (b) "Received from Victualling Yard". This is the number of books received during the half-year for which the appropriate yard "Supply Notes" are to be attached to the Form A.S.1074.

- (c) "Surplus". This figure is confined to books previously reported as losses or deficiencies and subsequently found.
- (d) "Total Debit". This is the total of the previous three items, and should give the total number of books which would be present had there been no losses or returns. This total should equal "Total Credits".
- (e) "Returned to Victualling Yard". This is the number of books returned in accordance with paragraph 13 or 14 of this Order.
- (f) "Lost by Neglect". This is the number of books whose loss is traceable to specific individuals and for which Forms A.S.126 are attached to the Form A.S.1074. (See paragraph 17 of this Order.)
- (g) "Deficiencies". This is the number of books which were unaccountably deficient at the muster and for which Forms A.S.126 are attached to the Form A.S.1074. (See paragraph 18 of this Order.)
- (h) "Numbers Remaining". This is the number of books actually found at the muster.
- (i) "Total Credits". This is the total of the four previous items. "Total Credits" should equal "Total Debits".

13. RETURNS.- Books of all sections are to be returned to the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, when a ship pays off. An account on Form A.S.1074, together with supporting vouchers, is to be rendered to Director of Naval Education Service on such occasions. Care is to be taken that books obtained from extraneous sources are not included in these returns. The three sections should be packed separately, and recorded on separate "Return Notes" (Form A.S.549) which should specify the section to which each note refers.

14. Books from Sections (a) and (b) which are no longer of use as a result of wear and tear or for reasons of unsuitability, may be returned to the Royal Edward Victualling Yard under cover of a Return Note (Form A.S.549). No replacements will be issued other than the regular quarterly supplements, and returns are, therefore, to be limited to such quantities that the total number of books held in the Recreational and Non-Fiction Sections of the Library does not fall below the numbers authorised for the initial supply in those Sections, as detailed in paragraph 7 of this Order.

15. Ships undergoing refit, unless paying off, need not return their Libraries but may lodge them at the nearest Victualling Yard on deposit, informing the Director of Naval Education Service that replenishments are not required. On withdrawing libraries from deposit on completion of refit, or on recommissioning, a statement that replenishments are again desired is to be forwarded to the Director of Naval Education Service.

16. LOSSES.- The Instructor Officer (or Education Officer) is to take all reasonable precautions to avoid the loss of books from the library in his charge but these precautions are not to be such as may unduly restrict the use of the library by the ship's company. It is desired that full use be made of the Ship's Library and it is appreciated that if this is done a small number of unaccountable losses may occur.

17. Cases of loss or damage by borrowers are to be investigated by the Instructor Officer (or Education Officer). Whenever it appears that loss or damage is due to negligence or misconduct on the part of the borrower, the value of the book is to be recovered from the borrower on Form A.S.126. For this purpose the value of any book is to be taken to be its cost price which will be notified when the book is supplied. Losses under this heading are to be entered in the "Lost by Neglect" column of Form A.S.1074 on the next occasion of rendering this Form and Forms A.S.126 are to be attached in respect of each loss.

18. Books found to be unaccountably missing on the occasion of a muster of the library are to be entered in the "Deficiencies" column of Form A.S.1074. They also are to be covered by Forms A.S.126, endorsed "cost not recovered", which are to be attached to the Form A.S.1074. The Instructor Officer (or Education Officer) is not to be called upon to refund the value of books lost by accident unless the losses are excessive or it appears that he has been negligent in his custody of the Library. All Forms A.S.126 rendered in connection with Ships' Libraries are to be subject to the approval of the Captain.

19. EXCHANGES.- Except as provided for in paragraph 8 of this Order, exchanges of Ship's Library books between ships and/or establishments is not permitted. Paragraph 15 of this Order provides for the return of unsuitable books and paragraph 9 permits other books of a particular type to be requested.

20. CONDUCT OF THE LIBRARY.- The Officer-in-Charge of a Ship's Library is to give each book in the Library a serial number by which the book can be identified so long as it remains in his library. This number is to be clearly marked inside the covers of the book using a rubber stamp in the following form :-

H.M.A.S. MELBOURNE
Book No.

21. If a book has previously been on issue to another Ship's Library, the old serial number and ship's name are to be effectively obliterated before the new serial number is inserted.

22. Serial numbers are to be arranged in such a way as to indicate the section of the Library to which the book belongs.

23. The Library is to be opened to the ship's company at such times as may be convenient to permit of a free circulation of the books.

24. A record of books borrowed is to be maintained by the librarian and all reasonable precautions are to be taken to ensure that books are returned by borrowers in due course. To facilitate this a "Borrower's Card" has been produced, supplies of which are available from Director of Naval Education Service. The card has a heading on which the name, rating and official number of a borrower can be inserted. The body of the card is divided into columns headed -

Book Number	Date borrowed	Borrower's initials	Date returned	Librarian's initials
-------------	---------------	---------------------	---------------	----------------------

25. The proper use of borrower's cards will enable the librarian at any time to check which books are out on loan and to whom they have been loaned.

26. D.N.E.S. CENTRAL REFERENCE LIBRARIES.- To supplement the range of books available in Reference Sections to Ships' Libraries, Central Reference Libraries are maintained by the Director of Naval Education Service in H.M.A. Ships ALBATROSS, CERBERUS and PENGUIN. Orders for the conduct of Central Reference Libraries are issued separately.

27. Navy Orders 134 of 1953, 400 of 1954, 94 and 301 of 1955, and 114 of 1956 are hereby cancelled.

(4575/52/45)

The purpose of this report is to provide information regarding the activities of the [redacted] in the [redacted] area. This information was obtained from a review of the [redacted] files and is being provided for your information.

The [redacted] has been identified as a [redacted] and is being monitored as a [redacted]. The [redacted] has been identified as a [redacted] and is being monitored as a [redacted]. The [redacted] has been identified as a [redacted] and is being monitored as a [redacted].

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SECRET

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NAME	DATE	INITIALS	DATE	INITIALS

cu GP

Per. Attn

C.N.Os 607-620/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

26th June, 1956.

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

By direction of the Naval Board,

M. 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.0238.



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SECTION 1 - ADMINISTRATIVE AND GENERAL

607.

COMMANDS - LIMITS OF NAVAL STATIONS.

The following are the present limits of the Naval Stations :-

HOME	
West	Along the east coast of Greenland to 30° West; thence South along 30° West to 43° North; thence to 35° North, 40° West; thence to 40° West, 20° North.
South	From the coast of Africa along the parallel of 20° North to 40° West.
MEDITERRANEAN	
West	A line joining the southern end of the boundary of Spain and Portugal and the western end of the boundary between Spanish Morocco and French Morocco.
In the Red Sea	The parallel of 15° North.
AMERICA AND WEST INDIES	
West	South along the meridian of 180° to 30° North; thence to 30° North, 157° 58' West; thence to 21° 22' North, 157° 58' West (Pearl Harbour, Oahu Island); thence to 21° 22' North, 150° West; thence South along that meridian to the Equator; thence due east to 120° West; thence South along the meridian of 120° West to the pole.
East	Along the east coast of Greenland to 30° West; thence along the meridian of 30° West to 43° North; thence to 35° North, 40° West; thence along the meridian of 40° West to 20° North; thence to 20° West on the Equator; thence South along the meridian of 20° West.
SOUTH ATLANTIC	
In the Atlantic North	From the coast of Africa along the parallel of 20° North to 40° West.
West	From 20° North, 40° West, to 20° West on the Equator; thence South along the meridian of 20° West.
In the Indian Ocean North	From the coast of Africa along the parallel of 10° 40' South to 55° East; thence along meridian of 55° East to 30° South; thence along that parallel to 80° East.
East	From point 30° South, 80° East, south along the meridian of 80° East.
FAR EAST STATION	
East	South along the meridian of 180° to 30° North; thence to 30° North, 157° 58' West; thence to 21° 22' North, 157° 58' West (Pearl Harbour, Oahu Island); thence to 21° 22' North, 180°; thence to 5° North, 180°; thence to 5° North 169° East; thence South along this meridian to 3° 30' North.
South	From 3° 30' North, 169° East, along the northern boundary of the Australia Station to a point 95° East, 11° 30' South.

West From the frontier of Pakistan and Burma along the coast to 95° East; thence South along the meridian of 95° East to 11° 30' South.

EAST INDIES STATION

In the Red Sea Along the parallel of 15° North.
 West Along the parallel of 10° 40' South to the meridian of 55° East; thence along 55° East to 30° South.
 South Along the parallel of 30° South to 95° East.
 East From the frontier of Pakistan and Burma along the coast to 95° East; thence South along 95° East to 30° South.

AUSTRALIA

East From 3° 30' North, 169° East, South to 1° South; thence East along this parallel to 170° East; thence South along this meridian to 30° South; thence to 45° South, 160° East; thence south along this meridian.
 North From 3° 30' North, 169° East, West to 125° East; thence South to the coast of Celebes; thence West along the coast to Celebes to 120° East; thence South to 11° 30' South; thence West to 11° 30' South, 95° East.
 West From 11° 30' South, 95° East, South along 95° East to 30° South; thence West along this parallel to 80° East; thence South along this meridian.

NEW ZEALAND

North Along the Equator from 120° West to 150° West; thence to 21° 22' North, 150° West; thence (through Pearl Harbour, Oahu Island) to 21° 22' North 180°; thence to 5° North, 180°; thence to 5° North, 169° East.
 West From 5° North, 169° East, South along this meridian to 1° South; thence East along this parallel to 170° East; thence South along this meridian to 30° South, thence to 45° South, 160° East; thence South along this meridian.
 East From the Equator, south along the meridian of 120° West.

(The foregoing is the unaltered text of A.P.O. 615/1956.)

(3391/6/2)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

608.

RADAR - TYPE 275 - LOWERED PERFORMANCE DUE TO MISALIGNMENT OF HEAD AMPLIFIER P.54 AND I.F. AMPLIFIER M.78.

Reports from sea indicate that lowered performance of radar type 275 can be due to misalignment of the Head Amplifier P.54 and the I.F. Amplifier M.78, which should be aligned as a pair using the same frequency swept oscillator.

2. Alignment cannot be carried out by ship's staff as the appropriate swept oscillator is not carried afloat. Accordingly, ships having reason to suspect this fault should include an item in the defect list as follows :-

"Type 275 receiver performance below standard. Head amplifier P.54 and I.F. Amplifier M.78 require alignment."

3. In the first instance this work can be undertaken by General Manager, Garden Island, Dockyard, using special interim test equipment. At a later date, depending upon availability of the approved test equipment - A.P.O. 1335 Frequency Swept Oscillator, this alignment work will also be undertaken by Williamstown Naval Dockyard.

(The foregoing is the text of A.P.O. 172/1956 altered to meet R.A.N. conditions.)

(4519/31/798)

609.

GUNS, GENERAL - Q.F. - TEMPEX PACKING FOR LOOSE BARRELS AND LINERS.

It has been decided to introduce an improved type of seal for the front end of the jacket in Q.F. guns fitted with loose barrels and liners to replace Bell's asbestos packing.

2. The new seal is known as Crosslite TEMPEX packing and will be fitted to ships' guns by the staff of R.A.N.A.Ds. as opportunities arise.

3. Details of packing required are as follows :-

Store Ref.	Size	Guns
BG 379 PACKING	5/16-in.	O.Q.F., 5.25-in., Mark 1.
BW 525 PACKING	9/32-in.	O.Q.F., 4-in., Mark 5***.
AA 174 PACKING	1-in.	O.Q.F., 4.7-in., Mark 12B.
		O.Q.F., 4.7-in., Mark 9A, 9*A, 9**A.
		O.Q.F., 4.7-in., Mark 9B, 9*B, 9**B.
		O.Q.F., 4.5-in., Mark 5.
		O.Q.F., 4-in., Mark 16*, 16*/1.
		O.Q.F., 4-in., Mark 5c.

4. Demands are to be lodged with Officers-in-Charge of R.A.N.A.Ds. for supplies to replace spare Bell's packing on the following scale :-

	1-4 guns	5-8 guns	9-12 guns	13-16 guns
	ft.	ft.	ft.	ft.
(a) BG 379 PACKING	24	36	48	60
(b) BW 525 PACKING	15	-	-	-
(c) AA 174 PACKING	18	36	54	72

- (a) is supplied packed 12 ft. per 1 lb. box
- (b) is supplied packed 15 ft. per 1 lb. box
- (c) is supplied packed 18 ft. per 1 lb. box.

5. The Proportion Book of Naval Armament Stores will be amended in due course.

(The foregoing is the text of A.F.O. 916/1956 altered to meet R.A.N. conditions.)

(4428/1/431)

610.

**AIRCRAFT - BOMBS, H.R. - STOWAGE WITHOUT TRANSIT BASES
IN AIRCRAFT CARRIERS.**

Transit bases and, where fitted, rings protecting suspension lugs, are to be removed from bombs prior to their stowage in the Bomb Rooms, except as in paragraph 2, the transit bases and rings protecting suspension lugs being returned direct to the source of supply.

2. Removal of the transit bases in the case of 1,000 lb. M.C. Bombs, with the exception of the 1,000 lb. M.C. Marks 6, 6* and 9, Bombs, exposes the holes for screws securing the transit bases and/or tail units to the Bombs. Every care must therefore be taken to avoid dirt entering these holes, which should be kept lightly oiled to avoid the formation of rust.

3. All bombs are to be fitted with transit bases, and where applicable, rings protecting suspension lugs before they are returned to Naval Armament Depots, transit bases and rings protecting suspension lugs being demanded as required from the Armament Supply Officer prior to disembarkation of the bombs.

4. B.R.862 will be amended in due course.

(The foregoing is the text of A.F.O. 643/1956 altered to meet R.A.N. conditions.)

(4445/2/32)

611.

**ANTI-AIRCRAFT FIRE CONTROL - 4-IN., MARK 19, SERIES -
GUN DRILL - REPORTS.**

As a result of reports from the Royal Navy and trials by H.M.S. EXCELLENT it has been decided to introduce the following drills for use in A.A. fire with all 4-in., Mark 19, series mountings :-

(a) With V.T. fuses

Independent Gun Alternate, firing by loaders' firing push.

(b) With T.M. fuses

Independent Gun Alternate, firing by loaders' firing push.

2. The crew required for these drills is shown in Appendix I to this Order. The drills are given in Appendix II.

3. The object of these drills is to develop the maximum output, without loss of accuracy due to throw-off, during the short engagements possible against fast aircraft. Trials have shown that in V.T. fire this is best achieved by Independent Gun Alternate drill, firing by loaders' firing push, the alternate rhythm being obtained by initially delaying the firing, or loading, of one gun. In T.M. fire, larger Dead Time errors can be accepted and Independent Gun Alternate drill can therefore be used.

4. In order to permit Independent Gun Alternate drill to be done it is necessary to fit a partition shield between the breeches of the guns so that the loading, firing and case ejection of one gun does not inconvenience drill at the other. This modification has been promulgated as an A. and A., classification A.

5. To permit the loading numbers to fire their own guns as soon as they have loaded, loaders' firing pushes must be fitted at the fuse setting machine of each gun. A special heavy duty push is being introduced for this purpose; as soon as these become available an A. and A. will be promulgated giving details of the revised wiring diagram. In the meantime, ships who have wired their interceptors in series to meet the current procedures should re-wire them individually, quoting this Order as authority.

6. Pending the introduction of these loaders' firing pushes, ships having fitted the partition shields are to introduce the Independent Gun Alternate drill except that firing is to be by interceptor, each Breechworker closing his interceptor to fire his gun as soon as his loading number has loaded and is clear of recoil and case ejection. To initiate Alternate fire when firing by interceptor, it is clearly a requirement that one interceptor only shall have been closed before the order "SHOOT" is given. (See Appendix II, Note 5 after Independent Gun Alternate drill.)

7. H.M.S. EXCELLENT's trials have shown that in Independent Gun Alternate drill, firing by loaders' firing push, a good crew should get away seven or eight V.T. fuzed rounds per gun in a 20-second engagement, with the guns elevating from 10 to 50 degrees, without loss of rhythm.

8. In Surface fire it is also necessary to avoid throw-off. Over the longer engagements of a Surface action it is clear that the alternate rhythm cannot be maintained by drill. Ships should therefore continue to use Broadside fire.

9. In both A.A. and Surface fire use of the loading angle switch will cause a marked drop in output. Use of this switch should therefore be confined to occasions when it is not possible to load without it. On such occasions alternate drill must be abandoned in favour of Broadside fire and local firing.

10. Ships are to report through their Administrative Authorities on the results achieved with these drills, with any suggestions for improvement after reasonable experience has been gained.

11. Current instructions and the appropriate Drill Books will be amended in due course.

(The foregoing is the text of A.F.O. 422/1956 altered to meet R.A.N. conditions.)

(3386/11/69)

APPENDIX I

4-IN. MARK 19 SERIES MOUNTING

CREW

DUTY	TITLE OR NUMBER	S.Q.
Captain of Mounting	C.M.	1 Q.R./Q.A.2
Layer	L	1 Q.R.3
Trainer	T	1 Seaman
Breechworker	2	2 Q.R./Q.A.3
Loading Numbers	3, 4, 5	6 Seamen
Locker Supply Numbers	6	2 Seamen
Rake Number	R	1 Seaman
Communication/Sight Setter/ (Left Fuze Follower)	C	1 Seaman
(Right Fuze Follower)	(Right Fuze Follower)	(1 Seaman)
(Fuze Setters)	(Fuze Setters)	(2 Seamen)
	Total	15 (18)

NOTE:- The numbers in brackets above are allowed only to ships with mountings controlled by H.A.C.S., or P.K.C.S., or fitted with Rocket Flare Launchers. When not required to operate the Fuze Setting Machines or the Rocket Flare Launchers, they provide an extra Rake Number and Supply Numbers.

APPENDIX II

Independent Gun Alternate

1. The drill is to be used at Aircraft or Speedboat Targets using V.T., D.A., predicted T.M. or pre-set T.M. fuzes.

NOTE:- Predicted T.M. fuzes are taken to be all those which require setting in the Mark 5 Fuze Setting Machines immediately prior to loading. Pre-set T.M. fuzes are those which are loaded direct from the R.U. lockers.

2. The additional drill required when firing predicted T.M. fuzes is shown in brackets (e.g., "(Fuze and)"). When firing V.T., D.A., or pre-set T.M. fuzes, all mountings omit the drill in brackets.

3. The drill pre-supposes the "Stand-to" state to have been assumed.

4. Director/Radar Layer presses Trigger at order "SHOOT" and keeps it pressed.

ORDER	ACTION	
"Aircraft" or "Speedboat"	L	Checks Director/Local Firing C.O.S. is to DIRECTOR.
	L and T	Check mounting is following the director correctly. Report "LAYER/TRAINER ON".
	2L	Checks Loader's Firing On/Off Switch is to ON.
	2R	Reports "GREEN/RED SECTOR" depending on position of the safety firing gear switch pointer.
	2s 6s	Check Safety Lever to FIRE. Supply Ammunition from R.U. Lockers or hoists to 3s, 4s, and 5s in rotation.
3s, 4s, and 5s	Prepare to (Fuze and) load.	
("Set Fuze..") (See Note 1 of this Appendix)	(Fuze Followers)	(Run fuze pointer to fuze ordered).
	(Fuze Setters)	(Set fuze).
("Broadside")	(Fuze Followers)	(Follow transmitted fuze).
	3s	Load. Turn outwards to the rear, pausing by own Firing Push.
2s 4s	2s	Close interceptors.
	4s	Prepare to (Fuze and) load.
"Shoot" (or when trigger pressed lamp burns)	3L	Strikes Firing Push when satisfied that trigger pressed lamp is burning or that D.L. has had time to press his Trigger. Withdraws smartly to the rear to provide himself with another round from 6L (Sets fuze on gunfire).
	(Left Fuze Setter)	
	4L	Loads as soon as (round is fuze and) gun has run out.
	2L	Closes interceptor as soon as gun is loaded.
	5L	Prepares to (Fuze and) load.
	3R	Strikes firing push as soon as 4L presents the nose of the second round to the left breech. Withdraws smartly to the rear to provide himself with another round from 6R (Sets fuze on own gunfire).
	(Right Fuze Setter)	
	4R	Loads as soon as (round is fuze and) gun has run out.
	2R	Closes interceptor as soon as gun is loaded.
	5R 4L	Prepares to (Fuze and) load. Turns outwards after loading and withdraws smartly to the rear.

ORDER	ACTION
4L (Cont'd.)	Strikes own firing push in passing. Provides another round from 6L.
4R	Turns outwards after loading and withdraws smartly to the rear. Strikes own firing push in passing. Provides another round from 6L.
5s, 3s and 4s	Load, fire and provide ammunition in succession as previously detailed, as soon as guns have run out.
2s	Close interceptors as soon as guns are loaded.
(Fuze Setters)	(Set fuze as soon as round is presented in fuze-setting tray).
Rake Number	Rake empty cylinders clear of mounting.

NOTES

1. When firing V.T., D.A., or pre-set T.M. fuzes, Loading Numbers should approach the gun from as nearly directly in rear as keeping clear of the recoil will permit, so that a good straight "run" is obtained. Having loaded, retirement should be to the side, passing close in rear of the fuze-setting machine. When firing predicted T.M. fuzes, the guns must be approached from the side via the fuze-setting machine. Retirement is then to the rear, keeping clear of the "next man up" at the fuze-setting machine.

2. In the event of a misfire when firing predicted T.M. fuzes, the fuze on the round next to be loaded will be "stale" if the misfire is not cleared immediately by Breechworker's clear gun push. In this event, the Fuze-setting Number is to wait till the gun is cleared before next operating the fuze-setting handle; and the Loading Number who was about to load is to place his round on one side. The fuze of the round placed on one side is to be re-set to "Safe", by order of the C.M., at the first convenient lull.

3. The P.C.O. may pass the order "SET FUZE.." at any time after ordering "POLICY AIRCRAFT FUZE T.M.". Fuze Followers are to run their fuze pointers to the fuze ordered on receipt of the order; but the fuze is not to be set until the order "BROADSIDES".

4. In practice firings at approaching targets, care must be taken by the P.C.O. that the fuze ordered at "SET FUZE.." errs on the long side. Errors on the short side might endanger the target towing aircraft. In case of doubt, the order "SHOOT" is to be withheld until it is quite certain that the target is inside the range corresponding to the fuze ordered.

5. If firing by interceptor (pending the fitting of Loader's Firing Pushes), the order "SALVOS" is given instead of "BROADSIDES". Drill at the order "SALVOS" is the same as at "BROADSIDES" except that the Left Gun only is brought to the ready, and the Right Gun is brought to half-cock. At the order "SHOOT", the Left Gun fires and starts another loading

cycle. 2R closes the Right Gun's interceptor on 4L presenting the nose of the second round to the left breech. Right Gun fires on interceptor closing. (Fuzing and) loading then continues alternately, each Breechworker closing his interceptor as soon as the loading number has loaded and is clear of recoil and case ejection.

(The foregoing is the text of A.P.O. 422/1956 altered to meet R.A.N. conditions.)

(3386/11/69)

612.

GUN MOUNTINGS - AUTO CONTROL AMPLIFIER E.M.V.28, MARK 15H - MODIFICATION.

H.M.A. Ships and Establishments concerned.

As the adjustment available on the first stage phase advance circuit of Mark 15H amplifiers is not always sufficient to obtain smooth follow-up motions in the system, despite optimum overall tuning, the following detailed circuit modifications are to be carried out to both phase advance stages in all E.M.V.28, Mark 15H Amplifiers. These changes will provide the necessary additional tuning range. When the desired performance is unobtainable by the adjustment available in the first stage phase advance circuit, it may be obtained by reducing the capacitance in the second stage. This can be done by disconnecting one or more of the capacitors which the modification provides.

2. The work involved is to be carried out by ship's staff or depot staff as appropriate.

3. The additional stores required are listed below, and should be demanded from Storing Yards, quoting this Order as authority :-

Pattern No.	Description	Quantity per 15H
2115505	0.05 m.f.d.	4
2115535	0.035 m.f.d.	8
2115504	0.02 m.f.d.	4

4. Modification details

(a) First Stage

(1) Removes the 0.1 m.f.d. 2115506 capacitors C26, C31, C42 and C47 and substitute 0.035 m.f.d. 2115535 capacitors.

(11) Make the following wiring changes :-

Disconnect wire 56 from a2 of Switch 86,
reconnect to a3
Disconnect wire 57 from a3 of Switch 86,
reconnect to a4
Disconnect wire 58 from a4 of Switch 86,
reconnect to a2
Disconnect wire 60 from b2 of Switch 86,
reconnect to b3
Disconnect wire 61 from b3 of Switch 86,
reconnect to b4
Disconnect wire 62 from b4 of Switch 86,
reconnect to b2

Disconnect wire 96 from a2 of Switch 85,
reconnect to a3
Disconnect wire 97 from a3 of Switch 85,
reconnect to a4
Disconnect wire 98 from a4 of Switch 85,
reconnect to a2
Disconnect wire 100 from b2 of Switch 85,
reconnect to b3
Disconnect wire 101 from b3 of Switch 85,
reconnect to b4
Disconnect wire 102 from b4 of Switch 85,
reconnect to b2

(b) Second Stage

(i) Remove the 0.1 m.f.d. Z115506 capacitors C21, C36, C37 and C52 and substitute 0.05 m.f.d. Z115505 capacitors.

(ii) From left to right of capacitor board C.B.4 add new capacitors designated C56, C57, C58 and C59 respectively.

C56 and C58 are 0.035 m.f.d. Z115535
C57 and C59 are 0.02 m.f.d. Z115504

(iii) Similarly, on capacitor board C.B.3 add new capacitors, C60, C61, C62 and C63.

C60 and C62 are 0.035 m.f.d. Z115535
C61 and C63 are 0.02 m.f.d. Z115504

(iv) Make the following wiring additions :-

Extend leads 66 and 67 from C52 to connect
C56 and C57 in parallel
Extend leads 68 and 69 from C37 to connect
C58 and C59 in parallel
Extend leads 106 and 107 from C36 to connect
C60 and C61 in parallel
Extend leads 108 and 109 from C21 to connect
C62 and C63 in parallel

(c) Spare Amplifiers. - Spare amplifiers carried are to be modified as above and the second stage phase advance capacitors wired so that the value of capacitance is the average of that found necessary in all amplifiers in use. In this state a reasonable performance should be available under action replacement.

5. Setting up After Modification. - Setting up the system will be unchanged in principle. Initially the combination of parallel capacitors C52, C56, C57 and C37, C58, C59 on Condenser Board C.B.4 and the corresponding arrangements on C.B.3 for the second motion, should be selected to approximate as nearly as possible to the original value of 0.1 m.f.d. The setting up procedure described in the handbook should then be carried out to determine the best setting of the Pre-Retardation Control Switch. Should any further improvement prove necessary for either motion, the combination of parallel capacitors should be selected to give optimum performance, by progressively decreasing their combined value, retaining the symmetrical arrangement of the grid inputs for the motion concerned.

6. Recording of Modification and Capacity Combination. - These shall be entered on the Amplifier Data Card.

(The foregoing is the text of A.F.O. 569/1956 altered to meet R.A.N. conditions.)

(4429/1/204)

613.

A.A. FIRE CONTROL - C.R.B.F. DIRECTORS - TESTS WITH DUMMY GUNS.

H.M.A. Ships and Dockyards concerned

A Dummy Gun for use in testing C.R.B.F. directors' output will be issued to the General Manager, Garden Island Dockyard and the General Manager, Williamstown Dockyard, together with instruction pamphlets Vickers-Armstrongs No. 3674X and ship installation report D.N.O. 10087.

2. Dummy Gun tests should be applied at pre-refit trials when possible and at post-refit trials. The nature and size of the instrument is such that it is unsuitable for carrying on ship-board and therefore should be operated by Yard personnel only, the work being requisitioned by Defect List.

3. The tests applied should be at constant speeds of training and elevating after the director and mounting have been tuned to their optimum performance together. The resultant traces will show the residual jitter in the director signals.

4. Records so far received from several new ships show that results can be obtained afloat which compare reasonably with those achieved at shop tests and the following figures should therefore be aimed for at Dummy Gun tests :-

$\pm 2'$ at low rates - up to $5^{\circ}/\text{sec}$.
 $\pm 3'$ at high rates - $5^{\circ} - 15^{\circ}/\text{sec}$.

5. A record of the Dummy Gun tests should be made in the appropriate part of Form S.1151, Weapon Equipment Log.

6. B.R.292 and the Addendum to B.R.1865A, will be amended.

(The foregoing is the text of A.F.O. 479/1956 altered to meet R.A.N. conditions.)

(4430/4/88)

614.

GUN MOUNTINGS - 40-MM. MARK 9 AND 9* MOUNTINGS - CENTRE PIVOT LUBRICATION ARRANGEMENTS - MODIFICATION NO. 14.

(a) *Ships, Establishments and Authorities concerned:*

All ships, shore establishments, gunnery school and gunnery stores and depots holding stocks of these mountings.

(b) *Types and Mark of Equipment:*

40-mm. Mark 9 and 9* mountings.

(c) *Part of Mounting affected:*

Centre pivot.

(d) *Purpose of Modification:*

To facilitate easy access to the lubricating nipple attached to the centre pivot. At present the nipple is not readily accessible and may be "screened" by nearby electrical cables, and cartridge disposal chute.

- (a) *Nature of Modification:*
To remove the existing nipple (A.P. 5742) and reposition it on the L.H. side frame, connection with the original lubricating point being effected by inserting a length of $\frac{1}{8}$ -in. bore copper pipe, 63 W.D.G. thick, Pattern A.P. 860 with A.P. 5734 connectors.
- (f) *Drawing or Navy Order Diagram:*
Drawing No. D.N.O. 10059 (revised); Navy Order 614 of 1956 Diagram.
- (g) *By whom to be done:*
Ship's staff, shore establishments and gunnery equipment stores and depots.
- (h) *When to be done:*
As soon as an opportunity permits, the copper pipe A.P. 860 and A.P. 5734 connectors required should be obtained from the appropriate (Superintending) Naval Store Officer.
- (i) *How to be treated:*
As a defect.

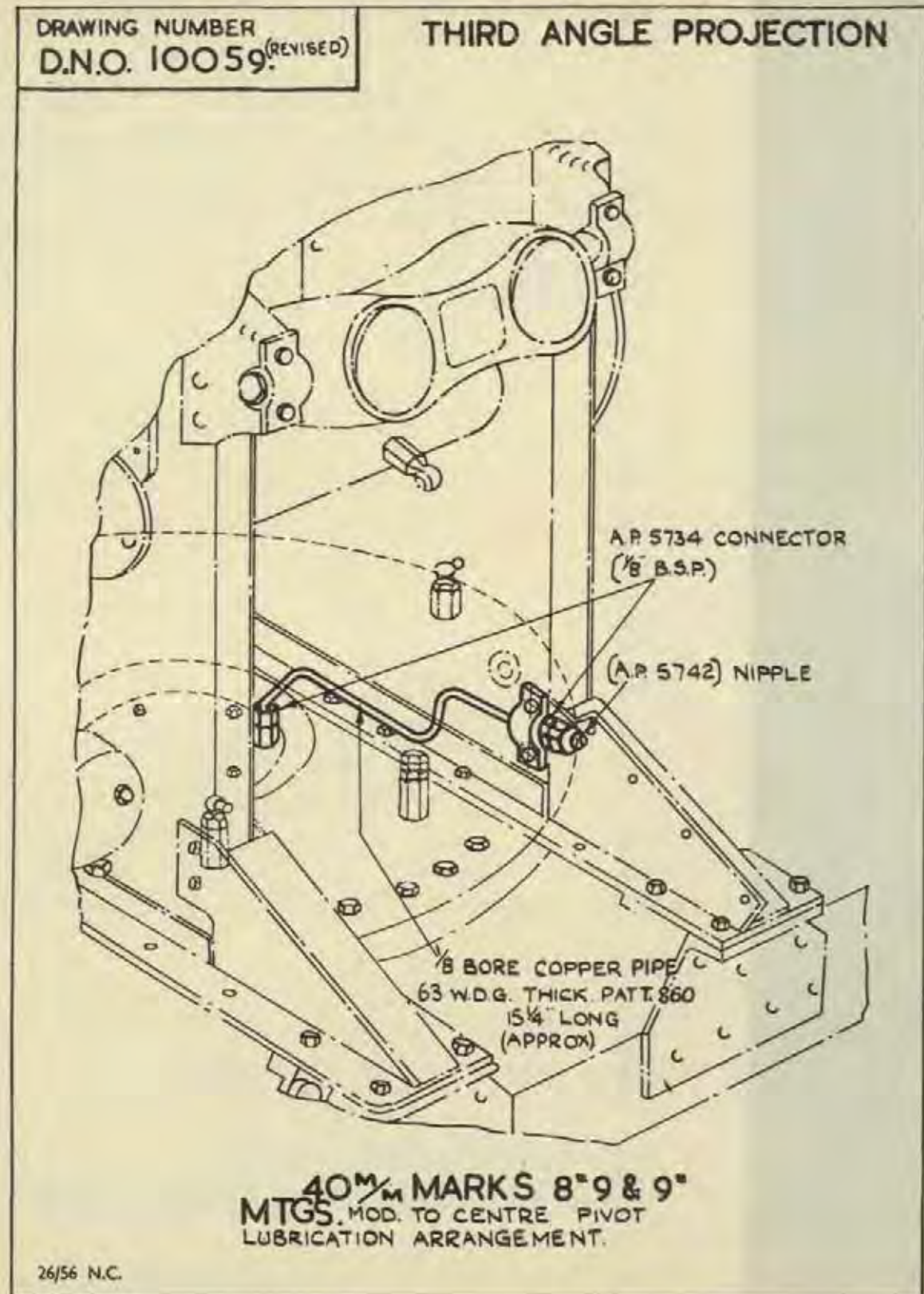
(The foregoing is the text of A.P.O. 648/1956 altered to meet R.A.N. conditions.)

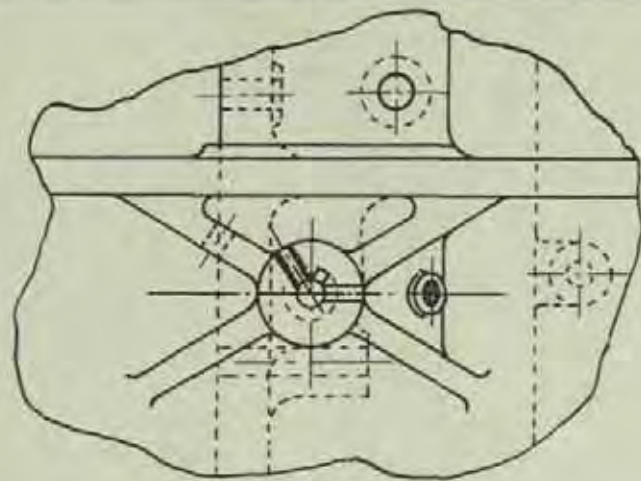
(4429/41/226)

615.

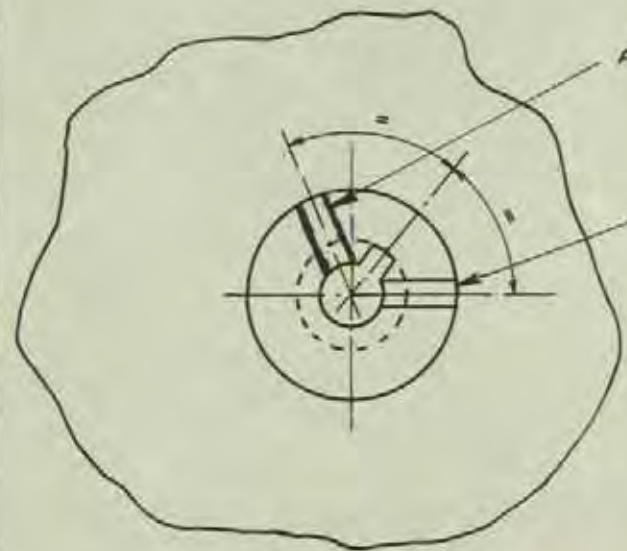
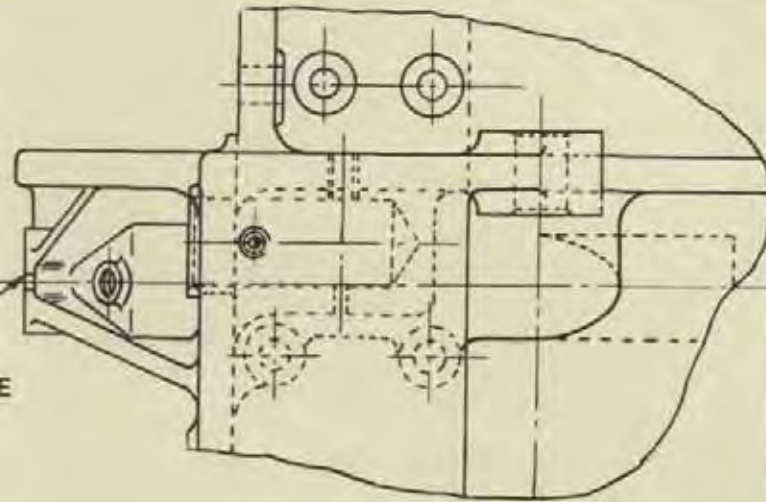
GUN MOUNTINGS - 40-MM., MARKS 9 AND 9*, MOUNTINGS - TRAINING HOUSING STOP BRACKET - MODIFICATION NO. 13.

- (a) *Ships, Establishments and Authorities concerned:*
Ships and shore establishments in which these mountings are held.
- (b) *Types and Mark of Gun Mounting:*
40-mm., Marks 9 and 9*.
- (c) *Parts of Gun Mounting affected:*
Training locking bolt bracket.
- (d) *Purpose of Modification:*
On withdrawing the Training Locking bolt it should, at present, be turned through 45 degrees in a clockwise direction to enable the lug to engage the housing slot. The locking bolt can equally well be turned in an anti-clockwise direction when withdrawn, and so left with the lug resting on the top of the locking bolt sleeve. In this position, vibration could cause the bolt to turn back and so drop into the housed position while the mounting is still training. To prevent this, an additional slot should be cut in the top of the housing bracket to accommodate the lug on the housing bolt.
- (e) *Nature of Modification:*
To cut an additional slot in the top of the housing bolt bracket as shown in Navy Order 615 of 1956 Diagram.
- (f) *Drawing or Navy Order Diagram:*
D.N.O. 10465; Navy Order 615 of 1956 Diagram.
- (g) *By whom to be done:*
Ship's staff.





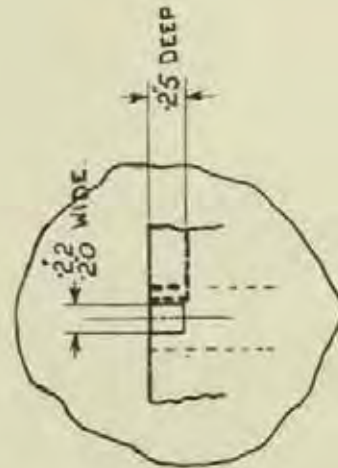
ADDITIONAL SLOT CUT ON THIS FACE



ADDITIONAL SLOT.

EXISTING SLOT.

ENLARGED VIEW ON TOP OF BOSS.



40MM MK 9" MOUNTINGS MOD. No.13.

PART VIEW OF REAR SUPPORT BRACKET SHOWING ADDITION SLOT FOR TRAINING LOCKING BOLT.

D.NO. 10465.

- (h) When to be done:
As opportunity permits.
- (i) How to be treated:
As a defect.

(The foregoing is the text of A.F.O. 423/1956 altered to meet R.A.N. conditions.)

(4429/41/218)

616.

GUNS - Q.F., 40-MM., MARK N1 SERIES - FITTING OF NEW DESIGN OF BRECH CLOSED INDICATOR.

The following modification is approved :-

Guns:
Q.F., 40-mm., Mark N1 Series.

Parts affected:
Breech closed indicator.
DT 333 COVER, operating.
DT 453 and DT 466 LEVER, hand operating.

Purpose:
To extend use of breech closed indicator to air-cooled guns.

Nature of Modification:

- (a) DT 333 COVER operating.
 - (i) remove metal.
 - (ii) bar out existing marking and stamp on "DT 723". On modification, the Mark of the cover is advanced to N1/1.
- (b) DT 453 and DT 466 LEVER, hand operating. For details see Navy Order 496 of 1956.
- (c) Breech Casing.
 - (i) remove lubricator.
 - (ii) drill and tap holes.
 - (iii) inscribe the words "CLOSED" and "OPEN" in 3/16-in. letters.
 - (iv) plug hole not required.
- (d) Assemble and fit new breech closed indicator and fit lubricator in new position.

Drawings:
NOD 3138/428 Sheets 1 and 2.
NOD 3138/523.
NOD 3138/543 and 547.

New parts required:
One DT 227 BUSH, breech closed indicator arm.
One DT 338 NUT, HEX., lock No. 4BA.
One DT 642 BRACKET, breech closed indicator adjusting screw.
One DT 751 KNOB, breech closed indicator pointer, Mark 6.
One DT 755 ARM, Mark 3, breech closed indicator, left gun.
One DT 918 COVER, breech closed indicator pointer, Mark 6, left gun.
One DT 919 DOWEL, breech closed indicator bracket.
Three DV 359 SCREW, CH. hd., No. 4BA x 1/2 in.
One DV 843 STUD, anchor, control spring, breech closed indicator.
One DV 731 PIN TAPER, 5/32-in. x 1 1/2-in.

One DV 794 POINTER, Mark 6, breech closed indicator.
 Three DV 754 WASHER, shakeproof, type 12, No. 4BA stock No. 1206.
 One DV 792 SPRING, breech closed indicator.
 One DV 814 SCREW, C'SK head No. 4BA x $\frac{1}{2}$ -in.
 One DV 815 SCREW, FILISTER head No. 4BA x $\frac{1}{2}$ -in.

By whom to be done:
 R.A.N. Armament Depots.

When to be done:
 As soon as possible.

2. When guns mounted on board are modified, H.M.A. ships are to demand the following spare parts from R.A.N. Armament Depots :-

	<u>PROPORTION ALLOWED</u>
DT 755 ARM, Mark 3, breech closed indicator, left gun.	1 per 14 guns (Mark 4, 9, 10, 11 and N1) or less.
DV 792 SPRING, breech closed indicator.	1 per 4 guns (Mark 4, 9, 10, 11 and N1) or less.

3. R.A.N. Armament Depots only. - Stocks of DT 333 COVER, operating and DT 043 COVER, operating - Assembly are also to be modified to the new design. The former becomes DT 723 (see paragraph 1 (a) of this Order) and the latter DT 021.

4. Schedule of Modifications, Part 1.

Guns. Q.F., 40-mm., Mark N1 and Accessories. Add Serial No. 34.

(The foregoing is the text of A.F.O. 520/1956 altered to meet R.A.N. conditions.)

(4428/43/303)

617.

GUNS - Q.F., 5.25-IN., 4.7-IN., MARKS 11, 12, 12* AND 12B, AND 4-IN., MARKS 16* AND 21 - REPAIR OF BREECH BLOCKS TO RESTORE CENTRE OF FIRE AND PROVISION OF OVERSIZE SLIDING BLOCKS.

Breech blocks of Q.F., 5.25-in., 4.7-in., Marks 11, 12, 12* and 12B, and 4-in., Mark 16* and 21 guns in which the grooves in the breech block for the sliding block have worn to such an extent that centre fire cannot be obtained, or excessive movement of the breech block when closed cannot be prevented, will in future be repaired by oversizing the grooves and fitting oversize sliding blocks to suit.

2. Guns which have been so repaired will have the Store Reference number of the appropriate oversize sliding block engraved on the groove in the breech block.

3. The oversize sliding blocks are designated as follows :-

BF 885 BLOCK, sliding, crank, Mark N2	Q.F., 5.25-in.
BF 898 BLOCK, sliding, crank, Mark N2	Q.F., 4.7-in., Marks 11, 12, 12* and 12B.
BF 911 BLOCK, sliding, crank, Mark N3	Q.F., 4-in., Mark 16* and 21.

4. When guns in H.M.A. ships are repaired in accordance with this Order the allowance of spare sliding blocks will be adjusted by R.A.N. Armament Depots.

5. Where component sliding blocks of both types are fitted in guns on board, a proportion of each type will be carried as spares. H.M.A. ships at present allowed only one sliding block spare, will be supplied with one normal and one oversize sliding block in these circumstances.

(The foregoing is the text of A.F.O. 917/1956 altered to meet R.A.N. conditions.)

(4428/1/432)

618.

AMMUNITION - PYROTECHNICS, ETC. - ROCKETS, SIGNAL, 1-LB., AND ROCKETS, TARGET PRACTICE, 1-LB. - EXAMINATION OF TAPE-BINDING.

Some failures of Rockets, Signal, 1-lb., Service, are attributed to the insecurity of the tape-binding of the socket to the body of these rockets. Stocks of Green, Red and Target Practice Rockets with tape bound sockets may also exist, and these would be prone to similar failures.

2. It is the intention to modify all tape-bound signal rockets in Naval Armament Depots by replacing the tape with twine as opportunity permits, but similar modification of Target Practice rockets is not practicable.

3. All tape-bound rockets which remain in service should have the security of the binding tested before the rockets are fired.

4. New production rockets of all four types will be twine-bound.

5. R.A.N. Armament Depots only. A.C.L. No. 309 dated 28th March, 1956, refers.

6. Navy Order 367 of 1955 is hereby cancelled.

(The foregoing is the text of A.F.O. 1310/1956 altered to meet R.A.N. conditions.)

(4444/9/103)

619.

TORPEDO COMPONENTS - CONNECTIONS ST. NO. 12979B, AND WASHERS ST. NO. 14579 - ISSUE TO SERVICE.

The threads of air vessel and connections are liable to damage when coupling and uncoupling blowing heads from torpedoes.

2. It has been decided, therefore, to issue spare Connections St. No. 12979B to service. The allowance of spare connections will be 1 to every 10 or less number of Blowing Heads for cruisers and destroyers.

RESTRICTED

18

619 - 620

3. An allowance of spare rings, copper, diamond section, has also been approved. These rings will be accounted for as :-

Section IV

Washer, copper (N.S. Pattern 6206) St. No. 14579 and are to be added to the contents of the following chests in the proportions of 6 per chest, viz :-

- Chest, complete, spare gear, 21-in. Mark 9.
- Chest, complete, tools and spare gear, 21-in. Mark 9.

4. H.M.A. ships, etc., concerned are to demand from the nearest Torpedo Depot spare Connections St. No. 12979B, together with sufficient Washers St. No. 14579 to complete chests on board.

5. Navy Order 245 of 1956 is hereby cancelled.

(The foregoing is the text of A.P.C. 924/1956 altered to meet R.A.N. conditions.)

(4431/12/494)

620.

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

Navy Order 44 of 1954, paragraph 1, is to be amended by the insertion of the following sub-paragraph :-

- (c) Fit pressure reducing valve in accordance with Navy Office Drawing No. 165/720.

(4283/1/241)

3. An allowance of spare parts, under classified section, has also been approved. These parts will be accounted for as follows:

Section IV

Number, make (N.S. Pattern 1935) St. No. 14579 and are to be added to the contents of the following charts in the proportions of 1 per chart, viz:--

- Chart, complete, spare gear, 12-in. Mark 5.
Chart, complete, tools and spare gear, 11-in. Mark 5.

4. R.S.A. Shipe, etc., concerned are to depend from the nearest Torpedo Depot spare Commodore St. No. 129793, together with authorized Westing St. No. 14379 to complete charts on board.

5. Navy Order 245 of 1956 is hereby annulled.

(The foregoing is the text of A.P.O. 104/7506 altered to meet R.S.A. conditions.)

(0431/22/436)

620.

A.A. AND R.S. INSTALLED (DESIGNED BY) REMOVE IN
SUITABLE TIME AND SAFE MANNER GRAVITY TANK.

Navy Order 44 of 1954, paragraph I, is to be amended by the insertion of the following sub-paragraph:--

- (e) Fit pressure-relieving valve in accordance with Navy Office Drawing No. 100/720.

(0431/2/241)

Car. Sp.

Per. Affairs

C.N.Os .621-636/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th June, 1956.

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. 0243.

RESTRICTED

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623	Alteration and Addition Item - Ocean Minesweepers.
624	H.M.A. Ships - A.B.C.D. Marking of Fans on Re-Circulation - Introduction of New Marking.
625	Hull Structure - Maintenance of Ships' Structure - Design and Layout of Compartments and Fittings.
626	Maintenance - Ready Mixed Luting for Sealing Watertight Equipment - Compound, Henley's Yellow Plastic. N.S., Pattern 9231A.
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628	Naval Stores (General) (Class B, Group 2) - Steel Materials for the Repair of Land Boilers - Introduction.
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631	Naval Stores (General) (Class F, Group 2A, Part 2) - Ceiling Fan, Pattern 15235, and Capacitor, Pattern 15236 - Introduction.
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SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

621.

GUNS, MACHINE, BREN .303-IN. MOUNTINGS, TRIPOD, MARKS 1, 2 AND 2/1.

The following modification is approved :-

Weapon	.. .. .	Gun, Machine, Bren, .303-in. :- ET 084 MOUNTING, Mark 2, tripod. ET 097 MOUNTING, Mark 2/1, tripod.
Part affected	.. .. .	EW 019 LEG, Mark 2, front - Assembly, and LEG, Mark 1, rear, right - Assembly.
Purpose	.. .. .	To enable the leg to be completely closed. Unmodified legs are prevented from closing by the pivot screw coming into contact with the upper tube.
Nature of modification	.. .. .	Removal of metal from upper tube and filling in hole in tube by welding.
Drawing	.. .. .	N.O.D. 3202/5.
By whom to be done	.. .. .	R.A.N. Armament Depots.
When to be done	.. .. .	When convenient.
R.A.N. Armament Depots only.	.. .. .	Stocks of spare EW 019 LEGS are also to be modified. EW 019 legs fitted to Mark 1 Mountings (ET110) need not be modified.

2. Schedule of Modifications: Part 1, Guns, Machine, Bren, .303-in., and Accessories. Add Serial No. 9.

3. Mountings in Service will be modified when returned to a R.A.N. Armament Depot, for repair. They are not to be returned specially for this modification to be done.

4. Allowances of Tripod Marks 1, 2 and 2/1 have been approved for 80% of Bren guns carried in H.M.A. Light Fleet Carriers.

(The foregoing is the text of A.P.O. 176/1956 altered to meet R.A.N. conditions.)

(4428/59/50)

622.

GUNMOUNTINGS - 4, 5-IN. TWIN R.P. 41 MOUNTINGS MKS. 6
AND 6* - MODIFICATIONS - AMENDMENT LIST NO. 2.

The following amendments and additions are to be made
to Navy Order 523 of 1954 :-

AMENDMENTS

- Paragraph 1
Line 1 Delete - "Admiralty",
Insert in Lieu - "Vickers".
- Paragraph 3
Line 3 Delete - "Gun Mounting History Sheet"
Insert in Lieu - "Form S.1151 (e)"
- Paragraph 4
Line 2 Delete - "In the History Sheet for Gun-
mountings (Form A.S. 11452)"
Insert in Lieu - "In Form S.1151 (e)"
- Line 4 Delete - "The History Sheet"
Insert in Lieu - "Form S.1151 (e)"

APPENDIX I

- Column 1 - Delete "Admiralty" in Heading.
Insert in Lieu - "Vickers".
- Mod. No. 94 Column 5 - N.39486 to read "N.39476"
- 149 Column 3 - Insert:- "and Lifting Davit
Stool" after sets.
- Column 4 - Insert:- "Revised" after N.48766.
- 154 Column 5 - N.45613 to read "N.46513".
- 191 Column 6 - Delete:- "(a) Under Investigation"
Insert:- "(a) Alternative Material"
- 240 Column 2 - Insert:- "Type 12 Prigates Only"
- Column 4 - Insert:- "N.51903, N.51133 -
N.51142 Inclusive"
- Column 6 - Delete:- "Being Investigated".
- 284 Column 5 - Insert:- "New Relay Complete".
- 293 Cancel
Column 6 - Insert:- "See A.N.80"
- 301 Column 4 - Insert:- "N.48632 and N.41480 A.N."
- 302 (c) Column 2 - Insert:- "6 and 6*"
- Column 4 - Delete:- N.36457
- Column 6 - Delete:- "Under Consideration".
- 305 (a) Column 4 - Delete:- "N.52572, N.52221"
Add:- "Revised" to N.51259 and
N.51260
Add:- "and Part" after N.51231
Add:- "N.53536, N.53295, N.53294,
N.53177, N.53164 and
N.44914, N.53193.
Amend:- N.51068 to read "N.50168".

AMENDMENTS (cont'd)

- Mod. No. 307 (a) Column 2 - Insert:- "6 and 6*"
- Column 4 - Insert:- "Items 1-3, 7, and
9-13"
- Column 6 - Delete:- "(a) Under Trial"
Insert:- "(a) Battle and Daring
revolving structure only.
Type 12 Frigates will be
fitted with a new type of
Buffer".

APPENDIX 2

- A.N.74 Column 3 - Amend to read:- "Copper Pipes
Connecting Oil Servo Unit to
Oil Servo Pump, and top cover,
etc."
- A.N.76 Column 4 - Delete:- "A.F.O.3252/54"
Insert:- "C.N.O.225/55"
- Column 6 - Delete:- "Admiralty" wherever
it occurs.
Insert in Lieu:- "Vickers".
(4429/123/205)

ADDITIONS
APPENDIX 2

622

A. N. MOD'N. NO.	MARK OF MOUNTING	DESCRIPTION	DRAWINGS	SUPPLY OF "P" PARTS Navy Order 19 of 1953	REMARKS
A. N. 78	6 & 6*	Fixed and revolving structure shell hoists. Pilot Valve operating gear. Floating lever. Addition of Rubbing strip.	D. N. O. 9980		Ships Staff Navy Order 1028 of 1955
A. N. 79	6	Oil servo unit. Heaters to be supplied from an unswitched circuit.			Navy Order 1064 of 1955
A. N. 80	6 & 6*	New type flexible hydraulic hoses to be fitted.	N. 53789	N. 53789 Items 8-14, 18, 33, 44 and 45.	Ships Staff Navy Order 471 of 1956
A. N. 81	6*	Fit new type carrier, adjustable for tangent elevation, for reflector sight and binoculars.	N. 54251 N. 53494 N. 54250 N. 39343/6 N. 54249 Mod. N. 54248 N. 39342/6 N. 54247 Mod. N. 54246 N. 54245	N. 54250 All Items N. 54248 All Items N. 54247 All Items N. 54246 All Items N. 53494 All Items N. 39343/29-37 N. 39342/13 & 14	Darings only. Type 12 Frigates will be fitted in manufacture.
A. N. 82	6 & 6*	Loose catch piece fitted in vent door catch of gunshield to prevent vent door opening	N. 39373 N. 39372		Must <u>not</u> be fitted prior to completion of Mod'n No. 302 (a).
A. N. 83	6*	Starters of Laurence Scott's manufacture for G.S. and training motors. Interiors of starters of L.S. manufacture to be replaced by interiors of Messrs. Electrical Apparatus, Co. Ltd. manufacture.		New switch interior.	

5



EMBOSSSED TALLYA.B.C.D. NEW MARKING.FOR FANS FITTED WITH RECIRCULATIONFLAP.NOTES:-

1. RECIRCULATION FLAPS TO BE MARKED "A" WITH AN ARROW INDICATING DIRECTION IN WHICH FLAP IS TO BE MOVED FOR RECIRCULATION (PAINTED ONLY).
2. FANS FITTED WITH RECIRCULATION FLAPS ARE TO BE MARKED "RUN IN A" (TALLY PLATE).

DETAILS OF MARKINGS.

623.

ALTERATION AND ADDITION ITEM - OCEAN MINESWEEPERS.

The following item is approved in principle for Ocean Minesweeper (Comprehensive and Limited).

O.M.S. (COMPREHENSIVE)Class List Item No. 626 Classification "A"O.M.S. (LIMITED)Class List Item No. 515 Classification "A"

Item :- The access plates to soil pipes space in the Crew's Heads to be made portable to allow for cleaning in accordance with Navy Office Drawing No.157/861 (Garden Island Drawing 197/84)

Compensating Weight :- Compensation deducted from topweight pool.

References :- Navy Office letter 4284/28/59 (80047) dated 5th October, 1955.

G.M.G.I.D's letter No.12355, dated 23rd December, 1955.

(4284/1/235)

624.

H.M.A. SHIPS - A.B.C.D. MARKING OF FANS ON RE-CIRCULATION - INTRODUCTION OF NEW MARKING.

Reports from the Fleet indicate that existing marking on re-circulation fans is not sufficiently explicit, and to reduce the possibility of mistakes in operating such fans in various A.B.C.D. states, it has been decided to introduce a new marking "Run in A (B. or C)". This marking will be orange in colour as with other A.B.C.D. markings, and is to be boldly displayed in a conspicuous position.

2. Navy Order 624 of 1956 Diagram shows a typical embossed tally for new marking.

3. Ships Staffs, with Dockyard assistance as necessary, are to take action, as an interim measure, to introduce the new markings by painting in block letters 1 1/2 inches high with State letter 2 inches high on an orange background, "Run in A" or "Run in B" as appropriate, and to amend "A.B.C.D. Discipline Instructions" accordingly.

4. All ships are to include an item in the next defect list "to fit new tallies to ventilation fans on re-circulation" quoting this Navy Order as authority.

5. Separate action is being taken for ships under construction and conversion and for ships brought forward from Reserve for re-fitting.

(4276/4/407)

DRG. NO. 220/28
28-5-56

625.

HULL STRUCTURE - MAINTENANCE OF SHIPS' STRUCTURE -
DESIGN AND LAYOUT OF COMPARTMENTS AND FITTINGS.

H.M.A. Ships Overseers and Dockyards

In order to facilitate the maintenance of ships' structure and fittings, the following modifications have been approved for adoption in all future New Construction ships, and in current New Construction where the state of completed work permits.

2. These modifications should be carried out, where practicable, in the wake of new structure in ships undergoing modernisation or refit :-

- (a) Upper deck ready use, etc. lockers should be raised 6 inches clear of the deck. The lockers should not be secured to the deck by welding, but by bolting to bars welded to the deck.
- (b) Where space permits, at least 6 inches should be allowed between hatch coamings and adjacent bulkheads to facilitate maintenance of deck and bulkhead lower plating.
- (c) Where the minimum space of 6 inches necessary for painting cannot be allowed between ventilation trunk and an adjacent bulkhead, bolted flanges are to be fitted to the trunk to permit of ready removal. Alternatively, in association with minor bulkheads, the trunk can be arranged so that the bulkhead serves as one side of the trunk, suitable openings with portable covers being fitted in the other side for maintenance.
- (d) Joining flanges of pipes passing through decks should be so arranged that they are at least 6 inches clear of decks.
- (e) Wherever practicable, runs of piping should be kept clear of the foot of bulkheads.
- (f) Linoleum floor coverings should be terminated at least 6 inches clear of bulkheads and surrounding structure.
- (g) Where panelling is fitted, a gap of 6 inches suitably covered by a skirting piece at the bottom is to be provided in order that inspection of deck and bulkhead may be made and any accumulation of water dried up.
- (h) In Destroyers and similar ships where it is necessary for the decks of galleys to be raised to provide an air space below, this space should be increased to 12 inches wherever possible. The clear headroom in the galley should not, however, be reduced below 6 feet as a consequence.
- (j) Portable doors should be fitted at the after end of the funnel casing to enable inspection of the deck between inner and outer funnels to be carried out where space permits of access.
- (k) Where practicable, fresh water pumps should be sited clear of ship's side in new construction ships and modernisations.
- (l) Portable plates, where fitted in storerooms for access to bilges, should be arranged clear of racks.

- (m) Cable guards over deck glands and all other similar protective guards over cables on bulkheads, e.g., behind ladders or racks, should be capable of being easily removed, the screw holes in the guards being slotted where advantageous.
 - (n) Where it is necessary for furniture to be sited in lower corners in cabins, offices and mess spaces, it should be made portable, or suitable access provided to the decks, etc., to enable any accumulation of water to be dried up and proper inspection and maintenance carried out.
 - (o) Carrier plating for cables, particularly in main machinery spaces, should be sited clear of ship's side and the width of trays restricted to ensure that no structure at the back of the carrier plating is inaccessible. Where approved by the Naval Board, aluminium carrier plating may be used in accordance with Specification D.E.E./Br.II/369. (Navy Office Electrical Specification No. 537).
 - (p) All items of furniture fitted on to the ship's side should, where practicable, be made portable, using slotted brackets, or bolts, but not welding. In no case should bolting be direct to watertight structure.
 - (q) Scuppers in such places as bridge wings and sponsons should be increased in size and/or number and have, wherever possible, a direct lead to the weather deck below to ensure adequate drainage.
 - (r) Deckhouses, e.g. Radar huts, should have deck heads sufficiently cumbered to allow water to drain off.
 - (s) Tanks in machinery spaces should be arranged with sloping tops to prevent accumulation of water on them.
 - (t) Where space permits, washbasins should be sited down the centre of bathrooms and away from ship's side. Dwarf bulkheads in such places should be of galvanised steel, aluminium alloy, or other corrosion resisting materials as may be specified.
 - (u) Space from ship's side to inboard edges of W.C. pans should be faired with cement or approved latex composition.
 - (v) Fitting of urinal basins on W.T. bulkheads should be avoided. When this is impracticable, the basins should be carried on a separate galvanised steel plate arranged at least 6 inches clear of the bulkhead.
 - (w) All new plates, unless galvanised, should be thoroughly cleaned of all scale and rust and coated with appropriate protective compositions as soon as assembled.
3. For New Construction ships, the specifications are being amended to include these requirements.

(The foregoing is the text of A.F.O. 835/1956 altered to meet R.A.N. conditions.)

(4273/1/59)

626.

MAINTENANCE - READY MIXED LUTING FOR SEALING WATERTIGHT EQUIPMENT - COMPOUND, HENLEY'S YELLOW PLASTIC, N.S., PATTERN 9231A.

The present practice of mixing whiting, mineral jelly and castor oil to form a luting for sealing the cover joints of watertight equipment is unsatisfactory and wasteful, as both in storage and in use the material hardens in a few months.

2. Tests have shown that compound, Henley's yellow plastic, N.S., Pattern 9231A is a satisfactory alternative, and this is to be used in future for all services for which luting is required.

3. Drawing No. D.E.E.3561 and B.R.268 (6/45) will be amended in due course.

(The foregoing is the unaltered text of A.F.O.1983/1955.)
(4512/80/185)

627.

NAVAL STORES (GENERAL AND TECHNICAL) (CLASS F, GROUP 3A) - A.R.L. PLOTTING TABLES - TIME MARKERS - CESSATION OF SUPPLY.

Time Markers, fitted to A.R.L. Plotting Tables, Marks 5BP, 6, 6P, 7, 8, 9 and 9*, are no longer an operational requirement but services may retain them, if desired, as long as they remain serviceable. Time Markers are not to be demanded in replacement but components and accessories will continue to be supplied, on demand, until stocks are exhausted. Time Markers are to be removed from Tables of the above Marks when being re-conditioned by Dockyards.

2. The following components and accessories associated with Time Markers have been made obsolescent and no further purchases will be made :-

<u>Pattern</u>	<u>Description</u>
769	Springs, leaf, for Time Markers
772	Springs, for Tick Mechanism
814	Pencil holders
817	Springs for Pencil Time Markers
2815	Box spanners
3008	Refills, lead

Adequate stocks are, however, held for the limited requirements now envisaged.

3. The Time Marker is a valuable aid to checking performance during shop trials of an A.R.L. Table after major overhaul and Dockyards undertaking this class of work should retain Time Markers removed from Tables which pass through their hands. Repair authorities will eventually accumulate a surplus of Time Markers which can be stripped to provide spares for shop use. To carry out the standard acceptance tests in Mark 10 and later Marks of A.R.L. Tables it is

necessary to make temporary arrangements for the attachment of a Time Marker to the carriage, and in tables fitted with metal blinds or covers over the mechanism, a temporary wooden cover should be fitted to attach the paper for recording the trial results.

4. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.1048/1956.)
(4518/36/403)

628.

NAVAL STORES (GENERAL) (CLASS B, GROUP 2) - STEEL MATERIALS FOR THE REPAIR OF LAND BOILERS - INTRODUCTION.

The steel materials shown in the Appendix to this Order, intended primarily for the repair of all types of land boilers and pressure vessels, will be added to the Rate Book for Naval Stores under Class B, Group 2.

APPENDIX

Class B, Group 2a, Schedule C.150

Plates, Steel, for Boilers -

<u>Pattern No.</u>	<u>Length (Feet)</u>	<u>Breadth (Feet)</u>	<u>Thick (Inches)</u>	<u>Weight per Square Foot (Pounds)</u>	<u>Denomination</u>
Not exposed to flame -					
Y.4626/035	4½	2½	⅜	35	No.
Y.23046/030	23	4½	½	30	No.
Y.13010/017F	13	10	7/16	17.5	No.
Exposed to flame -					
Z.3630/040	3½	3	1	40	No.
Z.8686/038L	8½	8½	31/32	38.75	No.
Z.8686/036B	8½	8½	29/32	36.25	No.
Z.6060/022F	6	6	9/16	22.5	No.
Z.11656/020	11½	5½	¼	20	No.

Class B, Group 2a, Schedule C.134

Rivets for Boilermaking -

<u>Pattern No.</u>	<u>Description</u>	<u>Diameter (Inches)</u>	<u>Length (Inches)</u>	<u>Denomination</u>
Rounded Countersunk Heads, to B.S.425 : 43 (Fig. 8) -				
30851		⅜	3	Cwt.
30862		½	2½	Cwt.

<u>Pattern No.</u>	<u>Description</u>	<u>Denomination</u>	
	Diameter (Inches)	Length (Inches)	
	Pan Head, Type II, to B.S.425 : 43 (Fig. 6) -		
30592	$\frac{1}{8}$	3	Cwt.
30593	$\frac{3}{8}$	2 $\frac{1}{2}$	Cwt.
30594	$\frac{3}{4}$	5	Cwt.

(The foregoing is the unaltered text of A.F.O. 431/1956.)

(4505/20/84)

629.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART E -
FIRE FIGHTING EQUIPMENT) - 150-lb. MOBILE DRY
CHEMICAL UNITS - INTRODUCTION AND ALLOWANCES.

Pyrene 150-lb. mobile dry chemical firefighting units have been introduced as follows for effecting the rescue of pilots from crashed aircraft on flight decks of carriers, owing to their marked superiority over the existing mobile CO₂ units, Pattern 7261, which they will replace for this purpose :-

<u>Description</u>	<u>Denomi- nation</u>	<u>Ships' Accounting Classification</u>
P.D.150 Pyrene 150-lb. mobile dry chemical unit, complete with one CO ₂ cylinder	No.	Permanent
P.D.151 Pyrene CO ₂ gas cylinder	No.	Permanent
- Pyrene dry chemical powder	Lb.	Consumable

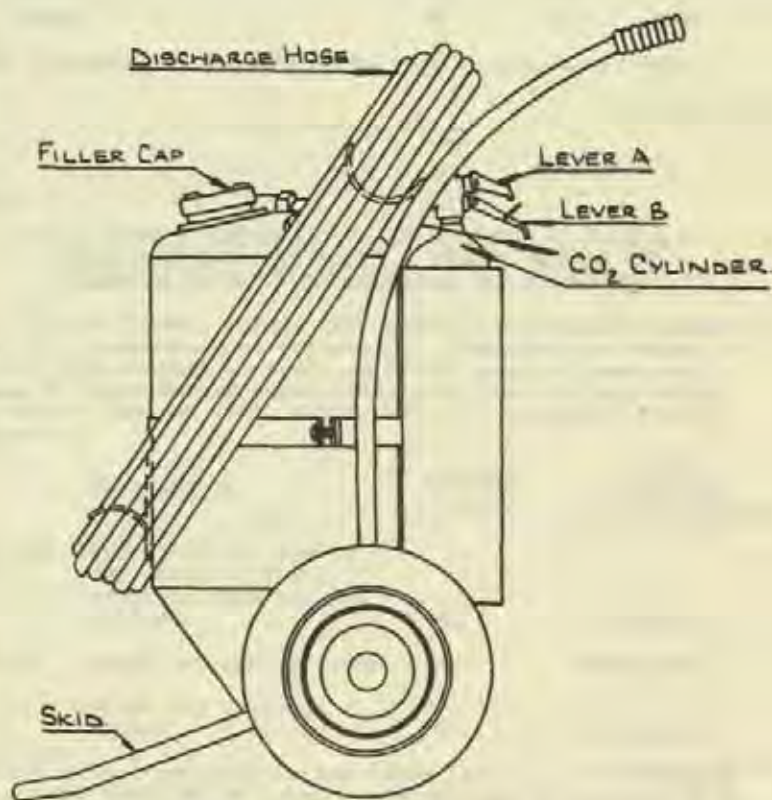
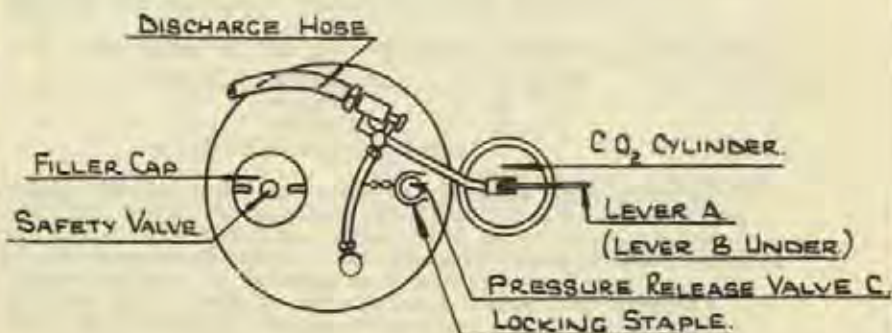
2. It is not proposed to add these items to the Rate Book and Authorised List of Naval Stores pending an appreciation of the comparative performances of this equipment and of similar equipment manufactured by John Kerr.

3. Pending the results of trials of interchangeability, the dry chemical manufactured by each firm is only to be used in the equipment manufactured by that firm.

4. Allowances of the new equipments will be as follows :-

H.M.A.S. MELBOURNE	3	Units
" SYDNEY	3	"
" PENGUIN	1	"
R.A.N. Air Station Nowra	1	"

Supply to H.M.A.S. MELBOURNE has already been effected in the U.K. Supply to H.M.A.S. SYDNEY, H.M.A.S. PENGUIN and the R.A.N. Air Station, Nowra, will be effected by the (Superintending) Naval & Air Store Officer, Sydney, without demand as soon as stocks are available from the U.K. On receipt of the mobile dry chemical units, the aircraft carriers concerned should return any mobile C.O.₂ units,

P.D. 150 MOBILE DRYCHEMICAL UNIT.OUTSIDE ELEVATIONDIAGRAMMATIC PLAN VIEW SHEWING
TOP OF POWDER AND CO₂ CONTAINERS.

Pattern 7261, allowed for flight decks in accordance with E.R. 358 - Establishment of Sea Stores for Executive Purposes - to the Superintending Naval & Air Store Officer, Sydney. (Mobile units, pattern 7261, held for other purposes e.g., for use in hangars, should be retained.)

Operating Instructions

5. To operate the appliance, remove the safety pin restricting the movement of lever A on the CO₂ cylinder. (See Navy Order 629 of 1956 Diagram). Squeeze levers A and B by a handgrip and lock them together by means of the clip on the lower lever. If the locking clip is not used, the valve will close when hand pressure is released. In the locked position the CO₂ cylinder valve is open and in a few seconds the valves on top of the main cylinder will have automatically functioned to pressurise the hose up to the discharge nozzle. As soon as the nozzle squeeze grip valve is operated, powder will be discharged.

6. On completion of firefighting it is essential to clear the hose of powder, or choking may occur on the next occasion of use. If the appliance has not been wholly discharged, the CO₂ cylinder valve should first be closed by releasing the locking clip. Next, remove the locking staple from the pressure release valve C on the main cylinder head. Depress valve C by hand pressure, at the same time opening the discharge nozzle. The valve C allows CO₂ gas in the powder container to be discharged through the hose thus clearing it of powder and at the same time depressurising the powder container. This process may take about 60 seconds.

7. If the appliance has been exhausted of powder while firefighting, the hose should already be clear, but as a precaution any residue CO₂ left in the CO₂ cylinder should be exhausted through the hose when time permits, by opening the CO₂ cylinder valve and locking in the open position, then operating the discharge nozzle.

8. It will be seen that by closing the CO₂ cylinder valve and releasing gas pressure by means of the valve C, the powder container can be depressurised for topping-up. The filler cap should not, however, be removed until all pressure has definitely been released, and even then it should be unscrewed slowly. Failure to follow these instructions could result in injury to the operator due to blowing-off of the filler cap.

9. After partial discharge, the powder container should be topped up with powder, the CO₂ valve being kept closed. The CO₂ cylinder should also be renewed if this is considered necessary, depending on the time the appliance has been operated. Before removing any CO₂ cylinder, the valve must be closed and the locking pin inserted. When topping-up with powder a scoop and an improvised funnel should be used.

Firefighting Instructions

10. Two ratings should be detailed for each unit, one to do the manoeuvring and to operate the CO₂ valve, the other to attend to the hose and man the discharge nozzle. Should a fire occur, the unit must be wheeled to the best position to fight it. There is no brake on the wheels so that judicious use must be made of the skid on the front of the frame to bring the unit to a stop. The design of the skid is such that when the appliance is being halted in this manner it should not tip over.

11. When the firefighting position has been reached, maintain the unit in an upright position and open the CO2 valve in the manner described above. The rating manning the nozzle should run out the hose, assisted as may be necessary in uncoiling by the rating on the trolley handles.

12. The fire should be attacked using a lateral sweeping motion of the discharge nozzle. Immediately the fire appears to be out, release the discharge nozzle grip to shut off the powder supply. The operator should, however, be prepared to deal with any re-ignition, which is always a possibility with this firefighting medium.

13. In general, aircraft crash fires which involve rescue operations should be tackled with two units, one of which may be used primarily to cover the danger of re-ignition.

14. Each unit should be stowed in a horizontal position with the handles resting on the deck. Chocks should be arranged in suitable positions against the wheels.

15. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 655/1956 altered to meet R.A.N. conditions.)

(4505/84/198)

630.

NAVAL STORES (GENERAL) (CLASS E, GROUP 10) - ALLOCATION OF NEW PATTERN NUMBERS.

The allocation of Joint Service Catalogue numbers to certain materials under Class E, Group 10, necessitates the allocation of new pattern numbers and amendment of descriptions as follows :-

<u>Old Pattern No.</u>	<u>New Pattern No.</u>	<u>Description</u>
		Sheeting Cotton Bleached (C.C. Class 8305) (DEF. Spec. Pattern No. T.665)
T.665	421206	60-in. wide.
T.665	421207	70-in. wide.
		Tickings, Linen (C.C. Class 8305) (DEF. Spec. Pattern No. T.886)
T.886	421210	31-in. wide.
	421211	39-in. wide.
	421212	88-in. wide.
		Cloth, Woollen, Table, Blue (C.C. Class 8305) (DEF. Spec. Pattern No. T.864)
T.864	108156	54-in. wide.
	108157	63-in. wide.
	108158	70-in. wide.
	108159	88-in. wide.

<u>Old Pattern No.</u>	<u>New Pattern No.</u>	<u>Description</u>
		Cloth, Woollen, Table, Crimson (C.C. Class 8305) (DEF. Spec. Pattern No. T.864A)
T.864A	108160	54-in. wide.
	108161	63-in. wide.
	108162	70-in. wide.
	108163	88-in. wide.
		Towelling, Terry, for Filters (C.C. Class 8305) (DEF. Spec. Pattern No. T.289)
T.289	108171	30-in. wide.
	108172	36-in. wide.
	108173	42-in. wide.

2. Storekeeping records are to be adjusted accordingly, H.M. ships and fleet establishments complying with B.R. 4 (Naval Storekeeping Manual), Article 109 (g).

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O. 780/1956.)

(4514/1/127)

631.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 2) - CEILING FAN, PATTERN 15235, AND CAPACITOR, PATTERN 15236 - INTRODUCTION.

DARING CLASS SHIPS

To meet the requirements of "Daring" Class Ships, the following items have been introduced and added to the Rate Book and Authorised List of Naval Stores, under Class F, Group 2A, Part 2 :-

<u>Pattern No.</u>	<u>Description</u>	<u>Ships' Accounting Classification</u>
15235	Ceiling fan, 42-in. blade sweep, 115 volts, A.C.	Portable fitting.
15236	Capacitor, 200-volt A.C., for Fan Pattern 15235	Consumable

2. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1443/1955 altered to meet R.A.N. conditions.)

(4518/21/78)

632.

NAVAL STORES (GENERAL) (CLASS E, GROUPS 3 AND 12) -
RECLASSIFICATION OF CERTAIN LIFESAVING EQUIPMENT.

It has been decided that the following items of life-saving equipment, at present dealt with under Class E, Group 12, shall be held under Class E, Group 3. Stocks are to be transferred and records amended accordingly.

Pattern 307 Buoy, life, circular cork.

Pattern 309 Buoy, life, horseshoe.

Pattern 6460 Jacket, life, Victory.

2. The disposal of obsolete and obsolescent items of life-saving equipment remaining in yard stocks under Class E Group 12 will be considered on receipt of the next Annual Demands. Exceptionally, disposal of at least a portion of the stocks of lifebelts, Pattern N.14124, and accessories will be authorised in the near future.

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 245/1956 altered to meet R.A.N. conditions.)

(4512/1/120)

633.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3A) - BOSTIK,
PATTERN 2150 FOR PITOMETER LOGS - DELETION FROM RATE
BOOK.

Boetik, Pattern 2150, has been made obsolete and is being deleted from the Rate Book and Authorised List of Naval Stores.

2. Bostik "C" Sealing Compound, held under Class E, Group 7 (b), should be used for sealing windows, etc., of Receivers of Pitometer Logs, Type 3C.

3. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 184/1956 altered to meet R.A.N. conditions.)

(4518/36/384)

634.

NAVAL STORES (GENERAL) (CLASS F, GROUP 6A PART III) -
FLASH TRAINERS MARK 2 - REPLACEMENT OF SHUTTER AND
LENS ASSEMBLY.

The present lens and shutter assembly in the Flash Trainer Mark 2 - Ref. 14C/4544 having proved unsatisfactory is to be replaced by a later type shutter complete with lens assembly Ref. 14C/5682.

2. All Services at present holding a Flash Trainer Mark 2 Ref. 14C/4544 are to demand from the Storing Yard two of the new type shutter assemblies (i.e. one for fitting and one for spare). Replacement of the assembly is easily effected and detailed instructions for carrying out are enclosed with each new assembly.

3. Resistance Unit Ref. 14C/4978 is not required with the new assembly; control of the image brightness is obtained by rotating the iris diaphragm lever in the shutter.

(The foregoing is the unaltered text of A.F.O. 1111/1956.)

(4518/60/197)

635.

NAVAL STORES (GENERAL) - GAS TRAINING MIXTURE NO. 6,
PATTERN 5366 - TRANSFER FROM CLASS E, GROUP 6
TO CLASS E, GROUP 7b.

Gas Training Mixture No. 6, Pattern 5366 at present supplied under Class E, Group 6 consists of three separate constituents as follows :-

Part (A). Odorous Liquid (Pyridine) in 1½ pint tins.
Flash Point 115°F.

Part (B). Thickening Powder in 50-70 gm. packets
(Sodium Alginate).

Part (C). Sodium Metaphosphate in 1½ oz. packets.

2. In view of the flash point of the Odorous Liquid it should be dealt with under Class E, Group 7(b) and in order that the three constituents, which are always issued together, may continue to be dealt with collectively, they are all to be transferred to Class E7(b). H.M.A. ships and Shore Establishments are to comply with B.R.4 (Naval Store-keeping Manual) Art.109(g) and to arrange for the three separate constituents to be stowed in the Inflammable Storeroom.

3. To facilitate identification the following pattern numbers are to be assigned to the constituents :-

Part (A). Pattern 5366A.

Part (B). Pattern 5366B.

Part (C). Pattern 5366C.

Demands should be rendered accordingly.

4. One of each of Parts (A), (B) and (C) are added to 6½ pints of water by the users to produce one gallon of Gas Training Mixture No.6.

5. The relevant publications will be amended.

(The foregoing is the text of A.F.O. 925/1956 altered to meet R.A.N. conditions.)

(4512/60/224)

636

636.

NAVAL STORES (TECHNICAL) (CLASS F. GROUP 1A, PART 2) -
ASDIC DOME, PATTERN A.492 - SECURING IN TRANSPORT BOX,
PATTERN A.1000.

Instances have been reported of Pattern A.492 Domes being returned to store insecurely bolted to the metal fittings in the Pattern A.1000 Box, Transport, thereby rendering the dome liable to damage, and also causing danger to the handling staff when opening the case.

2. All services and yards returning Domes, Pattern A.492, are to ensure that the dome is firmly secured in the transport box before despatch.

3. (Superintending) Naval Store Officers, are to arrange for stocks of Boxes, Transport, Pattern A.1000, to be marked, as opportunity offers, with the following instructions :-

"ESSENTIAL THAT CONTENTS ARE SECURED
RIGIDLY BEFORE TRANSPORTING".

These instructions are to be stencilled in two-inch characters on the outside of the lid, in RED, between the 3rd and 4th battens from the end marked "FORWARD".

(The foregoing is the text of A.P.O. 979/1956 altered to meet R.A.N. conditions.)

(4518/11/309)

RESTRICTED

11

NAVY STORES (GENERAL) (CLASS) 1, 1942 1A, PART 21 -
NAVY STORES, PATTERNS A.100 - BULKING IN TRANSPORT BULK,
PATTERN A.1000.

Instances have been reported of Pattern A.1000 Boxes
being returned to stores (generally bulked) to the extent of 100-
lbs in the Pattern A.1000 Box, Transport, thereby constituting
the same liable to damage, and also posing danger to the
handling staff when opening the case.

2. All services and units receiving these, Pattern A.1007,
are to ensure that the case is properly secured in the trans-
port box before shipment.

3. (Superintending) Naval Store Officers, are to arrange
for stocks of these, Transport, Pattern A.1000, to be
marked, as specimens of stores, with the following inscrip-
tion:-

"SPECIMEN CASE CONTAINS AIR BULKED
BULKING REPORT TRANSPORT"

These instructions are to be classified in training documents
on the outside of the box, in 200, between the 3rd and 4th
bottoms from the end and marked "TOP SECRET".

(The foregoing is the text of A.S. 1007/1000 altered to meet
S.A.S. conditions.)

(4016/11/309)

Car. Sec

Carl Miller
3 nos
638-
7

Examiners to note 638. p. 2.
D 6/9/56

C.N.Os .637-649/56.

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
28th June, 1956.

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

- 637.
- H.M.A. SHIPS - FUEL CONSUMPTION AND ECONOMICAL SPEED.
- Navy Order 946 of 1955 is to be amended as follows :-
- Paragraph 3 (a) (ii) - For "all other Frigates" read "A.A. and A.S. Frigate (Sloop)".
- Paragraph 3 (a) (iii) - after "O.M.S." insert "A.S. Frigate (Sloop)".
- Paragraph 7 - For "135 revolutions" read "15 Knots".
- (4276/4/404)
- 638.
- PILLION PASSENGERS ON MOTOR CYCLES.
- The practice of carrying pillion passengers on motor cycles is considered to involve abnormal risk of injury and to be conducive to accident to a greater degree than that of a cycle without a pillion passenger.
2. Naval personnel are hereby expressly forbidden to carry a pillion passenger while driving a motor cycle on duty journeys, or to proceed on duty journeys as pillion passengers.
3. Commanding Officers of H.M.A. Ships and Establishments are to issue Standing Orders directing attention to the instructions contained in paragraph 2 of this Order.
4. Should personnel sustain injuries whilst riding a motor cycle either as a pillion passenger or with a pillion passenger, whether on duty or not, the Naval Board may apply the provisions of Naval Financial Regulations and Instructions, Article 198, which prescribes that personnel sick on shore or sent to hospital suffering from disabilities which are the result of their own misconduct, carelessness or neglect, will be placed on half pay at the expiration of 30 days and will cease pay at the expiration of 91 days.
5. Reports of such accidents, in accordance with Consolidated Orders and Regulations, Article 545, are to be rendered in full as early as practicable, in order that the question of pay may be considered.
6. Any accounts received from civilian medical practitioners or civil hospitals in respect of treatment of a member injured whilst riding a motor cycle either as or with a pillion passenger are to be dealt with as directed in Consolidated Orders and Regulations, Article 555.
7. Navy Order 427 of 1953 is hereby cancelled.
- (This order will be reprinted for posting on Notice Boards.)
- (4737/8/18)

639.

PRIZES - THE HENRY LEIGH CARSLAKE PRIZE -
1956 COMPETITION.

For the 1956 and future competitions, the Henry Leigh Carslake Prize will revert to its original purpose and be available to R.N. and R.N.V.R. officers serving as Observers. Officers of the Commonwealth Navies are eligible to receive this prize. A prize of comparable value is being made available to R.N. and R.N.V.R. Pilots from the Herbert Lott Trust Fund, as announced in A.F.O.1366/56 (Prizes - Herbert Lott Naval Trust Fund Prizes).

2. The Henry Leigh Carslake Prize will be awarded annually to the Observer who has completed his training as such and who, in the opinion of the Admiralty, submits the best essay on a subject (specially set by the Admiralty each year) dealing with the work and development of the Fleet Air Arm. It will not be awarded more than once to the same officer, and may be withheld if no essay of sufficient merit is submitted.

3. The prize consists of a silver medal, together with a sum of money (the balance of income available) for the purchase of books and instruments.

4. The authorship of the essays must be strictly anonymous. Each competitor must adopt a motto and enclose with his essay a sealed envelope with his motto typewritten on the outside and his name and address inside. Essays are to be treated as confidential.

5. The honorary distinction (RC) will be noted in the Navy List against the name of the officer awarded the prize.

6. The subject matter of the essay for the year 1956 is as follows :-

"Discuss the factors which would in your opinion contribute to the greater efficiency of the Observer Branch in both its Front Line and General Service Duties."

7. Essays for this competition must reach the Admiralty by 1st October, 1956, and must be classed as "Confidential".

8. This Order should be brought to the notice of all officers serving as Observers in the Fleet Air Arm.

(The foregoing is the unaltered text of A.F.O.1425/1956.)
(3593/41/58)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

640.

ELECTRONIC VALVES - PRE-ISSUE TESTING.

All Electronic Valves supplied in future for use in the following equipments will be pre-issue tested :-

Type 262 Radar Equipment.
Type 691 Series Transmitters.
Receiver Outfit CUH.
Types FH4 and FV11 D/P Outfits.
Flyplane Electrical Predictor.
Airborne Radio Outfits.
Test Equipment.

2. The abovementioned Valves and the cartons in which they are packed each will be stamped or labelled "Selected Valve". Such Valves should be accounted for separately from other Valves, with the description "Selected" shown in parentheses after the Pattern numbers, e.g. C.V.448 (Selected).

3. In respect of H.M.A. Ships to which B.R.1924 - General Radio Spares List - is applicable, it is intended that total allowances of Selected and non-selected Valves of each Pattern should not exceed present allowances calculated in accordance with the provisions of Navy Order 558 of 1955. Accordingly, the total allowance of each Pattern Valve, for all Outfits in which it is fitted, should be calculated initially; then the allowance of selected Valves for equipment detailed in paragraph 1 should be calculated, and the difference between the two quantities will be the allowance of non-selected Valves.

4. The following, which relates to the allowances of Pattern C.V.124 Valves for a "Battle" Class Destroyer, is an example of the method of assessment of allowances in accordance with the preceding paragraph :-

(a) Total allowance for all Outfits in which fitted :-	
(i) Gross quantity as per relevant "E" Lists	49 No.
(ii) Nett quantity after reduction in accordance with Navy Order 558 of 1955	10 No.
(b) Allowance for equipment referred to in paragraph 1 above (in this case, Type 262 Radar and Test Outfit TAC) :-	
(i) Gross quantity as per relevant "E" Lists	10 No.
(ii) Nett quantity after reduction in accordance with Navy Order 558 of 1955	4 No.
(c) Final allowances :-	
(i) Selected Valves, i.e. quantity at (b)(ii) above	4 No.
(ii) Non-selected Valves, i.e. difference between quantities at (a)(ii) & (b)(ii) above.	6 No.

5. When demanding Selected Valves particulars of the outfits for which required should be quoted on the relevant Forms A.S.134. Stocks will be maintained as necessary at all Naval Store Depots; in the case of Fremantle, they will be confined to the particular Patterns used in transmitters 691, 691EP and outfit CQH only.

6. Selected Valves should be used in equipments, other than those designated in paragraph 1 of this Order, only when stocks of non-selected valves are not available.

(4518/40/453)

641.

AMMUNITION - FUZES, IGNITERS, PRIMERS, TRACERS AND TUBES - PRIMERS, NO.17, MARK N.3 - WITHDRAWAL FROM SERVICE OF LOTS BA 3, 4 AND 5.

Following "blowback" with Primers, Electric, No.17, Mark N.3 of BA manufacture, lot 4, the further use of primers of this particular lot was prohibited by A.G.M.528A (251342 June, 1955), pending investigation. The investigation confirmed the risk of further blowbacks with this lot, and suspicion was extended to lots 3 and 5 and promulgated by A.G.M.536A (260915 July, 1955).

2. Although nothing has been found to confirm the suspicion of BA lots 3 and 5, it is now desired that all Primers, No.17, Mark N3, of BA lots 3, 4 and 5, be withdrawn from the service. They should be regarded as coming under category (dd) of Article 305, N.M.E.R. (B.R.862 (45)), i.e. dangerous if used.

3. Commanding Officers of H.M.A. Ships are to land any assembled or loose Primers, No.17, Mark N.3, of BA lots 3 and 5, which are already set aside under instructions given in A.G.M.536A at the next convenient Naval Armament Depot, demanding replacement cartridges or primers as necessary.

4. Separate instructions have been issued to R.A.N. Armament Depots.

5. Restriction Lists should be amended as follows :-

List B. Sheet 123

- Column 1. 12
- Column 2. Mark N3 (A)
- Column 3. BA Lots 3, 4 and 5
- Column 4. Withdraw
- Column 5. Dispose of stocks of Lot 4, set aside and report stocks of Lots 3 and 5
- Column 6. Column 6. Navy Order 641 of 1956.

List C. Section 3, Sheet 22.

- Column 1. 14
- Column 2. Primers, Electric, No.17 Mark N.3
- Column 4. BA Lots 3, 4 and 5
- Column 5. Withdraw (see also List B, Sheet 123)
- Column 6. Dispose of stocks of Lot 4, set aside and report stocks of Lots 3 and 5
- Column 7. Column 7. Navy Order 641 of 1956.

6. A.G.Ms. 528A of 25 June, 1955 and 536A of 26 July, 1955 are cancelled.

(The foregoing is the text of A.P.O.1105/1956 altered to meet R.A.N. conditions.)

642.

DEMOLITIONS AND EXPLOSIVES - DETONATORS, PERCUSSION, WATERTIGHT, MARK N.8 - INTRODUCTION.

Detonators, Percussion, Watertight, Mark 7, are being superseded by Detonators, Percussion, Watertight, Mark N.8.

2. When stocks of detonators, percussion, watertight, Mark N.8, are received from new manufacture, R.A.N. Armament Depots will issue outfit allowances to ships without demand and on receipt, stocks of detonators, percussion, watertight, Mark N.7 are to be landed. Meanwhile detonators, percussion, watertight, Mark 7, are to continue in use.

3. R.A.N. Armament Depots only - Instructions for disposal of detonators, percussion, watertight, Mark 7, will be issued later.

(The foregoing is the text of A.P.O.1311/1956 altered to meet R.A.N. conditions.)

(4437/69/2)

643.

ALTERATION AND ADDITION ITEM - BATTLE CLASS DESTROYERS.

The following Alteration and Addition Item has been approved for Battle Class Destroyers.

Class Item No. 98 Classification "A"

Item :- To remove Receiver B41 and fit PRA-1 in accordance with Navy Office Drawing No. 198/1119.

Compensating Weight :- The above is equivalent to a top-weight surrender and will partially cancel the topweight surrender required for approved A's & A's.

References :- Navy Office memorandum 04962 dated 17th May, 1956.

(4519/111/201)

644.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART E) - DRY CHEMICAL FIRE-FIGHTING EQUIPMENT FOR CARRIAGE IN HELICOPTERS - INTRODUCTION.

The following equipment has been introduced under Class B, Group 8, Part E, for carrying in helicopters to the scene of aircraft crashes or fires as a first-aid measure :-

Pattern No.	Description	Denom.	Ships Accounting Classification
-	Extinguishers, dry chemical, 25 lb. complete with C.O.2 cylinder 3 ft. hose and jet/diffuser nozzle.	No.	Permanent

<u>Pattern No.</u>	<u>Description</u>	<u>Denom.</u>	<u>Ships Accounting Classification</u>
-	Cylinders, C.O.2, for extinguisher	No.	Permanent
-	Dry chemical in 50 lb. canisters.	No.	Consumable

2. Pending the results of tests on the interchangeability of the dry chemical manufactured by various firms, replenishment is to be restricted to powder manufactured, or recommended for the type of extinguisher supplied.

3. The allowances or first outfit quantities for the R.A.N. Air Station, Nowra, of the items shown in paragraph 1 of this Order are :-

Number of			
<u>Complete Extinguishers</u>	<u>Complete Extinguishers (spare)</u>	<u>C.O.2 Bottles (spare)</u>	<u>Pounds of dry chemical powder.</u>
2	1	6	500

4. Initial distribution will be made without demand by (Superintending) Naval Store Officer, Sydney, on receipt of stocks.

5. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 606/1956 altered to meet R.A.N. conditions.)

(4505/84/197)

645.

NAVAL STORES (GENERAL) (CLASS E, GROUP 10) - PILLOW COVERS - SUPPLY.

Future purchases of pillow covers for use in the R.A.N. will be of the envelope type. The new items are to be accounted for as like Pattern 37A and will supersede the present Pattern 37A pillow covers which have taped ends.

2. Existing stocks of the superseded pattern are to be issued until exhausted.

3. The new items have already been introduced for Hospitals and Sick Bays by Navy Order 597 of 1955.

(3190/6/24)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

646.

CLOTHING - W.R.A.N.S. - ISSUE OF FLANNELS, COTTON.

Flannels, cotton, which have previously been issued to Wrans ratings only on first being posted to tropical areas, will also be issued in future to Wrans ratings, in lieu of shirts, white, P.T., on entry.

2. The scale of measurements of Wrans' cotton flannel has been revised, and the revised scale is promulgated as an appendix to this Order.

3. Stocks of shirts, white, P.T., will continue to be maintained for issue to Wrans officers and for repayment issues to Wrans ratings.

4. Interim Pay Instruction 94/1(1) will be amended by R.I. Series.

(4533/81/336)

APPENDIX

VESTS, COTTON, WRANS - SCALE OF MEASUREMENTS

<u>Size</u>	1	2	3	4	5	6	7
<u>Measurement of Wearer</u>							
Height	5'2"	5'3"	5'4"	5'5"	5'6"	5'8"	5'10"
Bust	32"-33"	33"-34"	35"-36"	37"-38"	39"-40"	41"	42"
Hips	36"	37"	38"	40"	42"	44"	46"

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

647.

BOOKS - TECHNICAL HANDBOOKS ON WIRELESS EQUIPMENTS.

Copies of technical handbooks on wireless equipment have hitherto, in general, been shared between the Electrical Branch and the user.

2. In future, the production of new technical handbooks will allow the supply without demand of a second copy to ships and establishments hitherto receiving only one. These handbooks will embody operating instructions.

3. Retrospective action to produce extra copies of current handbooks is not being taken. Demands for extra copies therefore are not to be made in this context.

4. Where additional copies of handbooks are not required or cannot be accommodated they are to be returned to the appropriate (Superintending) Naval Store Officer.

(The foregoing is the text of A.P.O. 2396/1955 altered to meet B.A.N. conditions.)

(4519/11/1358)

648.

BOOKS - TEXTBOOKS AND INSTRUMENTS FOR EDUCATIONAL PURPOSES - ESTABLISHMENT.

The approved establishment of textbooks and instruments for use in the instruction of ratings in preparation for educational tests and similar examinations is shown in the appendices to this Order.

2. Demands for textbooks and instruments, within the limits of this establishment, are to be placed with the (Superintending) Naval and Air Store Officer, Sydney. Demands for textbooks and instruments in excess of this establishment, including special requirements for the instruction of regular classes in connection with technical training, are to be forwarded through administrative channels for the consideration of the Naval Board under cover of a letter stating the reasons for the demand.

3. Demands for Hydrographic publications required for instructional purposes are to be forwarded to the Senior Officer, Hydrographic Service, Sydney.

4. Textbooks and instruments held in excess of establishment, together with any others which are held but for which no further use is foreseen in the ship or establishment to which they have been issued, are to be returned to the appropriate (Superintending) Naval Store Officer.

5. Where sets of geometrical instruments, pattern 489, are already held, they are to be retained until worn out in lieu of the first five items shown in Appendix II to this Order.

6. Textbooks and instruments are to be issued to the Instructor Officer (or, where no Instructor Officer is borne, to the officer detailed by the Captain to be Education Officer), the textbooks and such of the instruments as are classified as permanent being recorded in the permanent loan list (Form A.S.1099). The Instructor Officer, or Education Officer, is to keep a record of items loaned to and returned by ratings.

7. Textbooks and instruments which become unserviceable are to be returned to the Supply/Storekeeping Officer who will arrange replacement in the normal manner. Losses are to be investigated and dealt with in accordance with Navy Order 1033 of 1955, replacements being demanded in the normal manner.

8. Navy Orders 173 and 324 of 1953 are hereby cancelled.

(4575/1/26)

APPENDIX I - TEXTBOOKS

B.R.	Description	P.N.D.	ALBATROSS NIRIMBA PENGUIN	OTHER SHORE ESTABS.	AIRCRAFT CARRIERS	DESTROYERS	FRIGATES FLEET M/S.
45(1)	Admiralty Manual of Navigation, Vol. I.	20	5	2	5	2	2
45(2)	Admiralty Manual of Navigation, Vol. II.	10	1	0	1	1	1
45(3)	Admiralty Manual of Navigation, Vol. III.	2	1	0	1	1	1
158	Examples in Electrical Calculation.	10	10	5	15	5	4
451	Etymological Dictionary (Chambers)	5	5	2	5	2	2
454	Notes on Navigation	30	25	5	20	5	4
455	Arithmetic Notes and Examples	30	25	10	30	10	5
457	New School Atlas of Comparative Geography (Phillip and Son).	20	20	5	20	5	4
458	English for Technical Students (Potter)	20	10	5	20	5	4
463	Wall Map - The World.	1	1	1	1	-	-
-	Wall Map - Australasia and East Indies.	1	1	1	1	-	-
551	School Arithmetic (Workman).	10	10	5	10	5	4
-	Arithmetic at Work (Proudfoot).	30	20	5	10	5	4
552	National Certificate Mathematics (Abbot and Kerridge) Vol. I.	40	25	5	25	5	4
552	National Certificate Mathematics (Abbot and Kerridge) Vol. II.	25	10	2	10	2	2

B.R.	Description	F.N.D.	ALBATROSS NIRIMBA PENGUIN	OTHER SHORE ESTABS.	AIRCRAFT CARRIERS	DESTROYERS	FRIGATES FLEET M/S.
-	Trigonometry (Hall and Knight).	20	10	2	10	2	2
553	Elementary Applied Mechanics (Morley and Inehley).	20	10	5	10	5	4
554	Electricity and Magnetism Part I (Reynolds).	10	10	5	15	5	4
555	Inman's Tables.	20	10	2	10	2	2
557	Four Figure Tables (Godfrey and Siddons) or (Keye and Laby).	70	30	10	30	10	10
560	Right Angled Triangle Tables.	40	10	5	20	5	5
561	The New Groundwork of British History - Section IV (Warner and Marten).	20	10	5	15	5	4
563	Naval Side of British History (Callander).	20	10	5	15	5	4
-	Short History of Australia (Scott).	20	10	5	15	5	4
-	Junior Geography (James)	20	10	5	15	5	4
564	The World - A General Regional Geography (Stembridge).	20	10	5	15	5	4
570	Examples in Applied Mechanics.	20	10	5	10	5	4
571	Examples in Navigation.	20	5	2	5	2	2
572	World's Wealth (Brooker).	20	10	5	15	5	4
573	New English Course - Stage III (Moon and Laby).	30	20	5	20	5	4
605	Algebra (Baker and Bourne).	20	10	2	10	2	2

APPENDIX II - MATHEMATICAL AND DRAWING INSTRUMENTS

Pattern No.	Description	F.N.D.	ALBATROSS NIRIMBA PENGUIN	OTHER SHORE ESTABS.	AIRCRAFT CARRIERS	DESTROYERS	FRIGATES FLEET M/S.
3718	Set square, transparent, 450, 6 ins.	25	20	10	15	5	4
3721	Set square, transparent, 60°, 8 ins.	25	20	10	15	5	4
4890	Compasses, pencil, "Helix".	25	20	10	15	5	4
484	Dividers, compass, 8 ins.	25	20	10	15	5	4
3724	Protractor, celluloid, 6 ins.	25	20	10	15	5	4
-	Protractor, celluloid, 3 ins.	10	10	5	10	5	4
-	Rulers, parallel, roller.	20	15	5	10	4	2
490	Rulers, boxwood, 12 ins. (Graduated cms. and tenths ins.)	40	30	20	25	15	10

649.

REVISION AND ABOLITION OF FORMS.

The undermentioned forms have been revised. Supply will be effected on demand when stock of the existing form is exhausted :-

0.127 - Record of Temperatures (3526/14/123)

8.1131 - Explosives which may be stored in a Compartment of a Danger Building. (3526/12/1538)

A.S.73 - Mess Account (3526/12/1537)

A.S.80 - Cash Clothing Issue Note (3526/12/1558)

A.S.1303 - Return of Engine Room Ratings recommended to Undergo Technical Courses (3526/12/1602)

Loose Leaf Ledger Sheets for Victualling Stores (3526/50/359)

RESTRICTED

2. The following forms have been revised. Supply will be effected on demand, when the existing form will be rendered obsolete :-

A.S.238/A.D.495 (Outside) - Report of Docking

A.S.238/A.D.495 (Inside) - Underwater Paints Applied and Their Performance

(3526/12/1549)

3. The following form has been abolished. Plain manila folders available on demand are to be used in lieu. Demands for manila folders should quote the number of this Navy Order.

A.S.599/AB84 - Pack Cover

(3526/12/1575)

(3526/10/68)

1870

Received of the Treasurer of the
Board of Directors of the
City of New York the sum of
Five Hundred Dollars

for the purchase of
City Bonds

and the same is hereby
certified to be correct

in full for the
City of New York

and the same is hereby
certified to be correct

in full for the
City of New York

and the same is hereby
certified to be correct

in full for the
City of New York

C. N. O. s.

Re: Orders

C. N. O. s. 650-659/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

3rd July, 1956.

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

By direction of the Naval Board,

M. 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.0241

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RESTRICTED

5

650

SECTION 2 - PERSONNEL

650.

CINEMA - ACOUSTICS IN H.M.A. SHIPS.

The following notes regarding cinema acoustics in H.M.A. ships are issued solely to draw attention to certain acoustic problems which directly affect the entertainment value of the recreational films supplied to the Fleet and for which the Fleet pays.

2. These notes are in no way intended to override existing instructions on the care and maintenance of cinema films and projectors, to form a manual of cinema operating or to be taken as authority for demanding stores and equipment.

3. Ships' staffs which experience poor reproduction should first satisfy themselves that the principles outlined are being followed.

4. Where particular loudspeakers are referred to in these notes, it should be clearly understood that the references will be equally applicable to other loudspeakers of the types referred to whether of the present or future designs.

5. Any suggested amendments to these notes which may improve their value to the Fleet may be sent to the Australian Commonwealth Naval Board.

Notes on Cinema Acoustics in H.M.A. Ships

The laws of acoustics are the same afloat as ashore - there is thus no theoretical impossibility (except for incidental noises) in achieving the same sound results in confined spaces on board ship as are obtained in a hall ashore.

2. Nor is the problem altered by use of 16 mm. or 35 mm. apparatus, though the results both visual and sound of the former are admittedly inferior to the latter.

3. In practice, particularly where projectors are frequently moved, and operators of varying efficiency project films, ship results may not be as good as in a specially built auditorium, but they certainly never need be so bad as to cause offence to the ear or to make speech unintelligible.

4. To obtain good results, the following factors must be considered :-

- (a) The projector itself.
- (b) The amplifier.
- (c) The operator (and matters under his control).
- (d) The auditorium.

(a) The projector itself. - Naval Board policy is to provide suitable projectors that will withstand Naval Service conditions throughout the world. Too much attention should not be given to the fact that the projectors may not be the latest pattern available commercially. Good results will never be obtained if projecting apparatus has not been maintained properly by experts and the maintenance routine laid down in the Manuals is not followed. Further,

a qualified operator (as such) is not a qualified mechanic and should not undertake more than what are called "running repairs". Ideally a 16 mm. projector should be taken in hand for overhaul at least yearly, even if no defects are apparent. This overhaul should normally be carried out by Dockyards, machines being returned to the nearest (Superintending) Naval Store Officer for this purpose. Films should never be run when the machine is defective.

(b) *The amplifier.* - This is robust, both mechanically and electrically, but much can be done to help it do its work efficiently and so give good sound results. In the 35 mm. amplifier a milliammeter is fitted to allow a reading of the anode current of each valve to be taken separately by means of a selector switch. A record should be kept of these readings and comparison over a few months will show how much these valves are wearing. The 16 mm. has no meter but the two output valves should be tested frequently to see that the anode current is practically the same for each. This is necessary, as these two valves are joined in "push-pull" and if one is stronger than the other, distortion of speech will be the result.

(c) *The operator (and matters under his control).* - The operator's work can be divided into two phases :-

(1) *Maintenance and Tests.*

(ii) *Projection.*

(1) Maintenance as laid down in the respective manuals must be followed closely. As sound is the main object of these notes, stress is laid on the maintenance of the sound optical components (but see the respective manuals). But a perfectly focused "scanning beam" is useless if the passage of the sound track across the beam is not steady and smooth. After the film has been "snatched" through the gate at 24 frames per second it has a "flutter", which if allowed to pass the scanning beam in this state will give distorted speech. To overcome this "flutter", a loop of film is left in front of the scanning beam, and the film, before being taken away by the "take-off" sprocket, has to pass over, in the case of 35 mm.- (1) a brake drum, (2) pressure roller, and in the 16 mm.- (1) Sound drum, (2) Sound Drum pressure roller, or stabiliser assembly. The machines are also fitted with a flywheel to even out the slight variations which occur in the motor speed. It will be seen from the above that the maintenance of these component parts is quite as important as the cleanliness and adjustment of the sound optics for the reproduction of good speech.

(ii) *Projection.* - Besides focusing the picture correctly, the operator can add to the enjoyment of the audience by correct "monitoring" of the sound. "Speech requires treble, and music bass" is a good motto to work on. Volume must be controlled to make pleasant listening. It is generally found in a musical feature that if volume is correct for speech it is too loud for the music parts. So by the intelligent use of the tone and volume controls, the operator can assist greatly in giving undistorted speech to the audience.

(d) *The Auditorium.* - (For diagrams see A.F.O. Diagram 14/56 (1-8)). Sound waves leaving a loudspeaker, whether cone or horn, and striking any hard surface are reflected from that surface at an equal and opposite angle. If a sound wave hits a bulkhead at 90° it will be reflected at 90° and travel in an opposite direction to the original wave. Now these waves take time to travel and a person sitting at point "A" (see A.F.O. Diagram 14/56(1)) will hear a sound on the way out as it returns, but with a time lag. This is known as sonic misphasing. As there are many of these waves travelling simultaneously, it is obvious that the rebounding waves will mix with the outgoing waves and give apparent distortion of speech. If some sound-absorbing material (Fearnought or Hessian) is hung loosely one foot clear of the bulkhead the returning waves will not be so strong. So the principle is.- Hang sound-absorbing material at the rear and sides of the auditorium in the line of the sound waves. To go a step further, sound waves can be divided into low frequency waves (low notes) and high frequency waves (high notes).

(1) *High Frequency Waves*

These are the ones which cause most of the trouble whether on board or on shore.

H.F. loudspeakers are generally of the horn type and can be directed and focused like a searchlight beam. This is a great help as it shows us readily the parts of the auditorium to be draped. (See A.F.O. Diagram 14/56 (2)).

(ii) *Guide to laying out an Auditorium*

(1) 35 mm. Projection, A.F.O. Diagrams 14/56 (3) and (4).

(ii) 16 mm. Projection, A.F.O. Diagrams 14/56 (5) and (6).

(a) Using loudspeakers A.P.4478 and "Tweeter" A.P.4479 or "Bitone" A.P.7910A. Decide on direction of "throw" of picture and rig screen in line at a correct height for all the audience to see the complete picture. The ideal place for the loudspeaker is behind, and about two-thirds of the way up, the screen. This is not always possible owing to the construction of the auditorium and also the fact that a perforated screen is required for it. If the loudspeakers A.P.4478/9 are to be placed at the side of the screen, they should be placed together so that there is apparently only one source of sound, and as near to the screen as possible to preserve the sound-vision illusion. Place the A.P.4478 loudspeaker so that it faces the audience and mount the "Tweeter" A.P.4479 on top of it to cover the largest possible audience. The "Tweeter", which is the High Frequency loudspeaker, is directional, as shown in A.F.O. Diagram 14/56 (2), and being a two-cell horn has a spread of 45°, i.e., 22½° each cell. Unfortunately this will not cover the average auditorium in most ships but the largest area will be covered if the projection is diagonally across the auditorium. This method is shown in A.F.O. Diagram 14/56 (3). A.F.O. Diagram 14/56 (4) shows the alternative projection. The vertical spread of the "Tweeter" is 22½° and this must be arranged to take in the front and back

seats of the auditorium as shown in A.F.O. Diagram 14/56 (3). It is also advisable to keep the upper edge of the "sound beam" off the deckhead and to do this it may be necessary to tilt the "Tweeter", so that the lower edge of the "sound beam" strikes the deck in front of the first row of seats. If this is necessary, some sound-absorbing material should be placed on that portion of deck in front of the audience. This is shown in A.F.O. Diagram 14/56 (4). The points "O" and "P" in all the sketches can be ascertained by sighting along the sides and edges of the "Tweeter" from point "S". It will be noticed that the Low Frequency loudspeakers A.P.4478 (two 12-in. cone speakers in parallel) have not been mentioned. The drapings as fitted to overcome the echoes from the high frequency horn are sufficient to cope with both loudspeakers. But the two 12-in. cone loudspeakers do send out many sound waves from the back of the cabinet and as this is generally near a steel bulkhead it is necessary to drape the back of the cabinet itself. This is best done with a hood as shown in A.F.O. Diagram 14/56 (7).

- (b) 16 mm. Projection.- In this case there is only one loudspeaker of the cone type, and although it is not so directional as the "Tweeter", the principles to follow are the same, i.e., drape the bulkheads where the sound waves strike. From A.F.O. Diagram 14/56 (5) it will be seen that the low frequency waves go out in a half spherical shape and the high frequencies are "pulled in" at the loudspeaker baffle and go out further, to produce a pear-shaped figure. Again it is the high frequency waves which cause the most trouble (i.e., echoes), so attention must be paid to these. Many ships using 16 mm. projectors have low deckheads. Everything possible must therefore be done to keep the sound waves off the deckhead. If a loudspeaker is stood on a table it will produce a "drumming" sound which will interfere with true speech. It follows that the loudspeaker should be suspended from the deckhead (about halfway up the screen) and inclined forward so that the horizontal axis of the loudspeaker points to the centre of the front row of seats (A.F.O. Diagram 14/56 (6)). Anything in the line of the sound waves which will rattle should be removed. A Punka fan has been known to vibrate and give off a perceptible amount of noise. The best position for the loudspeaker is best ascertained with at least a two-thirds audience, as the conditions vary greatly with the number of spectators. A hood over the back of the loudspeaker is essential and one on the lines of that shown in A.F.O. Diagram 14/56 (7) can easily be made in the ship. As much draping as possible should be placed on the bulkheads in front of the loudspeaker. Glass bookcases should be draped and particular attention should be paid to fan trunking. Fly sheets as shown in A.F.O. Diagram 14/56 (8) deal adequately with overhead fan trunks.

5. Drapings.- These should be of as thick a material as available. Drapings should be hung in folds - not stretched taut - and should be about a foot clear of the bulkhead. If it is necessary to drape the deckhead, the best way is to hang several fly sheets at the projector end of the auditorium

as shown in A.F.O. Diagram 14/56 (8). As they will only be required in ships with low deckheads they should only be about a foot in width.

6. Application of the foregoing principles to Aircraft Carriers.- (a) The use of the lift wall in Aircraft Carriers as the auditorium presents unusual difficulties in respect of sound reflections but satisfactory application of the foregoing principles can be obtained in this case, by hanging a single thickness of hessian draping from the underside of the lift to deck level, about 2-ft. from the bulkhead, along the rear half of the two sides of the auditorium. There is no need to place any draping in front of the fire curtain which is itself a suitable non-reflecting medium. A small draping is, however, needed below the ports of the projector room to cover the gap there between the main bulkhead and the fire curtain, and a 6-ft. wide fly sheet can with advantage be stretched athwartships in front of this fire curtain from the underside of the lift to shield any reflecting surfaces located above the curtain. In addition, it is a help to have a strip of thick felt laid on the deck between the loudspeaker and audience. The total amount of 72-in. Hessian, Pattern T.359 used should not exceed 200 yards.

(b) The most suitable loudspeaker, in this instance, is the Bitone A.P.7910A used in conjunction with Amplifier A.P.912A and placed centrally immediately below the screen. Ships not in possession of loudspeaker A.P.7910A, should demand one from the nearest (Superintending) Naval Store Officer, and on receipt, return the existing loudspeaker to store. If the bottom of the screen be placed about 6-ft. 6-in. from the deck, it will allow the speaker to be tilted slightly downwards so that the sound is towards the heads of the audience and stray waves are reduced to a minimum. The illusion of sound proceeding from the performers is at its best when the loudspeaker is in close proximity to, and along the centre line of the screen, since it cannot be placed directly behind the screen unless the latter is of the specially perforated type.

7. Manuals.- Manuals issued to date are :-

- (1) B.R. 1937 for 35 mm. equipment.
- (11) B.R. 1338 for 16 mm. equipment and Bell & Howell Model 621 Service and Instruction Manual. N.8. Patt. No. :9000.

(The foregoing is the text of A.F.O. 536/1956 altered to meet R.A.N. conditions.)

(4276/3/13)

651.

PASSAGES TO UNITED KINGDOM FOR R.N. LOAN AND EXCHANGE PERSONNEL AND THEIR DEPENDENTS.

In order to assess shipping accommodation requirements to the United Kingdom, all Royal Naval personnel on loan to the Royal Australian Navy are to forward to Navy Office, through the usual channels, 15 months prior to termination of loan service, details of their families stating dates of birth and sex of children.

2. Exchange personnel and Admiralty civilians on loan are to take similar action.

3. In reporting the foregoing, officers and Admiralty civilians are to include their United Kingdom home address together with nearest railway station.

4. Navy Order 118 of 1952 and Navy Circular 002F (0402452/ April, 1956) are hereby cancelled.

(4677/11/74)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

652.

AIRCRAFT - AMMUNITION - R.P. HEADS, ETC. - KL.001 HEADS, ROCKET FLARE, 3-IN. AND KM.015 EJECTORS CONTENT NO. 7, MARK N2.

Since World War II the Heads, Rocket Flare, A/C, 3 inch and Ejectors, Content, No. 7, in Naval Service have been most unreliable in their performances and this has been attributed to defects in design and their being of wartime manufacture.

2. Heads, rocket, flare and ejectors of new production and incorporating improvements in design are now available. Any heads and ejectors of pre-1954 filling are, therefore, to be returned to R.A.N. Armament Depots and new ones demanded in lieu.

3. R.A.N. Armament Depots only.- Restriction List B, Sheet 268 should be amended as follows :-

Col. 1 - 4	Col. 1 - 5
Col. 2 - Heads Rocket Flare A/C 3-in. Mark 1(4)	Col. 2 - Ejectors Content No. 7 Mark N2.
Col. 3 - All prior to 1954 filling	Col. 3 - All prior to 1954 filling
Col. 4 - Withdraw	Col. 4 - Withdraw
Col. 5 - Dump	Col. 5 - Dump
Col. 6 - A.F.O. 476/1956 and Navy Order 652 of 1956.	Col. 6 - A.F.O. 476/1956 and Navy Order 652 of 1956

(The foregoing is the text of A.F.O. 476/1956 altered to meet R.A.N. conditions.)

(4443/1/27)

653.

AIRCRAFT - BOMBS - PISTOLS, BOMB TAIL, NO. 75, MARK 3 - INTRODUCTION.

K.B.227 PISTOL, aircraft, bomb tail, No. 75, Mark 3, is hereby introduced into Naval Service. This pistol will supersede pistols No. 75 Marks 1 and 2. The new pistol differs from the Mark 1 in that a new creep spring is fitted

permitting greater striker protrusion, and from the Marks 1 and 2 in that additional vent holes have been incorporated to facilitate the venting of delay detonators.

2. Superintending Armament Supply Officer, Sydney, will arrange direct for exchange of outfits of Marks 1 and 2 pistols as supplies of Mark 3 pistols become available.

3. The new pistols will be packed 100 per Box C.190.

4. Navy Order 134 of 1955 is hereby cancelled.

(4443/3/36)

654.

DIRECTOR ALIGNMENT TESTS.

H.M.A. Ships concerned

Information from the Royal Navy shows that there can be marked differences between the results of Director Tests when a ship's armament is aligned to its Bench Marks and when aligned to a Distant Object.

2. The purpose of this Order is to ensure that ship's officers are aware of :-

- the reliability and convenience of Bench Mark alignment;
- the exacting conditions which are necessary when carrying out a Director Test using a Distant Object;
- the necessity for having the Bench Marks and the armament alignment checked by a Dockyard should discrepancies occur between a Distant Object Test and a Bench Mark Test;
- B.R.292, Chapter 8, paragraphs 63-105.

3. Purpose of a Director Test. - The purpose of a Director Test is to check whether the total alignment errors will, under operational conditions, be within the limits to be expected from the system.

4. *Stiffness of a Ship's Hull.* - Evidence from tilt tests of armaments show that, except in ships which have been damaged, the mean variations between forward and after gunnery positions are not more than 2 mins. A director on a stalk near the middle of the ship tends to alter in level to a maximum of 4 mins. from its mean level but there appears to be little or no tendency to alter in level due to "twist" of the ship in the vertical plane. Static Torsion Tests of a ship about a fore-and-aft line have shown that permanent deformation is negligible. It is emphasised that ships' superstructures may suffer permanent deformation, and Bench Marks are therefore only to be mounted on those parts of the superstructure authorised by the Chief of Construction.

5. *Accuracy and Reliability of Bench Marks.* - Bench Marks can be installed to an accuracy of 1 min. for training and 3 mins. for elevation and trials are progressing to determine an even more accurate method of installation.

Sufficient evidence exists to show that Bench Marks once installed are accurate and reliable providing they are fixed to rigid structure. Ships which consider that the positions of their Bench Marks are unsuitable or have reason to believe they may be inaccurate are to insert an item in the defect list to have their Bench Marks checked by Dockyard and, if necessary, as a result of this check, to have them re-sited.

6. Director Test Using a Distant Object. - A director test using a Distant Object can be considered to be accurate and to be as reliable as using Bench Marks provided that during the test the following exacting conditions are satisfied :-

- (a) there is no relative motion between the ship and the object;
- (b) the range of the object is accurately known and the appropriate convergence correction for this range is being correctly computed;
- (c) the test can be confirmed on a distant object on another bearing, in order to reduce the chance of overlooking an error which varies with bearing.

Whenever possible a positional accuracy test should be carried out before a distant object test to see whether the system has a cyclic error.

7. The test should be carried out in Primary Control, e.g., in auto in ships with R.P.C.

8. It is unlikely that the conditions in paragraph 6 of this Order will be met unless the ship is in tilt test conditions. Failure to satisfy these conditions, even in part, will degrade the value of the test because large errors may be introduced.

9. The hitherto customary method of carrying out a Director Test with relative movement between the ship and the distant object and with the operators calling "on, on, on" is not consistent with the precision required from modern control systems and should only be used as a rough check that very large errors in alignment do not exist.

10. When a director test is carried out in auto the following errors may be present :-

- (a) faults in the transmission to the R.P.C.
- (b) variations in servo positional alignment, resulting from day-to-day variation of amplifier characteristics;
- (c) errors due to variations of voltage and frequency supplies;
- (d) errors due to stiffness of moving parts;
- (e) errors due to the inconsistent zeroing of transmitters such as hand follow through correctors which are at present zeroed by eye. Care should be taken to eliminate any of these errors before racking resetters;
- (f) references and bore telescopes not in line with axes;
- (g) resetter out of adjustment.

11. Method of Alignment. - Bench Marks are henceforth to be the primary method of alignment and the Bench Mark Test should be carried out in auto where the positions of Bench Marks permit. In view of the possible complex and random errors listed in paragraph 10(a) to (e) Bench Mark readings may vary from day to day. In ships where the test cannot be carried out in auto the directors and guns should be laid on their respective Bench Marks by local power or hand control and their positions read off the gun order receivers. Where mountings are not fitted with gun position indicators care is to be taken to allow for backlash which may exist in the indicator drives. When carrying out any form of alignment test the following points must be carefully watched :-

- (a) Great care is required at the sighting positions at guns and directors to ensure that a valid reference to gun bore and director position is being used. Particular care is necessary when installing the bore telescopes.
- (b) A careful check of transmissions must always be made before carrying out an alignment test, in order to reduce the errors referred to in paragraph 10 of this Order to a minimum.
- (c) Misalignment records should always be taken whenever carrying out an alignment test in order to check that the electrical alignment is correct. Any misalignment found is to be recorded in the Director Test Book. (See paragraph 14 of this Order).
- (d) Scribe plate readings should always be taken with the system in auto as a check and the results entered in the Director Test Book.

12. If the error of the mean position of each mounting to its bench mark be not greater than 6 mins, no action need be taken; if the errors be greater than 6 mins, the Bench Mark Test should be repeated and if the errors persist the cause should be traced and eliminated. Errors which cannot be traced may be racked out as a temporary expedient only, and are to be reintroduced as soon as possible and the search for the cause of the error resumed. The racking of resetters is never to be considered as a permanent correction for misalignment revealed by a Bench Mark or Distant Object Test until all other possible sources of error have been thoroughly investigated.

13. If the errors still persist a Distant Object Test in auto should be carried out under Tilt Test conditions at the first opportunity. Note this can be done at any time when convenient as a check on the Bench Marks; if such a check test reveals discrepancies between Director and each gun not greater than 6 mins, no action need be taken, if the errors are greater then the Distant Object Test is to be repeated and if the errors persist and the cause of the discrepancy cannot be found the ship is to request the Dockyard to carry out a tilt test and check alignment of the Bench Marks.

14. All ships are to keep a careful record of all bench mark and distant object test readings whether they are inside or outside tolerance, and of any corrections made in the system. A special Director Test Book is being produced for this purpose. Commanding Officers will be required to

produce this book at Admirals' Inspections. Attention is called to the instructions contained in B.R. 292 (Instructions for maintenance of Naval Ordnance and Gun Mountings) concerning the custody of dockyard drawings which show the position of bench marks on installation by the Dockyards.

15. The permissible tolerances for a Distant Object Test, when carried out under Tilt Test Conditions, will vary with different Fire Control Systems and are likely to exceed 6 minutes in systems other than those specified below :-

M.R.S.3. (all mods.)

F.P.S.3.

F.P.S.2.

M.R.S.8.

All Surface only Systems.

Ships are to report their results to the Naval Board through their Administrative Authority whenever a Distant Object Test carried out on any system under Tilt Test Conditions indicates errors in alignment which exceed 6 mins.

16. When ships have their Bench Marks repositioned or checked they are to forward a report to the Naval Board through their Administrative Authority giving the following information where possible :-

- (a) Original position of Bench Marks, i.e. in degrees and minutes for training and elevation and the structure or deck on which they have been fitted.
- (b) New position of Bench Marks as in (a).
- (c) Error in minutes of original position of Bench Marks.
- (d) Possible causes for the errors in (c).
- (e) The method by which the Bench Marks were checked.
- (f) Results of Distant Object Tests which have been carried out under Tilt Test conditions and as a check :-
 - (i) On Bench Marks prior to the marks being checked by Dockyard.
 - (ii) On Bench Marks after the marks have been checked by Dockyard.

17. Adequate safety precautions are to be taken in the vicinity of Directors and mountings when carrying out Director Tests in auto.

18. This Order is to take effect from the date of receipt of the Preliminary Director Test Book, copies of which will be issued without demand to Administrative Authorities for distribution in the Fleet.

19. In the light of experience gained and of reports received from the Fleet, consideration will later be given to the amendment of handbooks or to the issue of new ones if this should prove necessary.

(The foregoing is the text of A.F.O. 240/1956 altered to meet R.A.N. conditions.)

(3388/61/3)

655.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2B, PART 1) -
ELECTRIC HAND LAMPS, PATTERN 17208 - ALLOWANCE -
BOOM DEFENCE VESSELS.

Navy Order 320 of 1955 is to be amended as follows :-

Delete paragraph 2 and insert in lieu :-

"In addition each ship of the class is to demand 2 No. Aluminium Stowage Boxes to be used for the stowage of 2 No. Hand Lamps in a position convenient to the oil tight manholes of the oil fuel tanks in the boiler room."

(4518/24/109)

656.

ANTI-SUBMARINE - ASDICS - RANGE RECORDERS, PATTERNS
A.1079 AND A.1080 - WITHDRAWAL FROM SERVICE OF
CERTAIN SERIAL NUMBERS.

Range recorders, Pattern A.1079, Serial Numbers 1 and 2, and Range recorders, Pattern A.1080, Serial Numbers 7 to 29 inclusive, have been found to be unsatisfactory in operation and to give inaccurate results, due to a manufacturing error.

2. Ships and services holding recorders having the serial numbers quoted above are to demand replacement recorders from the nearest (Superintending) Naval Store Officer quoting this Order as authority.

3. On replacement, the defective recorders Pattern A.1079 and A.1080, are to be returned to the nearest (Superintending) Naval Store Officer.

4. The work of exchange is to be carried out by Ship's Staff.

(The foregoing is the text of A.F.O. 1043/1956 altered to meet R.A.N. conditions.)

(4518/11/311)

657.

NAVAL STORES (GENERAL) (CLASS E, GROUP 6) - "SPARTAN
PLASTIC" PAINT - INTRODUCTION.

Following upon trials carried out in one of H.M.A. ships it has been decided, as an interim measure, that until a specification for synthetic emulsion paint is prepared, future purchases of paint for lagging on engine room pipes will be of the proprietary item "Spartan Plastic" paint. This material will be supplied in the following colours conforming to British Standard 1572.

Shell Pink (Colour 109 of B.S.1572).

Pastel Blue (Colour 114 of B.S.1572).

Champagne (Colour 105 of B.S.1572).

Opaline Green (Colour 108 of B.S.1572).

White.

2. The items listed in the Appendix to this Order have been superseded in the Royal Australian Navy by Spartan Plastic paints. No further purchase of these obsolete items will be made and existing stocks are to be returned to the nearest Naval Store Depot for disposal on receipt of stocks of the new items.

3. Before application of "Spartan Plastic" on previously painted lagging old paint such as Kalsomine must be completely washed off.

(4512/71/149)

APPENDIX

<u>Pattern</u>	<u>Description</u>
7065	Paint, Tretol ALT, for external painting of heat insulating materials.
641	Distemper, white.
N.11723	"Duresco", white.
N.11724	Liquid, petrifying, for white "Duresco".
	Distemper, washable to B.S.1053/1950, Type A :-
5390	Signal red.
5391	Pink.
5392	Pale Blue.
5393	Light buff.
5394	Pale blue.
	Kalsomine to Specification S.A.A. Int. 56 :-
like 5391	Shell pink.
like 5392	Pastel blue.
like 5393	Champagne.
like 5394	Opaline Green.
like 5395	White
-	Kalsomine, white, proprietary, brands.
-	Kalsomine, buff and other colours, proprietary brands.
-	Size for Kalsomine.

658.

PAINTING OF H.M.A. SHIPS - UNDERWATER AREAS.

Underwater surfaces of H.M.A. ships are to be painted in accordance with the appropriate table appended to this Order:

TABLE I	- New Construction Vessels - on fabrication.
TABLE IA	- New Construction Vessels - Maintenance before launching.
TABLE II	- New Construction Vessels afloat and vessels undergoing major refit, conversion or modernisation - at each docking before commissioning.
TABLE III	- Ships in Commission and in Reserve - Complete Painting.
TABLE IIIA	- Ships in Commission and in Reserve - Touch-up Painting.

2. The tables for MERCURIAL Systems are to be used for H.M.A. ships unless otherwise specified.

3. The tables contain full details of surface preparation and paint systems to be applied and must not be varied. One type of anti-fouling paint is not to be applied over another type of anti-corrosive or anti-fouling paint without special instructions. Whenever it is necessary to change from one type of paint system to another, the instructions of TABLE III - "Complete Painting" - are to be followed.

4. The need for complete repainting or for touch-up painting of vessels in dry dock will be decided as a result of examination by an experienced officer. As soon as the dock is dry, the inspecting officer will examine and note the nature and extent of fouling and the condition of protective coatings. The hull is then to be scrubbed, or, if necessary to remove fouling lightly scraped clean and washed with FRESH water (salt water should be used only if fresh water is not available). The inspecting officer will again examine the hull when dry to decide whether or not complete repainting is necessary, considering also the time, equipment and personnel available, the weather, and the probable duration of the ensuing waterborne period.

5. When vessels are docked elsewhere than in H.M.A. Naval Dockyards, the attention of the responsible Naval Overseer or Admiralty Officer as appropriate is to be directed to this Order. In all cases, the Engineer Officer is responsible that correct procedures are carried out.

Complete Painting (Table III)

6. In addition to the requirements of paragraphs 2 and 3, of this Order, the complete painting instructions of Table III are to be carried out periodically as follows :-

- (a) For ships in Commission and in Reserve :-
at intervals of not more than three years

For New Construction Vessels and vessels undergoing major refit, conversion or modernisation :-

at the last docking prior to commissioning.

TABLE I - NEW CONSTRUCTION VESSELS - ON FABRICATION

	<u>Mercurial Paint System</u>	<u>Vinyl Paint System</u>
Surface Preparation	Clean to bare metal where coating of Red Oxide Zinc Chromate primer applied before fabrication has deteriorated.	Clean to bare metal. Apply one coat of Wash Primer pre-treatment to Specification MIL-P-15328.
Anti-Corrosive	One coat Red Oxide Zinc Chromate primer.	Two coats Vinyl Zinc Chromate to Specification MIL-P-15930.

TABLE IA - NEW CONSTRUCTION VESSELS - MAINTENANCE BEFORE LAUNCHING.

	Mercurial Paint System	Vinyl Paint System
Surface Preparation	Clean to bare metal where corrosion is commencing to show or where paint film has deteriorated.	Touch up with Wash Primer. Pre-treatment Specification MIL-P-15328.
Anti-Corrosive	One coat Red Oxide Zinc Chromate primer. Touch up as necessary during fabrication of hull. Immediately prior to launch apply two coats grey anti-corrosive of approved make-up to a line three feet above estimated draught on launching.	One coat Vinyl Zinc Chromate Specification MIL-P-15930. Immediately prior to launch two coats Vinyl Zinc Chromate up to a line three feet above estimated draught on launching.

TABLE II - NEW CONSTRUCTION VESSELS AFLOAT AND VESSELS UNDERGOING MAJOR REPAIRS, CONVERSION OR MODERNISATION: AT EACH DOCKING BEFORE COMMISSION.

	Mercurial Paint System	Vinyl Paint System
Surface Preparation	Thoroughly remove all marine growth. Wash with FRESH water. (Salt water should be used only if Fresh water is not available). Subsequently :- (a) Where corrosion is prevalent, or paint film is in poor condition, proceed as for complete painting. (See table III). (b) If corrosion or film failure is confined to relatively isolated patches thoroughly clean these patches to bare metal by sandblasting or other approved method. Remove all paint film which has lost adhesion. Fair all edges of intact paint to permit smooth overlap when repainted. (c) Passivating agent (potassium dichromate passivating solution Specification DOTM.5258 Sec. VIB) is to be applied during or immediately after the sandblasting. (d) At the last docking before commission clean to bare metal by sandblasting or other approved methods.	

	Mercurial Paint System	Vinyl Paint System
		(e) Apply one coat of wash primer pre-treatment Specification MIL-P-15328 to areas cleaned to bare steel.
Anti-Corrosive	(a) Apply one coat Red Oxide Zinc Chromate Primer and one coat grey anti-corrosive of approved make to all areas cleaned to bare metal. (b) Apply one coat grey anti-corrosive of approved make overall. (c) At last docking before commissioning, apply two coats grey anti-corrosive of approved make overall.	(a) Apply one coat Vinyl Zinc Chromate (Specification MIL-P-15930) to all areas cleaned to bare metal. (b) Apply two coats Vinyl Zinc Chromate (Specification MIL-P-15930) overall.
Anti-fouling	None except for - (a) Last docking before sea trials, apply to - <u>Hull</u> - one coat grey mercurial anti-fouling of approved make. <u>Boot-top</u> - one coat black mercurial anti-fouling of approved make. (b) Last docking before commissioning, apply to - <u>Hull</u> - one coat grey mercurial anti-fouling. <u>Boot-top</u> - one coat black mercurial anti-fouling.	None except for (a) Last docking before sea trials, apply to - <u>Hull</u> - two coats Vinyl Red Anti-fouling (Specification MIL-P-15931). <u>Boot-top</u> - two coats Vinyl Black anti-fouling (Specification MIL-P-16189). (b) Last docking before commissioning, apply to - <u>Hull</u> - two coats Vinyl Red Anti-fouling. <u>Boot-top</u> - two coats Vinyl Black Anti-fouling.

TABLE III - SHIPS IN COMMISSION AND RESERVE -
COMPLETE PAINTING.

	Mercurial Paint System	Vinyl Paint System
Surface Preparation	Clean to bare metal overall by sand-blasting or other approved means. Passivating agent (potassium dichromate passivating solution specification DOTM.5258 Sec. VIB) is to be applied during or immediately after sandblasting.	Apply one coat Wash Primer Pre-treatment (Specification MIL-P-15328).
Anti-Corrosive	One coat Red Oxide Zinc Chromate Primer and two coats grey anti-corrosive of approved make to be applied up to top limit of boot-topping.	Three coats Vinyl Zinc Chromate (Specification MIL-P-15930) to be applied up to six inches above the deepest water line.
Anti-fouling		
<u>Hull</u>	One coat grey mercurial anti-fouling of approved make.	Two coats Vinyl Red anti-fouling (Specification MIL-P-15931).
<u>Boot-Topping</u>	One coat black mercurial anti-fouling of approved make.	Two coats Vinyl Black anti-fouling. (Specification MIL-P-16189).

TABLE IIIA - SHIPS IN COMMISSION AND RESERVE -
TOUCH-UP PAINTING.

	Mercurial Paint System	Vinyl Paint System
Surface Preparation	Thoroughly remove all marine growth. Wash with FRESH water. (Salt water should be used only if fresh water is not available). Subsequently :- (a) Where corrosion is prevalent or paint film is in <u>poor condition</u> proceed as for complete painting. (Table III). (b) If corrosion or film failure is confined to relatively isolated patches, thoroughly clean these patches to bare metal by sand-blasting or other approved method. Remove all paint film which has lost adhesion. Fair all edges of intact paint to permit smooth overlap when repainted.	

	Mercurial Paint System	Vinyl Paint System
	(c) Passivating agent (potassium dichromate passivating solution Specification DOTM.5258 Sec. VIB) to be applied during or immediately after sandblasting.	(d) Apply one coat of wash primer pre-treatment (Specification MIL-P-15328) to areas cleaned to bare steel.
Anti-Corrosive	(a) Apply one coat Red Oxide Zinc Chromate Primer and one coat grey anti-corrosive of approved make to all areas cleaned to bare metal. (b) Apply one coat of grey anti-corrosive of approved make overall.	(a) Apply one Coat Vinyl Zinc Chromate (Specification MIL-P-15930) to all areas cleaned to bare metal. (b) Apply two coats Vinyl Zinc Chromate overall.
Anti-fouling		
<u>Hull</u>	One coat grey mercurial anti-fouling of approved make.	Two coats Vinyl Red anti-fouling (Specification MIL-P-15931).
<u>Boot-Topping</u>	One coat black mercurial anti-fouling of approved make.	Two coats Vinyl Black anti-fouling (Specification MIL-P-16189).
<u>NOTE</u>	<u>Primer</u> - 24 hours minimum <u>Anti-corrosive</u> - 16 hours minimum <u>Anti-fouling</u> - Drying time between application of final coat and flooding of dock is to be NOT MORE than 18 hours.	Drying times between coats are to be :- Not less than one hour Not more than 48 hours. Drying time between application of final coat and flooding of dock is not critical and may be as long as convenient.
<u>Drying Times</u>		

	Mercurial Paint System	Vinyl Paint System
		<u>Wash Primer</u> <u>Pre-treatment</u> -- is particularly sensitive to moisture and should not be applied in wet weather or under damp atmospheric or surface conditions.

(4276/4/340)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

659.

PLASTIC RAINCOATS.

Supplies of plastic raincoats of the type referred to in Navy Order 465 of 1955 are now available from Victualling Yards for issue on repayment.

2. The following sizes are stocked :-

Size	S.M.	M.	O.S.	X.O.S.
Chest measurement when buttoned	51"	52"	53"	56"
Length at centre back	46"	47½"	49"	52"

3. Appendix A of Navy Order 1141 of 1955 is to be noted accordingly.

(4532/94/38)

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

(FOR PREVIOUS REPRMULGATIONS OF ADMIRALTY FLEET ORDERS SEE STATEMENT IN ISSUE OF NAVY ORDERS 475-487 OF 1955 AND 452-463 OF 1956).

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
<u>1955</u>		
844	584	-
924	-	582
929	-	557
1443	-	631
1559	-	544
1922	-	560
1983	626	-
2250	-	474
2384	-	543
2396	-	647
2858	-	554
2921	-	451
2987	526	-
3035	-	441
3051	446	-
3138	-	555
3258	-	487
3377	-	467
3382	523	-
3436	-	473
3462	-	443
3526	460	-
<u>1956</u>		
172	-	608
176	-	621
184	-	633
234	-	593
245	-	632
278	-	454
287	-	472
288	-	449
294	488	-
363	-	501
405	512	-
419	515	-
420	536	-
422	-	611
423	-	615
427	-	519
431	628	-
465	-	444
466	-	438
479	-	613
483	448	-
545	-	466
548	-	440
564	486	-
569	-	612
604	-	475
606	-	644
613	468	-
615	607	-
619	-	442

A.P.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
623	-	550
643	-	610
644	-	552
647	-	471
648	-	614
655	-	629
718	-	558
720	-	570
775	-	481
776	-	447
780	630	-
781	-	586
828	-	458
832	-	480
835	-	625
841	-	571
846	-	569
847	-	559
850	-	462
863	-	463
893	-	548
895	-	549
909	478	-
912	539	-
913	-	495
915	-	564
916	-	609
917	-	617
918	-	470
919	-	496
920	-	616
924	-	619
925	-	635
927	568	-
922	-	541
928	489	-
948	514	-
975	-	540
976	-	579
979	-	636
982	-	546
1012	-	492
1039	538	-
1042	-	527
1046	-	545
1048	627	-
1067	583	-
1105	-	642
1107	530	-
1111	634	-
1168	-	595
1169	528	-
1173	581	-
1182	-	517
1184	518	-
1310	-	618
1311	-	642
1425	639	-

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 649 of 1956, dated 1st June, 1954 to 28th June, 1956.)

RECEIVED

THE UNIVERSITY OF CHICAGO
LIBRARY

1950

1950

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Cur See

C.N.Os .660-664/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

4th July, 1956.

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.0242.

RESTRICTED

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662.	Made-to-Measure Uniforms for Naval Dockyard Police - Commonwealth Government Clothing Factory Prices - 1956/57.
663.	Officers Appointed to the U.S.A. - Cash Grant for Khaki Clothing - 1956/57.
664.	Uniform and Clothing Issuing Prices - Annual Revision.

(1956/1957)

APPENDIX "B"

MADE TO MEASURE UNIFORM FOR BAND OFFICERS

Rank	Superfine Cloth			Cloth for Officers' Uniform			Lightweight Serge	
	Tunic Full Dress	Frock Serge	Mess Waist-coat	Trousers	Frock Serge	Trousers	Frock Serge	Trousers
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Commissioned Officer	16. 4.0	17.19.9	5. 9.6	7.14.9	15. 0.3	5.15.9	14. 9.9	5. 9.0
Senior Commissioned Officer	16. 6.0	18. 1.9	5. 9.6	7.14.9	15. 2.3	5.15.9	14.11.9	5. 9.0
Lieutenant	16. 8.0	18. 3.9	5. 9.6	7.14.9	15. 4.3	5.15.9	14.13.9	5. 9.0
	Khaki Drill		White Drill		Cloth Scarlet			
	Tunic	Trousers	Mess Jacket	Mess Waistcoat	Mess Jacket			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Commissioned Officer	5.15.6	2.17.6	3. 7.3	2. 1.0	11.19.0			
Senior Commissioned Officer	5.17.6	2.17.6	3. 7.3	2. 1.0	11.19.0			
Lieutenant	5.19.6	2.17.6	3. 7.3	2. 1.0	11.19.0			

(1956/1957)

APPENDIX "C"

UNIFORM OF NAVAL CHAPLAINS

	Superfine Cloth	Cloth for Officers' Uniforms	Lightweight Serge	Black Cloth Serge	White Drill
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Undress Coat (without gold lace)	16.19.6	14. 7.6	14. 0.0	14. 2.6	-
Trousers	7. 8.6	5. 9.6	5. 2.9	5. 4.6	2. 5.9
Jacket, dinner	-	-	-	16. 0.6	-
Tunic or Coat with buttons	-	-	-	-	3. 1.6
Tunic or Coat without buttons	-	-	-	-	2.14.3
Jackets, mess, white with buttons	-	-	-	-	3. 7.3
Jackets, mess, white without buttons	-	-	-	-	2.18.0

Greatcoat, beaver cloth (with plain shoulder straps) 18. 5.9

Shoulder Straps, plain, per pair 18.0

(1956/1957)

APPENDIX "D"

UNIFORM FOR W.R.A.N.S. OFFICERS

Rank	Superfine Cloth		Cloth for Officers' Uniforms		Lightweight Serge		Blue Barათea		Greatcoat (Beaver Cloth)	Shoulder Straps per pair
	Jacket	Skirt	Jacket	Skirt	Jacket	Skirt	Jacket	Skirt		
Chief Officer	17.5.6	5.6.0	14.13.6	4.0.0	14.4.3	3.15.6	14.13.9	4.0.3	18.5.9	13.0
1st Officer	17.5.6	5.6.0	14.13.6	4.0.0	14.4.3	3.15.6	14.13.9	4.0.3	18.5.9	13.0
2nd Officer	17.3.6	5.6.0	14.11.6	4.0.0	14.2.3	3.15.6	14.11.9	4.0.3	18.5.9	12.0
3rd Officer	17.2.0	5.6.0	14.10.0	4.0.0	14.0.9	3.15.6	14.10.3	4.0.3	18.5.9	11.0

661.

MADE-TO-MEASURE UNIFORMS FOR RATINGS - COMMONWEALTH
GOVERNMENT CLOTHING FACTORY PRICES - 1956/57.

Operative from 1st July, 1956, the prices for ratings' made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory are as follows :-

<u>Ratings - other than musicians :-</u>	£ s. d.
Blouse, lightweight serge, working dress	4.17. 9
Blouse, seamen's serge, " "	4. 9. 0
Trousers, lightweight serge " "	5. 0. 0
Trousers, seamen's serge " "	4.11. 0
Jackets, diagonal serge, gilt buttons, C.P.O.	9.18. 3
Jackets, diagonal serge, gilt buttons, P.O.	9.14. 6
Jackets, diagonal serge, horn buttons, other ratings	9. 7. 3
Jacket, lightweight serge, gilt buttons, C.P.O.	10. 1. 9
Jacket, lightweight serge, gilt buttons, P.O.	9.18. 0
Jacket, lightweight serge, horn buttons, other ratings	9.10. 9
Jumpers, drill	1.14. 3
Jumpers, seamen's serge	3. 5. 6
Overcoats, with gilt buttons	14. 2. 9
Overcoats, with horn buttons	13.16. 3
Trousers, diagonal serge, fly	4.10. 0
Trousers, lightweight serge, fly	4.12. 9
Trousers, seamen's serge, fall	4. 1. 3
Trousers, serge, gymnastic	3.12. 6
Trousers, drill, fall	1.18. 6
Trousers, drill, fly	1.19. 0
Tunics, drill with blue facings, without buttons	2.11. 6
Tunics, drill, without buttons	2. 8. 3
Tunics, drill, without buttons, C.P.O.	2. 8. 3
Tunics, drill, with gilt buttons, C.P.O.	2.19. 0
Tunics, drill, with gilt buttons, P.O.	2.12. 6
Tunics, drill, with white horn buttons	2. 9. 3
<u>Musicians only :-</u>	
Greatcoats, khaki cloth	15. 8. 6
Trousers, khaki drill	2. 1. 0
Trousers, No. 1 dress, musicians	5.15. 9
Trousers, serge	4.13. 0
Tunics, khaki drill, with buttons	4. 4. 9
Tunics, khaki drill, without buttons	3.19. 0
Tunics, No. 1 dress, musicians'	13.18. 6
Tunics, serge	7.12. 3

2. Navy Order 494 of 1955 is hereby cancelled.

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

(4532/91/46)

662.

MADE TO MEASURE UNIFORMS FOR NAVAL DOCKYARD POLICE -
COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES -
1956/57.

Operative from 1st July, 1956, 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.	d.
Jacket, diagonal serge, with buttons	13.	0.	0
Jacket, diagonal serge, without buttons	12.	17.	6
Jacket, khaki, drill, without buttons	5.	8.	0
Trousers, diagonal serge	4.	10.	0
Trousers, khaki, drill, police	2.	0.	9

Sergeants and Constables :-

Jacket, diagonal serge, with buttons	9.	9.	0
Jacket, khaki, drill, police, with buttons	4.	14.	0
Jacket, khaki, drill, police, without buttons	4.	11.	0
Overcoat, police, with buttons	13.	18.	6
Trousers, diagonal serge	4.	10.	0
Trousers, khaki, drill, police	2.	0.	9

2. Navy Order 495 of 1955 is hereby cancelled.

(This Order will be reprinted for posting on Notice Boards.)
(4532/91/44)

663.

OFFICERS APPOINTED TO THE U.S.A. - CASH GRANT FOR KHAKI
CLOTHING - 1956/57.

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 £37/-/- as from 1st July, 1956.

2. Paragraph 2 of Navy Order 466 of 1953 is to be amended accordingly. Navy Order 548 of 1955 is hereby cancelled.
(4716/31/70)

664

664.

UNIFORM AND CLOTHING ISSUING PRICES - ANNUAL REVISION.

The issuing prices of uniform and clothing have been revised with effect from 1st July, 1956. A supply of the "Official Memorandum - Prices of Clothing, etc. maintained for Issue to Ships' Companies", together with copies of the poster, showing the revised prices, has been forwarded to all H.M.A. Ships and Naval Establishments. Further supplies may be obtained, if required, on application to the Director of Victualling, Navy Office, Melbourne.

2. Navy Order 497 of 1955 is hereby cancelled.

(4716/2/18)

UNITED STATES DEPARTMENT OF THE ARMY
 OFFICE OF THE ADJUTANT GENERAL
 WASHINGTON, D. C.

The following information is being furnished to you for your information and is not to be distributed outside your organization.

1. Name of the person or organization to whom this information is being furnished: _____

2. Name of the person or organization from whom this information is being furnished: _____

3. Date of the information: _____

4. Nature of the information: _____

5. Name of the person or organization to whom this information is being furnished: _____

6. Name of the person or organization from whom this information is being furnished: _____

7. Date of the information: _____

8. Nature of the information: _____

9. Name of the person or organization to whom this information is being furnished: _____

10. Name of the person or organization from whom this information is being furnished: _____

11. Date of the information: _____

12. Nature of the information: _____

13. Name of the person or organization to whom this information is being furnished: _____

14. Name of the person or organization from whom this information is being furnished: _____

15. Date of the information: _____

16. Nature of the information: _____

17. Name of the person or organization to whom this information is being furnished: _____

18. Name of the person or organization from whom this information is being furnished: _____

19. Date of the information: _____

20. Nature of the information: _____

21. Name of the person or organization to whom this information is being furnished: _____

22. Name of the person or organization from whom this information is being furnished: _____

23. Date of the information: _____

24. Nature of the information: _____

C. N. O.

Per! Officer

C. N. O. s. 665-680/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th July, 1956.

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. 0247

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RESTRICTED

3

665 - 666

SECTION 1 - ADMINISTRATIVE AND GENERAL

665.

ACCIDENTS - SAFE HANDLING OF PISTOLS.

An accident occurred recently in the Royal Navy when a loaded pistol was fired by a 3rd Class gunnery rate who was cleaning it.

2. In this case there was good reason for keeping a loaded pistol handy, but it must be emphasised that all officers and ratings who, under such circumstances, are called upon to use or handle these weapons, must first be adequately instructed in their safe handling.

3. Neither the 3rd Class gunnery rate, nor the new Seaman Gunner are instructed in the pistol during their course, as it is not considered that junior rates should be allowed to handle these weapons except under exceptional circumstances. Instruction in courses for higher rates, and for junior officers, is necessarily limited.

4. Before any officer or rating is permitted to handle a pistol, it must first be ascertained that he is capable of doing so safely.

(The foregoing is the text of A.P.O. 1351/1956 altered to meet R.A.N. conditions.)

(4227/99/7)

SECTION 2 - PERSONNEL

666.

FILMS AND FILM STRIPS - INSTRUCTIONAL - TITLES - "GUN AUTO SYSTEM TESTING AND TUNING" (SERIAL NO. A.600) - DISTRIBUTION.

The four-part Admiralty instructional film "Gun Auto System Testing and Tuning" (Serial No. A.600) has now been completed and initial distribution will be made on the following basis :-

(a) Ships and Establishments	No. of copies
F.O.C.A.P.	1
D.10	1
F.1	1
MELBOURNE	1
Darings	1
Film Library, Sydney.	2 For re-issue on temporary loan.
WATSON	1
Film Library, F.N.D.	1
Gunnery School, F.N.D.	1
Electrical School, F.N.D.	1

2. Details of the film are as follows :-

Part 1. Principles and Equipment.

Describes the equipment used in testing and tuning.
Running time 15 minutes. 1 Spool.

Part 2. Preliminary Testing.

This part is intended as a reminder of the main checks which should be carried out before attempting to tune a system. Running time 7 minutes. 1 Spool.

Part 3. Setting up the Equipment for Tuning.

Deals with the principles of balancing and calibrating the equipment. Running time 9 minutes. 1 Spool.

Part 4. Tuning.

Shows the effect of control adjustments on pen records.
Running time 17 minutes. 1 Spool.

3. The film is intended primarily for Ordnance and Electrical Artificers to introduce them to the procedure involved in testing and tuning a gun auto system.

4. The film is classified "Restricted".

5. A Training Guide for use in conjunction with the film, will be available shortly and will be distributed on the same scale as the film.

(The foregoing is the text of A.F.O. 1421/1956 altered to meet R.A.N. conditions.)

(4518/61/631)

667.

**INSTRUCTIONAL FILMS AND FILM STRIPS - E.796,
"THE WILDCAT" - DISTRIBUTION.**

Copies of the commercially produced instructional film Serial No. E.796, "The Wildcat", 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 COPIES</u>
Flinders Naval Depot.	1
R.A.N. Film Library, Sydney.	1

2. The film shows the immense labour entailed in the drilling of a test bore-hole for oil, in this case in the Sumatran jungle. It gives a very good idea of the difficulties involved and gives a clear idea of the actual mechanics entailed. The photography is of a very high standard and is backed by an adequate commentary. It is considered to be of educational value as well as of general interest. Running time 33 minutes. One spool.

(The foregoing is the text of A.F.O. 3460/1955 altered to meet R.A.N. conditions.)

(4518/61/599)

668.

**INSTRUCTIONAL FILMS AND FILM STRIPS H.544,
"TIME AND ETERNITY" - DISTRIBUTION.**

Copies of the religious film Serial No. H.544, "Time and Eternity" 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 & Establishments.</u>	<u>No. of Copies</u>
Flag Officer Commanding, H.M. Australian Fleet.	1
Flinders Naval Depot.	1
R.A.N. Film Library, Sydney.	1

2. This film, which is in colour, demonstrates a series of entertaining and instructive "experiments with time". The knowledge which enables men to carry out these experiments is used as a stepping-stone towards realising God as the eternal "I am" in whose sight our human Past, Present and Future are one. From this realisation comes the conclusion that God can pardon what is past as He can direct what is to come. Running time 45 minutes. One spool.

3. The showing of this film is subject to the following copyright conditions, which are to be strictly observed :-

- The film is available to Chaplains for showing in H.M.A. ships and establishments to Naval personnel and their families. It is not to be shown to purely civilian audiences and on no account is it to be made available to non-Service users.
- The film is always to be shown in its entirety; no deletions are permitted.
- The film is religious, and is to be used by the Chaplains themselves for religious and educational purposes only. It is not to be shown as part of an entertainment programme and no admission charge is to be made.

(The foregoing is the text of A.F.O. 620/1956 altered to meet R.A.N. conditions.)

(4518/61/616)

669.

VACCINATION AND IMMUNISATION.

Navy Order 830 of 1955 is to be amended as follows :-
Article 15. Cholera.

The word oubin in the third line of the first paragraph is to be amended to cubic.
Add the following passage to the section Internet and Requirement - "All personnel serving on the Far East Station (other than locally entered ratings serving ashore) are to be immunised against Cholera and re-immunised every six months."

Article 17. Japan and Korea.

Add to sub-paragraph (d) Cholera - "Re-immunisation is required every six months thereafter".

(4018/5/129)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

670.

ABATEMENT OF RADIO INTERFERENCE IN H.M.A. SHIPS.

All ventilation openings, both inlet and exhaust, to Radio and Radar Offices, Electronics Maintenance Rooms and Local Maintenance Annexes are required to have a metal gauze screening bag fitted across the trunking where they enter or leave the compartment.

2. These screens are not fitted in H.M.A. ships and it is therefore directed that all ships concerned raise a defect item "to fit screen fittings in all ventilation openings in Radio and Radar Offices and Electronics Maintenance Rooms in accordance with Navy Office Drawing O/2850".

3. No rotating machinery such as fan motors, alternators, etc., are to be fitted within the Electronics Maintenance Room. Ventilation fans are fitted inside the Electronics Maintenance Room in H.M.A. Ships QUADRANT and QUICKMATCH, and these ships are therefore directed to raise a defect item "to resite the ventilation fans outside the Electronics Maintenance Room Compartment".

4. This Order is to be quoted as authority for the foregoing defect items.

5. Separate action is being taken for new construction and ships under conversion.

(4276/4/410)

671. GUNNERY EQUIPMENT SPACE GEAR PUBLICATIONS - R.R. 226B (PART 22) 4.5" TWIN R.P. 41, Mk. 6, 6* AND 6* MOD. 1 MOUNTINGS - AUSTRALIAN AMENDMENT NO. AN. 2.

The following amendment to be known as Amendment Number AN.2 is to be made in the above publication.

2. On page 66 after index 109 insert :-

INDEX NO.	DRAWING NO.	ITEM NO.	DESCRIPTION OF ITEM	CLASSIFICATION	"O"	"D"	ON CHARGE TO	REMARKS
109A	X1619003	10	Bellows Assembly	C	2	8		MV Drg. No. D.1618271
109B	"	13	Spring (100 lbs.)	C	-	4		MV Drg. No. E.1619769
109C	"	15	Spring (500 lbs.)	C	-	4		MV Drg. No. E.1619772
109D	"	31	Gasket	C	2	8		MV Drg. No. E.1619772
109E	"	32	Toroidal Sealing Ring (O.S.7)	C	1	-		MV Drg. No. E.1569987
109F	"	35	Toroidal Sealing Ring (O.S.11)	C	2	-		
109G	"	36	Toroidal Sealing Ring (O.S.18)	C	1	-		
109H	"	37	Toroidal Sealing Ring (Special)	C	2	8		1.375" O.D. x 1/16" diam. section
109J	"	38	Flax packing (1/4" square)	C	1 ft.	4 ft.		
109K	"	54	Banded seal	C	1	4		MV Drg. No. D.1620796

3. Australian Amendment No. AN.1 was issued concurrently with the parent publication.

(4139/13/1862)

672.

ALTERATION AND ADDITION ITEM - A.A. AND A.S. FRIGATES
(MODIFIED RIVER).

The following item is approved for A.A. and A.S. Frigates
(Modified River) :-

A.A. Frigates (Modified River).

Class List Item No. 561 Classification "A"

A.S. Frigates (Modified River).

Class List Item No. 588 Classification "A"

Item: "To fit improved lubrication to stern tubes in accordance with Navy Office Guidance Drawing No. 970566."

Compensating Weight Required: Nil.

References: P.O.I.C. E.A's No. E.A. 2720/997/1/116/29, dated 15th July, 1955.

Navy Office letter No. 3278/25/33 (32365), dated 13th December, 1955.

(4283/1/248)

673.

ALTERATION AND ADDITION ITEM - OCEAN MINESWEEPERS
(LIMITED).

Class List Item No. 514 Classification "B"

Item: "40-mm. magazine stowages be converted for the alternative stowage of 40-mm. ammunition boxes G216 or N.17."

Compensating Weight Required: Nil.

Reference: Form A.S.427 Inspection of H.M.A.S. GLADSTONE forwarded under cover of C.S.T. F.N.D's 8644, dated 29th April, 1955.

(4284/1/221)

674.

CUSTODY OF NAVAL STORES.

(Revised text of Navy Orders 127 of 1938 and 131 of 1943.)

Instances have occurred where naval stores supplied and fitted in place in ships under construction or undergoing refit have evidently been removed from the ship with the concurrence of the ship's technical officers, but without the storekeeping officer being informed.

2. The attention of all concerned is drawn to the necessity for the storekeeping officer to be acquainted with any alteration in the quantity and location of stores on board, in order to enable appropriate accounting action to be taken.

3. In regard to ships undergoing refit when the landing of ship's stores is involved, it is not always practicable to provide lay-apart stowage, and the stores are necessarily placed in a general store. In such cases it is the responsibility of the ship to obtain from the Officer-in-Charge of the store a receipt for the items placed therein, and similarly for the latter officer to obtain a receipt when the stores are subsequently removed by the ship.

(4501/6/70)

675.

NAVAL STORES (GENERAL) - FUELLING ADAPTORS - ALLOWANCES.

It has been decided that, with the exceptions given in paragraph 2 of this Order, all H.M.A. ships when fitted with 6 in. fuelling hose equipment are to return the following adaptors to store :-

- (a) Pattern 5924, 11 in. flange - 5 in. M.
- (b) Pattern 5925, 4 in. (U.S.) P - 5 in. M.
- (c) Pattern 5989, 11 in. flange - 3½ in. M.
- (d) Pattern 1718, 5 in. P - 3½ in. M.
- (e) Pattern 5993, 120-mm. spigot - 5 in. P.
- (f) Pattern 5994, 80-mm. P - 3½ in. M.

2. H.M.A. ships fitted with 3½ in. deck connections should retain (c) and (d) above.

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

(The foregoing is the text of A.P.O. 1191/1954 altered to meet E.A.N. conditions.)

(4523/7/117)

676.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) -
MAINTENANCE STORES FOR MINE COUNTERMEASURES -
WRENCHES, PATTERNS 6596, 20062 AND 20062A -
OBSOLESCE.

No further purchases of Wrenches, Patterns 6596, 20062 and 20062A, will be made and these items will be marked "O" in the Rate Book for Naval Stores.

2. For minesweeping purposes Wrench, Pattern 6596, will be superseded by Wrench, Pattern H.4271 (for use with acorn grips Patterns 8926, 8993 and 8994) and Wrenches, Patterns 20062 and 20062A, by H.4270 (for use with acorn grips, Pattern 8928).

3. Patterns 6596, 20062 and 20062A should continue to be demanded and will be supplied until stocks are exhausted.

4. The relevant publications will be amended.
(The foregoing is the unaltered text of A.P.O. 1380/1956.)
(4506/12/378)

677 - 678

10

677.

NAVAL STORES (GENERAL) (CLASS D, GROUP 3) -
 NYLON/WORSTED BUNTING - INTRODUCTION.

Supplies of bunting now being procured will be of nylon/
 worsted material.

2. The new material will supersede the present worsted
 bunting and will be accounted for in Class D, Group 3, with
 the pattern numbers shown hereunder :-

Pattern	Description
	Bunting, nylon/worsted, 19" wide,
T.1137	Black
T.1138	Blue, azure
T.1139	Blue, intermediate
T.1140	Blue, royal
T.1141	Blue, navy
T.1142	Crimson
T.1143	Green
T.1144	Red
T.1145	White
T.1146	Yellow.

3. The new materials are not to be issued until stocks of
 the superseded materials are exhausted.

(4510/1/47)

678.

NAVAL STORES (GENERAL) (CLASS E, GROUP 5) - BREATHING
 APPARATUS, PATTERNS 5561A AND 5562A - INTRODUCTION
 OF NEW CONNECTIONS (HIGH PRESSURE).

A new type of high pressure flexible connection joining
 the breathing bag to the gas cylinders of Breathing Apparatus,
 Patterns 5561A and 5562A, has been introduced into the
 Service.

2. This connection embodies an "O" ring washer counter-sunk
 into the male bull-nosed portion of the joint, and is designed
 to prevent damage to the joint through over-tightening of the
 securing nut. To obtain a gas-tight joint the nut should be
 screwed home hand taut and then given a half-turn with the
 spanner to prevent slacking back. The use of great force
 should be avoided. If the joint should leak, the "O" ring
 washer must be replaced.

3. All future contracts for Breathing Apparatus, Patterns
 5561A and 5562A, Tool and Test Outfits, Pattern 8000, and
 Spare Parts Outfits, Patterns 8001 and 8002, will specify the
 new type high pressure flexible connections. These
 connections will be dealt with as naval stores under Class E,
 Group 5, Patterns 5585A, 5586A, 5587A and 5588A. The replace-
 ment "O" ring washers referred to above have been allocated
 pattern numbers under Class E, Group 5, as follows :-

Pattern 8902, Ring, toroidal, sealing	Gaco HR 90 to BS 1806/51 Int. diam. 3/16-in. Ext. diam. 5/16-in.
Pattern 8904, Ring, toroidal,	Gaco HR 90 to BS 1806/51 Int. diam. 1/4-in. Ext. diam. 3/8-in.

Pattern 8905, Ring, toroidal, sealing	Gaco HR 90 to BS 1806/51 Int. diam. 5/16-in. Ext. diam. 7/16-in.
Pattern 8908, Ring, toroidal, sealing	Gaco HR to BS 1806/51 Int. diam. 7/16-in. Ext. diam. 3/4-in.

4. Quantities of spare rings, toroidal, sealing, and
 connections are being obtained. The obsolescent connections
 in equipment in service should continue in use, however, and
 be replaced only as they become unserviceable.

5. Patterns 5585, 5586, 5587 and 5588 will be marked "O"
 in the Rate Book and Authorised List of Naval Stores
 (B.R. 810/54).

(The foregoing is the text of A.F.O. 843/1956 altered to
 meet R.A.N. conditions.)

(4512/50/391)

679.

FIRE HYDRANTS WITH INSTANTANEOUS COUPLINGS - RELEASE
 LUGS.

H.M.A. Ships SYDNEY and MELBOURNE

At several recent A.B.O.D. Inspections it has been
 noticed that female instantaneous hose couplings on fire
 hydrants are often fitted with the release lug on the under-
 side of the coupling. This practice is undesirable because
 of the possibility of the release mechanism seizing up due
 to the presence of sea water in the housing.

2. The attention of Authorities concerned is drawn to the
 requirement that release lugs should always be at the top of
 the coupling as shown in figures 4 and 5 of B.R.1257 Ship
 Fire Fighting Manual.

(The foregoing is the text of A.F.O. 1438/1956 altered to
 meet R.A.N. conditions.)

(4505/91/132)

SECTION 4 - DENTAL STORES, MEDICAL STORES
 VICTUALLING STORES

680.

PROVISION OF SPECIAL DIET FOR AIRCREWS OPERATING JET
 AIRCRAFT AT HIGH ALTITUDE.

Special meals are to be provided for aircrews during
 the 24 hours preceding high altitude flights in jet aircraft
 and, for this purpose, approval has been given to an increase
 of 10% in the normal victualling allowance for the day pre-
 ceding such flights for each aircrew member engaged therein.

2. Details of special diets and suggested menus for
 personnel engaged in high altitude flying have been promul-
 gated separately.

(3818/101/11)

C. N. O.

Cent. Attn.

C. N. O. 681/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

10th July, 1956.

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
681	Books - Distribution of Non-Accountable Publications During May, 1956.

N.0239.



RESTRICTED

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681.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS DURING MAY, 1956.

The non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous publications etc., contained in the Appendix to this Order, have been distributed to Ships and Services during May, 1956.

2. Navy Order 110 of 1954 is relevant.

3. Stocks of A.F.O. "P" series amendments referred to in Navy Orders 436 and 508 of 1956, and the Appendix to this Order are available for supply on demand to holders of personal copies of Books of Reference in accordance with Navy Order 1004 of 1955.

(4139/3/129)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

<u>PUBLICATION</u>	<u>DATE</u>
Aeroplane	17th February, 1956.
Fibres, Vol. 17, No. 3	March, 1956.
Flight	17th February, 1956.
Flight	24th February, 1956.
Flight	16th March, 1956.
Flight	23rd March, 1956.
Flight	30th March, 1956.
Joint Services Recognition Journal, Vol. 11, No. 2	February, 1956.
List of Propellant Lots No. 25	
Livewire, Vol. 8, No. 1	Spring, 1956.
Post Office Guide, Suppt. No. 7	January, 1956.
The Navy List (R.N.) abridged edition	October, 1955.
United Nations Review, Vol. 2, No. 9	March, 1956.

AMENDMENTS TO AIR PUBLICATIONS

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
113	A.L.112
1095A Vol. 1	A.L.147
1181 Vol. 2	(A.L.15) - B.20.

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<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
1182E Vol.1	A.L.55
1182E Vol.4 Pts. 2 and 6	A.L.2
1234B Vol.2	A.L.2
1275A Vol.1	A.L.488, 491, 492, 493, 494, 495, 496, 497 and 498.
1275A Vol.2 Pt.1	(A.L.241)-J.34 (A.L.240)-J.35 (A.L.243)-L.4 (Alt.1) (A.L.242)-L.5 (Alt.1) (A.L.244)-L.10
1275B Vol.1	A.L.245 and 246.
1275B Vol.2 Pt.1	(A.L.154)-C.44 (Alt.1) (A.L.158)-C.49 (Alt.1) (A.L.155)-Z.7 (Alt.2 inc.) (A.L.156)-Z.8 (Alt.1 inc.) (A.L.157)-Z.9
1275E Vol.2 Pt.1	(A.L.128)-D.28 (A.L.127)-D.30 (A.L.130)-D.32 (A.L.126)-D.35 (A.L.129)-D.36 (A.L.131)-E.2 (Alt.1)
1275G Vol.1	A.L.21
1275G Vol.2 Pt.1	(A.L.72)-Z.16 (Alt.1 inc.) (A.L.73)-Z.17.
1355 Vol.2 Pt.1	(A.L.95)-G.130
1355C Vol.1	A.L.44
1355G Vol.1	A.L.14
1374A Vol.1	A.L.12
1374B Vol.2 Pt.1	(A.L.52)-Z.15
1374C Vol.2 Pt.1	(A.L.48)-Z.14
1374E Vol.3 Pt.1 Sects.1 and 2	A.L.3
1464B Vol.1	A.L.141, 142 and 143.
1538J Vol.1	A.I.L.1/55
1641F Vol.2 Pt.1	C.14 M.21 (A.L.1 inc.)
1641H Vol.2 Pt.1	P.2
1641F Vol.1 Pt.2 and Vol.5	A.L.33
1641S Vol.1 Pts.1 and 3	A.L.14 and 15
1661G Vol.1 (2nd Edition)	A.L.57
1661D Vol.1 2nd Edition	A.L.98

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
1661E Vol.1	A.L. 51, 52 and 53
1664A Vol.1	A.L.102
1664D Vol.1 Pts.1 and 3	A.L. 24
1697D Vol.2	(A.L.12)-Z.2
1803 Vol.2 Pt.1	B.30 D.90 (A.L.1) D.94 E.57 (A.L.1 inc.) E.63 (A.L.1) F.65
1803B Vol.2 Pt.2	A.L. 82
1803C Vol.1	A.L.44
1803D Vol.1 Book 2	A.L. 20 and 21
1803D Vol.1 Book 3	A.L. 49 and 50
1803D Vol.1 Book 4	A.L. 27, 28 and 30 (A.L. 29 not yet available).
1803D Vol.2 Pt.2	A.L. 140, 141 and 142.
1803D Vol.2 Pt.3	A.L. 180
1803E Vol.1	A.L. 74 and 75
1803F Vol.2 Pt.2	A.L. 34
1803J Vol.2 Pt.2	A.L. 17
2240A Vol.2 Pt.1	No. 75
2240A Vol.6 Pt.2	A.L. 62
2240A Vol.6 Pt.3	A.L. 16
2337 Vol.1	A.L. 135 and 136.
2463	A.L. 101
2527C Vol.1 Pts. 1, 2 and 3 (2nd Edition)	A.L. 9
2538HA Vol.1	A.L. 28
2552L Vol.2	(A.L. 6)-B.3
2552L Vol.4 Pts. 2, 3, 4 and 6	A.L. 1
2552M Vol.1 (2nd Edition)	A.L. 3
2876E Vol.1	A.L. 4
2898D Vol.1	A.L. 8
3042A	A.L. 25
4089A	A. 34 (Issue 4) A. 50 (Issue 2)

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
4089C	G. 539 (Issue 4)
4089D	D. 401 (Issue 4)
4089E	E. 148 (Issue 4)
4099J Vol.3, Pt.2 App. "A" 2147	A.L. 6
4099 M.L.	A.L. 6
4269A Vol.1	A.L. 40
4272C Vol.5 Pt.2 (N) Issue 3	A.L. 2
4302A Vol.1	A.L. 40 and 49 (A.L.'s 46, 47 and 48 not yet avail- able)
4303B Vol.1	A.L. 99
4303C Vol.1	A.L. 79 and 80
4306A	A.L. 24
4320B Vol.2	(A.L. 60)-G. 6 (Alt. 1) (A.L. 61)-Q. 5
4328A (P.N.)	A.L. 4
4328A Vol.1	A.L. 60 and 63
4328A, B, C, D, Vol.5 Pt.2 (N) Issue 3	A.L. 2
4338A Vol.1 and Vol.6	A.L. 9
4343A Vol.1	A.L. 37 and 38
4343A Vol.2	(A.L. 17)-C. 7 (Alt. 1)
4343B Vol.1	A.L. 167, 168, 169, 171, 172, 173, 174, 175 and 176. (A.L. 170 not yet available).
4343B Vol.2	(A.L. 37)-A. 2 (A.L. 38)-V. 1 (A.L. 39)-W. 1 (A.L. 40)-W. 2
4343B Vol.6	A.L. 14
4343C Vol.1	A.L. 42
4343D Vol.1	A.L. 41 and 111
4343E Vol.1	A.L. 53, 71, 72, 73, 74, 75, 76 and 77.
4343E Vol.2	(A.L. 9)-Z. 4
4343G Vol.2	(A.L. 13)-Z. 3
4343S Vol.2	(A.L. 3)-Z. 2.

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
4343X Vol.2	(A.L.14)-2.5
4360B (P.N.)	A.L.2
4360B Vol.1	A.I.L.3/55
4360C Vol.1	A.L.18 A.I.L.2/55
4360C Vol.2	A.7 (A.L.1) A.16 B.4 (A.L.1 inc.) B.7 (A.L.1) B.10 D.3 (A.L.1) D.5 D.6 F.5 F.7 H.7 (A.L.1) J.4 (A.L.1) J.10 J.11 M.4 (A.L.1) M.5 M.5 (A.L.1) P.11 P.12 Q.1 (A.L.1)
4389A Vol.1	A.L.39
4389A Vol.6 Pt.3	A.L.4
4471A Vol.1	A.L.62
4487A Vol.1	A.L.39 (A.L.38 not yet available)
4487A Vol.2	C.16 F.18 (A.L.1 inc.) J.13 K.8 (A.L.1) Q.2 (A.L.2) Q.7
4487A Vol.4 Pt.3 (N) Issue 1 (Office & Working Copies)	A.L.1 Errata to A.L.1
4487B Vol.2	C.8 K.3
A.P.(N) 181	A.L.3 and 4
A.P.(N) 182	A.L.3 and 4
A.P.(N) 377	A.L.92
A.P.(N) 378	A.L.92
A.P.(N) 383	A.L.88
A.P.(RAN) 6 Vol.5 Pts. 2, 3 and 4	A.L.6
S.A.L. 383	A.L.90

<u>A.P. No.</u>	<u>A.L. or LEAFLET</u>
N.A.M.O. ENGINES :	A.L.23 (21/1/56) S.3 dated 9/1/56 STI/Griffon Power Plant/70 Fig.1 Diagram STI/Leonides/Index (9/1/56) STI/Leonides/8 (2/2/56) SI/Centaurus/Index (9/1/56) SI/Ghost/7 (3/2/56) SI/Griffon/Index (9/1/56) SI/Griffon/6 (21/1/56) SI/Nene/Index (9/1/56) SI/Nene/5 (2/2/56) SI/Python/4 (7/2/56)
N.A.M.O. FIREFLY :	STI/124 (27/1/56)
N.A.M.O. GANNET :	E.4 (17/1/56) STI/19 (17/1/56)
N.A.M.O. GENERAL :	A.65 (27/1/56) F.4 Issue 2 (12 Leaves) (1/2/56) O.66 (3/2/56) Q.61 (21/1/56) R.51 (2/2/56) R.52 (2/2/56) R.53 (2/2/56) STI/Armament/88 (27/1/56) STI/Electrical/98 (27/1/56) STI/Electrical/101 (3/2/56) STI/Instrument/55 (2/2/56) STI/Instrument/57 (27/1/56) STI/Safety Equipment/6 Issue 2 (21/1/56) SI/Ejection Seat/Index (7/1/56) SI/Ejection Seat/4 (7/1/56) R.A.N.A.M.O./I.27 (April, 1956)
N.A.M.O. MISCELLANEOUS :	A.L.20 (7/1/56) Dragonfly/X.14 Issue 2 (20/1/56) Westland Whirlwind/F.3 (17/1/56) STI/Meteor/121 (3/2/56) STI/Sea Prince/8 (3/2/56) STI/Westland Whirlwind/6A (20/1/56) STI/Vampire Trainer/RAN.10 (March, 1956) SI/Sycamore/RAN.14 (March, 1956)
N.A.M.O. SEA FURY :	SI/24A 7/1/56
N.A.M.O. SEA VENOM :	STI/104A (27/1/56)
Air Class	January, 1956
Air Pictorial	January, 1956
Alvis Leonides Modifications 4th Edition	Serial No.76
D.C.A. Aeronautical Information Publications	General Amendment List dated 1/2/56.

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
D.C.A. Airways Operations Instructions Part 1	A.L.6
D.C.A. Airways Operations Instructions Parts 2 and 3	A.L.7
D.C.A. Publication No.6	A.L.1
De Havilland Ghost Spare Parts Catalogue	A.L.21
I.C.A.O. Monthly Bulletins	January, 1956
Kelvin & Hughes (Aviation) Ltd.	Modification Sheets O-11 to O-18 inclusive.
Smiths Aircraft Instruments Field Service Bulletins	1 to 14 inclusive, 16 to 23 inclusive and 25. 25 (9/12/55) 26 (27/1/56) 27 (27/1/56) 28 (10/2/56) Modification Sheets 129 to 132 " " 134 to 142 inclusive.
Sperry Gyrosyn Compass Type C.L.2 (Type "B" Units) Pt.16526-0	Aeronautical Spares Information Sheet Issue 3 (1/1/56)
Sperry Publication No.512 - Instruction Manual Gyrosyn Compass Type C.L.2	A.L.3
Sperry Sales Service News	September, 1955 (Vol.9 No.6) October, 1955 (Vol.9 No.7)
Venom Type and/or Mark Applicability Chart	A.L.20
A.A.P. No.2 Group F Section 3	Sub A.L.40 (A.L.7338)
A.A.P. No.2 Group F Section 14A (11th Ed.)	Sub A.L.36 (A.L.7379)
A.A.P.No.2 Group G Section 5A Vol.2 (3rd Edition)	Sub A.L.14 (A.L.7299)
A.A.P. No.2 Group G Section 6C Vol.2	Sub A.L.5 (A.L.6516) Sub A.L.8 (A.L.7268) Errata to Sub A.L.8 (A.L.7268)
A.A.P. No.2 Group G Section 6P Vol.1 (2nd Edition)	Sub A.L.14 (A.L.7372)
A.A.P. No.2 Group G Section 6P Vol.2 (2nd Edition)	Sub A.L.9 (A.L.7373)
A.A.P. No.2 Group H Section 128F Vol.1 (2nd Edition)	Sub A.L.26 (A.L.7339)
A.A.P. No.2 Group H Section 128F Vol.4 (2nd Edition)	Sub A.L.18 (A.L.7337)
A.A.P. No.2 Group H Section 128F Vol.5 (2nd Edition)	Sub A.L.15 (A.L.7328)
A.A.P. No.2 Group H Section 128F Vol.6 (1st Edition)	Sub A.L.16 (A.L.7329)

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
A.A.P. No.2 Group J Section 12C	Sub A.L.21 (A.L.7365)
A.A.P. No.2 Group K Section 3 (9th Edition)	Sub A.L.23 (A.L.7361)
A.A.P. No.2 Group K Section 4 (3rd Edition)	Sub A.L.14 (A.L.7320)
A.A.P. No.2 Group P Section 1	Sub A.L.5 (A.L.7377)
A.A.P. 316	A.L.68
A.A.P.711:24 Vol.3 Pt.1	A.L.2
A.A.P.721:65 Vol.4 Pt.6	A.L.2
A.A.P. No.741:00 Vol.2 Pt.2	A.L.14
A.A.P. No.741:30 Vol.3 Pt.1 Sect.2 (1st Edition)	A.L.2
A.A.P. 742:11 Vol.3 Pt.1 (1st Edition)	A.L.4
A.A.P. 750:00 Vol.2 Pt.1	Instrument Instruction No. 1/1 (24/5/54)
A.A.P. 750:00 Vol.2 Pt.2	Instrument Mod. No.5.01/4 (18/4/55)
R.A.A.F. Aircraft Safety Equipment Instructions	A.L.15 and 16.
R.A.A.F. Armament Special Instructions	Instruction Aircraft Armament Installation/7 Instruction Bomb Carriers/18
R.A.A.F. Armament Special Instructions and Temporary Armament Servicing Memoranda	Consolidated Index Issue No.2 dated 15/3/56
R.A.A.F. Dakota Instructions	A.L.15
R.A.A.F. Fuel Metering Equipment D.T.S. Special Instructions	Instruction No.28
R.A.A.F. Instrument D.T.S. Special Instructions	Instruction No.185
R.A.A.F. Military Aviation Notices	No.16D (16/4/56) No.17D (23/4/56) No.18D (30/4/56) No.19D (30/4/56)
R.A.A.F. Repair and Maintenance General Instructions	A.L.158, 160, 161 and 162.
R.A.A.F. Safety Equipment D.T.S. Special Instructions	Instruction No.51 Instruction No.54
R.A.A.F. Summary of Defect Reports	Electrical No.4/55 Part 2 (1/10/55 to 31/12/55) (N.O.L.4139/42/202 (38858) 27/3/56)
R.A.A.F. Vampire D.T.S. Special Instructions	Instruction No.107
R.A.A.F. Wasp D.T.S. Special Instructions	Instruction No.8

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
R.A.A.F. Winjeel D.T.S. Special Instructions	Instruction No.5 Instruction No.5
R.A.A.F. Wirraway D.T.S. Special Instructions	Instruction No.79
S.R.711/N.B.	
S.R.712/N.B.	
S.R.713/N.B. (Figs.1 and 2)	
S.R.714/N.B.	
S.R.716/N.B.	
S.R.718/N.B.	
S.R.719/N.B.	
S.R.720/N.B.	
S.R.721/N.B.	
S.R.722/N.B.	
S.R.732/N.B.	
S.R.767/N.B.	

AMENDMENTS TO B.R.'S ETC.

<u>B.R.</u>	<u>AMDT. NO.</u>
4	199, 200
16	22
67(2)	2
93	10
97	7
125	Suppt. No.8 and New Entries No.8, February, 1956.
128(1)	Suppt. No.6, February, 1956.
226B(85)	1
323(1)	3
323(2)	3
323(3)	3
332	1
632(1)	2,3,4
975	2
976	6
980M, R.T.480	A.F.O. "P" 116/56 A.F.O. "P" 117/56

AMENDMENTS TO B.R.'S ETC.

<u>B.R.</u>	<u>AMDT. NO.</u>
1203/46 Part II	26, 27, 28
1251	16, 17
1792	Change 20
1954(2)	2
1971	4
1981	8, 9
1988	4, 5
2009	8, 9
2016(1)	2
2108	1
O.U.5225(3)	141, 142

TITLEDATE

Lloyds Shipping Index	7th May, 1956
" " "	14th May, 1956
" " "	22nd May, 1956
" " "	28th May, 1956

RESTRICTED

100
101

TABLE 1
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TABLE 2

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Source: ...
 Prepared by ...
 Date: ...

Civ Dec

C.N.Os. 682-697/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

11th July, 1956.

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. 0246.



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SECTION 2 - PERSONNEL

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682.

COMMONWEALTH COUNTRIES - ESTABLISHMENT OF THE ISLAMIC REPUBLIC OF PAKISTAN.

Consequent on the establishment of the Islamic Republic of Pakistan on 23rd March, 1956, the following new designations have been introduced :-

- (a) The Royal Pakistan Navy is to be known as the Pakistan Navy - short title "P.N."
- (b) Royal Pakistan Navy Depots and Establishments are to be known as Pakistan Navy Depots and Establishments, e.g. Pakistan Navy Hospital, Pakistan Navy Dockyard, etc.
- (c) The designation Pakistan Navy ships - short title "P.N.S." - is to be substituted for H.M.P. ships.
- (d) The Queen's Harbour Master is to be known as the Navy Harbour Master.

2. The following have become the authorized ensign, jack, masthead pendant and distinguishing flags for the Pakistan Navy :-

- (a) Naval Ensign. - The Pakistan National Flag made up in proportion 1 : 2, the white portion nearest the mast being one quarter of the overall length of the flag and the remaining three-quarters being of tartan green.
- (b) Naval Jack. - A tartan green flag in proportion 2 : 3, embodying a crescent in the centre with the horns pointing vertically, a five-pointed heraldic star and two standard Admiralty pattern foul anchors diagonally crown down in white in the lower corners.
- (c) Masthead Pendant. - A white and tartan green pendant divided vertically, the proportion of the colours being as for the Naval Ensign.
- (d) Distinguishing Flags. - A blue flag or broad pendant of present size embodying a white anchor and the appropriate number of stars denoting rank.

3. B.R. 20 will be amended in due course.

(The foregoing is the unaltered text of A.P.O. 1077/1956.)

(3031/31/43)

683.

OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

Navy Order 193 of 1956 is to be amended as follows :-
Delete paragraph 5 and insert in lieu :-

"5. Present Operational and Administrative organisation of H.M.A. Ships in commission is as follows :-

<u>Ship</u>	<u>Administration</u>	<u>Operation</u>
<u>Light Fleet Carriers</u>		
MELBOURNE (FOCAF)	F.O.C.A.F.	F.O.C.A.F.
SYDNEY	"	"
<u>Destroyers</u>		
10th Destroyer Squadron		
TOBRUK (D.10)	F.O.C.A.F.	F.O.C.A.F.
ANZAC	"	"
WARRAMUNGA	"	"
<u>Frigates</u>		
<u>1st Frigate Squadron</u>		
QUEENBOROUGH (F.1)	F.O.C.A.F.	F.O.C.A.F.
QUADRANT	"	"
QUICKMATCH	"	"
<u>Cadet Training Ship</u>		
SWAN	F.O.C.A.F.	F.O.C.A.F.
<u>Surveying Ships</u>		
WARREGO	F.O.I.C.E.A.	A.C.N.B.
BROIGA (Tender to WARREGO)	"	"
WARREEN	"	"
<u>Ocean Minesweepers</u>		
WAGGA	F.O.I.C.E.A.	F.O.I.C.E.A.
COOTAMUNDRA	"	"
JUNEE	N.O.I.C.W.A.	N.O.I.C.W.A.
FREMANTLE	"	"
<u>Boom Working Vessels</u>		
KIMBLA	PENGUIN	F.O.I.C.E.A.
KOALA	"	"
KARANGI	N.O.I.C.W.A.	N.O.I.C.W.A.
<u>S.A.R. Craft</u>		
AIR CHIEF	R.N.O. Jarvis Bay	F.O.I.C.E.A.
AIR TRAIL	"	"
AIR MASTER	"	"
AIR MERCY	"	"
AIR SPEED	"	"
<u>Miscellaneous</u>		
SPRIGHTLY	PENGUIN	A.C.N.B.
WOOMERA	"	"
KOOKABURRA	F.O.I.C.E.A.	F.O.I.C.E.A.
ARUNTA	F.O.I.C.E.A.	Paying Off

<u>Ship</u>	<u>Administration</u>	<u>Operation</u>
<u>Miscellaneous</u>		
BARCOO	F.O.I.C.E.A.	Paying Off
GLADSTONE	N.O.I.C.S.E.A.	For disposal
<u>Submarines</u>		
THOROUGH	F.O.I.C.E.A.	S.M. 4 for
TELEMACHUS	"	F.O.I.C.E.A.
AUROCHS *	"	"

* (On arrival Aus. Station)"

NOTE:- Copies of reports of trials of armament and fitting of new and reconstructed or modernised Frigates and above are to be forwarded to F.O.C.A.F.

(3031/13/317)

SECTION 2 - PERSONNEL

684.

R.N.Z.N. PERSONNEL - PAY ACCOUNTING IN R.A.N.

Advances of Pay to R.N.Z.N. personnel undergoing courses in H.M.A. Ships are to be made through the ship's Cash Account.

2. Acquitted pay sheets on Form A.8.18 - Casual Pay Sheets - showing official number, rating and name, are to be covered by a properly certified Form A.8.22A. The total of payments made is to be charged to Division 250 - Other Administrations - Recoverable Expenditure - New Zealand Government. Duplicate copies of Form A.8.22A and pay sheets are to be forwarded with the ship's Cash Account in accordance with Naval Account Regulations and Instructions, Article 226 (8).

3. In addition H.M.A. Ships are to forward monthly, as enclosure to the Cash Account, a list of R.N.Z.N. personnel, showing period borne for either accommodation and/or victualling.

4. The above instructions do not apply to R.N.Z.N. cadet midshipmen.

5. Navy Circular 406 Item of 19th October, 1955, is hereby cancelled.

(4801/4/71)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

685.

RADAR - TEACHER OUTFIT HRL - ALTERATIONS AND ADDITIONS

Functions and Limitations of HRL

The purpose of HRL is to enable practice in Blind Acquisition to be obtained by the operators of Fire Control Radars, Types 903 and 275, using simulated aircraft targets. A simulated aircraft echo, course generated by an assembly of cans, moving in range between 30,000 and 3,000 yds. at a speed variable between 200 and 700 knots, is produced on the T.I.U. displays associated with radar, Type 293 or 992.

T.I.U. operators carry out their normal drill, as do the Fire Control Operators. If the latter are successful in bringing the Fire Control radar to the correct bearing, elevation and range, echoes of the simulated "aircraft" appear on their displays with all the characteristics of a natural radar echo.

2. At a later date the use of HRL will be extended to cover the Radar, Type AN/SPQ34.

3. Among other possible uses are Blind A.A. firings at the HRL echo, as an alternative to throw off or smoke burst firings.

4. Four cam assemblies reproducing courses corresponding to different types of attack by aircraft will be provided initially. The starting position of the courses with respect to ship's head can be altered at will. This selection of courses can be extended later if required. It is also possible to provide a Surface Cam Assembly for range and inclination exercises, and this will be done in due course.

5. One important limitation is that HRL provides only a single target. Another is that HRL operates in deck plane co-ordinates and will not be usable if there is much motion in the ship. A further minor difficulty is that the HRL echo unavoidably appears on all Type 293 or 992 displays and can, therefore, cause false alarms.

Technical Information

6. The publications associated with HRL will be as follows :-

- | | |
|---|---|
| (a) Technical Handbook | A provisional copy will be packed with each HRL console. The final Handbook will be issued in the B.R. Series later. |
| (b) User Handbook | Initially ships will receive a Pamphlet prepared by H.M.S. EXCELLENT. The final User Handbook will be issued in the B.R. Series late in 1956. |
| (c) Installation Specification (A.S.R.E. No. B.808) | Available February, 1956. |
| (d) Installation Guidance Drawings | These will be supplied by the Naval Board, to fitting-out or Installation Authorities as necessary. |

7. When HRL is fitted with radars Type 292 and Type 275, small changes to these radars are necessary. These will be effected by normal minor modification procedure, details being published in B.R.1917 "Minor Modifications to Radio Equipment" and Installation Specifications B.808, B.721 and B.307.

8. When HRL is fitted with radar, Type AN/SPQ34, an additional adaptor unit will be required. Neither this adaptor nor any relevant technical and installation information is yet available.

Fitting Policy

9. Subject to space being available and, where necessary, weight compensation being made, all ships fitted with radars Type 275 and 903 will be fitted with one HRL irrespective of the number of radars carried. It is preferable for HRL to be sited in the Gun Direction Room but this is not essential.

10. HRL will be supplied to Gunnery and Electrical Schools, Flinders Naval Depot.

(The foregoing is the text of A.F.O.1098/1956, altered to meet R.A.N. conditions.)

(4276/2/105)

686.

WIRELESS - TYPE 87QS - FITTING-OUT INFORMATION.

A.S.R.E. Installation Specification No. B826 has been prepared to show the layout and wiring of Type 87QS.

2. Distribution will be made by the Naval Board in due course, without demand, to the Authorities concerned.

3. Authorities holding B999 Index of Installation Specifications for radio equipment applicable to R.N.S.W.S. Air Stations and Naval Radio Vans should amend same to include this specification.

(The foregoing is the text of A.F.O.1239/1956 altered to meet R.A.N. conditions.)

(4519/11/1340)

687.

AIRCRAFT - AMMUNITION - KLO15 MOTORS, ROCKET A/C 3-IN. NO.1 MARK 4 TH - PACKAGES - CONTAINER B657 MARKS 1 AND 2 - INTRODUCTION.

A new package for storage and transport of KLO15 MOTORS, Rocket, A/C 3-in. No.1 Mark 4 TH has been introduced in the R.N. to replace the metal package M96. This new package, which will contain two KLO15 MOTORS will be known as Container B657 Mark 1 or 2 and is constructed of resin-bonded plywood. The Mark 2 Container differs from the Mark 1 in that it has a foil lining. It is unlikely that these containers will ever be produced for the R.A.N.

2. It is fitted with two webbing handles, one at either end, and has a lid secured by four metal catches. The catches are operated by a Wrench, Allen Head, headless hexagon 1-in. A.F., Pattern B11/RL272 (to be obtained from S.N.S.Os.) and are released by turning in an anti-clockwise direction.

3. For stowage in Container B657, KLO15 Motors are fitted with rubber nose and tail plugs which are retained in position by rubber sleeves, a five-inch sleeve at the nose which serves in addition to prevent ingress of moisture around the shell ring studs, and a two-inch sleeve at the tail. In addition the fin slots are also covered with a five-inch rubber sleeve. The KLO15 Motor so fitted is inserted tail end first into the container.

4. These rubber components, which are to remain fitted to the motor for stowage on board ship, can be used again and when they are recovered, on assembly of the motor to the head, they are to be retained and returned to Armament Depots.

5. KLO15 Motors fitted with rubber plugs cannot be stowed in Boxes M96 and when motors have to be landed, e.g. on de-ammunitioning, the demand for empty packages for this purpose should specify the quantity of Containers B657 required. Conversely, KLO15 Motors fitted NL.236 Covers front and NL.249 Covers rear for stowage in Boxes M96, cannot be packed in Containers B657. Initially supplies of Containers B657 will be limited and if they cannot be supplied for de-ammunitioning etc. Boxes M96 and spare covers NL.236 and 249 will be supplied up to the quantity of KLO15 Motors fitted with rubber plugs held on board.

6. The following store reference numbers have been allocated to the rubber components :-

NL.470 - PLUGS, Rubber, Nose.
 NL.483 - PLUGS, Rubber, tail.
 NL.262 - COVERS, Rubber, 5-in.
 NL.275 - COVERS, Rubber, 2-in.

7. The overall stowage dimensions of Container B657 are 58½-in. x 11-in. x 54-in. and the filled weight is approximately 82 lb.

8. C.B.4485B will be amended and details of this container will be incorporated in A.P.(N)84 in due course.

(The foregoing is the text of A.P.O.1241/1956 altered to meet R.A.N. conditions.)

(4443/8/10)

688.

AIRCRAFT - DETONATORS A/C BOMB NO. 51, MARK 2 -
 WITHDRAWAL OF LOTS 309 TO 311 OF I.C.I./A.
 MANUFACTURE - REPORTS.

Following reports of failures to function of KB017 Detonators, Aircraft Bomb No.51, Mark 2 of Lot 310 I.C.I./A. 10/50, the use of this particular lot and adjacent lots (Nos. 309 and 311) is prohibited.

2. Such lots are to be regarded as coming under category (ff) of Article 305 of N.M.E.R. (B.R.862 (45)), i.e., not dangerous but may have a percentage of failures to function.

3. Commanding Officers of H.M.A. ships and R.A.N. Air Stations are to return any Detonators No.51 of the foregoing Lot numbers at the first opportunity, and to demand the necessary replacements in lieu.

4. Officers-in-Charge of R.A.N. Armament Depots are to report stocks (under Lot numbers) on receipt of this Order, and any subsequent receipts, by letter to Director of Ordnance and Underwater Weapons. NIL reports are not required.

5. The following entry should be inserted on Sheet 254 of Restriction List (B) :-

Col. 1 - 2
 Col. 2 - Detonators, Aircraft Bomb No.51, Mark 2 (A)
 Col. 3 - Lots 309 to 311 of I.C.I./A. manufacture.
 Col. 4 - Not to be issued.
 Col. 5 - Set aside and report stocks.
 Col. 6 - A.P.O.1103/1956 and Navy Order 688 of 1956.

(The foregoing is the text of A.P.O.1103/1956 altered to meet R.A.N. conditions.)

(4443/3/35)

689.

AMMUNITION - GENERAL - CARTRIDGE CASES - TREATMENT
 AFTER FIRING.

All fired cartridge cases, except those for cartridges, impulse, torpedo, and cartridges, A/S, may be returned to Naval Armament Depots unwashed and unlubricated. Fired primers may be left in the cases, but the return notes should state that the cases are so fitted.

2. Fired cartridge cases for cartridges, impulse, torpedo, and cartridges, A/S, are still required for reforming and are to have fired primers removed. They are to be washed with hot water and soda, thoroughly dried, treated with mineral jelly, and marked with a flash of white paint in accordance with paragraph 153 of B.R.932 (1945) before return to Naval Armament Depots.

3. B.R.932 (1945) will be amended in due course.

4. Navy Order 290 of 1955 is hereby cancelled.

(The foregoing is the text of A.P.O.1166/1956 altered to meet R.A.N. conditions.)

(4434/56/122)

690.

A/S WEAPONS - A/S MORTAR, MARKS 3 AND 4 (SQUID) -
MAINTENANCE OF DEPTH-SETTING CONTROL SYSTEMS.

Ships concerned

The efficient working of the Depth-Setting Control System of the A/S Mortar, Marks 3 and 4 (Squid), depends entirely on two 50-volt batteries. Recent failures of Squid projectile fuses have shown that careful maintenance of these batteries is essential.

2. Each battery consists of 26 cells, Admiralty Pattern No. 1551B in Battery Box, Admiralty Pattern No. 11137. Inter-cell connections are to be made of lead strip and charging arrangements are to be fitted in accordance with D.E.E. Drawing No. 16570/R.3.

3. Capacity tests are to be carried out every six months and batteries found defective are to be renewed. Voltmeters on battery charging panels are to be checked concurrently.

4. The depth-setting control system is to be maintained in accordance with the relevant instructions contained in B.R. 1705(8).

5. It is important that all electrical connections throughout the depth-setting system are kept in good condition. Particular attention is to be paid to :-

- (a) Sockets inside socket and junction boxes, A.P. 17956B.
- (b) Plugs fitted to the D.S.C. unit.
- (c) Barrel switch slip rings.

6. The sockets mentioned in paragraph 5 (a) of this Order are never to be left empty. Plugs, Dummy, Pattern No. 17977, being inserted if the mounting is not loaded with projectiles.

7. The plugs inserted in the socket, whether dummy or not, are to be removed monthly and the following routine carried out.

- (a) Clean out the socket with a rag moistened with carbon tetrachloride.
- (b) Ensure that the drain hole in the bottom of the socket is clear.
- (c) Lightly coat the plug with castor oil before replacing.

8. Sockets inside socket and junction boxes, A.P. 17956B, are to be renewed every three years, or earlier if trouble is experienced with the depth-setting circuits.

9. Bent or damaged plugs should never be inserted in socket fittings.

10. Care is to be taken that expendable lead plugs are pushed fully home in the sockets.

Test Boxes in Ships fitted with Twin Mortar Mountings

11. It has been found that the depth-setting control system can function correctly with the test box connected to one mounting, but may fail when both mountings are loaded with live projectiles, due to the additional load on a battery which is not fully charged.

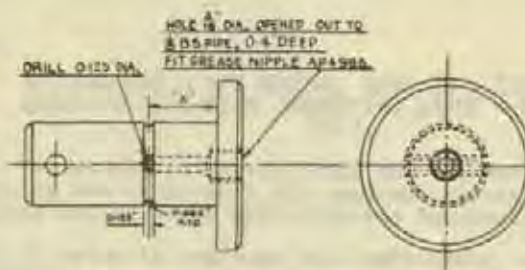
Navy Order 691 of 1956 Diagram.

A/S MORTAR MK 10 MODIFICATION NO 3.

MODIFICATION TO QUADRANT ELEVATION CONNECTING LINKS, TO IMPROVE LUBRICATION.

REFER TO SHIPS OFFICERS DRAWING AM.E. 6280 SHEET I FOR LOCATION OF ITEMS.

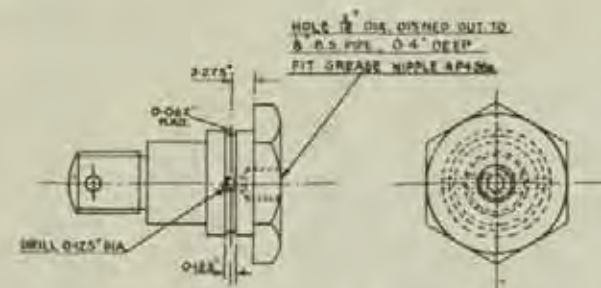
PIN, LONG AND SHORT.



ITEM	DESCRIPTION	"X"
29	PIN, LONG	1.15"
30	PIN, SHORT	0.8"

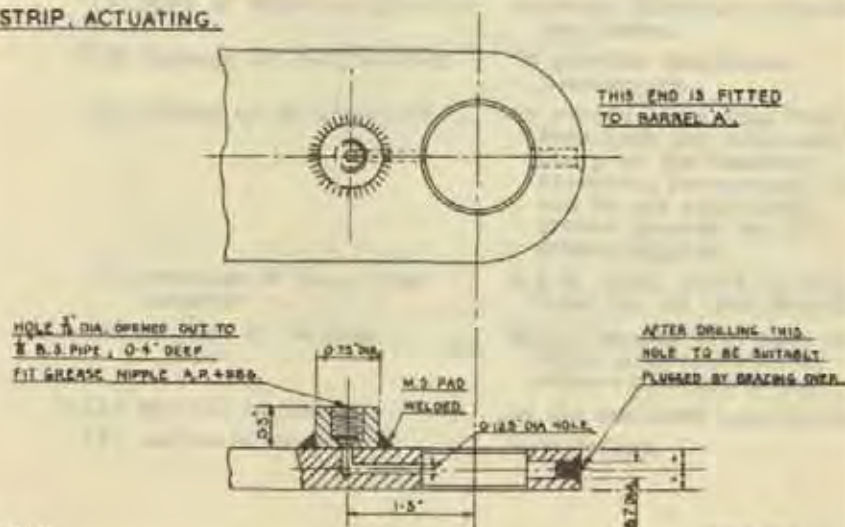
ITEMS 29 AND 30.

PIN, CONNECTOR.



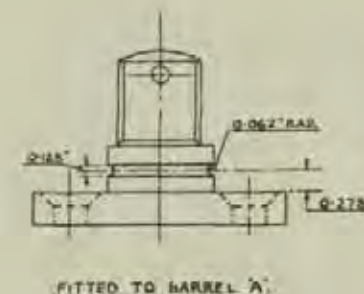
ITEM 31.

STRIP, ACTUATING.



ITEM 23.

BOSS, LINK.



ITEM 32.

12. To ensure that the depth-setting system is tested with the battery under fully loaded conditions, ships' staffs are to make up three "dummy loads" to simulate the 75-ohm load normally provided by the test box or the projectile slave motors.

13. These "dummy loads" are each to consist of one resistor A.P.Z. 970305, 75-ohm, 70-watt, joined by twin-cored rubber cable to the appropriate rings of expendable three-ringed plugs. They are to be fitted in the depth-setting sockets of one mounting when the test box is plugged into the other mounting.

14. B.R. 1705 is being amended.

(The foregoing is the text of A.F.O. 1171/1956 altered to meet R.A.N. conditions.)

(4431/44/58)

691.

A/S WEAPONS - A/S MORTAR, MARK 10 - LUBRICATION OF QUADRANT ELEVATION CONNECTING LINKS - MODIFICATION NO. 3.

Experience in service with the A/S Mortar, Mark 10, mounting has shown that the quadrant elevation connecting link is not provided with adequate lubrication.

2. In order to overcome this deficiency, ships and authorities concerned are to arrange for the following work to be carried out.

- | | |
|--|--|
| (a) Ships, Establishments and Authorities concerned. | Ships concerned, H.M.A. Dockyards, Gunnery Equipment Depots, and Repair Bases. |
| (b) Type and Mark of Mounting | A/S Mortar, Mark 10. |
| (c) Part of Mounting affected | Quadrant Elevation Connecting Links. |
| (d) Purpose of Modification | To provide additional lubrication. |
| (e) Nature of Modification .. | To remove Connecting Pins, Boss Link and Actuating Strip of the Quadrant Elevation Connecting Links and to cut additional grease grooves and fit grease nipples. |
| (f) Drawings or Navy Order Diagram | A.M.E. 6280, Sheet 1. Navy Order 691 of 1956 Diagram. |
| (g) By whom to be done .. | Ships' staffs with base or depot ship 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.3 and Appendix 1 of Navy Order 1130 of 1955 is to be amended by the inclusion of the heading of this Order as Modification Serial No.3.

(The foregoing is the text of A.F.O.1106/1956 altered to meet R.A.N. conditions.)

(4428/33/35)

692.

C.R.B.F. DIRECTORS - MINOR MODIFICATION TO LEFT HAND DOOR ON CUBICLE F1.

Arising from reports from sea of failure of all power supplies to Radar Type 262 (2)M fitted in C.R.B.F. Directors as a result of the Main Interlock Plugs fitted to the inside of the left-hand door of Cubicle F1 being physically displaced from their sockets by gun blast, it has been approved to carry out the following minor modification, if not already fitted :-

A suitable metal bracket is to be made and fitted across all four Main Interlock Plugs and bolted to the paxolin insulated mounting panel in such a manner as to hold the Interlock Plugs in physical contact. The metal bracket is to be so fitted that it can readily be removed to enable the Radar power supplies to be isolated by removal of the Main Interlock Plugs when required. The retaining bracket is to be secured in position whenever power is switched on. The necessary modification is to be carried out by Ship's Staff.

2. The additional weight is negligible.

(4276/4/412)

693.

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.A. ships and shore establishments are to adjust 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.1177/1956 altered to meet R.A.N. conditions.)

(4505/1/394)

APPENDIX

<u>Old Pattern No.</u>	<u>Description</u>	<u>New Pattern No.</u>
<u>Part C</u>		
82	Bolts, iron, 1-in. x 30-in.	14371
89	Bolts, iron, 1/2-in. x 7-in.	14372
89	Bolts, iron, 1/2-in. x 5-in.	14373
90	Bolts, iron, 3/8-in. x 8-in.	14374
90	Bolts, iron, 3/8-in. x 7-in.	14375
91	Bolts, iron, 3/4-in. x 9-in.	14376
92	Bolts, iron, 7/8-in. x 12-in.	14377
92	Bolts, iron, 7/8-in. x 8-in.	14378
93	Bolts, iron, 1-in. x 8-in.	14379

Part D

29	Feeders, Oil	12146
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Part E

35	Locks	14381
6965	Locks, sets of 7	14382
182	Locks, Pad., sets of 2	14383
182	Locks, Pad., sets of 5	14384
182	Locks, Pad., sets of 7	14385
182	Locks, Pad., sets of 8	14386
173A	Locks, L.H.	14387
7880	Locks, L.H.	14388
156	Locks, L.H.	14389

Part F

94	Screws, Iron, for wood, countersunk head, length 2-in., gauge 12	14322
900	Washers, Recessed, Brass, for wood-screws, countersunk, gauge 6	14345
3015	Washers, Naval Brass, for No.10 B.A. Gauge Screws	14346

694.

NAVAL STORES (GENERAL) (CLASS E, GROUP 6) - DRAGON'S BLOOD, PATTERN 24A - DELETION FROM RATE BOOK.

With reference to Navy Order 317 of 1955, Dragon's Blood, Pattern 24A, under Class E, Group 6, has been deleted from the Rate Book for Naval Stores.

2. Blood Red Spirit of commercial quality which should be obtained by local purchase as required should be used in lieu after exhaustion of existing stocks of Dragon's Blood.

3. In view of the small quantities of Blood Red Spirit which will normally be required it will not be added to the Rate Book for Naval Stores.

(4512/60/234)

695.

VENTILATION - GALLEY EXHAUST TRUNKING.

H. M. A. Ships

Investigation following a recent fire in a galley in one of H.M. Ships has shown that a contributory cause of a serious extension of this fire, which otherwise might well have been of a minor nature, was a rubber joint which had been fitted between the flanges of the trunk and fan casing. The flames, originally confined to the trunking within the galley, spread towards the fan which had not been promptly shut off due to there being no controller key readily available, and, burning through this rubber joint, set fire to electric cables and other material in an adjacent compartment.

2. The exhaust ventilation system in all galleys is therefore to be examined thoroughly to ensure that the following requirements are met :-

- (a) The exhaust fan controller should be sited outside the galley and adjacent to the galley access door. The fan controller must be readily accessible. Those fan controllers at present having a loose key should have the key permanently fixed. This modification is to be carried out by ships' staffs. To allow for the full sweep of the key, some starters may require remounting on a stool to clear the bulkhead. In such cases, Dockyard assistance should be sought as necessary.
- (b) All jointing material used in the exhaust ventilation trunking, whether within or without the galley, should be asbestos. The joint between the fan motor and impeller casing is also to be of asbestos. On no account is rubber or rubber insertion to be used for any of these joints.
- (c) The passage of galley exhaust trunking through compartments containing explosives or liable to contain an explosive mixture is not acceptable in new construction. In existing ships where trunking is so fitted and re-siting is clearly impracticable it is to be lagged with 1-in. thick asbestos blanket stuck firmly to the trunking and covered with asbestos cloth sewn in position.

(d) Action has already been initiated for the fitting of a portable grease filter, grease trap and hinged baffle plate in all ships excepting Ocean Minesweepers and below, but the following requirements should also be provided for in this connection :-

- (1) The grease filter should preferably be fitted in a vertical portion of the trunking, but where this is impracticable, a convenient position in a horizontal portion may be selected. The position finally selected must be inside the galley and as near the possible source of fire as practicable.
- (11) The hinged baffle plate should be fitted in the exhaust trunk between the fan and the grease filter and arranged to close in the direction of the air flow when the exhaust fan is running. The operating lever must be within easy reach of a man standing on the deck and should be inside the galley as remote as possible from the source of a fire. In very small galleys where this requirement cannot be reasonably met, the lever may be positioned just outside the galley. A plate should be fitted alongside the lever engraved with the words :-

"In case of fire, close at once".

- (111) The grease trap, which will generally consist of a pocket in the trunking to receive the melted grease which runs off the filter, should be arranged so that when the filter is removed for cleaning the aperture in the trunking is sufficiently large to allow removal of the solidified grease.

3. Where they exist, action is to be taken to remedy any deficiencies, all items of work necessary being treated as defects.

4. Separate action is being taken for new construction and modernisations.

5. The fitting of grease filters etc., in Ocean Minesweepers and below is under consideration.

(The foregoing is the text of A.F.O. 722/1956 altered to meet R.A.N. conditions.)

(4276/2/94)

696.

WATER SERVICES, HEATERS AND URNS FOR TEA MAKING.

Reports from sea indicate that considerable use is being made of water heaters and urns to supply hot water for purposes other than tea or coffee making, especially in those ships where the supply of hot water from the domestic system is limited.

2. This practice involves the working of these heaters beyond their designed duty, with the result that a considerable increase in the extent of scaling and electrical faults is experienced.

3. The use of water from water heaters and urns for purposes other than tea or coffee making is therefore to be prohibited and Commanding Officer's of ships concerned are to arrange for a notice to be displayed adjacent to the draw off taps, clearly legible and worded - "BOILING WATER FOR TEA or COFFEE making ONLY".

(The foregoing is the text of A.F.O. 1121/1956 altered to meet R.A.N. condition.)

(4276/2/107)

SECTION 6 - SHORE ESTABLISHMENTS

697.

MACHINERY AND PLANT - ANNUAL PROPOSALS.

The following procedure will be adopted for the presentation, examination and approval of machinery and plant proposals in the R.A.N. for :-

- (a) Dockyards.
- (b) Fleet Shore Establishments.
- (c) Naval Air Stations.
- (d) Civil Establishments.

2. INSTRUCTIONS FOR FORWARDING PROPOSALS.

- (a) Proposed items, complete with estimated costs and numbered in order of priority are to be forwarded to reach Navy Office not later than 30th November, each year, to enable decisions to be reached whether or not the items can be included in the Navy Estimates for the financial year under consideration. Particular attention is drawn to the importance of forwarding proposals to Navy Office by the above date. Proposals received after this date will receive consideration only in exceptional circumstances.
- (b) Proposals are to be forwarded through Administrative Authorities with the exception of Dockyards. H.M.A.
- 2(c). Four copies of the annual proposals, as outlined in this Order, are to be forwarded on Form AD.148, which is available on demand. When more than one item of identical type and size is required for the same location, these items may be included on the one copy of Form AD.148.

Supplementary proposals are only to be forwarded in exceptional circumstances, and explanation must be given why they cannot be deferred until the following year. Such proposals should indicate the order of priority as related to the main proposals previously forwarded.

4. PROMULGATION OF DECISIONS.

- (a) Lists of approved items will be communicated to Administrative Authorities and General Managers as early as practicable each financial year.
- (b) Each approved item will be allocated an individual reference number which is to be quoted in all subsequent correspondence.

5. INSTRUCTIONS FOR RAISING PROPOSALS.

- (a) General
 - (i) It is essential that full reasons should be given in support of each proposal. Administrative Authorities and General Managers are to ensure that the proposals as put forward are the most economical means of meeting the object in view, and that the full implications of the proposals have been taken into account.
 - (ii) Where the proposal will affect the complement, either naval or civilian, by requiring an increase or permitting a decrease, this is to be specifically reported in the submission.
 - (iii) Officers from Navy Office will be available on request to assist Administrative Authorities and General Managers in the raising of proposals.
- (b) Items Outstanding.
 - (i) Approved items, outstanding from previous year(s) are to be brought forward annually but need only to be indicated by quoting their reference numbers and the appropriate Navy Office letters of authority. These items should be arranged in order of priority with proposed new items. For the inaugural year, however, (1957/58) all proposals both new and outstanding are to be forwarded as new items.
 - (ii) In special circumstances, where it is desired to substitute an alternative proposal for an outstanding approved item, or to amend such an item, approval should be sought for the cancellation of the outstanding item and the alternative or amended proposal should be submitted as a new item.
- (c) New Items. Total estimated costs (including installation costs) should be shown, together with annual maintenance costs, etc., where this information is pertinent. The basis upon which costs were estimated, should be stated.
- (d) Replacement Items. Proposals for the replacement of existing items considered to be beyond economical repair are to satisfy the following conditions :-
 - (i) It is to be certified, by Report of Survey, that the existing item is beyond economical repair.
 - (ii) It is to be certified that the item in question is still required for essential service and must, therefore, be renewed.
 - (iii) The proposed replacement, although not necessarily on a like-for-like basis, should not normally involve any enlargement or extension of the service previously afforded by the existing item other than might follow from a more modern

3. The use of water from water heaters and urns for purposes other than tea or coffee making is therefore to be prohibited and Commanding Officer's of ships concerned are to arrange for a notice to be displayed adjacent to the draw off taps, clearly legible and worded - "BOILING WATER for TEA or COFFEE making ONLY".

(The foregoing is the text of A.F.O. 1121/1956 altered to meet R.A.N. condition.)

(4276/2/107)

SECTION 6 - SHORE ESTABLISHMENTS

697.

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- (a) Dockyards.
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2. INSTRUCTIONS FOR FORWARDING PROPOSALS.

- (a) Proposed items, complete with estimated costs and numbered in order of priority are to be forwarded to reach Navy Office not later than 30th November, each year, to enable decisions to be reached whether or not the items can be included in the Navy Estimates for the financial year under consideration. Particular attention is drawn to the importance of forwarding proposals to Navy Office by the above date. Proposals received after this date will receive consideration only in exceptional circumstances.
- (b) Proposals are to be forwarded through Administrative Authorities with the exception of Dockyards. H.M.A. Dockyards will continue to forward proposals direct to Navy Office.
- (c) Three copies of the annual proposals, as outlined in this Order, are to be forwarded on Form A.D. 148, which is being printed and will be available on demand. *Related CNO 755/57*
- (d) Each proposed item is to be rendered on a separate copy of Form A.D. 148.

3. SUPPLEMENTARY PROPOSALS.

Supplementary proposals are only to be forwarded in exceptional circumstances, and explanation must be given why they cannot be deferred until the following year. Such proposals should indicate the order of priority as related to the main proposals previously forwarded.

4. PROMULGATION OF DECISIONS.

- (a) Lists of approved items will be communicated to Administrative Authorities and General Managers as early as practicable each financial year.
- (b) Each approved item will be allocated an individual reference number which is to be quoted in all subsequent correspondence.

5. INSTRUCTIONS FOR RAISING PROPOSALS.

(a) General

(i) It is essential that full reasons should be given in support of each proposal. Administrative Authorities and General Managers are to ensure that the proposals as put forward are the most economical means of meeting the object in view, and that the full implications of the proposals have been taken into account.

(ii) Where the proposal will affect the complement, either naval or civilian, by requiring an increase or permitting a decrease, this is to be specifically reported in the submission.

(iii) Officers from Navy Office will be available on request to assist Administrative Authorities and General Managers in the raising of proposals.

(b) Items Outstanding.

(i) Approved items, outstanding from previous year(s) are to be brought forward annually but need only to be indicated by quoting their reference numbers and the appropriate Navy Office letters of authority. These items should be arranged in order of priority with proposed new items. For the inaugural year, however, (1957/58) all proposals both new and outstanding are to be forwarded as new items.

(ii) In special circumstances, where it is desired to substitute an alternative proposal for an outstanding approved item, or to amend such an item, approval should be sought for the cancellation of the outstanding item and the alternative or amended proposal should be submitted as a new item.

(a) *See Item 1* - Estimated costs (including installation, together with annual maintenance) where this information is available on which costs were estimated.

(b) *See Item 2* - Estimated costs for the replacement of items which are to be beyond economical repair. The following conditions :-
 (i) Items to be replaced by Report of Survey, that are beyond economical repair.

(ii) It is to be certified that the item in question is still required for essential service and must, therefore, be renewed.

(iii) The proposed replacement, although not necessarily on a like-for-like basis, should not normally involve any enlargement or extension of the service previously afforded by the existing item other than might follow from a more modern

(d) (cont'd)

type of machine. It is recognized, however, that it may be desirable to replace an item (or items) beyond repair by equipment offering a wider range of function. Such equipment may be recommended under the provisions of this Order but full report

- 6(a). Action is to be taken locally to include specifications in the appropriate space when raising Form AD.148 for forwarding to Navy Office. Particulars of all associated or ancillary accessories, etc., required for effective implementation of the proposals, are to be forwarded as an aid to procurement.

(b) Where appropriate, may be sought for this purpose. Where this is impracticable, and where assistance under paragraph 5(a) (iii) above is not economical, the requirement should be stated as clearly as possible.

- (c) Preference must be given to the purchase of equipment of Australian manufacture where requirements can be met satisfactorily. This should be borne in mind when specifications are being raised.

7. LOCAL PURCHASE.

Procurement of approved items will normally be arranged at Navy Office, but authority may be delegated to Administrative Authorities and General Managers to purchase certain items locally.

8. ITEMS ORIGINATED AT NAVY OFFICE.

Form A.D.148 will be raised for items originating within Navy Office and a copy will be distributed to the Administrative Authority and General Manager concerned.

9. WORKS ITEMS.

- (a) On each Form A.D.148 submitted, and under the description of the item and its proposed location, are to be included any necessary associated building works and/or services e.g., accommodation for an item of machinery or plant, or a water supply system for its operation.
- (b) The estimated costs of such building works and services are to be shown on the same Form A.D.148 which contains the item of machinery or plant with which they are associated, but these costs are to be shown as separate amounts from those applicable to the provision, installation and maintenance of the item of machinery or plant.

- (d) Such building works and services will also be included in the annual submissions in respect of the New Works Programme made by Dockyards, Establishments and Naval Air Stations, and these will be appropriately described and annotated to indicate clearly the specific item of machinery or plant with which they are associated.

(3756/4/17)

(d) (cont'd)

type of machine. It is recognized, however, that it may be desirable to replace an item (or items) beyond repair by equipment offering a wider range of function. Such equipment may be recommended under the provisions of this Order but full report is also to be made upon the reasons for increase of range of function.

6. SPECIFICATIONS.

- (a) On the receipt of approval, action is to be taken locally to prepare specifications etc., for forwarding to Navy Office as an aid to procurement. Particulars of all associated or auxiliary equipment, accessories etc., required for effective implementation of the proposals, are to be forwarded.
- (b) Where applicable, the assistance of Dockyard Office may be sought for this purpose. Where this is impracticable, and where assistance under paragraph 5(a) (iii) above is not economical, the requirement should be stated as clearly as possible.
- (c) Preference must be given to the purchase of equipment of Australian manufacture where requirements can be met satisfactorily. This should be borne in mind when specifications are being raised.

7. LOCAL PURCHASE.

Procurement of approved items will normally be arranged at Navy Office, but authority may be delegated to Administrative Authorities and General Managers to purchase certain items locally.

8. ITEMS ORIGINATED AT NAVY OFFICE.

Form A.D. 148 will be raised for items originating within Navy Office and a copy will be distributed to the Administrative Authority and General Manager concerned.

9. WORKS ITEMS.

- (a) On each Form A.D. 148 submitted, and under the description of the item and its proposed location, are to be included any necessary associated building works and/or services e.g., accommodation for an item of machinery or plant, or a water supply system for its operation.
- (b) The estimated costs of such building works and services are to be shown on the same Form A.D. 148 which contains the item of machinery or plant with which they are associated, but these costs are to be shown as separate amounts from those applicable to the provision, installation and maintenance of the item of machinery or plant.

- (d) Such building works and services will also be included in the annual submissions in respect of the New Works Programme made by Dockyards, Establishments and Naval Air Stations, and these will be appropriately described and annotated to indicate clearly the specific item of machinery or plant with which they are associated.

(3756/4/17)

John G. ...

Post Office

C.N.O. 698/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

13th July, 1956.

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,
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
698.	Aviation - Instrument Grading Scheme.

N.0245



AVIATION - INSTRUMENT GRADING SCHEME.

It is intended that Naval Aviation shall be an "all weather" force so far as the instrument flying ability of its pilots is concerned, and for this purpose all qualified naval pilots will be categorised as follows according to their flying experience and instrument flying proficiency :—

- (a) Graded—those possessing a current instrument grading card.
- (b) Ungraded—those not possessing such a card.

2. The progress that can be made in achieving this object is limited to some extent by the training time and facilities available, but it is important that all ungraded pilots should obtain a grading as soon as possible. Commanding Officers are therefore to keep up-to-date lists of graded and ungraded pilots and are to ensure that the facilities available to them for training, testing, and obtaining or renewing gradings are used to the fullest extent; in the future there should be no pilots without a grading except those in the basic stages of flying training and a limited number of senior officers who may not have had the opportunity to renew their qualifications.

3. Graded pilots will be placed in one of the three following categories :—

- (a) White.
- (b) Green.
- (c) Master Green.

The Instrument Gradings held by pilots will govern their flying when this is affected by weather limitations, in accordance with Appendix D (*Instrument Gradings—Weather limitations*). The qualifications required for these gradings and details of the way in which the grading scheme operates are given in the following paragraphs.

QUALIFICATIONS FOR INSTRUMENT GRADINGS

4. (a) *White Card*.—To qualify for the award or annual renewal of a white grading, a pilot must :—

- (i) Have qualified in the instrument flight test and ground examination outlined in paragraphs 6 and 7 below.
- (ii) Show record of having within the previous twelve months either flown at least ten hours as first pilot under actual instrument conditions, or completed twenty hours instrument flying of which a minimum of four hours is to be actual and the balance simulated; or, during the past six months to have flown five hours as first pilot under actual instrument conditions, or completed ten hours instrument flying of which a minimum of two hours is to be actual and the balance simulated.

(b) *Green Card*.—To qualify for the award or annual renewal of a green grading, a pilot must show satisfactory proof of at least 500 flying hours, which are to include :—

- (i) 350 hours as first pilot.
- (ii) 50 hours or more while handling the controls under actual instrument flight conditions; and
- (iii) 10 hours handling the controls as first pilot under actual instrument flight conditions in the preceding twelve months, or five hours actual in the preceding six months. In addition, the pilot is to complete successfully the instrument flight tests and ground examinations outlined in paragraphs 6 and 7 below.

Note.—For the purpose of paragraph (b) (ii) satisfactory proof is to be based on :—

- (a) Total hours flown.
- (b) Types of aircraft flown and roles in which employed.

Commanding Officers, when issuing certificates of this proof, are to scrutinise the pilot's log book to satisfy themselves that the required Instrument Flying would in fact have been recorded, had a specific column for Instrument Flying been included in pilots' flying log books.

(c) *Master Green Card*.—To qualify for a master green grading, a pilot, in addition to satisfying all the conditions of a green grading, is to show record of :—

- (i) At least 2,000 total flying hours, which are to include 1,400 as first pilot and 200 hours while at the controls under actual instrument flight conditions; or
- (ii) Having held a green grading for five consecutive years.

Note.—The Master Green Card will be the normal Green Card overprinted in red with an encircled letter "M".

5. Instrument flying times are to be computed as follows :—

- (a) *Actual* instrument flying will be that flying time, day or night, when the aircraft cannot be controlled by reference to external visual aids and all manoeuvres are made solely by reference to instruments. Time above the overcast and clear weather night flying are not to be included.
- (b) *Simulated* instrument flying will be that flying time when instrument flying conditions are created artificially by the use of I.F.P. Equipment or by other recognised means.

Such flying times should be entered in the pilot's flying log book in the appropriate columns.

6. *Flight Tests*.—In the flight tests, a pilot is to demonstrate his ability to fly accurately by reference to instruments only. The tests may be carried out either under simulated or in actual instrument flight conditions. When testing "recovery from unusual positions" under actual weather conditions, there should normally be 3,000 ft. clear between the lowest cloud and the ground. Details of the tests are published as Appendices A and B to this Order.

7. *Ground Examination.*- In addition to the flying tests outlined above, pilots are to pass an oral test covering the following subjects :-

Air Traffic control regulations, with special reference to Instrument Flight Rules; practical weather technique, including flight through turbulence; meteorology; flight instruments; pilot navigation; airmanship.

8. *Arrangements for Training and Testing.*

(a) *Training.*- Pilots will normally qualify for the award of a white card during their 'pipeline' training.

(b) *Testing.*

(i) Instrument flying gradings and renewals of green and white cards is otherwise carried out at R.A.N. Air Station, Nowra, by a qualified Instrument Grading Examiner.

(ii) Pilots who are unable to satisfy the requirements of sub-paragraphs 4(a)(ii) and 4(b)(iii) will normally be in need of a refresher flying course in which instruction as necessary to re-qualify to white or green card standard will be included.

9. Applications to be tested for the issue or renewal of instrument gradings are to be made by pilots to the Captain, R.A.N. Air Station, Nowra, in triplicate on the forms shown in Appendix C to this Order. On completion of the test, whatever the result, the forms are to be signed by the Captain, R.A.N. Air Station, Nowra, and forwarded as follows :-

(i) Two copies to Flag Officer-in-Charge, East Australian Area, one for his retention and one for onward transmission to the Secretary, Department of the Navy.

(ii) One copy to be retained by the examining unit for record purposes.

10. *Issue and Endorsement of Grading Cards.*- Commanding Officers of Air Stations and Carriers are authorised to issue or renew the appropriate grading card on receipt of completed test report forms for applicants who have qualified. Instrument grading cards of pilots who have passed their test on jet aircraft are to be endorsed 'Jet and Piston engined aircraft'. Pilots who hold an instrument grading for jet aircraft are held to be qualified also for instrument flying of piston engined aircraft, but the converse does not apply. When a pilot qualifies as an Examiner, the words, 'Instrument Grading Examiner', together with the date of qualifying, are to be entered on the card.

11. *Notation in Pilot's Log Books.*- The results of all examinations for issue or renewal of instrument grading cards are to be recorded in flying log books, showing the grading for which the pilot was examined and whether he passed or failed.

12. *Periods of Validity.*- The period of validity for all Instrument Gradings will be one year from the date of issue or renewal. Captains of H.M.A. ships or R.A.N. Air Stations may at their discretion extend the period for three months provided that not less than ten hours' actual instrument flying has been done within the preceding year. The pilot's flying log book is to be inspected to ensure that the requirement is met, and the extension is to be authorised in the log book and the new expiry date entered on the back of the Instrument Grading Card by the Commanding Officer.

13. *Renewal of Instrument Gradings.*- At least one month before their gradings are due to expire, all graded pilots, including examiners, should apply for them to be renewed. Captains of H.M.A. ships and R.A.N. Air Stations should ensure that every effort is made to renew pilots' gradings in good time. Grading cards which become more than three months overdue for renewal (i.e., when more than 15 months have elapsed since the previous test) should be withdrawn. They should be retained by the unit concerned for re-issue, or suitably disposed of, according to circumstances.

Pilots not renewing their grading within 15 months of the date of their last test will be required to do a full initial test again. If the grading is renewed before this time, Pattern 'B' as laid down in Appendix B to this Order, can be replaced by any pilot-interpreted Homing and Landing aid desired by the applicant.

14. *Cancellation of Instrument Gradings.*- Commanding Officers may cancel instrument gradings at any time, when there is evidence that the pilot concerned is incompetent to hold the qualification. Such cancellations should be reported to the appropriate administrative authority for confirmation.

15. *Instrument Grading Examiners.*- Instrument Grading Examiners will be holders of current Green or Master Green cards, qualified as such after instruction and examination by the R.A.A.F. Central Flying School.

16. *Renewal of Examiner Qualifications.*- Arrangements should be made annually through Flag Officer-in-Charge, East Australian Area, for the renewal of Instrument Grading Examiner qualifications at R.A.A.F. Central Flying School.

(The foregoing is the text of A.F.O. 1411/1956 altered to meet R.A.N. conditions.)

(4002/22/47)

APPENDIX A

FLIGHT TEST FOR PISTON-ENGINEED AIRCRAFT

The test is to comprise :—

- (a) basic manoeuvres ; and
- (b) instrument-approach and missed-approach procedures.

Basic manoeuvres

2. Tests in basic manoeuvres are to comprise :—

- (a) *Instrument take-off*—proficiency will be judged on ability to maintain the take-off heading and by smoothness in attaining a safe climbing air speed ;
- (b) *Climbing and descending turns*—climbing and descending turns to given headings and altitudes using all instruments ;
- (c) *Steep turns*—steep turns using :—
 - (i) all instruments ; and
 - (ii) all instruments except artificial horizon.
 Pilots are normally required to execute steep turns not in excess of 50 degrees of bank ;
- (d) *Pattern A* (as outlined in figure 1 below), using turn and slip indicator, air speed indicator, vertical speed indicator, altimeter, magnetic compass, and clock. This exercise should be completed in ten minutes with a permissible tolerance of ± 10 seconds overall ;
- (e) (i) *Pattern B* (as outlined in figure 11 below), using all instruments and at speeds appropriate to the aircraft being flown. This pattern should be completed in sixteen minutes with a permissible tolerance of ± 30 seconds ; or
 - (ii) two successful instrument approaches as described in paragraph 4 below ;
- (f) *Recovery from unusual attitudes*—recovery from the undermentioned unusual attitudes to straight and level flight with the minimum loss of height. Instruments that would normally remain in operation during these manoeuvres are to be used in the recovery :—
 - (i) Approach to stalls (in turns with power on and power off),
 - (ii) Descending spiral.

In this test instrument rating examiners are to ensure that the safe limits of manoeuvre for the type of aircraft used for the test are not exceeded, and that the preparatory manoeuvres to attain an unusual attitude are not apparent to the pilot ;

- (g) *Engine failure*—engine failure is to be simulated when multi-engined aircraft are employed. Prolonged asymmetric flight is not required, but note is to be made of the pilot's proficiency in taking the appropriate action after engine failure. The testing officers should simulate engine failure under exacting conditions, e.g., shortly after take-off or on the approach.

The permissible errors in basic manoeuvres are detailed below :—

- (i) Altitude—with ± 200 feet of the required altitude.
- (ii) Direction— ± 10 degrees of the required heading.
- (iii) Standard rate timed turns within ± 10 seconds at each 90 degrees of turn.

Variation in the calibration of turn indicators is to be taken into account.

Instrument approach procedures

3. Runway approach and aerodrome let-down systems must be regarded collectively for the purpose of this scheme. Systems which are pilot interpreted, and therefore demand a marked diversion of concentration, are of the greatest value in testing, but owing to the lack of facilities in some places, it may be necessary for the examiner to adapt pilot-interpreted aerodrome let-down aids, to simulate a runway approach.

4. A pilot, instead of performing pattern B as detailed in paragraph 2, sub-paragraph (e) above, may elect to complete two successful runway approaches, using any of the aids described in sub-paragraph (a) below, in which case no further instrument approaches will be required. When a pilot has elected, or been obliged (owing to lack of equipment) to perform pattern B, he must carry out one successful runway approach as detailed in sub-paragraph (a) or (b) below.

(a) *Radio Compass*.—The test is to consist of :—

- (i) correctly tuning, setting, and manipulating, the receiving equipment ;
- (ii) establishing identification and orientation ;
- (iii) homing ;
- (iv) accurate final approach and recognition of the location of the instrument approach datum (without the aid of VHF markers when using radio ranges), e.g., location of cone of silence or main beacon ;
- (v) accurate turns at correct heights ;
- (vi) let-down to the appropriate or recommended break-off height ; and
- (vii) correct cockpit drill and R/T procedure.

(b) *G.C.A. or R/T D/F*.—The test is to consist of :—

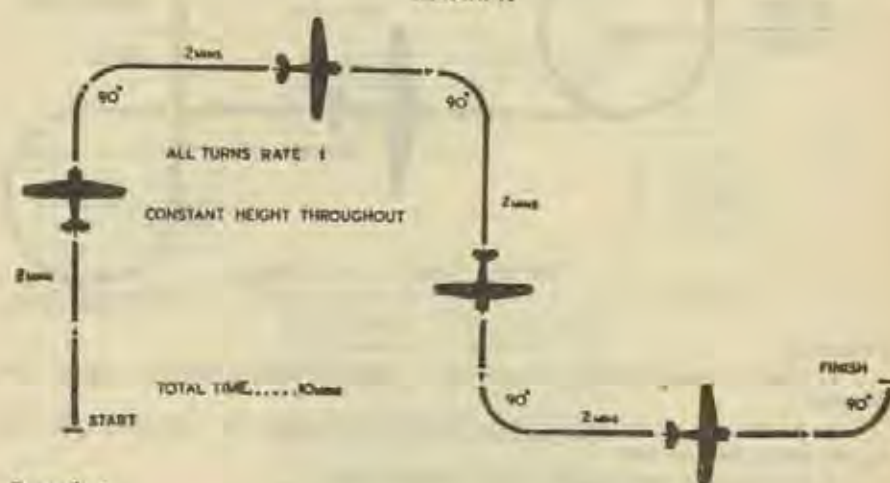
- (i) correct procedure for obtaining approach and let-down assistance ;
- (ii) accurate manoeuvres and rapid response to instructions ;
- (iii) accurate turns and regulation of rate of let-down to appropriate or recommended break-off heights ; and
- (iv) correct cockpit drill and R/T procedure

Results of this test will be based on the pilot's ability to understand and comply with instructions—not necessarily in regard to the accuracy of the instructions from the ground controller.

Missed approach procedure

5. On reaching the break-off height, the pilot is to demonstrate his ability to carry out missed-approach procedure and assume maximum climb on a stated heading. This will start on reaching a recommended break-off altitude (not lower than 300 feet above ground level for white ratings, and not lower than 200 feet for master green or green ratings).

FIGURE 1
Pattern A

*Procedure*

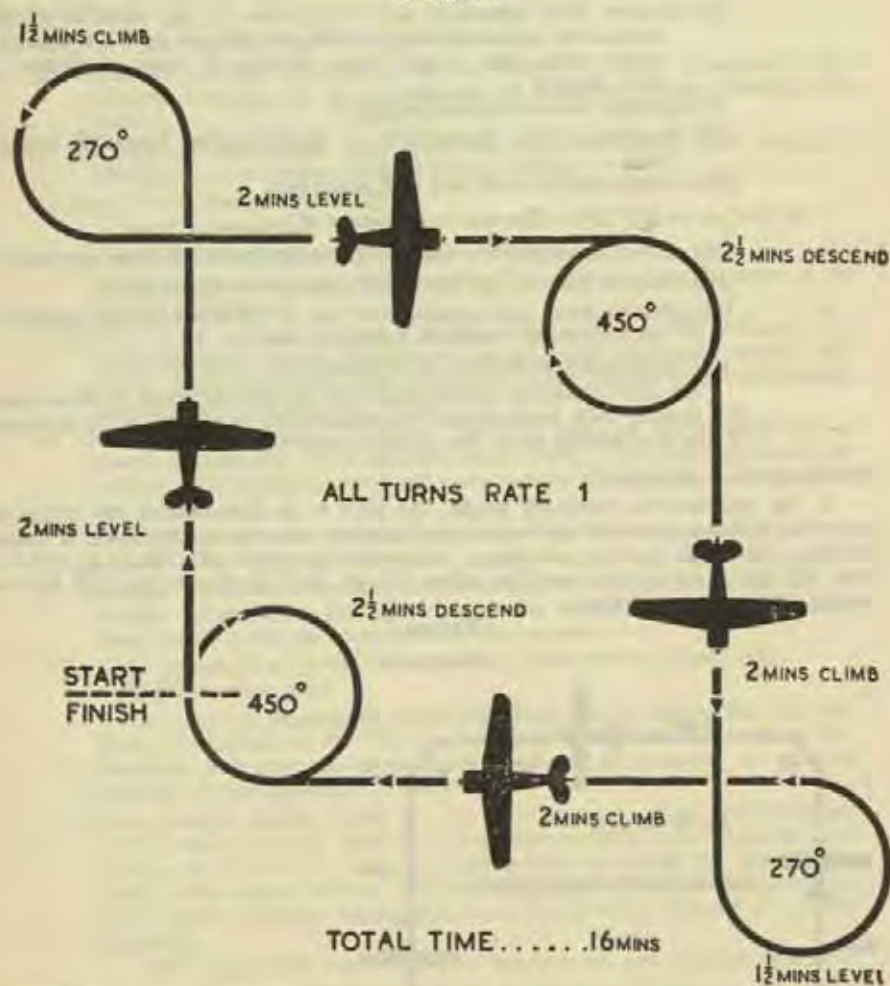
1. Settle down at normal cruising level flight on a definite heading.
2. Note the time and fly for two minutes, maintaining constant height, airspeed, and direction.
3. At the end of two minutes do standard rate turn either left or right through 90° (30 seconds of turn).

4. Check heading and fly two minutes straight and level. Then turn 90° in the same direction as before.

5. Check heading and fly two minutes straight and level. Then turn 90° in the opposite direction.

6. Continue until the last turn is reached, when the turn should be made through 90° in the same direction.

FIGURE II
Pattern B



Procedure

1. Start at normal cruising speed on a definite heading, and fly level for two minutes.

2. At the end of the first leg turn Rate 1 left through 270°, climbing 1,000 feet in one and a half minutes.

3. Fly level for two minutes at fast cruising speed.

4. Rate 1 turn right through 450°, descending 1,000 feet in two and a half minutes.

5. Climb for two minutes, gaining 1,000 feet.

6. Rate 1 turn left through 270° at constant height and normal cruising speed.

7. Climb for two minutes, gaining 1,000 feet.

8. Rate 1 turn right through 450°, descending 2,000 feet in two and a half minutes.

APPENDIX B

FLIGHT TEST FOR JET-PROPELLED AIRCRAFT

Exercise (a)	Remarks (b)	Limits (c)	Time (in minutes) (d)
1. Instrument take-off	About five minutes to be allowed for taxiing, line up, etc., before take-off. The take-off is to be safe, safety speed attained by 500 feet, and a safe climbing angle maintained.	± 2 degrees heading	5 1
2. Maximum power climb levelling off at 8,000 feet	Check operational climbing speed and jet pipe temperature.	± 300 feet for level-out	2
3. Level flight ..	This leg is to permit the correct climbing speed to be gained for exercise 4 below. Air brakes may be used. 280 knots is suggested, but may be altered by agreement before the test. This exercise is to be done on a cardinal heading.	± 15 degrees heading ± 300 feet	1
4. Rate 1—Precision climbing turn through 360 degrees gaining 6,000 feet	Testing officer is to assist in timing as required by the pilot if an aircraft clock is not installed. Jet pipe temperatures also should be passed where a gauge is not available to the pilot under test.	± 10 seconds ± 15 degrees ± 300 feet ± 10 knots	2
5. Level flight ..	As for exercise 3 above, using recommended airspeed of 270 knots.	± 15 degrees heading ± 300 feet	1
6. Rate 1—Precision climbing turn as detailed in exercise 4 above, but in the opposite direction	As for exercise 4 above.	± 10 seconds ± 15 degrees ± 300 feet ± 10 knots	2
7. Precision steep turns	These turns to be flown at a maximum of .7M, depending upon weather conditions (turbulence). Minimum of 50 degrees angle of bank. One turn to be made in each direction to be maintained only long enough to satisfy the examiner, but not more than 360 degrees.	± 300 feet	5

APPENDIX B—contd.

Exercise (a)	Remarks (b)	Limits (c)	Time (in minutes) (d)
8. Restricted panel steep turns	Minimum of rate 1, maximum speed of .7M. To be sustained for not more than 180 degrees in each direction. Without use of artificial horizon.	± 500 feet	3
(For multi-engined types) 9. Asymmetric flight	With one throttle closed maintain best single engine flying speed in safe attitude and show ability to turn in each direction on to specified headings.	± 300 feet ± 15 degrees heading ± 10 knots	3
10. Maximum power climb to 30,000 feet	—	No limits	4
11. High-speed run ..	High speed run to a maximum of .78M. Test to be of ability to maintain level flight for twenty seconds (without artificial horizon).	± 500 feet ± 15 degrees heading	3
12. Maximum deceleration	From the speed attained in exercise 11 above, close throttles, air brakes out, decelerate to approximately 170-180 knots (without artificial horizon).	± 500 feet of altitude indicated at the end of exercise 11 above ± 15 degrees heading	2
13. Stall and stall recovery	R.P.M. to be set to prevent flame-out. Air brakes to be used to decelerate to approximately 130 knots, to avoid excessive "nose-up" attitude. Test to be of ability to recover with minimum loss of height.	—	2
<i>Full Panel</i> 14. Controlled descent and instrument approach	Test of ability to complete a controlled descent and instrument approach. Adequate control to be maintained throughout, and an instrument runway approach to be made whenever possible.	± 15 degrees heading ± 200 feet of specified heights from controller	15
	Allowance for delays,		10

Total time of test .. 61 minutes.

APPENDIX B - contd.

Notes.

1. Recommended speeds.

	<i>Vampire T, Mk. 34</i>
Exercise 3	240 knots.
Exercise 5	230 knots.
Exercise 9	N.A.
Exercise 10	It may be necessary to lose height in order to attain .78M.

These speeds may be altered by agreement before the test.

2. Recommended height gain.

	<i>Vampire T. Mk. 34</i>
Exercise 4	4000.

3. Exercise 12. Stall and stall recovery in the Vampire should be exercised without the use of the artificial horizon.

APPENDIX C

ROYAL AUSTRALIAN NAVY

FORM A.A.26

INSTRUMENT FLYING GRADING APPLICATION AND TEST REPORT FORM

Initial application is hereby made for a Green Instrument Grading Card
Renewal White
for Jet engined aircraft.
piston

SECTION I. PERSONAL DETAILS

- Surname Christian Names
- Rank or Rating 3. Total Solo Flying Time
- Total Instrument Flying (i) Simulated (ii) Actual
Time
- Total Instrument Flying (i) Simulated (ii) Actual
Time during last
twelve months

Signature of Applicant Date

Approved H.M.A.S.

Signature of Captain R.A.N.A.S.

SECTION II. REPORT OF FLIGHT TEST

SECTION III. REPORT OF ORAL TEST

APPENDIX C—contd.
SECTION IV. GENERAL REPORT

The Candidate is considered $\frac{\text{Suitable}}{\text{Unsuitable}}$ for the $\frac{\text{issue}}{\text{renewal}}$ of a $\frac{\text{Green}}{\text{White}}$ Instrument Grading

Card for $\frac{\text{Jet}}{\text{Piston}}$ engined aircraft.

$\frac{\text{Green}}{\text{White}}$ Card No. Issued on

..... Examining Officer,

Date..... Captain

APPENDIX D

INSTRUMENT GRADINGS, WEATHER LIMITATIONS

The weather limitations by day and night relating to instrument gradings are as follows :—

(a) *Ungraded Pilots.*—Flight by pilots not holding an instrument grading may be made :—

(i) Under Visual Flight Rules when the cloud ceiling is not less than 1,000 feet and the visibility not less than 3 miles at the airfield of departure, on the route, at the airfield of destination and at any alternative airfields specified; provided the pilot flies within sight of ground or water.

(ii) Under Instrument Flight Rules when the ceiling is not less than 1,000 feet and the visibility not less than 3 miles at the airfield of departure, on the route, and at the airfield of destination, and forecast conditions are not less than 1,500 feet ceiling and 3 miles forward visibility over the highest ground within 10 miles radius of any alternative airfield specified; provided the approving officer is satisfied that the pilot is competent to fly in conformity with Instrument Flight Rules.

(b) *Pilots with white grading.*—Flight by pilots holding a white instrument grading may be made with a cloud ceiling of not less than 500 feet and a horizontal visibility of not less than 1 mile at the airfield of departure and the airfield of destination provided that :—

(i) The aircraft and airfield of destination are equipped with suitable radio, or instrument approach aids.

(ii) There is available within the safe range of the aircraft an alternative airfield which is forecast to have conditions of at least 1,000 feet ceiling and 3 miles horizontal visibility by day or night, and is equipped with suitable radio or instrument approach aids.

(iii) When the alternative airfield has no radio aids, the minimum forecast conditions are not less than 1,500 feet ceiling and 3 miles horizontal visibility over the highest ground within 10 miles of the airfield.

(c) *Pilots with a green grading.*—No weather limitations are applicable, provided that :—

(i) The aircraft and airfield of destination are equipped with suitable radio or instrument approach aids.

(ii) There is available within the safe range of the aircraft an alternative airfield with suitable aids at which the minimum forecast weather conditions are not less than 300 feet ceiling and 1,000 yards horizontal visibility by day or night. Where the alternative airfield has no aids, minimum forecast conditions are not to be less than 1,500 feet ceiling and 3 miles visibility over the highest ground within 10 miles radius of the airfield.

(d) *Pilots with a master green grading.*—No weather limitations apply; as far as considerations of weather are concerned, all flights may be made at the discretion of the pilot.

2. Transit flights are not to be made by aircraft without radio except under the weather conditions specified in clause (1)(a)(i).

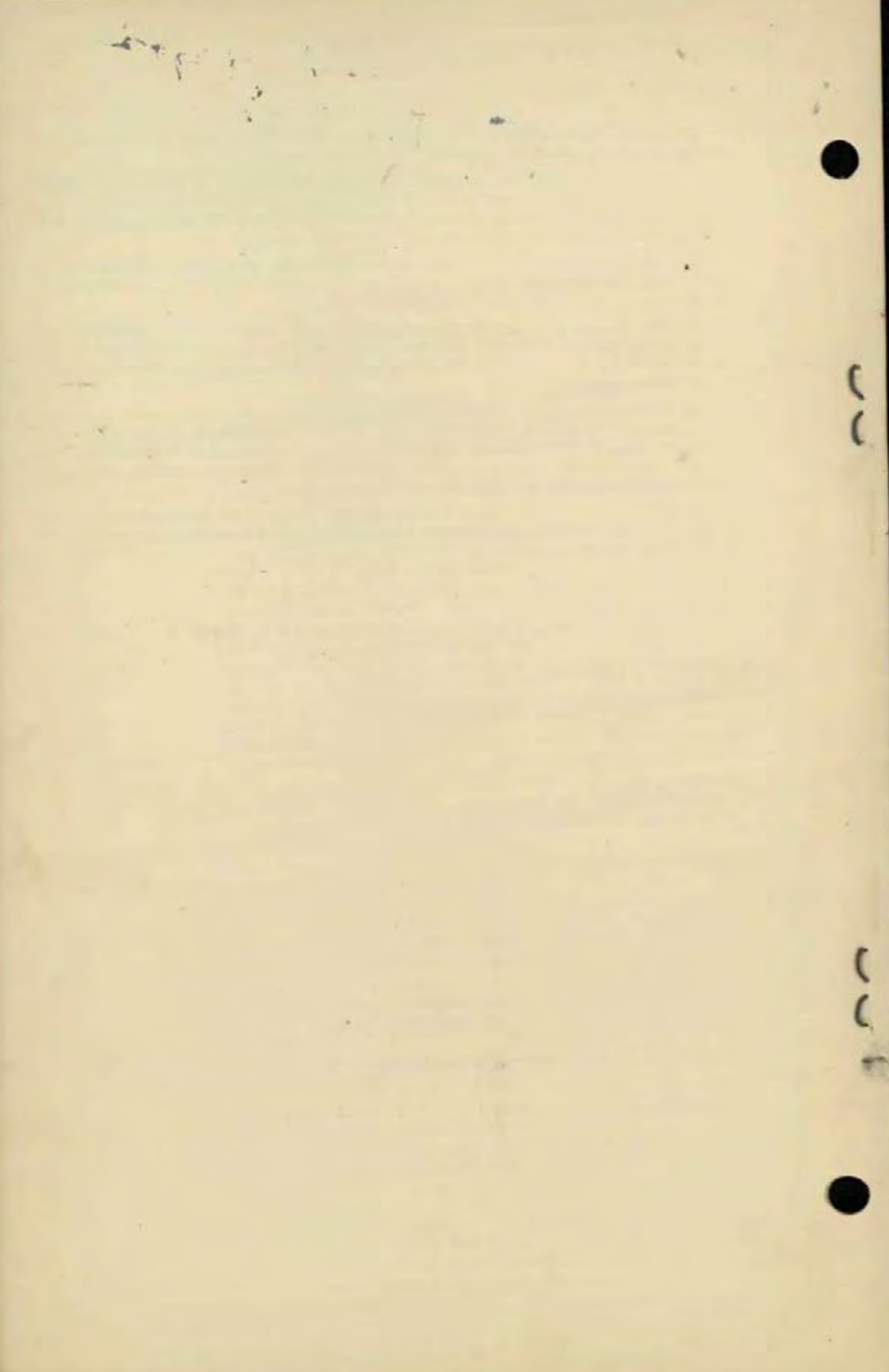
3. The requirements to designate an alternative airfield, as detailed in clause (1)(a)(ii), (b)(ii) and (c)(ii), may be waived when the airfield of destination is reported to have weather equal to or better than ceiling 3,000 feet and visibility 5 miles, and forecast to remain so until one hour after the estimated time of arrival.

4. The above weather limitations are liable to further restriction at airfields where there is high ground, obstructions, or inadequate radio facilities. Such information is promulgated in Air Traffic Control Publications.

5. The foregoing limitations to flight may be relaxed at the discretion of Commanding Officers for flights over the sea between Carriers and Air Stations on the coast. Normally such relaxation should be made only for the purpose of embarking or disembarking aircraft.

6. When the instrument runway or airfield approach let-down system is ground controlled, e.g., by G.C.A. or RT DF, the pilot is to be advised of the recommended break-off height for his approach or let-down. He is not obliged to follow this advice but will make his own decision, having regard to his instrument grading, but in no circumstances is a pilot to reduce below the break-off height.

7. The term "ceiling" used throughout this Order is to be interpreted as the vertical distance between the base of the lowest cloud of 4/8 or more and the ground at the point of observation.



C. N. O. Sec

Comd. Officer

C.N.Os. 699-712/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

17th July, 1956.

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.

N.0248.



RESTRICTED

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SECTION 1 - ADMINISTRATIVE AND GENERAL

699.

VISIT OF SCHOOLBOYS TO THE FLEET AND TO NAVAL ESTABLISHMENTS.

Limited financial provision is available under Division 141 - 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 or bus and is limited to :-

(a) Reimbursement where necessary of the return rail fares for each member of the party or where rail travel is not practical and convenient, the cost of hire of a bus for the conveyance of the party to the ship or establishment and return to their school; 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) Method of travel, and if applicable, estimated cost of hire of bus.

(e) Casual meals or refreshments likely to be required.

(f) Date (a) (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".

5. Navy Order 1012 of 1955, is hereby cancelled.

(3619/1/49)

SECTION 2 - PERSONNEL

700.

CASH ADVANCES BETWEEN H.M. AND H.M.A. SHIPS - RESTRICTION OF FACILITIES.

Naval Pay Regulations (B.R.1950) Article 2002 provides that Cashiers of H.M. Dockyards, and Supply Officers H.M. Ships shall supply cash to H.M.A. Ships only when, in exceptional circumstances H.M.A. Ships are experiencing real difficulty in obtaining funds by normal means.

2. R.A.N. Supply Authorities will similarly not make cash advances to H.M. Ships unless it is impracticable for the H.M. Ship to obtain money by other means.

3. H.M.A. Ships which proceed out of touch with a Commonwealth Naval Supply Authority for reasonably short periods are to draw before departure sufficient cash supplies for the period of absence. Where the period of absence is likely to be protracted, cash as required is to be obtained through the local representative of the Commonwealth or through banks by Bills of Exchange drawn on the Director of Navy Accounts or on the Australian High Commissioner, London. Where not already held a Bill Book is to be obtained from the Director of Navy Accounts, before sailing.

4. This Navy Order should be read in conjunction with Navy Order 258 of 1955.

5. Navy Order 337 of 1956 is hereby cancelled.

(4801/11/9)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

701.

RADAR TYPE 293Q - DEFECTIVE AIR CONDITIONING UNIT
PATTERN W.8828.

A report has been received of the failure of the heating elements in the Air Conditioning Unit Pattern W.8828 for Radar Type 293Q, considered to be caused by defective linkage in the change over lever allowing insufficient air circulation through the Unit during re-activation.

2. It has invariably been found that Pattern W.8828, B/C/D Air Conditioning Units are defective on receipt into Naval Stores from the United Kingdom or after a long period of disuse. The usual defect is that the change-over cock is frozen up with rust. Once the moving surfaces have been cleaned and greased the Unit is serviceable.

3. It is considered that if regular attention is given to the lubrication of the moving parts, the Pattern W.8828 Air Conditioning Units should give satisfactory service.

4. All Pattern W.8828 Air Conditioning Units in service should be examined and action as necessary taken to free and lubricate the moving parts.

(4519/31/859)

702.

GUNNERY EQUIPMENT - ADMIRALTY (BATH) VIEWER MARK 3 -
PURPOSE AND DISTRIBUTION.

Admiralty (Bath) Viewers Mk.3 are supplied in the R.A.N. to facilitate a policy of the maximum information being available in ships and establishments with the minimum of space being occupied by drawings, etc. when ships' officers' books of drawing are unavailable.

2. Ships are issued with half plate negatives of available drawings for Gunnery and Underwater Weapon equipment, and Viewers Mk.3 are allocated as follows :-

H.M.A.S. MELBOURNE	..	..	..	1	in Number.
H.M.A.S. SYDNEY	..	..	..	1	" "
H.M.A.S. HOBART	..	..	..	1	" "
R.A.N. Torpedo Establishment	..	..	..	1	" "
Garden Island Dockyard (for Armament Assistant)	..	..	..	1	" "
Williamstown Dockyard	..	..	..	1	" "
Navy Office (D.O.U.W.)	..	..	..	1	" "
" " (D.O. of C)	..	..	..	1	" "
Fleet Train	..	..	..	1	" "
Spare	..	..	..	1	" "

3. Dockyards are required to retain Viewers Mk.3 to enable ships precluded by space from carrying Viewers, to have readily available facilities for perusing the half plate negatives.

4. These Viewers which have already been issued are not to be transferred or otherwise disposed of without first obtaining approval from the Director of Ordnance and Underwater Weapons.

5. Navy Order 393 of 1951 is hereby cancelled.

(4430/81/82)

703.

ILLUMINANTS - RESTRICTIONS WHEN USED IN EXERCISES.

Owing to the risk of Starshell or illuminating rockets (including "Glow-worm" and 2-in. Rocket Flares) bursting in poor conditions of wind and target movement or as a result of errors, in such a way that the incendiary star composition falls on target ships, the following restrictions are to be applied when such illuminants are used in exercises :-

- Tankers carrying aviation spirit are not to be used as target ships for these illuminants.
- Aircraft carriers are only to be used as target ships for these illuminants if all aircraft have been struck down and no fuel danger exists.

2. The Firing Manual (B.R.1043(2)) will be amended in due course.

(The foregoing is the unaltered text of A.F.O.1434/1956.)

(4444/9/104)

704.

A/S MORTAR MARK 10 - MODIFICATION TO WARNING RELAY BOX.

It has been found during A/S Mortar Mk.10 trials that a fault in the Warning Relay Box fitted in the Handling Room can give a false indication of "Mortar Ready" in the A.C.R. and Operations Room.

2. The Commanding Officers of H.M.A.S. QUEENBOROUGH and QUICKMATCH are therefore to include a defect item, deficiency in existing arrangements, worded as follows in the next main defect list quoting this Order as authority.

"Warning Relay Box for A/S Mortar Mk.10 and Ancillary Wiring to be modified in accordance with Navy Office drawing 1001/1041".

3. The provisions of this drawing should also be included in guidance drawings for H.M.A.S. QUIBERON.

4. Separate action has been taken for new construction.
(4283/1/256)

705.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (SLOOP).

The following item is approved in principle for A.S. Frigates (Sloop).

Class List Item No. 524. Classification "A"

Item :- To fit fluorescent lighting fittings, Siemens Type M.D.202/2, 220 volt, D.C., 24" Twin complete with shades as indicated in the following spaces.
Supply Officer's Cabin over desk, with Shade Type 2 P.E. 1 in No.
C.B. Officer's cabin, over desk, with Shade Type 2 P.E. - 1 in No.
Engineer Officers' cabin, over desk, with Shade Type 2 P.E. - 1 in No.
Victualling Office, over desk, with Shade Type 2 P.R. - 1 in No.
Wireless Office, with Shade Type 2 P.E. - 2 in No.
Engineer's Office, over desk, with Shade Type 2 P.R. - 1 in No.
Sick Bay, in dispensary, with Shade Type 2 P.R. - 1 in No.
Navigational Chart House, over table, with Shade Type 2 P.R. - 1 in No.
Ships Office, over table with Shade Type 2 P.R. - 1 in No.
Ships Office, over desk, with Shade Type 2 P.R. - 1 in No.
Naval Stores, over desk, with Shade Type 2 P.R. - 1 in No.
Main Signal Office, over desk, with Shade Type 2 P.R. - 1 in No.
Sick Bay, over operating area, with Shade Type 2 S.V. - 2 in No.
Low Power Room, over bench with Shade Type 2 S.V. - 1 in No.
E.R.A's Workshop, over bench, with Shade Type 2 S.V. - 1 in No.

E.R.A's Workshop over lathe, with Shade Type 2 S.V. - 1 in No.
Sailmaker's Workshop, over machine, with Shade Type 2 S.V. - 1 in No.

Compensating Weight :- Compensation deducted from topweight pool.

References :- H.M.A.S. WARREGO proposed alteration and addition item, temporary distinguishing letter "C".
H.M.A.S. WARREGO memorandum No.3/466, dated 23rd March, 1955.
P.O.I.C.F.A. memorandum S.A.1731/505/23/1 dated 4th May, 1955.

2. As this work was completed in H.M.A.S. SWAN during conversion, the Commanding Officer is to take action in accordance with paragraph 1 (d) of Part II of Navy Order 424 of 1953.

(4282/1/11)

706.

BATTLE PRACTICE TARGETS HELD AT SYDNEY - ACCOUNTING.

It has been decided that the 145 Ft. Battle Practice Targets at Sydney, which have hitherto been regarded as an item of Naval Stores accounted for by the Superintending Naval and Air Store Officer, will in future be dealt with as "Yard Craft" under the control of the General Manager, Garden Island Dockyard, in a similar manner to Punts, Lighters and other "dumb" craft held by General Manager, Garden Island Dockyard. Consequently, Demands (Forms A.S.134) and Requisitions for Survey (Form A.S.331), covering the issue and return of Targets and associated equipment to individual ships, will no longer be required.

2. Equipment required for use with the Targets is to be accounted for by General Manager, Garden Island Dockyard in Inventory Accounts (Forms A.S.1099) in the normal manner for Yard Craft.

(3278/15/96)

707.

NAVAL STORES (AIR) - STORAGE OF ALTITUDE CONTROL UNIT, TYPE A, REF. 6J/1129.

Faulty stowage of Altitude Control Units, Type A, Ref. 6J/1129, results in seepage of the lubricant from the bearings when the motor shaft is in the vertical position, rendering the item unserviceable. Care should therefore be taken to ensure the items are correctly stowed as indicated by the "THIS SIDE UP" label on the container.

(The foregoing is the unaltered text of A.P.O.1174/1956.)

(4403/15/636)

708.

NAVAL STORES (GENERAL) - CHERNIKEEFF LOGS - USE OF STANDARD SERVICE TYPES OF OIL.

The following oils are to be used in future for the lubrication and sealing of Chernikeeff Log mechanisms in substitution of Oil, Gargoyle, Viscolite, L.M., now used in temperate waters and Oil, Gargoyle, D.T.E. Marine A.A., Pattern 4561, specified for use in tropical waters, regarding which some ships have reported excessive rate of loss in use.

		<u>Class and Group</u>
In Arctic Waters	Oil Mineral O.M.52, Pattern 4424	E.9
In Temperate Waters	Oil Engine O.M.170, Spec. D.Eng.RD.2472A/0 R.A.F. Stores Ref.34B/100553	K
In Tropical Waters	Oil Engine O.M.270, Spec. D.Eng.RD.2472B/0 R.A.F. Stores Ref.34A/100554	K

2. A first outfit quantity of 1 gallon of each of the above oils will in future be provided, on storing, to ships fitted with Chernikeeff Logs. Commanding Officers of ships in commission so fitted should also arrange for these quantities to be demanded when stocks of the existing oils on board require replenishment.

3. No further purchases of Oil, Gargoyle, D.T.E. Marine A.A., Pattern 4561 or Oil, Gargoyle, Viscolite, L.M. will be made but stocks remaining may be issued to those ships in which it is giving satisfactory service.

4. The relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O.1181/1956.)
(4512/90/183)

709.

NAVAL STORES (TECHNICAL) OSCILLOSCOPES, PATTERN W3336/A (OBSOLETE) AND REFERENCE 108/831 (INTRODUCTION).

Oscilloscope, Pattern W3336/A, which has been superseded by Oscilloscope, Type 13A, Reference 108/831, is now obsolete.

2. Demands for Oscilloscopes, Reference 108/831, to replace Pattern W3336/A held, should be forwarded to the appropriate (Superintending) Naval Store Officer, and, on receipt of the new instruments, Pattern W3336/A Oscilloscopes are to be returned to Store for disposal.

(The foregoing is the text of A.P.O.207/1956 altered to meet R.A.N. conditions.)

(4519/31/797)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

710.

ACCOUNTING PROCEDURE FOR VICTUALLING STORES - PROVISIONS.

The following amendments to Navy Order 877 of 1955 are promulgated and personal copies held are to be noted accordingly :-

Paragraph 5(b) A.S.92 - Fresh Provisions Received from Contractors.

add (v) A statement showing the following details is to be prepared from Form A.S.92 and forwarded to the Director of Victualling with Form A.S.462 each month :-

- | Port | Name of Contractor | Description of Item | Denom. | Total Quantity |
|------|--------------------|---------------------|--------|----------------|
|------|--------------------|---------------------|--------|----------------|
- (vi) In ships without Supply Officers, the following procedure is to be observed :-
- (1) A separate Form A.S.92 is to be prepared for each port.
 - (2) The certificate on the face of the form (substituting the words "ship without Supply Officer" for "tenders") is to be signed by the Captain within three days after the close of each month and/or immediately before final departure from the port and forwarded to the appropriate Base Supply Officer or Resident Naval Officer who is to acknowledge receipt in writing.
 - (3) The Base Supply Officer/Resident Naval Officer is to arrange for the preparation of the necessary Forms N.A.4 and for payment to be effected to the contractors concerned. The stores charge certificate is to be given in the normal manner the following words being added thereto "Vide Captain's Certificate on Form A.S.92 for the month of19."
 - (4) The Form A.S.92 completed in regard to the reference to the Registration and Consecutive Numbers of payment vouchers and signed by the Base Supply Officer/Resident Naval Officer is on completion of all payments to be forwarded to the Commanding Officer of the ship concerned for filing with the relevant monthly bundle.
 - (5) The Commanding Officer is to ensure that the completed Form A.S.92 is received within a reasonable period.

Paragraph 5(j) A.S.257c - Daily Numbers Victualled.

Remember existing paragraph (j)(i) and -

add (ii) The numbers of personnel not checked but absent from ship for at least 24 hours, e.g. week-end leave are to be entered on line 8.

- (iii) Back victuals and back checks are to be shown in "Remarks" section of Form A.S.257c but are to be disregarded for entries made in Form A.S.462. Necessary adjustments, however, are to be made for entries in Form A.S.72 (see paragraph 6).

Paragraph 5(1)(ix) A.S.462 - Return of Numbers Victualled and Provisions Expended.

add after the words "Director of Victualling" the following :-

"within 10 days after the close of the month accompanied by a schedule (Form A.S.558) showing the documents forwarded".

Paragraph 6 Repayment Messes.

After sub-paragraph (iii) add the following :-

"In ships without Supply Officers, Form A.S.72 is to be certified by the Captain on the back of the form as follows -

"I certify that the details shown for the month of are correct and that the amount of £ is payable to/by the Wardroom Mess of H.M.A.S."

The form is to be presented to the nearest Base Supply Officer or Resident Naval Officer as soon as convenient after the close of each month, who will enter the relevant details on Form A.S.73 - Mess Account - and effect settlement or recovery immediately. Form A.S.72 is to be notated at the foot with the A.S.73 Registration Number or Official Receipt Number as applicable, and signed by the Base Supply Officer or Resident Naval Officer. Form A.S.72 is to be returned to the ship concerned."

add (iv) One third of victualling allowance per meal may be claimed for the number of ratings shown in lines 12 and 13 of Form A.S.257c.

Paragraph 8 General.

add (d) On paying off, the ledgers and monthly bundles are to be forwarded to the Director of Victualling.

Navydire 458 item of 20th December, 1955 is withdrawn.
(4528/4/392)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

711.

FORMS - DEGAUSSING.

Arrangements have been made for stocks of the following Degaussing Forms to be held by the Superintending Naval and Air Store Officer, Sydney, for issue on demand.

Form No.	Description
S.1750	O.R.1 - Ranging Data.
S.1751	Charts No.1-3.
S.1752	Charts No.2-8.
S.1753	Setting Table No.1 - "P" and "Q" Coils.
S.1754	Setting Table No.2 - "P", "Q" and "A" Coils.
S.1755	*D.G.1 - D.G. Certificate - Merchant Ships, Coiled,
S.1756	D.G.1(N) - D.G. Certificate - H.M.A. Ships.
S.1757	*D.G.1A - Repair or modification to D.G., or Deperming - Merchant Ships.
S.1758	D.G.1A(N) - Repair or modification to D.G., or Deperming - H.M.A. SHips.
S.1759	*D.G.W. - Certificate of Wiping - Merchant Ships.
S.1760	D.G.W.(N) - Certificate of Wiping - H.M.A. Ships.
S.1761	D.G.2.W. - Operational Record of Wiping or Flashing.
S.1762	D.G.2.D.P. - Operational Record of Deperming.
S.1763	*D.G.7 - Log sheet of D.G. Wiping and Deperming - Merchant Ships.
S.1764	D.G.7(N) - Log Sheet of D.G. Wiping, Flashing and Deperming - H.M.A. Ships.
S.1765	*D.G.M.S.4 - Inspection Certificate for D.G. Equipment fitted in Merchant Ships.
S.1766	D.G. Folder (Merchant Ships).
(* Forms suitable for insertion in Merchant Ship Folder - S.1766).	
-	D.G.4(A) - Weekly return of vessels wiped or depermed.
-	O.R.4/5 (A) - Periodical Return of Ships Ranged.
S.1771	D.G. Station Report.
S.1772	Report on Laying Operation - Open Ranges.

(3526/12/1614)

RESTRICTED

12

712

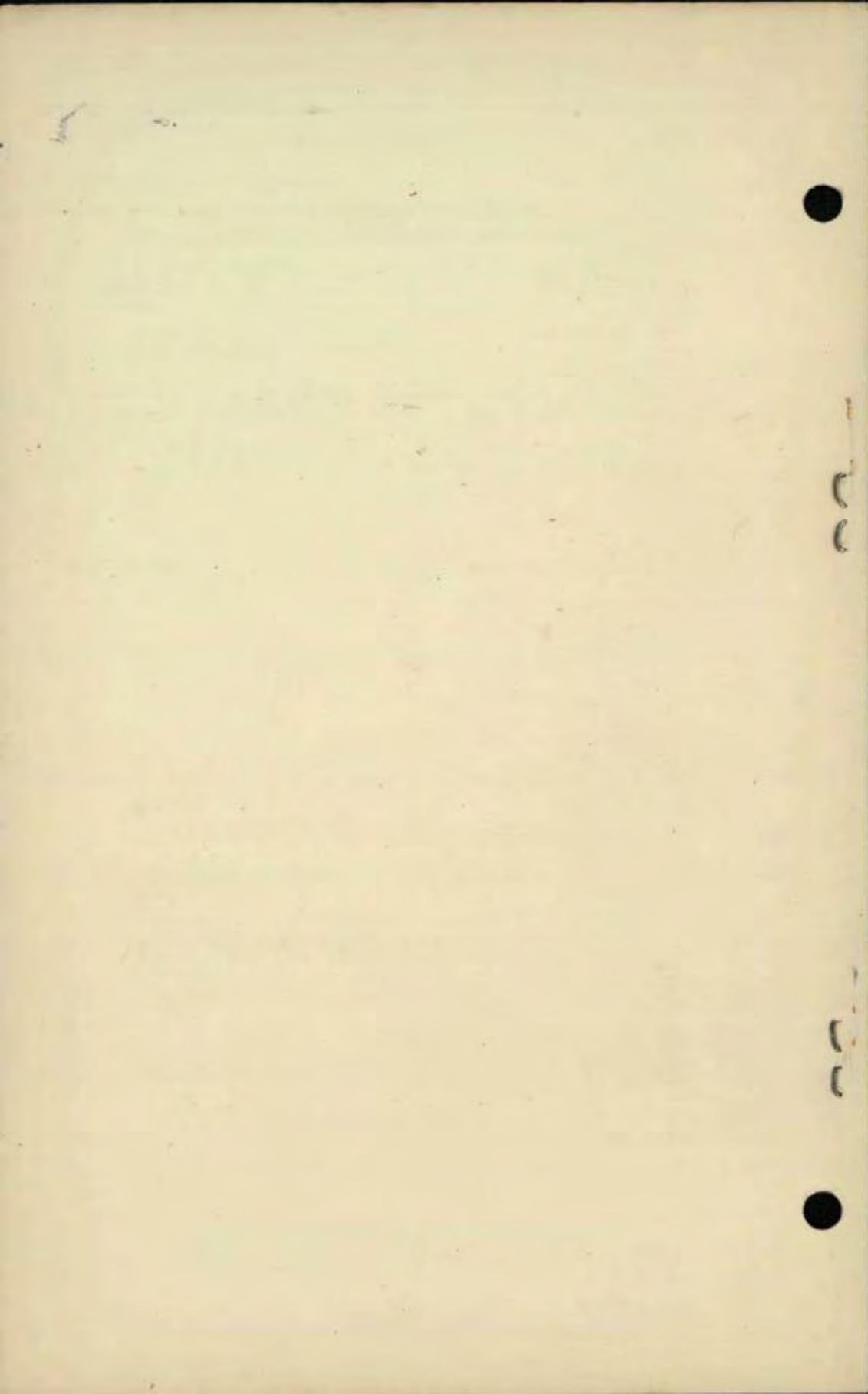
712.

FORM A.S.1245F - T.A.S. WAR HISTORY SHEET - REVISION.

Form A.S.1245F has been revised and is available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. Existing stocks of this form are to be destroyed or pulped if sufficient are held.

(3526/12/1508)



C. N. O. s.

Cent Office

C. N. O. s. 713-725/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th July, 1956.

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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714.	Messages - Phonetic Alphabet.
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715.	Compassionate Leave and Draft.
<u>SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES</u>	
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RESTRICTED

3

713-715

SECTION 1 - ADMINISTRATIVE AND GENERAL

713. ACCIDENTS - OVERHEAD ELECTRIC CABLES - DANGER FROM SITUATING EQUIPMENT NEARBY.

Experience in civil work has shown that the risks attendant upon bringing any equipment near to an overhead electric line are not generally known. It is not necessary for equipment actually to touch the overhead line for dangerous conditions to be created: it may well be made live even if it is only brought within the vicinity of the conductors; the extent of the danger area is in proportion to the voltage.

2. In the interests of safety, therefore, all temporary structures and the jibes of mobile machines should be kept well clear of all overhead lines.

3. Navy Order 852 of 1954 is hereby cancelled.

(The foregoing is the text of A.P.O. 1460/1956 altered to meet R.A.N. conditions.)

(4227/1/11)

714. MESSAGES - PHONETIC ALPHABET.

Reference A.P.O. 3168/55 (title as above) it has been agreed that the phonetic equivalent XRAY should be written as a single unhyphenated word.

(A.G.M. 629A of 22 Mar. 1956 is cancelled)

(The foregoing is the unaltered text of A.P.O. 1584/1956.)

(4363/11/152)

SECTION 2 - PERSONNEL

715. COMPASSIONATE LEAVE AND DRAFT.

Circumstances in which Compassionate Leave may be granted.- Compassionate leave is to be granted only where the presence of the rating is essential and a matter of urgency. The decision whether a man can be spared is not to be made solely on the compassionate nature of the case, but also on operational requirements, availability for draft, and on the duty or courses of instruction on which he is employed.

2. The general circumstances in which compassionate leave may be granted are :-

- (a) Death or illness - Death, imminent death or dangerous illness of wife, child or parent or a near dependent relative; and
- (b) Other circumstances - Urgent private reasons of an exceptional or personal nature not connected with the immediate resumption of civil employment.

NOTES:- (i) Documentary evidence, or confirmation by a Naval authority or welfare organisation is generally desirable before granting compassionate leave, but where immediate action appears essential, leave may be granted contingent on documentary evidence being produced on the man's return.

(ii) Only where the situation would be materially prejudiced by the man's absence are cases of domestic or financial affairs to be considered as legitimate grounds for the granting of compassionate leave under (b).

(iii) Pregnancy or confinement are not normally to be regarded as adequate grounds for compassionate leave.

(iv) Leave should not be granted in respect of a fiancée as the relationship has no legal permanence.

(v) Where a man wishes to marry a woman for whose condition he is responsible, consideration should firstly be given to whether the case could be covered by normal leave, either in advance or in the ordinary course. Should it be necessary to grant compassionate leave in these circumstances, the man himself must meet the cost of travel to and from such leave, unless the travel is taken as a debit against his normal leave travel entitlements.

3. Grant of Compassionate Leave (Within Australia Station).- It is the responsibility of the Commanding Officer to investigate the circumstances of each application for compassionate leave, and the assistance of Naval Officers-in-Charge and Resident Naval Officers is to be requested by signal or letter to provide supporting evidence. Upon receipt of such a request, these authorities are to arrange for a Chaplain or an Officer to investigate the circumstances of the case (see paragraphs 22 and 23 of this Order). Signals should contain the following brief details :-

- (a) Nature of request.
- (b) Reason for request.
- (c) Religious denomination.
- (d) Any other relevant details.

4. When the Commanding Officer is satisfied that grounds exist for the grant of compassionate leave, he may grant such leave for a period or periods not exceeding a total of 7 days in any one leave year (plus essential travelling time under paragraph 9 of this Order) without deduction from recreation leave.

5. Should it be necessary to grant leave in excess of 7 days, it is to be debited :-

- (a) against recreation leave accrued; or
- (b) if recreation leave entitlements are exhausted against leave accruing during the ensuing 12 calendar months (calculated at the basic scale - viz. 28 days a year.)

Any periods of leave granted in excess of the above are to be without pay, covering approval being obtained from the Naval Board.

6. A man who, while on normal leave, desires compassionate leave should :-

- (a) if in the State in which his ship or establishment is situated, apply to his Commanding Officer; or
- (b) if in a State other than that in which his ship or establishment is situated, apply to the nearest Naval Officer-in-Charge or Resident Naval Officer.

The man should make application as soon as the need for it arises, and not wait until the expiration of his recreation leave before making his request.

7. Where a rating on leave applies for compassionate leave to a Naval Officer-in-Charge or a Resident Naval Officer, that Authority, if satisfied that grounds exist for the grant of such leave, he should if time permits forward the application to the rating's Commanding Officer with an appropriate recommendation; if time does not permit, however, he may grant leave as in paragraph 4 of this Order, the rating's Commanding Officer being informed accordingly.

8. Where a rating on compassionate leave desires to apply for further compassionate leave, the procedure in paragraph 6 of this Order should be followed.

9. Personnel Serving Overseas.- In the case of personnel serving outside the Australia Station, compassionate leave to Australia is not to be granted without prior approval of the Naval Board. Such leave will be granted only in exceptional circumstances, and if approved, travel will be at Departmental expense. The proposed route by which officer or rating will travel if approval is given is to be stated. Full use is to be made of any available service transport.

10. Travelling Time.- Where compassionate leave is granted to a man under this Order, travelling time appropriate to the type of transport used will be added to the leave granted where the travelling time for the single journey exceeds 12 hours by the approved means and route of travel.

11. Compassionate Leave Travel.- A man granted compassionate leave may be issued with a free travel warrant debitable against his normal entitlement to free leave travel.

12. Where a man would not normally be granted a seasonal leave warrant, or where he is granted compassionate leave within 3 months of returning from normal recreation leave, he may, in the following circumstances, be granted free travel without charge against his entitlements :-

- (a) death or dangerous illness of wife or child;
- (b) the imminent death of a parent or near dependent relative so that the man can see his parent or the person concerned before death takes place;
- (c) the dangerous illness or death of a parent or near dependent relative - provided the presence of the man in the home is essential and there is no other son or daughter at home or readily available to give the necessary assistance;
- (d) the infidelity of the man's wife;

(e) serious domestic hardship where the presence of the man is essential.

13. The grant of free travel under paragraph 12 of this Order may be authorised by the Commanding Officer, but in cases of doubt or where time permits approval is to be sought from the Naval Board.

14. If considered necessary, the Commanding Officer when granting compassionate leave travel may approve of travel on the forward journey to be undertaken by the fastest available means of public transport which runs to schedule, including air.

15. On the return journey to ship or establishment, the man should travel by the normal means for the particular route.

16. Free travel, when granted, will be to the required destination. The man will not be limited to the destination to which free travel may be granted when he travels on normal leave.

17. A man may be permitted to use his own motor vehicle on a compassionate leave journey if its use is essential to meet the needs of the case. If the man is entitled to free travel he will be paid the appropriate rate of mileage allowance but not exceeding in total the cost of travel by normal means.

18. Compassionate Draft.- Where the Commanding Officer considers that compassionate leave will not meet the requirements of a case, an application may be forwarded for a compassionate draft. In view, however, of the difficulty in providing reliefs for ratings drafted on compassionate grounds, and the effect that such drafts have on the sea/shore and shore/sea rosters, applications should be kept to an absolute minimum.

19. The procedure for investigating requests for compassionate drafts should generally be the same as for compassionate leave. Applications should be accompanied by a full statement of the circumstances with supporting evidence and a recommendation by the Commanding Officer as to the duration of the draft required.

20. As a rule, the duration of a compassionate draft will not exceed three months from the date the man joins the new appropriation. On the expiration of the period granted, the new Commanding Officer is to report to the Naval Board whether or not the compassionate circumstances still exist and include a recommendation as to the man's availability for normal drafting. If no report is received within one month, the man will be considered available for draft in accordance with manning requirements.

21. General.- Authorities should refrain from making any promise or forecast of the grant of compassionate leave or draft (or the grant of free travel) before the case has been fully investigated and a decision given. Such a promise may cause unnecessary suffering to relatives and is liable to have bad effect on morale.

22. Commanding Officers are personally to acquaint themselves with all facts in welfare cases. In submitting the matter for consideration they are to give their own considered recommendation and are not merely to forward the report of a Chaplain or other officer.

23. When Officers-in-Charge at ports are requested to carry out an investigation by the Commanding Officer of one of H.M.A. ships or an establishment not under their control, the same principle as given in paragraph 22 of this Order is to apply when making a reply. The recommendation should in all cases state whether the member's presence is essential and a matter of urgency and whether paragraph 2(a) or 2(b) of this Order applies.

24. All welfare cases are to be investigated expeditiously and reports forwarded without delay. As much detail as possible should be given.

25. Officers.- The aforementioned conditions for grant of compassionate leave or draft to ratings apply generally to the grant of compassionate leave or appointment of officers.

26. Navy Orders 408 of 1953 and 586 of 1954 are hereby cancelled.

(4002/151/53)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

716.

GUNNERY EQUIPMENT - SHIPS' OFFICERS ELECTRICAL DRAWINGS.

It has been decided that certain electrical drawings of gunnery equipment, previously included in B.R. 1100 series, will be omitted therefrom in future and will be issued by the Director of Electrical Engineering as "Ships' Officers Electrical Drawings", concurrently with and in addition to the normal electrical "As fitted" drawings.

2. These will be applicable to the relevant gunnery equipment fitted in a particular ship and specific to the type of gun mounting, director or other gunnery equipment as appropriate.

3. The drawings will cover generally information relating to the following :-

- (a) Associated motor generators (including metadyns), transformers, rectifiers, motors and control gear.
- (b) Control and supply panels.
- (c) Amplifier assemblies.
- (d) Internal connections of components (including amplifier cubicles).
- (e) Winding details of components (N.B. These details are usually indicated on drawings under (a) above).
- (f) Schematic diagrams. (N.B. These may also be included in relevant handbooks when produced).

4. "Internal Cable Assemblies" and "Arrangement of Electrical Equipment and Cable Runs (dressing drawings)" will continue to be included in B.R. 1100 (series).

(The foregoing is the unaltered text of A.F.O. 1170/1956.)
(4429/1/212)

717.

40 M.M. BOFORA MOUNTINGS MARK 7 - STARTER S.

Reports have recently been received of starters for 40 m.m. Mark 7 Bofora mountings being inoperative because the "Stop-Start" lever pivot pin had seized in the base plate of the "Stop-Start" assemblies in the starter boxes due to rust.

2. To eliminate further possibilities of this defect occurring, "Stop-Start" handles on all 40 m.m. Mark 7 Bofora mountings are to be tried, and if signs of stiffness are evident, the cadmium plated pivot pin and its bearings are to be thoroughly cleaned and lubricated.


3. As a matter of general policy the bearing of this "Stop-Start" lever is to be lubricated quarterly. Maintenance schedules of all ships should be amended accordingly.

(4429/41/231)

718.

A.I.O. - PLOTTING SYMBOLS FOR GUIDED WEAPON SHIPS.

In order to denote guided weapon ships on plots, the normal plotting symbol is to be used, with the addition

of a  below it.

E.g.

Guided weapon cruiser



Guided weapon escort



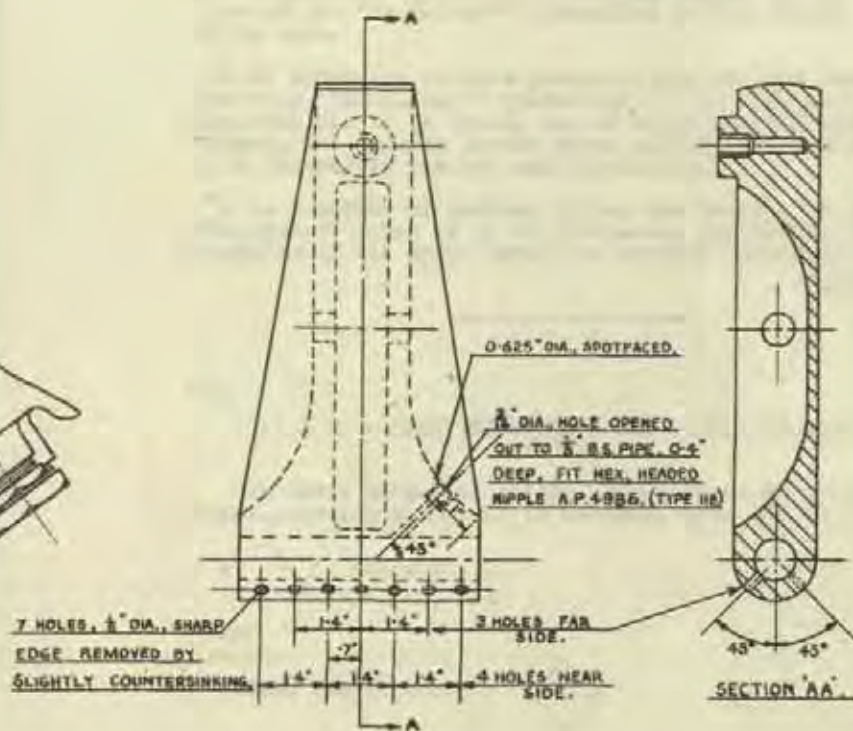
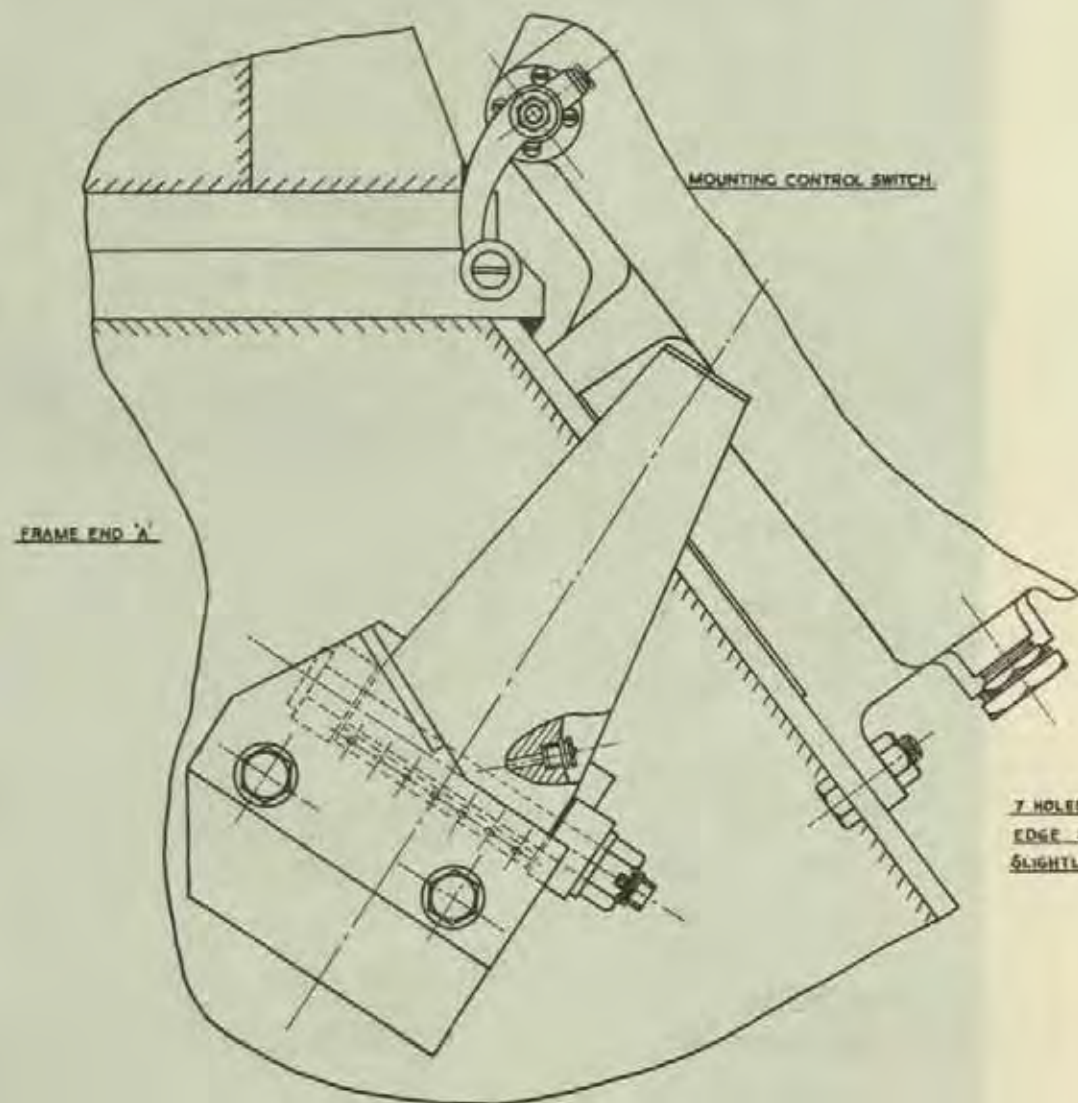
(The foregoing is the unaltered text of A.F.O. 1486/1956.)
(4276/2/111)

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MODIFICATION TO SPRAG ARM FITTED TO FRAME. END 'A' OF A/S MORTAR MK 10.

MODIFICATION NO. 4. ADDITION OF A GREASE NIPPLE AND LUBRICATING HOLES.



SPRAG ARM.

(REFERENCE DRWG A.M.E. 4002/34.)

NOTE. GREASE L.G. 280 TO BE USED.

PART SECTION SHOWING ASSEMBLY OF SPRAG ARM.

719.

A/S WEAPONS - A/S MORTAR, MARK 10 - SPRAG ARM LUBRICATION - MODIFICATION.

- | | |
|--|--|
| (a) Ships, Establishments and Authorities concerned. | Ships concerned, H.M.A. Dockyards, Gunnery Equipment Depots. |
| (b) Type and Mark of Mounting | A/S Mortar, Mark 10. |
| (c) Part of Mounting affected | Sprag arm (Item 21, Drawing No. A.M.E. 4002). |
| (d) Purpose of Modification | To provide additional lubrication. |
| (e) Nature of Modification | Drill and tap for a grease nipple, A.P.4986; Drill 7 in No., 1/8-in. diameter lubricating holes. |
| (f) Drawings or Navy Order Diagram | Navy Order 719 of 1956 Diagram (A.M.E.4002). |
| (g) By whom to be done | Ship's staff, with Dockyard assistance, if required. Authorities concerned. |
| (h) When to be done | As soon as possible. |
| (i) How to be treated | As a defect. |

NOTE:- This item is to be recorded as Mounting Modification No. 4 and Appendix 1 of Navy Order 1130 of 1955 is to be amended accordingly.

(The foregoing is the text of A.P.O. 1489/1956 altered to meet R.A.N. conditions.)

(4428/33/37)

720.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (SLOOP).

The following item is approved for A.S. Frigates (Sloop) :-

Class List Item No. 512 Classification "A"

Item: "To resite E.R.A.'s mess on the upper deck between frames 68 and 77, and convert the present mess into an Engineer's Office and E.R. office in accordance with Garden Island Drawing No. 122/16 (Navy Office Drawing No. 154/67)."

Compensating Weight: Compensation deducted from topweight-pool.

References: H.M.A.S. WARREGO proposed Alteration and Addition item temporary distinguishing letter "A".

H.M.A.S. WARREGO memorandum No. 152/7327, dated 21st June, 1954.

Navy Office letters Nos. 53197 and 53198 dated 6th February, 1956.

(4282/1/9)

721.

NAVAL STORES (AIR) - BOARD PLOTTING - REF. 68/319 -
SPECIAL ALLOWANCES.

Although Admiralty Amendment List No. 94 cancelled allowances of plotting boards, reference 68/319 from Air Stores Establishments, A.P.(N) 377 and A.P.(N) 378, the use of these boards in the R.A.N. is to continue.

2. The following Special Allowances are to apply

Air Station - 12 No. plus:

Squadron Mobile Equipment as
for Carriers hereunder.

(An additional allowance of
one for each instructor and
pupil borne at operational
Flying Schools, Observers
School, Naval Air A/S School,
as required).

Additional 10% of gross holdings
may be held as spares.

Carriers - 6 No. plus:

Squadron Mobile Equipment of
1 per aircraft (Except Firefly
6) plus one per navigator in
A/S Squadrons.

(4403/15/586)

722.

NAVAL STOREKEEPING ARRANGEMENTS AND ACCOUNTS -
RESPONSIBILITY FOR INSPECTION.

Recent inspections of the Naval Store Accounts of certain H.M.A. ships have disclosed that the Naval Storekeeping duties as defined in E.R.4 have been carried out in an unsatisfactory manner. Replenishment demands had been prepared without regard to remains on board, surplus stocks being thereby accumulated, and ledger posting had fallen considerably in arrear.

2. It is the responsibility of the Captain and directly of the Officer-in-Charge of Naval Stores to ensure that the Naval Storekeeping duties are carried out in accordance with the Regulations, also that the work is kept up to date. When inspection discloses an unsatisfactory state of affairs resulting from failure of responsible officers in this regard, the matter will be regarded seriously.

3. The Director of Naval and Air Stores is responsible for the general system of Naval Storekeeping in H.M.A. ships and establishments, the periodical examination of Naval Store Accounts, test stocktakings, inspection of stowage arrangements, etc., and for reporting to the Naval Board any instances where the Naval Storekeeping Regulations are not being complied with. These duties are carried out by officers of the staff of the Director of Naval and Air Stores.

4. In the case of ships attached to a Base or of a detached ship visiting a Base the Command Supply Officer or the Base Supply Officer is responsible to the Naval Officer-in-Charge for regular inspection of the Naval Store arrangements and accounts in the same manner as the Fleet Supply Officer is responsible in respect of the ships of the Fleet. Inspection by Command or Base Supply Officers is necessary to ensure that the Naval Store arrangements are generally satisfactory and that the work is kept up to date and should bring to light obvious failure to carry out the Regulations. In view of the necessarily limited scope of such inspections, it is not expected that they should disclose irregularities which could only be ascertained as a result of a systematic examination of accounts, etc., as carried out by representatives of the Director of Naval and Air Stores.

5. The attention of all concerned should be drawn to the fact that many items of Naval Stores are of imported origin or are manufactured from imported material. The conservation and use to the best advantage of all Naval Stores is therefore a matter of importance and the conduct of storekeeping and accounting in the manner provided for in the Regulations is essential as a means of achieving this objective.

6. A return of inspections of the Naval Storekeeping arrangements and Naval Store Accounts of H.M.A. ships attached to a Base, or detached tenders visiting a base, carried out by, or on behalf of, the Command or Base Supply Officer, is to be forwarded in duplicate by the Naval Officer-in-Charge concerned to Navy Office at the end of each quarter. Vessels involved include H.M.A. Frigates, O.M.S. Vessels and other ships in which Naval Stores and Accounts are not in charge of an officer of the Supply Branch.

7. The return should cover all inspections made during the quarter and should include the following particulars :-

- (a) Name of Ship.
- (b) Date of Inspection.
- (c) Matters covered by the Inspection.
- (d) Result of inspection.
- (e) Steps taken to correct any irregularities disclosed during the inspection.
- (f) Any general remarks.

8. Navy Orders 444 of 1942, 99 of 1945 and 252 of 1946 are hereby cancelled.

(4501/6/68)

723.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) PAINT
ROLLERS - INTRODUCTION.

Following upon recommendations of the Naval Paint Committee, it has been decided to supply paint rollers in the Royal Australian Navy. Reports have indicated that the use of rollers for painting results in a substantial saving in labour, a small saving in paint and that the rollers are simple to use.

2. The undermentioned items will be supplied and will be accounted for under Class E, Group 12 :-

<u>Pattern</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
like 6480	Paint rollers to Navy Office drawing O/2872	Permanent
like 6481	Paint trays to Navy Office drawing O/2872	Permanent
-	Paint rollers, self feeding, "Magikoter".	Permanent
-	Lamba wool sleeves to Navy Office drawing O/2872	Consumable
-	Lamba wool sleeves, "Magikoter"	Consumable.

3. Wooden handles for paint rollers should be made by adapting 4ft. broom handles, pattern C.1701 or 6ft. tar brush handles, pattern C.1704 as necessary.

4. Allowances of paint rollers and trays are set out in the Appendix to this Order. Lamba wool sleeves up to 25% above the number of rollers, like Pattern 6480, allowed, and three spare cotton sleeves for each "Magikoter" roller allowed, will be provided as a first supply. Subsequent replenishment demands for sleeves should be based on actual expenditure in accordance with B.E.4, Article 14.

5. First supply of the items to H.M.A. Dockyards, ships in commission and ships in "D" class commission in reserve will be made by the appropriate (Superintending) Naval Store Officer, without demand, when stocks are available. Dormant demands for ships undergoing construction and conversion and ships in "E" class commission in reserve will be raised by the Storing Yards concerned in the normal manner. A reduction of paint brushes in the ratio of three rollers and trays to four brushes will be made to the first outfit of ships either in reserve, under construction or undergoing conversion.

6. To ensure the satisfactory use of paint rollers and a reasonable life for them, they should be thoroughly cleaned out after each period of use, or when different materials are used. Rollers which have been used with synthetic resin or oil bound paints should be cleaned out with mineral turpentine and washed in warm soapy water. They should then be rinsed in clean fresh water and finally dried by rolling them over absorbent material. For economy the mineral turpentine used for cleaning should be poured back into a suitable container and re-used after being allowed to settle.

7. Paint rollers which have been used with water paint should be cleaned out with warm soapy water, rinsed and dried out as described above. It is essential that these instructions for the care of paint rollers should be followed. If the rollers are neglected or misused no subsequent treatment can restore them to a serviceable condition. On no account should they be immersed in paint, or any other fluid to a greater depth than that permitted by the correct use of the paint trays.

8. The paint rollers and trays are relatively expensive items and it is essential that the greatest care be exercised to prevent their loss overboard.

9. In order to prevent such loss, the following action should be taken :-

- (a) A hole drilled in the handle used with the paint roller and a lanyard fitted.
- (b) A Lanyard to be fitted to the handles of paint tray.
- (c) A hook to be fastened to one stage lanyard on each stage, so that the roller and paint tray can be secured whilst stages are being adjusted.

(4514/21/275)

APPENDIX

Ship or Establish-ment.	Allowances		Corresponding reduction in numbers of Brushes (Pattern like C286; like C287A, C288 and C275) in lieu of Paint Rollers and Trays for new construction ships.
	Paint Rollers like pattern 6480 and Paint Trays like pattern 6481.	Paint Rollers "Magikoter"	
Light Fleet Carrierc	30	30	80
Daring Class Ships	8	7	20
Destroyers	6	6	16
Frigates (Converted Fleet)	6	6	16
Frigates (River Class)	5	4	12
Survey Ships	5	4	12
Ocean Minesweepers	3	3	8
Boom Working Vessels and Fleet Tugs	2	1	4
Reserve Ships, Sydney	4	4	-
<u>Dockyards</u>			
Garden Island	34	-	-
Williamstown	24	-	-

724.

**DAMAGE CONTROL - COLOURS AND MARKINGS OF PIPE SYSTEMS
AND ASSOCIATED GEARING.**

Pipe systems and associated valves and gearing in H.M.A. ships are to be given distinctive colours and markings in accordance with the revised scheme shown in Navy Order 724 of 1956 Diagram. Additional colours have been added to the system previously in force in order to distinguish between hydraulic systems using oil and those using water as the pressure medium.

2. The revised scheme is to be applied in all new construction and in ships taken in hand for conversion of large refit. In other ships the work of altering the existing markings to conform with this new scheme is to be undertaken by ship's staff as opportunity permits.

3. The item to be used in the Royal Australian Navy for the marking of piping and gearing are the enamels introduced by Navy Order 596 of 1954.

4. Pending the introduction of a synthetic emulsion type paint to a service specification, "Spartan Plastic" P.V.C. emulsion paint in the following colours is to be used for painting lagging on engine room pipes.

Shell Pink (colour 109 to B.S.1572)

Pastel Blue (colour 114 to B.S.1572)

Champagne (colour 105 to B.S.1572)

Opaline Green (colour 108 to B.S.1572)

White.

5. Navy Order 724 of 1956 diagram will be issued as Form A.S.1188. Stocks of Forms A.S.1188 are being obtained for issue to ships and establishments. Demands for requirements of this form should be forwarded to Superintending Naval Store Officer, Sydney.

6. On receipt of Form A.S.1188 or application to the ship of the new system, all copies of Form S.1188 (January, 1953 or October, 1954 issues) are to be destroyed.

7. These instructions will supersede those in the new ship A.B.C.D. Manuals; B.R.1294 - "The Damage Control Manual" - will not be amended: A reference to this Order should, however, be noted in pencil on the copy of Form S.1184 which is included in B.R.1294 as plate 2.

(The above diagram will be issued when printed copies become available.)

(The foregoing is the text of A.P.O. 2853/1954 altered to meet R.A.N. conditions.)

(4276/104/184)

**SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES**

725.

**CLOTHING - WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE -
FLANNELS, COTTON.**

The current issuing price of flannels, cotton, for W.R.A.N.S. is 1 $\frac{1}{8}$ d. and page 9 of the Clothing Price List is to be noted accordingly.

(4533/81/336)

COLOURS & MARKINGS FOR PIPING & GEARING IN H.M.A. SHIPS (OCEAN MINESWEEPERS & ABOVE)

SERVICE	GROUP	COLOUR OF PIPE	COLOUR OF FLANGE	MARKING	SERVICE	GROUP	COLOUR OF PIPE	COLOUR OF FLANGE	MARKING	
FIREMAIN & HANGAR SPRAY		SIGNAL RED B.S.Colour 537 Patt.Like 3557	SIGNAL RED	FIRE	FURNACE FUEL OIL SUPPLY	OIL	GOLDEN BROWN B.S.Colour 414 Patt.Like 3556	GOLDEN BROWN	F.F.O.	
MAIN SUCTION		GOLDEN YELLOW B.S.Colour 356 Patt.Like 3551	GOLDEN YELLOW	SUCTION	FURNACE FUEL OIL & AVCAT AIR ESCAPES (& ASSOCIATED PNEUMERCATOR PIPING)		GOLDEN BROWN	LIGHT STONE	F.F.O. OR AVCAT	
OVERBOARD DISCHARGE		BLACK	BLACK	DISCHARGE	FURNACE FUEL OIL SULLAGE		GOLDEN BROWN	BLACK	F.F.O.	
FLOODING SYSTEM	SALT WATER	GRASS GREEN	SIGNAL RED	FLOOD	LUBOIL		GOLDEN BROWN	AZURE BLUE	LUBOIL	
SALTWATER SERVICE		GRASS GREEN B.S.Colour 218	GRASS GREEN	SEA	HYDRAULIC OIL		GOLDEN BROWN	GOLDEN YELLOW	HYDRAULIC OIL	
BRINE		GRASS GREEN	AZURE BLUE	BRINE	DIESEL OIL		GOLDEN BROWN	LIGHT ORANGE	DIESEL	
DRAINING & SOIL PIPES		GRASS GREEN	GOLDEN YELLOW	DRAIN	AVCAT SUPPLY		GOLDEN BROWN	SIGNAL RED	AVCAT	
FRESH WATER	FRESH WATER & HYDRAULICS	AZURE BLUE B.S.Colour 104 Like Patt. 3555	AZURE BLUE	FRESH	AVCAT DRAIN		GOLDEN BROWN	GRASS GREEN	AVCAT	
HOT FRESH WATER		AZURE BLUE	SALMON PINK	HOT FRESH	AVGAS & AVTAG SUPPLY		AVGAS	LIGHT ORANGE B.S.Colour 557 Patt.Like 3559	LIGHT ORANGE	AVGAS OR AVTAG
HYDRAULIC SUPPLY		AZURE BLUE	LIGHT STONE	HYDRAULIC	AVGAS & AVTAG DRAIN			LIGHT ORANGE	GRASS GREEN	AVGAS OR AVTAG
DUPLICATE HYDRAULIC SUPPLY		AZURE BLUE	GOLDEN BROWN	HYDRAULIC	AVGAS & AVTAG AIR ESCAPE & BLOWING (& ASSOCIATED PNEUMERCATOR PIPING)	LIGHT ORANGE		STONE	AVGAS OR AVTAG	
HYDRAULIC RETURN		AZURE BLUE	BLACK	HYDRAULIC	KEROSINE OR AVTUR SUPPLY	KEROSINE	SALMON PINK B.S.Colour 443 Patt.Like 3550	SALMON PINK	KERO OR AVTUR	
TELEMOTOR		AZURE BLUE	GOLDEN YELLOW	TELEMOTOR	KEROSINE OR AVTUR DRAIN		SALMON PINK	GRASS GREEN	KERO OR AVTUR	
VENTILATION SUPPLY		LIGHT STONE	AZURE BLUE	VENT	KEROSINE OR AVTUR AIR ESCAPE		SALMON PINK	LIGHT STONE	KERO OR AVTUR	
VENTILATION EXHAUST	AIR	LIGHT STONE B.S.Colour 361 Patt.Like 3552	LIGHT STONE	VENT	THERMOGRAPH PIPING	VENETIAN RED B.S.Colour 445 Patt.Like 3554	VENETIAN RED			
H.P. AIR		LIGHT STONE	SALMON PINK	H.P. AIR						
L.P. AIR		LIGHT STONE	GRASS GREEN	L.P. AIR						

PIPING:- FIREMAIN, HANGAR SPRAY, AND MAIN SUCTION ARE TO BE COLOURED THROUGHOUT THEIR LENGTH. OTHERWISE ONLY THE FLANGE AND ABOUT 2 FT. OF PIPE EACH SIDE TO BE PAINTED AS SHOWN. IN COMPARTMENTS WHERE THERE IS NO FLANGE A CORRESPONDING LENGTH OF THE PIPE SHOULD BE COLOURED. THE APPROPRIATE MARKING AS ABOVE SHOULD BE SHOWN NEAR A FLANGE ON THE COLOURED PORTION OF THE PIPE. FOR SUCTION STANDPIPES A 6" YELLOW BAND IS TO BE PAINTED AT EACH DECK LEVEL.

GEARING:- GEARING TO FIREMAIN, HANGAR SPRAY, AND MAIN SUCTION FITTINGS IS TO BE COLOURED THROUGHOUT ITS LENGTH, BUT OTHER ROD GEARING & SPINDLES SHOULD BE PAINTED WITH 6" BANDS OF APPROPRIATE COLOUR, JUST ABOVE AND BELOW DECKS AND IMMEDIATELY ADJACENT TO BULKHEADS WHICH ARE PENETRATED BUT NOT ELSEWHERE WHERE TWO COLOURS ARE REQUIRED THE 6" BAND SHOULD HAVE A 2 INCH MIDDLE PORTION COLOURED SIMILARLY TO THE FLANGES ON THE SYSTEM.

SERVICE	COLOUR	PIPING IN MACHINERY SPACES (OTHER THAN THE ABOVE)	SERVICE	COLOUR
LAGGING ON SUPERHEATED STEAM PIPES		SHELL PINK SPARTAN PLASTIC (AUXILIARY STEAM) WHITE SPARTAN PLASTIC (MAIN STEAM)	LAGGING ON EXHAUST STEAM PIPES	
LAGGING ON SATURATED STEAM PIPES		PASTEL BLUE SPARTAN PLASTIC	LAGGING ON FEED WATER PIPES	

C. N. O.

Comd Officer

RECEIVED

C.N.Os.726-739/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
24th July, 1956.

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

By direction of the Naval Board,

M. J. Hawkins

13 SEP 1956

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 2 - PERSONNEL

726.

NATIONAL ANTI-TUBERCULOSIS CAMPAIGN.

The Commonwealth Government, in partnership with the State Governments, is engaged in a nation-wide campaign to combat pulmonary tuberculosis.

2. One of the means adopted in this campaign is the testing of persons by the Mantoux Test, which comprises a simple test for a reaction by injection under the top layer of the skin. This test, if negative, indicates the advisability of vaccination with B.C.G. vaccine, a vaccine which has been developed after years of investigation and trial and which gives to the receiver a large amount of immunity from the disease. Neither the test nor the vaccination has even temporary disabling reactions.

3. The persons most susceptible to tuberculosis are those giving a negative reaction to the Mantoux test, i.e. those persons who have not so far come into contact with the bacillus causing tuberculosis.

4. The Tuberculosis Divisions of State Departments of Health will periodically send their trained teams of doctors and assistants to certain Naval Depots, (at present Balmoral and Flinders Naval Depots and H.M.A.S. LEEUWIN) to carry out the tests and give assistance and guidance in this campaign.

5. Both male and female members of the Royal Australian Navy are asked to co-operate in this campaign, by volunteering for Mantoux testing, and B.C.G. vaccination where necessary.

6. Full details may be obtained from Naval Medical Officers.

7. Navy Order 407 of 1952 is hereby cancelled.

(This Order will be reprinted for posting on notice boards.)
(4018/1/57)

727.

OFFICERS AND RATINGS OF THE T.A.S. BRANCH - AURAL STANDARDS AND AURAL CARE.

In the light of past experience and recent research, it has now been found possible to lower the standards of hearing required for aural operators.

2. T.A.S. officers and candidates for T.A.S. specialist qualifications must fulfil the following conditions.

(a) Aquity :

<u>Frequency</u>	<u>Maximum permissible average loss of both ears.</u>	<u>Maximum permissible loss in either ear.</u>
200 - 3,000 c.p.s.	30 dba.	30 dba.
4,000 cycles	30 dba.	40 dba.

NOTE:- The record is to be plotted on an audiogram and a moderate amount of asymmetry is acceptable.

(b) Discrimination :

Pitch discrimination of 30 c/s either side of a basic note of 1,000 c/s.

3. It has been found possible to abolish the periodical audiometer test. A rating, once entered into the T.A.S. branch, will not now be required to repeat the acuity test as a matter of routine. The T.A.S. officer may, however, order another test at his discretion, if he considers that the rating's operating ability may be affected by a loss of acuity. The rating will still be required to undergo the pitch discrimination test as a preliminary to all courses for higher specialist qualification.

4. The Periodical Examination of the Ears is to remain unchanged. It is the responsibility of the ship's T.A.S. or A/S control officer to ensure that these periodical examinations are carried out, and to this end the fact that they have been carried out is to be noted in Section 1 of the Torpedo Log and Progress Book.

5. Where an audiometer test is conducted, an audiogram test card is to be made in duplicate. This form is to be allocated an enclosure number from A.F.Med.4 which is to be placed in the top left hand corner of the two copies of this form. The original copy is to be placed in A.F.Med.4 after recording details on Table 1 thereof and the duplicate copy is to be sent to the Medical Director-General.

6. These new regulations are to come into force as from the date of this Order.

(The foregoing is the text of A.P.O. 622/1956 altered to meet R.A.N. conditions.)

(4002/12/67)

728.

TUBERCULOSIS - MANTOUX TESTING AND B.C.G. (BACILLE CALMETTE - GUERIN) VACCINATION.

Decision has been made to assist in the National campaign against Tuberculosis and the following provisions are to be observed. Attention is drawn to the fact that there is no compulsion as regards application of these tests, but every endeavour is to be made to secure volunteers, from among recruit entries for the R.A.N. and National Service Trainees.

2. As early as possible before each initial intake of National Service Trainees, arrangements are to be made by the Senior Naval Officer of the area, for the testing and vaccination, by officers of the State Director of Tuberculosis of the State concerned, of the trainees who volunteer for the test. The dates and times fixed for the tests and vaccinations are to be strictly observed, in order not to disturb other commitments of the State Directorates. Every facility is to be afforded to the officers of the State Division of Tuberculosis to assist them to carry out the work.

3. Recruits of the Royal Australian Navy joining Flinders Naval Depot within 14 days of the dates of intake of National Service Trainees, who volunteer, should be tested at the same time. Serving members may volunteer at any time. At other times between the intake dates, when a sufficient number of volunteers has accrued, such members are to be tested at intervals convenient and agreeable to both the Commodore Superintendent of Training and the State Director of Tuberculosis, Victoria, whose address is 372 Little Lonsdale Street, Melbourne, C.1. When arrangements are made with the State Directors, a copy of correspondence thereon is to be forwarded to the Secretary, Naval Board, the Director of the Division of Tuberculosis, Department of Health, Canberra, A.C.T., and the Director of the Commonwealth Serum Laboratories, Parkville, Victoria.

4. A nominal list in the following form is to be kept in duplicate of all members and trainees tested.

				Serial No. of Form	
1	2	3	4	5	
Service Number.	Name Given Names	Mantoux Test		Mantoux Re-Test	
		Date of Test.	Date of reading result	Date, only if given Vaccine	Batch number of Vaccine	Date Result

After completion of action as shown in the following paragraph, one copy of the completed record will be retained by the Medical Officer of the State Department of Health carrying out the tests and the other copy is to be retained in the Ship's records.

5. The following rules will apply in recording results :-

- Where the initial Mantoux test is POSITIVE, an entry is to be made without delay in Table 9 of Form A.F. Med.4 of the member's Medical History Documents, and no further action need be taken.
- Where the initial Mantoux test is NEGATIVE, B.C.G. vaccination should be carried out forthwith, and a record of the vaccination made in Table 7 of Form A.F. Med.4 of the medical history documents.
- After 6 to 8 weeks a further Mantoux test is to be carried out for the members quoted in (b).
- The result of the second Mantoux test, vide (c) is then to be recorded in Table 9 of Form A.F. Med.4 of the medical history documents, vide (a).

6. It is essential that no other vaccination or immunisation should have been given in the same arm as the B.C.G. vaccination within one month prior thereto, nor is any other vaccination or immunisation to be given in that arm less than two weeks subsequent to B.C.G. Vaccination, nor into the other arm within 24 hours of the Mantoux test or B.C.G. Vaccination. Administration of (T.P.T.) Tetanus Prophylactic Toxoid and (T.A.B.) Typhoid Paratyphoid Vaccine is to be commenced in the other arm as soon as possible after the lapse of the 24 hours, in order not to interfere with the training routine.

7. In the case of National Service Trainees, Anti Small-pox (Calf lymph) vaccinations are to be carried out at the earliest possible suitable date.

8. Navy Order 406 of 1952 is hereby cancelled.

(4018/1/57)

729.

VOTING FACILITIES FOR STATE ELECTIONS AND REFERENDA.

Following a complaint that no voting facilities were made available for voting at a recent referendum held in Victoria, the following information regarding voting by service personnel who are outside their Home State on polling date has been obtained from the respective State Electoral authorities and is promulgated for general information :-

NEW SOUTH WALES

2. No provision is made for persons outside New South Wales on polling day to vote in a State Election or Referendum. Absent voting is operative only within the State; although provision is made for a Postal vote by a person whose place of living, as enrolled, is situated more than five miles, by the nearest practicable route, from any polling place in his electoral division. Naval personnel who are in this category would be eligible for postal votes and the fact of being outside the State would not debar them.

VICTORIA

3. It is not possible for an elector outside the State on polling day to vote by post. Every application for postal ballot paper at a Victorian election and every completed postal ballot paper must be signed by an authorised witness within the State.

4. Service personnel absent from their electorates but within the State are entitled to vote by post at Victorian elections if any of the normal grounds for so doing apply. A Commissioned Officer of Her Majesty's Forces may be an authorised witness in such cases.

QUEENSLAND

5. No provision is made for any person who is outside the State of Queensland to vote at a State election. However, any elector who is in Queensland at any time during the period from the issue of Writs until the day preceeding polling day, may obtain a vote prior to polling day if he has reason to believe that he will be absent from the State on polling day. In such case the elector is required to attend before a State Electoral Registrar or Returning Officer for the purpose of obtaining his vote.

SOUTH AUSTRALIA

6. Postal voting is not restricted in South Australia. The elector must complete the Postal Vote application form and forward it to reach the Returning Officer for the particular district before 6 p.m. on the day before the poll. If enrolled, a ballot paper, certificate and instructions will be posted in return. This ballot paper enclosed in the certificate must be completed and posted before the close of the poll, and be in the hands of the Returning Officer within seven days of the close of the poll.

WESTERN AUSTRALIA

7. No provision exists in Western Australia for the recording of votes for State Elections by persons who are outside the State on polling day.

TASMANIA

8. Any elector absent from Tasmania on service with the Naval Forces may exercise the right to vote by post, and may apply to the Chief Electoral Officer for a postal vote certificate and ballot paper. A Commissioned Officer of Her Majesty's Forces may be an authorised witness in such cases.

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

(3461/1/24)

730.

DOCKYARDS AND SHORE ESTABLISHMENTS - HANDLAMPS - COMMERCIAL TYPE - INCREASED MARGIN OF SAFETY IN SERVICE.

As a measure of greater safety on 230 Volts, it has been decided that all commercial type handlamps used in Dockyards and Shore Establishments shall be replaced by hand lamps with reinforced bakelite or similar insulated handles and which comply with the relevant requirements of S.A.A. Specification No. C.116.

2. A fabricated wire lamp guard will be permitted provided that it is secured to the hand lamp body in such a manner that the lamp guard or any metal part of it does not come into contact with the lampholder.

3. Hand lamps used in damp situations, boilers and similar damp, enclosed or hazardous spaces are to be connected to extra low voltage circuits only, in accordance with S.A.A. Wiring Rules, A.S. No. C.C.1. An extra low voltage is defined as a potential normally not exceeding 32 Volts Alternating Current or 115 Volts Direct Current.

(4518/24/98)

731.

MAIN GENERATING MACHINERY - PERIODICAL TRIALS.

It has been decided that periodical comprehensive trials of Main Generating Machinery shall be instituted in H.M.A. Ships.

a. Commencing from their next Dockyard refit period, H.M.A. Ships in commission are to arrange for trials to be carried out on all main generating machinery by ships' staffs during dockyard refit periods. Self refit periods are not to be used for these trials. Their conduct will be the responsibility of Ships' Officers. Complete details will be found in the Appendix to this Order. The trials are to be carried out on all ships when brought forward from "Reserve".

3. The trials are to take place biennially and will be carried out in two parts, a pre-refit and post refit trial. The annual and biennial test of certain items of main supply switchgear is to be arranged so as to coincide with the refit period during which generator trials are carried out. A defect item is to be raised to cover Dockyard assistance necessary in the provision of resistance tanks, cables, etc.

4. Since the biennial trials of Turbo-Generators will necessitate steam being kept for some time after arrival at the refitting Dockyard, Commanding Officers are, in the interests of fuel economy, to ensure that every precaution is taken to reduce this period to a minimum. For example, a signal should be made requesting the Dockyard to have the resistance tanks and necessary cable ready when the ship arrives quoting the Defect Item number.

5. The details of the trials listed in the Appendix are applicable to D.C. ships only. Trials for A.C. ships will be promulgated later.

(4276/4/389)

APPENDIX

DETAILS OF TRIALS OF MAIN GENERATING MACHINERY

The standards to be attained in these trials are to be comparable to those obtained at the Final Electrical Trials, as shown in the Ship's Book, for each item of equipment under trial.

2. Before trials commence certain checks are required and facilities and equipment as detailed below are to be provided.

- (a) Artificial loads necessary for the generator trials shall be provided and so arranged that they can be attached to each generator.
- (b) Suitable telephone communication shall be provided as necessary to expedite all trials conducted from a central position.
- (c) Insulation of generator complete with starting, regulating, protecting and control gear to be not less than 1 megohm.
- (d) Brush pressure to be between $2\frac{1}{2}$ and $3\frac{1}{2}$ lbs. per square inch of surface area and the pressure on all brushes is to be the same.
- (e) Check pressure with spring balance Pattern 6423.
- (f) Air gap clearance should be checked against drawings and polarity tested if machine has been stripped or refitted.
- (g) It is most desirable, when generating paralleling trials are being carried out, that the voltage drop between each generator and the load should be approximately the same. Where the Ring Main or Inter-connectors are used for paralleling the additional voltage drop due to these must be accepted, but allowance should be made,

- (b) Check all electrical instruments and the Tachometer against sub-standard instruments or instruments of known accuracy and calibration. Check ammeter leads (supply and return 0.5 ohms) if necessary.
- (1) Check operation of supply breaker, both local and switchboard control and see that when in switchboard control the "OFF" push at local position operates the breaker.

3. The trials, which are to be carried out with the machines "hot", e.g. after 4 hours run on full load, shall consist of :-

- (a) Shunt Regulator : Test shunt regulator for voltage range of machine, value between steps, and for motor operated regulators, speed of regulator, and operation of regulator at 80% or minimum specified voltage.
- (b) Governor Trials : (1) Load suddenly removed and applied. Readings shall be taken as follows :- Steady reading of amps., volts and engine speed with breaker closed. Highest momentary readings on opening breaker. Steady readings after opening breaker. Lowest momentary readings on closing breaker. Steady readings after closing breaker.

(ii) These readings should be taken under the following conditions :-

- | | |
|------------------------------------|------------------------------------|
| (1) No load to $\frac{1}{2}$ load. | (2) $\frac{1}{2}$ load to no load. |
| (3) No load to $\frac{3}{4}$ load. | (4) $\frac{3}{4}$ load to no load. |
| (5) No load to full load. | (6) Full load to no load. |
| (7) No load to full load. | (8) Full load to no load. |

(iii) The variations in speed, momentary and steady, shall be comparable with those obtained in the Final Electrical Trials.

- (c) Inherent Regulation :

(1) The generator shall be run at the specified normal full load, voltage, and engine speed, by adjusting the artificial load. No adjustment shall thereafter be made to the governor or the shunt regulator.

(ii) The load shall now be varied in regular steps from full load to no load by adjustment of the artificial resistance and again raised from no load to full load. Readings of the amperes, voltage and revolutions shall be recorded at each stage. (The characteristic curve for inherent regulation can be plotted from these figures).

(iii) Standard Admiralty requirements for this curve for shunt generators are that the voltage from full load to no load shall increase to no more than 115% and not less than 112% of the normal full load voltage and that at no point on the curve shall an increase in load result in an increase in voltage. For level compound generators the voltage variation must not exceed plus or minus 3% of the normal full load value. Note - for some machines of old design these figures were not specified or attained.

- (d) Overload Test : The generator is to be run for one hour with a load equal to 10% above normal full load.

4. Paralleling trial need only be carried out after major repair to or replacement of the generator.

732.

**GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS - B.R. 226 B,
PART 68 - 40 MM. BOPURS MK.7 MOUNTINGS.**

The above Part 68 which was printed in August 1955 supersedes all previous lists of spare parts for this mounting, and the obsolete A.B.R. 226 part 68 should be dealt with in accordance with the instructions in B.R.1.

2. Part 68 will be issued by the Superintending Naval and Air Store Officer, Sydney, to ships and establishments concerned without demand as supplies become available.

3. From 1st September, 1956, this list will come into force for demanding spare gear etc.

4. The following amendment, to be known as Australian Amendment number AN.1 is to be made in part 68 on receipt.

Page	Section	Index	Amendment	Reason
3	L	1	Delete in all columns	Not fitted in R.A.N. Mountings.
3	L	7	" " " "	"
4	L	23	" " " "	"
4	L	43	Add in column 9 :- Not for Mountings Reg. No. 2000-2121.	
4	L	Under 43	Add in column 1 :- 43A " " " 2 :- " " " 3 :- M.I.S.12 " " " 4 :- Gaco Oil Seal 2 Per Set. " " " 5 :- C " " " 6 :- 1 Set " " " 7 :- 4 Sets Leave column 8 blank Add in column 9 :- Mountings Reg. No. 2000-2121 only.	Mountings converted in Australia have an Australian built electric motor and there are small differences compared to United Kingdom design.
8	MC	108	Delete in all columns	Not required in R.A.N. Mountings.
8	MC	109	" " " "	"

5. It will be noticed that there have been certain alterations to quantities compared to previous lists and this has been summarised on page III of Part 68. Storeholding adjustments are to be made in accordance with established procedures.

(4139/13/1944)

733.

**GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS B.R. 226 B,
PART 71, S.T.A.A.G. MK.3 AND MK.3 MOD.1.**

The above Part 71 supersedes all previous lists of spare gear for S.T.A.A.G's Mk.3 and Mk.3 Mod.1.

2. This part, which comes into force for storekeeping demands on the 1st September 1956, will be issued by the Superintending Naval and Air Store Officer, Sydney, without demand to the appropriate ships and establishments as supplies become available.

3. Superseded lists are to be dealt with in accordance with B.R.1.

(4139/13/1944)

734.

**GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS - B.R. 226 C,
(PART 8) - GUN DIRECTION SYSTEM MARK 2.**

The above Part 8 of B.R.226C will be issued by the Superintending Naval and Air Store Officer, Sydney without demand to ships and establishments concerned.

2. It will come into force for demanding spare gear etc., on the 1st September, 1956.

(4139/13/1944)

735.

ALTERATION AND ADDITION ITEMS - OCEAN MINESWEEPERS.

The following items are approved for Ocean Minesweeping Vessels (comprehensive and limited).

1. Ocean Minesweeping Vessels (Comprehensive)

Class List Item No. 622.

Classification "A".

Item :- (a) To remove the cryptographic office from the Port side upper deck and utilise this space as a mess deck.

(b) The Radar office on the forecastle in the superstructure to be fitted as a cryptographic office in accordance with AMSP.293(A) Article 305 and 306 and A.C.P.122 (B) Article 204 as amended by R.N. Supplement Article 1404.

NOTE:- This item is applicable to H.M.A. Ships COOTAMUNDRA and WAGGA only.

References :- F.O.I.C.E.A.'s letter No. E.A.460/505/26/2 dated 14th December, 1954.

H.M.A.S. COOTAMUNDRA letter No. 288/41/9 dated 16th November, 1954.

Navy Office letter No. 50593 dated 10th January, 1956.

2. Ocean Minesweeping Vessels (Comprehensive)

Class List Item No. 623. Classification "A"

Ocean Minesweeping Vessels (Limited)

Class List Item No. 513. Classification "A"

Item :- (a) To divide the Engineer's cabin into an office and cabin by the fitting of a temporary partition in accordance with Navy Office drawing No.157/852.

(b) The office which is to combine the function of an Engineer's office and A.B.C.D. Headquarters is to be fitted with internal communications in accordance with class alteration and addition items Nos. 610 (comprehensive) and 508 (limited).

Compensating Weight Required : A. and A. No. 622. Nil.
No. 623. Nil.
No. 513. Nil.

References :- H.M.A.S. WAGGA proposed alteration and addition item temporary distinguishing letter W/B.

F.O.I.C.E.A.'s letter E.A.243/505/25/1 dated 24th January, 1955.

H.M.A.S. COOTAMUNDRA proposed alteration and addition item temporary distinguishing letter W/A.

H.M.A.S. COOTAMUNDRA letter 288/41/9 dated 16th November, 1954.

F.O.I.C.E.A.'s letter 460/505/26/2 dated 14th December, 1954.

Navy Office letter No. 50593 dated 10th January, 1956.

(4284/1/216)

736.

NAVAL STORES (AIR) - SEA VENOM MK.21 - BRACE UNIT SPARES.

Ref.270/5416 and 5374 Friction Plates, fitted to Sea Venom Mk.53 and Gannet A.S.1 and T.2 Aircraft respectively, are supplied in Sets comprising an inner and outer plate, and they must at all times be fitted as a pair and not interchanged with individual plates from other sets.

2. As the Friction Plates are made of copper and easily damaged the utmost care must be taken in handling and fitting them to the Aircraft to prevent scratches and dents. What may appear to be only superficial damage is often sufficient to render the plates incapable of being repaired.

3. It is imperative that the Plates are at all times packed adequately to prevent damage in store and in transit and the Naval Store Officer (Air) Randwick will provide without demand sufficient quantities of a specially designed case to meet this requirement.

(The foregoing is the text of A.F.O. 3131/1955 altered to meet R.A.N. conditions.)

(4404/4/316)

737.

NAVAL STORES (GENERAL) - E.4 - OBSOLETE STORES - DISPOSAL.

The stores detailed in the Appendix to this Order are now obsolete. Any of these items at present in use are to be retained until they become due for normal replacement. Any stocks not in use should be returned to the nearest (Superintending) Naval Store Officer, who should dispose of these and any stocks already held, as surplus to requirements in accordance with existing instructions.

2. No further returns of the items listed 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. B.R.810 (Rate Book for Naval Stores) and B.R.1979 (Alphabetical List of Consumable Naval Stores) will be amended.

(The foregoing is the combined texts of A.F.O's 182 and 388/1956 altered to meet R.A.N. conditions.)

(4512/40/241)

APPENDIX

Pattern No.	Description
3140	Chair, adjustable, fireproofed and un-fireproofed.
3141	Seats, rexine, for Pattern 3140, fireproofed and un-fireproofed.
3144	Seats, cane, for Pattern 3140, fireproofed and un-fireproofed.
710	Chairs, folding, for submarines, fireproofed and un-fireproofed.
418	Boxes for Communion plate, fireproofed and un-fireproofed.
91	Chair, easy, fireproofed and un-fireproofed.
691	Chair, easy, fireproofed and un-fireproofed.

Pattern No.	Description
93	Chair, folding, fireproofed and unfireproofed.
94	Chair, folding, fireproofed and unfireproofed.
335	Chest of drawers, fireproofed and unfireproofed.
726	Chest of drawers, fireproofed and unfireproofed.
730	Couches, right or left, fireproofed and unfireproofed.
731	Glasses, looking, cabin, fireproofed and unfireproofed.
732	Glasses, looking, cabin, fireproofed and unfireproofed.
733	Lavatories, fold up, mahogany, fireproofed and unfireproofed.
335A	Ledges, portable, fireproofed and unfireproofed.
736	Nests of drawers, fireproofed and unfireproofed.
38	Rails, towel, cabin, fireproofed and unfireproofed.
90	Sofas, mahogany, fireproofed and unfireproofed.
744	Sofas, mahogany, fireproofed and unfireproofed.
745	Stands for waterbottles and tumblers, fireproofed and unfireproofed.
749	Tables, card, mahogany, fireproofed and unfireproofed.
759	Tables, card, for destroyers, fireproofed and unfireproofed.
47	Tables, loc, saloon, mahogany, fireproofed and unfireproofed.
751	Tables, gate legged, fireproofed and unfireproofed.
343	Tables, sofa, mahogany, fireproofed and unfireproofed.
1192	Tables, sofa, mahogany, fireproofed and unfireproofed.
752	Tables, occasional, fireproofed and unfireproofed.
345	Tables, swinging, fireproofed and unfireproofed.
753	Tables, swinging, fireproofed and unfireproofed.
754A	Tables, writing, pedestal, fireproofed and unfireproofed.
758A	Tables, writing, roll top, fireproofed and unfireproofed.
768	Washstands, mahogany, fireproofed and unfireproofed.
3131	Table, dining, oak, fireproofed and unfireproofed.
3132	Table, dining, oak, fireproofed and unfireproofed.
3133	Table, dining, oak, fireproofed and unfireproofed.
1A	Table, dining, mahogany, fireproofed and unfireproofed.
2A	Table, dining, mahogany, fireproofed and unfireproofed.
3A	Table, dining, mahogany, fireproofed and unfireproofed.
4A	Table, dining, mahogany, fireproofed and unfireproofed.
5A	Table, dining, mahogany, fireproofed and unfireproofed.
6A	Table, dining, mahogany, fireproofed and unfireproofed.
7	Table, dining, mahogany, with pedestal, fireproofed and unfireproofed.
8	Table, dining, mahogany, with pedestal, fireproofed and unfireproofed.
9	Table, dining, mahogany, with pedestal, fireproofed and unfireproofed.
10	Table, dining, mahogany, fireproofed and unfireproofed.

Pattern No.	Description
12	Table, dining, mahogany, fireproofed and unfireproofed.
755B	Tables, writing, mahogany, fireproofed and unfireproofed.
756B	Tables, writing, mahogany, fireproofed and unfireproofed.
287	Tables, writing, line top, fireproofed and unfireproofed.
72	Table, deal.
73	Table, deal.
77	Table, mahogany.
36	Table, mahogany.
416	Board, drawing.
417	Board, drawing.
3024	Board, drawing.
3025	Board, drawing.
29	Bedberths.
29A	Lee rails for Pattern 29.
30	Bedberths.
30A	Lee rails for Pattern 30.
20	Bedsteads for shore establishments.
22	Bedsteads.
27	Mattresses.
3001	Mattresses.
201A	Bedsteads, iron head for.
201B	Iron feet for.
201C	Mattresses for.
23	Bedstead, white metal, for P.
21	Bedstead, brass.
21A	Lee rails for Pattern 21.
3002	Bedstead, white metal, head for.
3003	Bedstead, white metal, feet for.
3008	Bedstead, lee rails for.
39	Cots, swinging.
35B	Mattresses.
1	Frames, mahogany.
2	Frames, mahogany.
3	Frames, mahogany.
4	Frames, mahogany.
5	Frames, mahogany.
5902	Frames for W/T tuning curves.
3	Working boards and cases for gear.
28	Working boards and cases for gear.
1385	Semaphores, 2-arm.
1386	Semaphores, 2-arm.
1387	Semaphore for cruisers and destroyers.
1387A	Semaphore for cruisers and destroyers, without arms.
1387B	Semaphore arms.
1387D	Semaphore, sockets for.
1388	Semaphore for use with twin-screw minesweepers.
1389	Semaphore, non-magnetic.
1390	Semaphore, arms for.
1391	Semaphore, T.8. crank arm.
3015	Semaphore, without arms.
3016	Semaphore, arms for.
36	Boxes, signal, instructional.
1682	Straight edges, teak.
243	Ice-cooled cabinets.
246	Ice-cooled cabinets.
247	Ice-cooled cabinets.

Pattern No.	Description
N.10901	Framing oak, unpolished, for mirrors.
N.10902	Framing oak, unpolished, for mirrors.
N.10903	Framing oak, unpolished, for mirrors.
N.10904	Framing oak, unpolished, for mirrors.
N.10905	Framing oak, unpolished, for mirrors.
N.10906	Borneo, white wood, for mirrors.
N.10908	Borneo, white wood, for mirrors.
N.10910	Borneo, white wood, for mirrors.
	Carpet, Brussels :-
	Best 5 frame :-
159	Shirvan design, 27-in. wide.
159A	Shirvan design, border for, 13-in. wide.
168	Genoese design, 27-in. wide.
168A	Genoese design, border for, 13-in. wide.
177	Persian design, 27-in. wide.
177A	Persian design, border for, 13-in. wide.
C.2017	Shirvan design, 27-in. wide.
C.2017A	Shirvan design, border for, 13½-in. wide.
C.2019	Genoese design, 27-in. wide.
C.2019A	Genoese design, border for, 13½-in. wide.
C.2021	Persian design, 27-in. wide.
C.2021A	Persian design, border for, 13½-in. wide.
	Carpet, stair :-
559	Shirvan design, 36-in. wide.
559A	Shirvan design, 27-in. wide.
559B	Shirvan design, 22½-in. wide.
568	Genoese design, 36-in. wide.
568A	Genoese design, 27-in. wide.
568B	Genoese design, 22½-in. wide.
577	Persian design, 36-in. wide.
577A	Persian design, 27-in. wide.
577B	Persian design, 22½-in. wide.
	Brussels :-
C.2018	Shirvan design, 36-in. wide.
C.2018A	Shirvan design, 27-in. wide.
C.2018B	Shirvan design, 22½-in. wide.
C.2020	Genoese design, 36-in. wide.
C.2020A	Genoese design, 27-in. wide.
C.2020B	Genoese design, 22½-in. wide.
C.2022	Persian design, 36-in. wide.
C.2022A	Persian design, 27-in. wide.
C.2022B	Persian design, 22½-in. wide.
	Rugs :-
259	Wilton, to match carpet, Pattern 159, 6-ft. x 3-ft.
259A	Axminster, to match carpet, Pattern 159, 6-ft. x 3-ft.
268	Wilton, to match carpet, Pattern 168, 6-ft. x 3-ft.
268A	Axminster, to match carpet, Pattern 168, 6-ft. x 3-ft.
277	Wilton, to match carpet, Pattern 177, 6-ft. x 3-ft.
277A	Axminster, to match carpet, Pattern 177, 6-ft. x 3-ft.

Pattern No.	Description
359	Mats :- Wilton, to match carpet, Pattern 159, 3-ft. x 2-ft.
359A	Axminster, to match carpet, Pattern 159, 3-ft. x 2-ft.
459A	Axminster, to match carpet, Pattern 159, 2-ft. x 8-in. x 1-ft. 6-in.
368	Wilton, to match carpet, Pattern 168, 3-ft. x 2-ft.
368A	Axminster, to match carpet, Pattern 168, 3 ft. x 2 ft.
468A	Axminster, to match carpet, Pattern 168, 2-ft. 8-in. x 1-ft. 6-in.
377	Wilton, to match carpet, Pattern 177, 3-ft. x 2-ft.
377A	Axminster, to match carpet, Pattern 177, 3-ft. x 2 ft.
477A	Axminster, to match carpet, Pattern 177, 2-ft. 8-in. x 1-ft. 6-in.
	Rugs :-
C.2035	Wilton, to match carpet, Pattern C.2017, 6-ft. x 3-ft.
C.2045	Axminster, to match carpet, Pattern C.2017, 6-ft. x 3-ft.
C.2036	Wilton, to match carpet, Pattern C.2019, 6-ft. x 3-ft.
C.2046	Axminster, to match carpet, Pattern C.2019, 6-ft. x 3-ft.
C.2037	Wilton, to match carpet, Pattern C.2021, 6-ft. x 3-ft.
C.2047	Axminster, to match carpet, Pattern C.2021, 6-ft. x 3-ft.
	Mats :-
C.2040	Wilton, to match carpet, Pattern C.2017, 3-ft. x 2-ft.
C.2048	Axminster, to match carpet, Pattern C.2017, 3-ft. x 2-ft. and 2-ft. 8-in. x 1-ft. 6-in.
C.2041	Wilton, to match carpet, Pattern C.2019, 3-ft. x 2-ft.
C.2049	Axminster, to match carpet, Pattern C.2019, 3-ft. x 2-ft. and 2-ft. 8 in. x 1-ft. 6 in.
C.2042	Wilton, to match carpet, Pattern C.2021, 3-ft. x 2-ft.
C.2050	Axminster, to match carpet, Pattern C.2021, 3-ft. x 2-ft. and 2-ft. 8 in. x 1-ft. 6-in.
T.402A	Matting, coir, 36-in. wide.
T.408	Mats, coir, fibre, red wool border, 2-ft. 6-ins. x 1-ft. 6-in.
25	Linoleum, floorcloth, painted (chocolate ground with crosses).
693	Linoleum, floorcloth, painted (yellow-white trellis)
708B	Linoleum, floorcloth, painted, border for, 4.5-mm. thick.
	Cork carpet, plain :-
709A	Border for 8-mm. thick, India matting design.
2006	Cork carpet, light brown, extra thick, 72-in. wide.

Pattern No.	Description
56	Floorcloth, canvas painted, oak boards.
896	Carpet, blue, for boats mats, 5-ft. wide.
896A	Carpet, green, for boats mats, 5-ft. wide.

738.

NAVAL STORES (GENERAL) - REPLENISHMENT AT SEA - 6-IN. FUELLING EQUIPMENT - FLANGED HOSE COUPLING WITH CAST-IRON BREAKABLE SPOOL FOR EMERGENCY RELEASE, PATTERNS 6052, 6051 - INTRODUCTION.

Ocean Minesweepers and above and R.A.P.A.'s.

Pending the development and acceptance of a self-sealing quick-release coupling, it has been decided that the U.S. Navy type three-swing-bolt flanged coupling, with associated cast-iron breakable spool for emergency quick-release, shall be used when transferring furnace fuel oil by abeam rigs only. The coupling includes a "blanking flange" which must be replaced after replenishment and before releasing the hose.

2. Approved allowances are shown in the Appendix to this Order. Procurement action is in course and H.M.A. Ships in commission will be supplied with the fittings required to complete to the allowances without demand by the appropriate (Superintending) Naval and Air Store Officer. Dormant demands for H.M.A. Ships undergoing construction, modernisation or conversion and in E Class commission in reserve, should be raised by the Storing Yard concerned.

3. The arrangements at the receiving ship, when coupled for taking fuel, is as shown in Navy Order 738 of 1956 Diagram. Adaptor, Pattern 6039 (11 in. flange to 6 in. female, screwed), already allowed to ships, is to be used and it will be necessary to increase from four to eight the equi-spaced 7/8 in. holes on 9 1/2 in. P.C.D. in the flange, using the drilled flange of the cast-iron spool as template.

4. Ships will still require adaptors, Pattern 6015, pending experience with the new-pattern coupling and for use in emergency to receive fuel using screwed hose connections.

5. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 3137/1955 altered to meet R.A.N. conditions.)

(4523/7/118)

APPENDIX

W = Working
S = Spare

Ships Accounting Classification	Class/Group	Pattern No.	Description of Item	Function and Position	Light Fleet Carriers	Ships of the "Daring" Class, Destroyers and Frigates Type 15.	Frigates (other than Type 15) and Ocean Mine-sweepers	"Tide Class"
C	K	6051	6 in. bore, cast iron, breakable spool, with 11 in. flange and slotted flange.	Fitted at receiving ship's abeam deck connection. Joins hose coupling, Pattern 6052, when transferring furnace fuel oil. For emergency release by smashing with sledge	W S 2 2	W S 2 2	W S 1 1	W S - -
F	K	6052	6 in. bore, steel screwed, 6 in. female, unified, to 3-swing bolt flange, hose coupling (seal Patt. 6011, to be supplied from Ship's Allowance)	Joins outboard end of 6-in. fuelling hose and connects to Pattern 6051, breakable spool, at receiving ship. For transfer of furnace fuel oil abeam	1 1	- -	- -	3 2

RESTRICTED

20

739.

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - FIXER,
SOLID AMFIX, PATTERN 8834 - INTRODUCTION.

To obtain the maximum efficiency from Processing Machines, pattern 8743, an improved fixer will be introduced into Naval Service and will be added to the Rate Book and Authorized List of Naval Stores as follows :-

<u>Class & Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
F.5	8834	Fixer, Solid Amfix to make 20 gallons of solution.	C

2. A first outfit quantity of 15 packs will be issued to the R.A.N. Photographic Training School without demand by the Superintending Naval and Air Store Officer, Sydney, when stocks become available.

3. The Local Establishment of Photographic Stores for R.A.N. Air Stations and the Photographic Training School (L-E-23) will be amended.

(The foregoing is the text of A.F.O. 1117/1956 altered to meet R.A.N. conditions.)

(4518/50/323)

Cm Sec

Genl Atk

C.N.Os. 740-750/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

25th July, 1956.

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.

SECTION 1 - ADMINISTRATIVE AND GENERAL

740.

PLANNED MAINTENANCE - ITS INTRODUCTION INTO H.M.A. SHIPS.

POLICY REGARDING PLANNED MAINTENANCE

Planned maintenance is to be introduced progressively into all Sections of H.M.A. ships, priority being given to new construction, ships recently put into service and ships undergoing modernisation, conversion and extensive refits.

2. This Order is promulgated for general information and will be supplemented in due course by detailed instructions on the technicalities of the system and the procedure to be followed.

THE AIM OF PLANNED MAINTENANCE

3. The aim of Planned Maintenance is the raising of the operational efficiency of ships to the highest practicable standard by a systematic and all round improvement in material maintenance in all Sections, and the provision of a readily available assessment whereby operational and administrative authorities can be kept informed of the state of maintenance of ships.

DEFINITION OF PLANNED MAINTENANCE

4. Planned maintenance is preventive maintenance carried out in accordance with a carefully prepared plan embracing all parts of a ship which are liable to deterioration whether due to normal wear, corrosion, high temperatures, vibration, shock, deposition of dirt and so on. It covers all technical equipment and fittings and the hull structure generally, all parts being examined at appropriate predetermined intervals so as to minimise the chances of breakdown.

THE MAINTENANCE PROBLEM

5. In principle Planned Maintenance is not new. A measure of preventive maintenance has always been carried out in all ships, even in the days of sailing ships, and in all Sections of a modern ship examples of highly organised preventive maintenance may be found. During the past 100 years however technical equipment has advanced so rapidly in quantity, in complexity and in performance that the problems of preventive maintenance have developed too rapidly to be completely solved by old established routines.

6. Primarily, the difficulties of maintenance are due to weaknesses in design. If designs were perfect preventive maintenance would be unnecessary. In reality, however, it is almost inevitable that deterioration of one type or another will occur in practically all equipment and that periodical servicing and examination will be necessary.

7. The problem that has always faced ships' officers regarding preventive maintenance is bound up therefore in the two questions:

- a) What examinations should be made?
- b) How often should they be made?

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8. Up to the present time the questions have been only partially and somewhat haphazardly answered by makers instructions and in official publications issued to ships. There has never been any clear demarcation of responsibilities in the matter of providing this essential information and, in the end, ships' officers have always been faced with considerable difficulties in filling in the unknown gaps. The potential danger of the situation in all ships is indicated in a report of a ship in which 80% of the skilled labour available had to be devoted to the repair of defects.

9. Many highly creditable attempts have been made by officers to systematise and control maintenance in their own Sections. However, since the operational efficiency of a ship can be seriously jeopardised by the low standard of a single Section, it follows that the beneficial effects of preventive maintenance can only be fully achieved by its co-ordinated and well-organised application to the ship as a whole. Further, in spite of the differences in construction and equipment between ships of different classes the general pattern of preventive maintenance is similar and big advantages can be gained by having a system which is common to all but which is sufficiently flexible to be adapted to the individual requirements of each ship.

THE MINIMUM CHANGE IN R.A.N. ORGANISATION

10. The introduction of Planned Maintenance involves little change in the organisation of the R.A.N. beyond an extension of the responsibilities of technical branches at Navy Office. No change is involved in the administration of the Fleet or in the existing responsibilities for the operation and maintenance of ships.

SETTING UP PLANNED MAINTENANCE IN SHIPS

11. The preparation of the Planned Maintenance System for new construction ships will be carried out at Navy Office and in each case the system will be set up in the ship ready for operation by the date of commissioning. The first ship in this category will be H.M.A.S. VOYAGER.

12. Changing over to Planned Maintenance in ships already in service will be controlled and finally approved by Navy Office but it will be necessary for ships to provide fundamental information required regarding each ship in which the changeover is planned. In the meantime, as soon as information is available, the technical officers concerned in all ships should make themselves familiar with the principles and operation of the system. It should be quite practicable even in older ships to gain some advantage from the system by modifying certain of the maintenance schedules which have been approved for other ships and applying them to their own equipment. All such work should be controlled by Administrative Authorities to ensure that time is not wasted in building up purely local systems which differ substantially from the approved system.

13. H.M.A.S. MELBOURNE is already operating on Planned Maintenance but it is under consideration to modify her system to conform with that for H.M.A.S. VOYAGER.

14. The long term programme for establishing Planned Maintenance in ships in service has not yet been determined.

ESSENTIAL STEPS IN BUILDING UP THE SYSTEM IN NEW SHIPS

15. The scope of Planned Maintenance is indicated by the following summary of the essential steps in building up the system for any new ship:

- a) From a study of the drawings, maker's instructions and other relevant information Maintenance Schedules are drawn up for all machinery, equipment, etc., which is liable to deterioration. The schedule for each equipment details every item to be examined or tested and the frequency of the examination. The frequency may vary from daily to as long as 8-yearly.
- b) A full assessment is then made of the man-hours estimated to be required per year to carry out all maintenance shown in the schedules for all equipment in the ship.
- c) A calculation is made of the man-hours that will be available in the ship per year for work on maintenance and defects. This calculation makes full allowance for operations, leave, sickness and so on.
- d) An estimate is made of the proportion of the man-hours at (c) that will be required for repair of defects and thus a figure is obtained for net labour available per year for preventive maintenance.
- e) The maintenance schedules are then checked through carefully and appropriate items of maintenance are allocated for dockyard at the annual refit until the labour required for ship's staff maintenance equals the labour available at (d).
- f) A Key Maintenance Plan of ship's staff maintenance is then drawn up for each section of the ship. This plan shows the "unit - period - groups" of maintenance (e.g., the group of items to be done on the Aft main feed pump every half year) to be carried out in the section in each quarter. It is a "perpetual" plan in that, by the use of simple symbols, even 2-, 4- and 6-yearly items are included on the one plan. The key plan is adjusted so that each group of maintenance items on each and every unit falls due at the correct frequency, the work on similar units is suitably staggered, ship's staff maintenance fits in with the annual refit where desirable, and the total labour required for the whole section in each quarter balances the labour available for maintenance.
- g) Finally a card system is set up to match the Key Maintenance Plans and to bring each and every group of maintenance forward when due. A detailed planning board gives a visual presentation of the top lines of all cards falling due for 3 to 4 weeks ahead and sufficient basic data is thus displayed to permit of flexible short-term planning without any reference to cards in boxes being required.

REDUCTION OF OFFICE WORK ON MAINTENANCE

16. When the Planned Maintenance System is in operation and well adapted to a ship, office work associated with maintenance will be reduced to a minimum. The only essential written work in the office will be that which may arise from the reports received from senior ratings on the results of their examinations (e.g., recording any spares used, defects discovered and so on) and the preparation of periodical simplified reports on the maintenance situation.

INSTRUCTION OF SHIPS COMPANIES

17. It is desirable that in each ship, at the appropriate time, all ratings concerned should be carefully instructed in the principles and operation of the system. Planned maintenance is neither a magic wand which will transform ships overnight nor a set of rigid rules to be blindly followed. As originally supplied to a ship the system is a powerful but somewhat imperfect maintenance instrument. It will need to be used intelligently. It will be understood that in a new ship in particular the whole system, from the maintenance schedules right through to the card system, is based, not on practical experience with the equipment in that ship, but on the study of drawings and documents and on the best estimates that can be made.

18. In the first two or three years of a ship's life therefore continuous attention must be given to three important points:

- a) Whether maintenance for each unit is correctly covered by the schedules.
- b) Whether the frequency of each examination is suitable.
- c) Whether the estimates of man-hours need amendment.

Ratings engaged on maintenance should be encouraged to adopt a critical and constructive attitude towards the maintenance schedules. With the help of their observation and suggestions the Planned Maintenance system should be steadily improved until the operational efficiency of each ship is the highest of which its particular designs of machinery and equipment are capable.

19. Arrangements will be made for suitable instruction in Planned Maintenance to be included in courses in shore establishments.

SUGGESTIONS FOR IMPROVEMENTS

20. When the reporting system for Planned Maintenance is established it will provide for ship's proposals for any amendments of maintenance schedules to be passed through the Administrative Authority for his recommendations, and to Navy Office for approval and promulgation of the official amendments. This will ensure that any improvements are applied to Maintenance Schedules for other ships in commission, building and in reserve.

THE SIGNIFICANCE OF DEFECTS

21. Apart from the occasional genuine accident the incidence of defects must be regarded as a clear indication either of weakness in design or construction, faulty maintenance or incorrect operation. The incidence of defects therefore needs continuous study so that any vital information can be fed back to the designer, the manufacturer, the planners of maintenance or the user as the case may be. To meet this situation the reporting of defects will be closely associated with the planned maintenance system.

22. In the earlier stages of a ship's life it is likely that the proportion of skilled time spent on defects may seem unduly high. It must be remembered, however, that it is one of the advantages of Planned Maintenance that the periodical examinations required by the Maintenance Schedule will in most cases reveal defects before they have developed to the stage of causing breakdown.

23. A ship may be considered as having a reserve of serviceability to meet emergencies. This reserve, though intangible, is just as important as its physical stocks of ammunition or of fuel. It may be seriously depleted either by abnormal operation of the ship, incorrect operation of units or by poor maintenance. If, however, the fullest lessons are learnt from the defects which arise the reserve of serviceability should be steadily built up and then maintained at a high level.

(4273/1/58)

SECTION 2 - PERSONNEL

741.

BOOKS - LIBRARIES - CENTRAL REFERENCE LIBRARIES - ADDITIONS.

With reference to Navy Order 624 of 1955, a list of the books added during the quarter ended 30th June, 1956, to the Central Reference Libraries held in H.M.A. Ships CERBERUS, PENGUIN and ALBATROSS, is shown in Appendix to this Order.

(4575/52/40)

APPENDIX

<u>Author</u>	<u>Title</u>	<u>Where Held</u>
Gifford, Wood and Reitema	Australian Banking	C.
Smith	The Marketing of Australian and New Zealand Primary Products	C.
	Webster's Dictionary of Synonyms	P.
Fourman	Teach Yourself Russian	A.G.P.
Breed	Navigation Without Numbers	C.P.
Dean	Report on the Atom	A.
Watts	Equatorial Weather	A.
Berrill	Man's Emerging Mind	C.
Wendt	I looked for Adam	A.
Howells	Man In The Beginning	P.
Allan	Cowry Shells of World Seas	C.P.
Alexander	Birds of the Ocean	A.C.

Author	Titles	Where Held
Sothorn	Verbal Notes and Sketches for Marine Engineers	C.
Murchie	Song of the Sky	A.
Taylor	Picture Book of Flight Farm Handbook	A. A.
Robbie	Teach Yourself Forestry	C.
Barnes	Easier Shearing	A.C.P.
Waine	Background to Beekeeping	A.
Field and Weill	Electroplating	C.
Gilmour	Paper, Its Making, Marketing and Usage	A.C.P.
Jordan	Upholstering and Re-upholstering	A.
Hobbs	Modern Furniture Veneering	P.
Jordan	Masonry	A.
Loomis	Drawing the Head and Hands	C.
Garbo	Pull Up an Easel	A.
Reinfeld	Chess By Yourself	A.
Horowitz and Reinfeld	Chess Traps, Pitfalls and Swindles	C.
Searne	Searne on Cards	A.
Franklin	Laughter, Not For a Cage	C.
Dostoevsky	The House of the Dead	P.
Dostoevsky	A Raw Youth	P.
Dostoevsky	The Eternal Husband	P.
Gopill	The Teaching of Geography	C.
de Leeuw	Atlas of Australian Resources	P.
Truman	Crossroads of the Mediterranean	C.P.
Truman	Memoirs Vol. I - Year of Decisions 1945	C.
Truman	Memoirs Vol. II - Years of Trial and Hope 1946-1955	C.
Driberg	Beaverbrook	A.
Hale	Napoleon	A.
Shinwell	Conflict Without Malice	A.C.P.
Ferns and Ostry	The Age of Mackenzie King	P.
Franks	Pavlova	C.
Elton	England Under the Tudors	C.
Moorehead	Gallipoli	C.P.
Willoughby and Chamberlain	Macarthur 1941-1951. Victory in the Pacific	P.
Slim	Defeat Into Victory	C.P.
Saunders	R.A.F. 1939-1945 Vol. III. The Fight is Won.	A.
Travelyan	A Short History of the Italian People.	P.
Anderssen	A History of Sweden	A.
Shirer	The Challenge of Scandinavia	P.
Hall	A History of South East Asia	P.
Basham	The Wonder that was India	A.
Perry	Transformation in Malaya	A.
Robinson		
Collis	First and Last in Burma	C.
Schurz	This New World - The Civilisation of South America	P.
Woodman	The Republic of Indonesia	C.
Goddard	The Life and Times of James Wilson	P.

742.

OFFICIAL RECEIPTS.

Examination of Ships' Cash Accounts indicates that in many instances Supply Officers are not issuing official receipts on all necessary occasions.

2. The attention of all concerned is drawn to the necessity for strict compliance with the provisions of Naval Account Regulations and Instructions, Article 33.

3. All entries on the debit side of the Cash Account, with the exception of those referring to supplies of cash obtained by Forms A.S.5 or Bills of Exchange are to be supported by an official receipt. This includes cash received by the Supply Officer from the savings bank agent, or treasurer of the wardroom mess even when the Supply Officer is the agent or treasurer respectively.

4. Where a receipt is cancelled a reference thereto is to be recorded in the Cash Account.

(4803/95/62)

743.

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, specialist qualifications and trades (in case of Artificers) of R.A.N. ratings, standard lists of the titles of ratings, of specialist qualifications, of trades and of official abbreviations for these titles, qualifications and trades 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, Mechanics, 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).

5. Navy Order 496, 550 and 750 of 1955 are hereby cancelled. (4002/51/101)

APPENDIX 'A'

Branch	Substantive Ratings	Abbreviations	
Seaman	Chief Petty Officer	C.P.O.	
	Petty Officer	P.O.	
	Leading Seaman	L.S.	
	Able Seaman	A.B.	
	Ordinary Seaman	Ord.	
Sailmaker	Recruit Seaman	Ret. (Smn.)	
	Chief Sailmaker	Ch.Slmr.	
	Sailmaker	Slmr.	
Signalman	Sailmaker's Mate	Slmr. Mate	
	Chief Yeoman of Signals	C.Y.S.	
	Yeoman of Signals	Y.S.	
	Leading Signalman	L.Sig.	
	Signalman	Sig.	
Telegraphist	Ordinary Signalman	Ord.Siz.	
	Recruit (Communication Branch)	Ret. (C.B.)	
	Chief Petty Officer Telegraphist	C.P.O. Tel.	
	Petty Officer Telegraphist	P.O. Tel.	
	Leading Telegraphist	L.Tel.	
	Telegraphist	Tel.	
	Ordinary Telegraphist	Ord.Tel.	
	Recruit Telegraphist	Ret.(Tel.)	
	Recruit (Communications Branch)	Ret.(C.B.)	
	Suffixes for ratings employed on special duties		
Engine Room Artificer	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.	
	Engine Room Artificer, 5th class	E.R.A.5.	
	Recruit (Engine Room Artificer, 4th class)	Ret.(E.R.A.4)	
	Recruit (Engine Room Artificer, 5th class)	Ret.(E.R.A.5)	
	Engine Room Artificer Apprentice	E.R.A. A.	
	Naval Artificer Apprentice	N.A. A.	
	Mechanician	Chief Mechanician	Ch.Mech.
		Mechanician, 1st class	Mech. 1.
Mechanician, 2nd class		Mech. 2.	
Acting Mechanician, 2nd class		A/Mech. 2.	
Engineering Mechanic	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.	
Naval Shipwright	Engineering Mechanic, 2nd class	M.(E).2.	
	Recruit (Engineering Mechanic)	Ret. (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) 4th Class	Ret. (Naval Shpt.) 4.	

Branch	Substantive Ratings	Abbreviations
Ordnance Artificer	Recruit (Naval Shipwright) 5th class	Ret. (Naval Shpt.) 5.
	Naval Shipwright Apprentice	N.S.A.
	Naval Artificer Apprentice	N.A.A.
	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 4th class)	Ret. (Jnr. 4)
	Recruit (Joiner 5th class)	Ret. (Jnr. 5)
	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.
	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.
	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.
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 4th class)	Ret. (O.A.4.)	
Recruit (Ordnance Artificer 5th class)	Ret. (O.A.5.)	
Ordnance Artificer Apprentice	O.A.A.	
Naval Artificer Apprentice	N.A.A.	
Electrical Artificer	Suffixes:	
	Weapons	(W)
	Control	(C)
	Chief Electrical Artificer	C.E.A.
	Electrical Artificer, 1st class	E.A.1.
	Electrical Artificer, 2nd class	E.A.2.
	Electrical Artificer, 3rd class	E.A.3.
	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 4th class)	Ret. (E.A.4)	
Recruit (Electrical Artificer 5th class)	Ret. (E.A.5.)	
Electrical Artificer Apprentice	E.A.A.(L).	
Naval Artificer Apprentice	N.A.A.	

Branch	Substantive Rating	Abbreviations	
Electrician	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 Branch)	Ret. (L.E.)	
	Suffixes:		
	Power	(P)	
	Electronics	(E)	
	Radio Electrical Artificer	Chief Radio Electrical Artificer	C.R.E.A.
		Radio Electrical Artificer, 1st class	R.E.A.1.
		Radio Electrical Artificer, 2nd class	R.E.A.2.
		Radio Electrical Artificer, 3rd class	R.E.A.3.
		Radio Electrical Artificer, 4th class	R.E.A.4.
Acting Radio Electrical Artificer, 4th class		A.(R.E.A.4).	
Radio Electrical Artificer, 5th class		R.E.A.5.	
Electrical Artificer Apprentice (R)		E.A.A.(R).	
Electrical Artificer Apprentice		E.A.A.	
Naval Artificer Apprentice		N.A.A.	
Radio Electrician		Chief Radio Electrician	C.R.El.
		Petty Officer Radio Electrician	P.O.R.El.
		Leading Radio Electrical Mechanic	L.R.E.M.
		Radio Electrical Mechanic, 1st class	R.E.M.1.
	Radio Electrical Mechanic, 2nd class	R.E.M.2.	
	Recruit (Electrical Branch)	Ret. (L.E.)	
	Aircraft Artificer	Chief Aircraft Artificer (Airframes/Engines) or (Ordnance)	C.A.A.(A/E) or (O)
		Aircraft Artificer (Airframes/Engines) or (Ordnance) 1st class	A.A.(A/E) or (O) 1.
		Aircraft Artificer (Airframes/Engines) or (Ordnance) 2nd class	A.A.(A/E) or (O) 2.
		Aircraft Artificer (Airframes/Engines) or (Ordnance) 3rd class	A.A.(A/E) or (O) 3.
		Aircraft Artificer (Airframes/Engines) or (Ordnance) 4th class	A.A.(A/E) or (O) 4.
		Acting Aircraft Artificer (Airframes/Engines) or (Ordnance) 4th class	A/A.A.(A/E) or (O) 4.
		Aircraft Artificer (Airframes/Engines) or (Ordnance) 5th class	A.A.(A/E) or (O) 5.
		Recruit (Aircraft Artificer, 4th class)	Ret. (A.A.4).
Recruit (Aircraft Artificer, 5th class)		Ret. (A.A.5).	
Aircraft Artificer Apprentice		A.A.A.	
Naval Artificer Apprentice		N.A.A.	
Aircraft Mechanician		Chief Aircraft Mechanician (Airframes/Engines) or (Ordnance)	C.A. Mech. (A/E) or (O)
		Aircraft Mechanician (Airframes/Engines) or (Ordnance) 1st class	A.Mech. (A/E) or (O) 1.
		Aircraft Mechanician (Airframes/Engines) or (Ordnance) 2nd class	A.Mech. (A/E) or (O) 2.
	Aircraft Mechanician (Airframes/Engines) or (Ordnance) 3rd class	A.Mech. (A/E) or (O) 3.	

Branch	Substantive Ratings	Abbreviations	
Naval Airman Mechanic	Chief Airman Fitter (Airframes) (Engines) or (Ordnance)	C.A.F. (A), (E) or (O)	
	Petty Officer Airman Fitter (Airframes), (Engines) or (Ordnance)	P.O.A.F. (A), (E) or (O)	
	Acting Petty Officer Airman Mechanic (Airframes), (Engines) or (Ordnance)	A/P.O.A.M. (A), (E) or (O)	
	Leading Airman Pilot's Mate	L.A.P.M.	
	Leading Airman Mechanic (Airframes), (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 (Airframes), (Engines) or (Ordnance)	N.A. 1.M. (A), (E) or (O)	
	Naval Airman 2nd class Mechanic (Airframes), (Engines) or (Ordnance)	N.A. 2.M. (A), (E) or (O)	
	Recruit Naval Airman	Ret. (N.A.)	
	Naval Airman	Chief Airman	C.Air
		Petty Officer Airman	P.O.Air
		Leading Airman	L.Air
		Naval Airman 1st class	N.A.1.
		Naval Airman 2nd class	N.A.2.
Recruit (Naval Airman)		Ret. (N.A.)	
Aircrow		Pilot 1st class	Pilot 1.
		Pilot 2nd class	Pilot 2.
		Observer 1st class	Obs. 1.
		Observer 2nd class	Obs. 2.
		Probationary Naval Airman (Pilot) (Observer)	P.N.A. (P), P.N.A. (O)
		Probationary Naval Airman (Aircrow)	P.N.A. (A/C)
		Recruit (Naval Airman (Aircrow))	Ret. (N.A. (A/C))
		Aircrowman (T), (A) or (S)	A/C. (T), (A) or (S)
	Electrical Artificer (Air)	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.	
Recruit (Electrical Artificer)		Ret. (E.A.)	
Electrical Artificer Apprentice (L) (Air)		E.A.A.(L) (Air)	
Electrical Artificer Apprentice		E.A.A.	
Naval Artificer Apprentice		N.A.A.	
Electrician (Air)		Chief Electrician (Air)	C.El. (Air)
		Petty Officer Electrician (Air)	P.O. El. (Air)
		Leading Electrical Mechanician (Air)	L.E.M. (Air)
	Electrical Mechanician (Air) 1st class	E.M. (Air) 1.	
	Electrical Mechanician (Air) 2nd class	E.M. (Air) 2.	

Branch	Substantive Rating	Abbreviations
Radio Electrical Artificer (Air)	Recruit (Electrical Branch)	Ret. (L.R.)
	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.
	Acting Radio Electrical Artificer (Air) 4th class	A/R.E.A. (Air)4.
	Radio Electrical Artificer (Air) 5th class	R.E.A. (Air)5.
	Electrical Artificer Apprentice (R) (Air)	E.A.A. (R) (Air).
	Electrical Artificer Apprentice Naval Artificer Apprentice	E.A.A.
	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.	
Sick Berth	Recruit (Electrical Branch)	Ret. (L.R.)
	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.
Dental	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 Mechanic	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.
Writer	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.
Stores (S) or (V)	Leading Writer	L. Wtr.
	Writer	Wtr.
	Writer 2nd class	Wtr. 2.
	Recruit (Writer)	Ret. (Wtr.)
	Stores Chief Petty Officer (Stores) or (Victualling)	S.C.P.O. (S) or (V).
	Stores Petty Officer (Stores) or (Victualling)	S.P.O. (S) or (V).
	Leading Stores Assistant (Stores) or (Victualling)	L.S.A. (S) or (V).
	Stores Assistant (Stores) or (Victualling)	S.A. (S) or (V).

Branch	Substantive Rating	Abbreviations
Cook (S) or (O)	Stores Assistant (Stores) or (Victualling) 2nd class	S.A. (S) or (V) 2.
	Recruit (Stores Assistant (Stores) or (Victualling))	Ret. (S.A. (S) or (V)).
	Recruit (Stores Assistant)	Ret. (S.A.).
	Chief Petty Officer Cook (Ships) or (Officers)	C.P.O. Ck. (S) or (O).
	Petty Officer Cook (Ships) or (Officers)	P.O. Ck. (S) or (O).
	Leading Cook (Ships) or (Officers)	L.Ck. (S) or (O).
	Cook (Ships) or (Officers)	Ck. (S) or (O).
	Assistant Cook (Ships) or (Officers)	Asst. Ck. (S) or (O).
	Recruit (Cook)	Ret. (Ck.).
	Chief Petty Officer Steward	C.P.O. Std.
Steward	Petty Officer Steward	P.O. Std.
	Leading Steward	L. Std.
	Steward	Std.
	Assistant Steward	Asst. Std.
Regulating	Recruit (Steward)	Ret. (Std.)
	Master-At-Arms	M.A.A.
	Regulating Petty Officer	R.P.O.
	Leading Patrolman	L.P.M.
Butcher	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.
Musicians	Butcher	Btchr.
	Chief Bandmaster	Ch. Bdmr.
	Bandmaster	Bdmr.
	Band Corporal	Bd. Cpl.
	Musician 1st class	Musn. 1.
	Musician 2nd class	Musn. 2.
	Recruit (Musician)	Ret. (Musn.).
	Junior Musician	J. Musn.
	Bugle Sergeant	Bugle Sgt.
	Bugle Corporal	Bugle Cpl.
	Musician Bugler 1st class	Musn. Bugler 1.
	Musician Bugler 2nd class	Musn. Bugler 2.
	Printer	Chief Petty Officer Printer	C.P.O. Prntr.
Petty Officer Printer		P.O. Prntr.
Leading Printer		L. Prntr.
Naval Dockyard Police	Sergeant 1st class	Sgt. 1.
	Sergeant 2nd class	Sgt. 2.
	Constable	Const.
Cook (S)	<u>W.R.A.N.S.</u>	
	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)).	

Branch	Substantive Ratings	Abbreviations
Regulating	Chief Wran Regulating	Ch. Wran Reg.
	Petty Officer Wran Regulating	P.O. Wran Reg.
	Leading Wran Regulating	L. Wran Reg.
	Wran Regulating	Wran Reg.
Sick Berth	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.
Stores (S) or (V)	Chief Wran Stores (Naval Stores) or (Victualling)	Ch. Wran S.
	Petty Officer Wran Stores (Naval Stores) or (Victualling)	(S) or (V). P.O. Wran S.
	Leading Wran Stores Assistant (Naval Stores) or (Victualling)	(S) or (V). L. Wran S.A.
	Wran Stores Assistant (Naval Stores) or (Victualling)	(S) or (V). Wran S.A. (S) or (V).
Writer	Chief Wran Writer (General Duties) or (Pay)	Ret. (Wran S.A. (S) or (V)). 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).
Steward	Recruit (Wran Writer (General Duties) or (Pay), or (Shorthand))	Ret. (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).
Telegraphist	Wran Steward (General)	Wran Std. (G).
	Recruit (Wran Steward (General))	Ret. (Wran Std. (G)).
	Chief Wran Telegraphist	Ch. Wran Tel. (C.I.).
	Chief Wran Telegraphist (Communications Instructor)	Ch. Wran Tel. (C.I.).
	Petty Officer Wran Telegraphist	P.O. Wran Tel. (C.I.).
	Petty Officer Wran Telegraphist (Communications Instructor)	P.O. Wran Tel. (C.I.).
	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)	Ret. (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 and 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.
Aircraft Handler, 1st class	A.H.1.
Aircraft Handler, 2nd class	A.H.2.
Aircraft Handler, 3rd class	A.H.3.

Specialist Qualifications	Abbreviations
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.
Massour	Not abbreviated
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.
TRADES - ENGINE ROOM ARTIFICER BRANCH	
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.
OTHER QUALIFICATIONS	
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 Gunnery 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

744.

COMMUNICATIONS, INTERNAL (MATERIAL) - SOUND POWERED TELEPHONE EQUIPMENT FITTED IN ACOUSTIC BOOTHS AND SILENT CABINETS - CALL-UP ARRANGEMENTS.

H.M.A. Ships (excluding Submarines)

In connection with sound powered telephones or telephone control boxes fitted in acoustic booths and silent cabinets, provision is being made in new construction ships for an external visual call lamp controlled by a Box Switch (Hand Reset) Pattern 32089. This has been found necessary in certain situations where high ambient noise levels exist and present arrangements for sound call-up are ineffective.

2. Commanding Officers of ships not provided with this facility are to raise an Alteration and Addition for this requirement whenever the noise level is exceptionally high, at the same time stating the quantities and pattern numbers of the telephones and/or telephone control boxes fitted at each acoustic booth and silent cabinet affected.

(The foregoing is the text of A.P.O. 174/1956 altered to meet R.A.N. conditions.)

(4276/2/96)

745.

RADAR - TYPE 262M/P - INTERFERENCE BY ADJACENT MOUNTINGS - ISSUE OF MAGNETRONS.

Trials carried out in a destroyer showed that under certain conditions it is possible for a mounting in the SEARCH condition to be tripped into the TARGET LOST condition by radiation from the transmitter of the adjacent mounting.

2. The angle between the two aerial axes for which this occurs depends upon the difference in frequency between the transmitters of the two mountings. The trial showed that by using a CV.991 magnetron in one transmitter and a CV.994 in the other, the maximum exterior angle for which this tripping occurs is approximately 40 degrees. With a combination of CV.992 and CV.994 this angle increases to approximately 90 degrees. (For 262P Magnetrons, see paragraph 6 of this Order.)

3. The present policy is to fit CV.991's in the port transmitter and R.M.R. and C.V.994's in the starboard equipment. If difficulty is experienced in obtaining CV.991's or CV.994's then CV.992 or CV.993 respectively may be used in lieu, provided this does not result in the two latter magnetrons being used in adjacent mountings simultaneously.

4. The case of a ship fitted with more than two Type 262M/P's is more complicated and will in some measure have to be treated on individual merits. However, the following general rules may be used as a guide in such cases :-

- a) Where mountings or directors are in close proximity to each other with no screening structure to prevent mutual interference, adjacent transmitters should be fitted with magnetrons having the largest frequency spacing, i.e., CV.994 and CV.991.
- b) Where the arcs of coverage of mountings or directors tend to coincide, the respective transmitters should be fitted with magnetrons having the largest frequency spacing.
- c) Where mountings or directors are fitted on different deck levels, it is permissible for adjacent transmitters to be fitted with CV.994 and CV.992 or with CV.993 and CV.991.
- d) It is possible for the frequency of a CV.991 magnetron to be very near that of a CV.992, or a CV.993 to be very near that of a CV.994, so that judicious selection of magnetrons may be necessary.

5. CV.992 and CV.993 magnetrons will continue to be supplied and should be used as directed in paragraphs (3) and (4) of this Order.

6. Ships fitted with 262P are to follow the policy outlined in paragraphs 3 and 4 of this Order, substituting the CV. numbers of the 262P magnetrons for those quoted, in accordance with the list below.

262M Magnetron		262P Magnetron	
C. V. No.	Freq. Coverage	C. V. No.	Freq. Coverage
991	9820-9900 Mcs.	2111	9820-9890 Mcs.
992	9740-9820 Mcs.	2112	9740-9820 Mcs.
993	9660-9740 Mcs.	2113	9660-9740 Mcs.
994	9580-9660 Mcs.	2114	9590-9660 Mcs.

7. Navy Order 419 of 1954 is hereby cancelled.

(The foregoing is the text of A.P.O. 3248/1954 altered to meet R.A.N. conditions.)

(4519/31/880)

746.

AMMUNITION - PROPELLANT - LANDING - DESTRUCTION - REPORTS.

Navy Order 495 of 1956 is to be amended as follows :-
For "A.P.O. 912/1956" read "A.P.O. 913/1956".

(4433/51/286)

747.

STORES - ACCOUNTING OFFICERS IN AIRCRAFT CARRIERS
AND R.A.N. AIR STATIONS.

In H.M.A. ships carrying aircraft and at R.A.N. Air Stations the accounting for Naval Armament Stores for aircraft will be divided between the Commissioned Air Engineer (Ordnance) and the Commissioned Airman, the former being responsible for all aircraft gunwharf stores except Belt-Positioning Machines and (at R.A.N. Air Stations) Defence Equipment, and the latter for aircraft magazine stores (explosive and non-explosive), Belt-Positioning Machines, and (at R.A.N. Air Stations) Defence Equipment. At R.A.N. Air Stations the Naval Armament Stores Ledger, Form O. 571, should be maintained in two parts, viz., Part I, Gun Stores, and Part II, Magazine Stores.

2. The attached Appendix shows the type of ledger to be used in aircraft carriers except where employed in the training role for accounting for the different types of Naval Armament Stores.

3. In certain aircraft carriers and establishments a Commissioned Air Engineer (Ordnance) may not be borne in the complement and the following division of accounting duties is to apply in such carriers and establishments:

- a) In ships and establishments where an officer is appointed for air ordnance duties he is to be the accounting officer.
- b) In ships where no officer is appointed for air ordnance duties the Commissioned Air Engineer on the ship's staff is to be the accounting officer.
- c) At R.A.N. Air Stations where no officer is appointed for air ordnance duties a Commissioned Air Engineer is to be the accounting officer.
- d) Commissioned Air Engineers nominated for aircraft gunwharf stores accounting duties must have completed the Air Engineer's Ordnance Acquaintance Course.

4. In aircraft carriers a Commissioned Air Engineer (Ordnance) may, however, be borne for duty with squadrons. As this may involve detachment from the ship he is not to undertake accounting duties.

5. The established proportion of all Naval Armament aircraft stores allowed is to be recorded in the ledgers, and the entries are to be kept corrected by:

1) Aircraft Carrier -

- a) Reference to C.E. 4485(R) as changes in aircraft or their equipment are made.
- b) Amendments to authorised allowances as promulgated by errata to C.E. 4485(R), Navy Orders, etc.

11) R.A.N. Air Stations -

Amendments to establishments of Naval Armament Stores as approved by Navy Office.

(The foregoing is the text of A.P.O. 572/1956 altered to meet R.A.N. conditions.)

(4426/6/56)

APPENDIX

General Description of stores	Ledger to be used		To be kept by	Depot which is to complete established proportion line
	For ship stores	For aircraft stores		
Guns, ammunition, etc. Guns	S.1423	-	Gunner	N.A.*
Ammunition, bombs and other magazine stores	-	S.1419	Cd. Air Engineer (Ordnance)	N.A.*
Torpedo non-explosive stores	-	S.1419a	Cd. Airman	N.A.*
Underwater explosive stores	S.1423(a)	S.1423(f) S.1423(a)	Gunner (TAS) Gunner (TAS)	Torpedo* N.A.*

* Depot at ship's manning port.

748.

ALTERATION AND ADDITION ITEM - U.H.F. CONVERSION OF H.M.A. SHIPS - SUPPLY AND FITTING OF SUBSTITUTION SPARE EQUIPMENTS.

It has been decided that the following Alteration and Addition Item, approved in principle, Classification "A", shall apply to the ships of H.M.A. Fleet as listed hereunder:

Item: "To fit Type 591/CUH Substitution Spare Equipments (1 No. each Transmitter 75A and Receiver P116) in existing U.H.F. Racks in which the operational equipment is installed."

2. Classification "A".

	Class List Item No.
Light Fleet Carriers	298
"Battle" Class Destroyers	99
A.S. Frigates (Sloop)	525
A.A. Frigates (Modified River Class)	562
A.S. Frigates (Modified River Class)	598

3. Details of Installation:

It is important that a "substitution spare" should be wired strictly in accordance with A.S.R.E. Drawings Nos. D.80831 for Transmitter 75A and C.80830 for Receiver P.116 viz., power supply only, because the sole purpose of a "substitution spare" is to provide replacement units for units which may become defective in operational sets. A.S.R.E. Drawings Nos. D.80831 and C.80830 are bound in A.S.R.E. "Fitting-out" Specification No. B.756/R.I.

4. References:

A.S.R.E. Drawing Nos. D.80831 and C.80830 bound in A.S.R.E. Specification B.756/R.I.

5. Separate action is being taken for New Construction Vessels and Ships undergoing Modernisation or Conversion.

(4276/105/16)

749.

REPLENISHMENT IN HARBOUR AND AT SEA - INSPECTION OF ARRANGEMENTS.

H.M.A. Ships down to and including "Ocean" Minesweepers

An inspection of the arrangements for replenishment in harbour and at sea is to be carried out in all new construction H.M.A. ships; also in those undergoing modernisation, reconstruction and large repair. The inspection is to cover sea transfer rigs, derricks, etc., for hoisting inboard in harbour, and arrangements for striking down, in all cases for both liquids and solids. An exception to this is the ammunition striking down arrangements which will be covered by the gunnery and T.A.S. equipment inspections carried out by the Gunnery and T.A.S. Trials Officers.

2. When the programmes for inspection and trials prior to completion of such ships are being prepared, Overseers and Dockyard Officers concerned should arrange for items to be included as follows:

Aircraft Carriers	}	a) "Preliminary Inspection of Replenishment Arrangements". (See Note 1).		
Cruisers		b) "Final Inspection of Replenishment Arrangements". (See Note 2).		
Destroyers	}	a) "Preliminary Inspection of Replenishment Arrangements". (See Note 1).		
Frigates			b) "Final Inspection of Replenishment Arrangements". (See Note 2).	
Surveying Ships		(First of class only)		
Ocean Minesweepers				
Destroyers	}	"Inspection of Replenishment Arrangements". (See Note 3).		
Frigates			(All except first of class)	
Surveying Ships				
Ocean Minesweepers				

NOTE 1.- The date selected should be one when work on the replenishment arrangements is approximately 20 per cent. complete, the main object of this inspection being to provide guidance to those concerned on the application of all relevant specifications and drawings before the work is so far advanced that in event of errors, much has to be undone.

NOTE 2.- The date selected must be one when the replenishment arrangements are at least 90 per cent. complete since it is otherwise impracticable for the inspecting officers to carry out a proper check.

NOTE 3.- This being in effect a combined preliminary and final inspection, the date selected must be one when the replenishment arrangements are at least 75 per cent. but not more than 90 per cent. complete.

3. These inspections will be carried out as follows:

a) *H.M.A. Ships building, converting, modernising or refitting in H.M.A. Dockyards.*

By Commander Trials assisted by representatives of Navy Office Branches concerned.

b) *H.M.A. Ships building, converting, modernising or refitting in Private Yards.*

By Commander Trials assisted by representatives of the Navy Office Branches concerned.

4. Overseers or Dockyard Officers, should be associated with these inspections. Ships' Officers, if they have been appointed, should also attend.

5. A report of each inspection will be forwarded by Commander Trials to all concerned for information and appropriate action.

6. B.R. 1921 (Procedure for Supervision of Ships and Vessels Building and Completing at Contractors' Yards) is to be amended.

(The foregoing is the text of A.P.O. 287/1955 altered to meet R.A.N. conditions.)

(4276/2/110)

SECTION 7 - CANCELLED LIST

750.

CANCELLATION OF NAVY ORDERS.

Navy Orders 31, 338 of 1954, 114 and 418 of 1955, having been sufficiently promulgated or no longer applicable, are hereby cancelled.

(3712/120/14)



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)

)
)



C. N. O. s.

sent after

C.N.Os. 751-763/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st July, 1956.

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

751. PRESENTATIONS, RELICS AND TROPHIES - ACCOUNTING.

The following amendments are to be made to Navy Order 297 of 1955:

Paragraph 13, delete "periodical" in line 1.

Paragraph 13, add after "Trophies etc" in line 4
"except that they are to be mustered every 12 months
in accordance with paragraph 5 (b) (ii) hereof".

(3583/71/518)

SECTION 2 - PERSONNEL

752.

SEASICKNESS.

If, after a suitable period of trial, a member is considered to be either inefficient, or liable to suffer permanent impairment of health, on account of seasickness, Form A.M.1142 - Report of Seasickness - is to be completed in triplicate, given an enclosure number in accordance with Table 1 of A.F.Med.4., Medical Envelope, and disposed of as follows:

1) The original copy is to be forwarded with a covering letter to the Secretary, Department of the Navy, together with the Certificate of Service in the case of a rating.

11) One copy is to be enclosed in A.F.Med.4.

111) The third copy is to be forwarded separately to the Medical Director-General, for enclosure in the Central Medical folder.

2. On receipt of these documents, consideration will be given to appropriation to a larger ship or establishment. If such a decision is given in the case of a rating, his Certificate of Service is to be endorsed "Seasickness - Sea Service in Cruisers or Carriers only"

3. If the condition persists in the larger ship, and Interim Medical Survey report is to be rendered.

4. Confidential Navy Order 137 of 1943 and Navy Order 499 of 1944 are hereby cancelled.

(4018/4/139)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

753.

RADIO - AERIALS - MAINTENANCE AND PERIODIC INSPECTIONS.

It has been decided to bring rotating radio aerials into line with certain other machinery and initiate periodic inspection by dockyards.

2. Ships and establishments are therefore to make arrangements for the lifting, and shop inspection and overhaul, of all rotating aerials at intervals not exceeding 5 years. Establishments in which rotating aerials are fitted should stagger their requirements as far as possible. A record of such inspections is to be kept on the appropriate Forms S.1275(h).

3. The above instructions do not relieve ships' staffs of their overall responsibility for the efficient operation of the aerials and normal preventive maintenance and inspections should continue in accordance with the maintenance schedules. If defects are discovered during routine maintenance, normal defect list procedure is to be implemented.

4. The maintenance and inspection of fixed radio aerials will continue to be the responsibility of ships' staffs and no periodic inspection will be carried out by dockyards.

5. The provision of better protective paints and finishes for aerials is under investigation and instructions on the stripping and renewal of such paints and finishes will be issued separately.

(The foregoing is the text of A.P.O. 771/1956 altered to meet R.A.N. conditions.)

(4519/1/277)

754.

RADAR TYPE 974 - A.P.100022 BEARING TRANSMITTER.

Reports from sea indicate a high failure rate of A.P. 100022 Bearing Transmitters, particularly in ships fitted with two display units. Investigation has proved that the majority of failures are attributable to the permanent magnet rotor losing its magnetism, causing a decrease in the output voltage. As stated in B.R. 1983, paragraph 7.2.3 (Handbook for Radar Type 974), the minimum permissible is 110 volts, so that as loss of magnetism causes the voltage to drop below 110 volts, the indicator trace will slip out of step with the aerial. The bearing transmitter must therefore be replaced when the output voltage approaches 110 volts.

2. An improved type of bearing transmitter having an energised rotor has been designed for this equipment and will become available in 1956. Initial requirements are being obtained from the United Kingdom and when received will be issued without demand to the undermentioned ships :-

H.M.A.S. MELBOURNE	1 No.
H.M.A.S. SYDNEY	1 "

H.M.A.S. VOYAGER	1 No.
Battle Class Destroyers	1 No. each
Tribal Class Destroyers	1 No. each
A.S. Frigates (Converted Fleet) (4)	1 No. each

3. Details of modifications required to fit the improved type will be promulgated in due course.

(The foregoing is the text of A.P.O. 34/1956 altered to meet R.A.N. conditions.)

(4519/31/787)

755.

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.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant nature and size.</u>	<u>Nature of gun ammunition etc., which may be involved.</u>
RNC 5423 R 4041 R 4042 R 4044 R 4046	SUK/D4.3-0.8	Motor rocket 5-in.
RNC 535XB	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-ovt.
RNC 2691XR RNC 2714XR RNC 2725XR	SC 103	B.L.6-in., Q.F.5.25-in., Q.F.4.5-in., Q.F.4-in.
RNC 533XB RNC 2690XR	SC 109 SC 122	B.L.6-in., Q.F.4.7-in. B.L.6-in., Q.F.4.7-in., Q.F.4.5-in.
RNC 4176XL	HSC/T 134-055	Q.F.2-pdr.
KA 22 KA 23 KA 24 KA 25 KA 38 KA 39 RC 1011	NH 025	Q.F.40-mm.

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. 1484/1956 altered to meet R.A.N. conditions.)

(4433/51/296)

756.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (MODIFIED RIVER).

Class List item No. 579 of Navy Order 385 of 1956 is to be amended to include the following, after "Item :- To install bathythermograph outfit" :-

"REFERENCE: C.A.F.O. 31 of 1950".

(4283/1/230)

757.

NAVAL STORES (GENERAL) (CLASS B GROUP 8 PART B.)
GAUGES, PRESSURE, PATTERN 4673 - ALLOWANCES.

Aircraft Carriers fitted with oxygen producing plants are to be allowed spare pressure gauges Pattern 4673, for this equipment to the scale of one spare gauge for every 6 gauges of that pattern fitted, with a maximum of 2 per ship.

2. Ships concerned should lodge demands (Form A.8.134) on the Superintending Naval and Air Store Officer, Sydney, to complete to the above allowance.

3. The Establishment of Sea Stores for Engineering Purposes, B.R.321, will be amended.

(The foregoing is the text of A.F.O. 1175/1956 altered to meet R.A.N. conditions.)

(4505/80/176)

758.

NAVAL STORES (GENERAL) (CLASS E, GROUP 2D) MICA
LUBRICATED PACKING - INTRODUCTION OF NEW SIZES.

In order to obviate the necessity of "hammering" the existing range of patterns to required size and to obtain more efficient packing of glands for the high temperature and pressure conditions of modern steam installations, it has been decided to introduce the undermentioned new sizes of mica lubricated packing. The 1/8" square section is being introduced for packing glands of pressure gauges, drain and boiler feed regulator valves :-

Pattern	Size
7505	1/8" square
7506	3/16" "

Pattern	Size
7507	5/16" square
7508	7/16" "
7509	9/16" "

2. Stocks are being provided at all Naval Store Depots and ships are to demand these packings on an "as required" basis, holding an emergency stock of half quantities required to re-pack all glands so fitted.

3. Existing patterns which will continue to be stocked are as follows :-

Pattern	Size
7500	1/4" square
7501	3/8" "
7502	1/2" "
7503	5/8" "
7504	3/4" "

4. The relevant publications will be amended.

5. Navy Order 248 of 1956 is hereby cancelled.

(4512/23/97)

759.

NAVAL STORES (GENERAL) (CLASS E GROUP 11) - ALLOCATION
OF NEW PATTERN NUMBERS.

To facilitate accounting by eliminating duplicated pattern numbers, new numbers have been assigned to the items under Class E, Group 11 of the Rate Book and Authorized List of Naval Stores as detailed in the Appendix to this Order. Records should be amended accordingly.

2. The relevant publication will be amended.

(The foregoing is the text of A.F.O. 1441/1956 altered to meet R.A.N. conditions.)

(4514/11/119)

APPENDIX

Old Pattern Numbers	Description	New Pattern Numbers
3A	Carriers, message, rubber, for 3-in. carrier voice pipes for signal communication purposes.	5148
4	Carriers, rubber, open ended, for pneumatic tube installations.	5149
9	Windows, glass, smoke observation, heat resisting plate glass squares with ground edges.	7499

<u>Old Pattern Numbers</u>	<u>Description</u>	<u>New Pattern Numbers</u>
107	Glasses for welding screens, plain.	9100
594	Bottles, amber, stoppered, for litmus paper.	5849
2122	Lubricators, glass, No. 0, Globe type.	7306
2123	Lubricators, glass, No. 1, Cylinder type.	7307
2124	Lubricators, glass, No. 2, Flat type.	7308
2125	Lubricators, glass, No. 11, Flat Round type.	7309
7736	Washers, leather, for 3-in. hose connection.	7494
7737	Washers, leather, for 2-in. hose connection.	7495
7738	Washers, leather, for 1½-in. hose connection.	7496
7739	Washers, leather, for 1½-in. hose connection.	7497
7740	Washers, leather, for 1-in. hose connection.	7498

760.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) - ALLOCATION OF NEW PATTERN NUMBERS.

To facilitate accounting by eliminating duplicated pattern numbers, new numbers have been assigned to the items under Class E, Group 12 of the Rate Book and Authorized List of Naval Stores as detailed in the Appendix to this Order. Records should be amended accordingly.

2. The relevant publication will be amended.

(The foregoing is the text of A. P. O. 1440/1956 altered to meet E. A. N. conditions.)

(4514/21/307)

APPENDIX

<u>Old Pattern Numbers</u>	<u>Description</u>	<u>New Pattern Numbers</u>
5928	Fluid disinfectant, in 1 gallon cans.	7870
5928	Fluid disinfectant, in 5 gallon drums.	7871
5977	Insect repellent (Di-methylphthalate), 2 oz. tins.	7874
5977	Insect repellent (Di-methylphthalate), 1 gallon tins.	7875

761.

NAVAL STORES (GENERAL) (CLASS F, GROUP IC, PART 3) - RECEIVER INSETS FOR HEADSETS PATTERNS 12654, 12939 AND 12940 AND HANDSET PATTERN 12941 - INTRODUCTION.

It has been decided to introduce the inset described below in order to facilitate repairs to headsets Patterns 12654, 12939 and 12940 and handset Pattern 12941.

2. The insets have been added to the Rate Book and Authorized List of Naval Stores under Class F, Group IC, Part 3.

<u>Pattern</u>	<u>Description</u>	<u>Accounting Classification</u>
32120	Inset Receiver (Moving coil) for Headsets, Patterns 12654, 12939 and 12940 and Handsets Pattern 12941.	Consumable

3. An initial supply is being arranged and when it is necessary to replace Receiver Insets in fitted equipment new insets should be demanded from the appropriate storing yard in the usual manner.

(The foregoing is the text of A. P. O. 1247/1956 altered to meet E. A. N. conditions.)

(4518/15/418)

RESTRICTED
12

763

SECTION 6 - SHORE ESTABLISHMENTS

763.

WAIVER OF PERCENTAGE CHARGES ON DEPARTMENTAL FURNITURE
AT WOOMERA.

Approval is given with effect from 11th August, 1955, for the conditions governing waiver 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.

2. In order to expedite waiver of hire charges for furniture which is controlled by the Department of Supply at Woomera, it has been agreed that applications should be submitted direct to the Controller, Weapons Research Establishment, Salisbury, S.A.

3. Applications should be supported by a certificate by the member's Commanding Officer as to items held in storage on the member's behalf.

4. Navy Order 944 of 1955 is hereby cancelled.

(3541/19/2)

Civ Sec

0090 Registry

*10 have copies made
of 778 & related
files.*

② Seal. Atten

C.N.Os. 764-778/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th August, 1956.

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.0255

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RESTRICTED

764

SECTION 1 - ADMINISTRATIVE AND GENERAL

PRESENTATIONS AVAILABLE FOR RE-ALLOCATION.

The presentations 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 8th November, 1956.

2. Administrative Authorities are requested to consider the possible requirements of ships which are expected to commission in the near future.

(3583/71/535)

APPENDIX

ITEM NO.	DESCRIPTION	QTY.	WHERE HELD	CONDITION.	DONOR
1.	Badges, boats, R.A.N.R., large.	10 No.	H.M.A.S. LONSDALE.	Serviceable	N.K.
2.	Picture, "King George VI".	1 No.	"	"	N.K.
3.	Photograph, "Queen Elizabeth (Queen Mother)".	1 No.	"	"	N.K.
4.	Picture, framed, "Lord Nelson".	1 No.	"	"	N.K.
5.	Cup, "Victoria League".	1 No.	"	"	Ex H.M.A.S. AUSTRALIA.
6.	Portrait, "H.M. King George VI".	1 No.	Fremantle.	Good	Colonel D.R. Evans, D.S.O.
7.	Photograph, autographed, H.M. King George VI, in Naval Uniform, size 17" x 22".	1 No.	Sydney.	"	N.K.

764.

SECTION 2 - PERSONNEL

765.

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

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

2. Any urgent orders for uniforms required by newly-promoted officers, or by new entries who cannot be fitted from stock-size garments, should be clearly endorsed as such, and will be given priority.

3. Should any undue delay occur in the receipt of uniforms ordered from the Factory, the ordering officer should take prompt hastening action direct with the Factory, forwarding copy of correspondence to Secretary, Department of the Navy. It is of course the responsibility of individual officers and ratings to follow up any private orders which they may place with the Factory, and to co-operate with the Factory by attending for fittings, so far as is practicable, when requested to do so.

4. Navy Order 34 of 1954 is hereby cancelled.

(4532/92/123)

766.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS AT SYDNEY AND PERTH - (1956-1957).

The following are the prices operative until 30th June, 1957, at which ratings' made-to-measure uniforms may be obtained from the Sydney and Perth contractors, viz., Seagrave and Wheatley and Co. Pty. Ltd., 283 Elizabeth Street, Sydney, N.S.W., and Wende Bros., 80 Barrack Street, Perth, W.A.:

ITEM	SEAGRAVE & WHEATLEY & CO. PTY. LTD.	WENDE BROS., PERTH.
	£. s. d.	£. s. d.
Jacket, diagonal serge, double breasted for:		
a) Naval Dockyard Police, with white metal buttons	10.11. 6.	8. 9. 6.
b) C.P.O's, with gilt buttons	10.18. 6.	8.15. 5.
c) P.O's, with gilt buttons	10.15. 6.	8.11. 3.
d) Other Ratings, with black horn buttons	10.10. 6.	8. 6. 8.
Trousers, diagonal serge, fly	4. 9.10.	5. 4. 9.
Jacket, lightweight serge, double breasted for:		
a) Naval Dockyard Police, with white metal buttons	10.13. 6.	8.12.11.
b) C.F.O's, with gilt buttons	11. 3. 6.	8.18.10.
c) P.O's, with gilt buttons	10.17. 6.	8.14. 8.
d) Other Ratings, with black horn buttons	10.12. 6.	8.10. 1.

ITEM	SEAGRAVE & WHEATLEY & CO. PTY. LTD.	WENDE BROS., PERTH.
	£. s. d.	£. s. d.
Trousers, lightweight serge, fly	4. 9.10.	5. 7. 4.
Jumpers, Seamen's serge	4. 3. -.	4.16. -.
Trousers, Seamen's serge, fall	4.14. -.	4. 7. 8.
Overcoats, cloth, for G.P.O's and P.O's, with gilt buttons	13. 5. -.	13.15. 3.
Overcoats, cloth, for Other Ratings, with black horn buttons	12.14. -.	12.15. -.
Extra Charges:		
Sewing on Badges and Chevrons	- 3. 6.	- 4. 6.
Taping of bottom of trousers with dark material to tone with serge	-	- 5. 6.

NOTE: The price quoted by Seagrave & Wheatley & Co. Pty. Ltd., for trousers Seamen's serge fall include, if desired, the supply and attachment of zip fasteners.

2. The conditions of the contracts are:

- When ordering garments, the rating must present to the contractor a written authority, on Form A.S.87X, signed by the Supply Officer of his ship if one is borne, otherwise by the Commanding Officer or an officer delegated by him. Such authority is to state the rating's name, official number, rating, ship or establishment in which serving, and must specify in detail the articles and quantities thereof authorized to be purchased. Unless Form A.S.87X containing the full details required is lodged with the contractor at the time of ordering, the order will not be accepted.
- 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.
- 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.
- 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 of this Order.
- 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.
- 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 679 of 1955 is hereby cancelled.

(This Order will be reprinted for posting on Notice Boards.)
(4532/91/43)

767.

PROMOTION (OFFICERS) HALF-YEARLY RECOMMENDATIONS FOR PROMOTION TO FLAG RANK EXECUTIVE BRANCH.

Reports on Captains of the Executive Branch for promotion to Rear-Admiral are to be forwarded by Administrative Authorities concerned to reach the Secretary, Department of the Navy, on 1st April and 1st October and are to cover all Captains of 8 years' seniority and above.

2. The first reports are to be made on 1st October, 1956.

3. These instructions will be embodied in a consolidated order on half-yearly recommendations for promotion.

(4008/4/161)

768.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORMS FOR OFFICERS - SYDNEY AND MELBOURNE - (1956-1957).

Made-to-Measure Uniforms for officers of the Women's Royal Australian Naval Service may be obtained from Seagrave and Wheatley and Co. Pty. Ltd., 283 Elizabeth Street, Sydney, and Messrs. Ince Bros., 166 Swanston Street, Melbourne.

2. Details of the 1956/57 contracts have been communicated direct to the authorities concerned.

3. Navy Order 803 of 1955 is hereby cancelled.

(4533/81/312)

769.

WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE - MADE-TO-MEASURE UNIFORMS FOR RATINGS - SYDNEY AND MELBOURNE - (1956-1957).

Made-to-measure uniforms for ratings of the Women's Royal Australian Naval Service may be obtained from Seagrave and Wheatley and Co. Pty. Ltd., 283 Elizabeth Street, Sydney, and Messrs. Ince Bros., 166 Swanston Street, Melbourne.

2. The prices operative during the period 1st July, 1956, to 30th June, 1957, are as follows:

	SEAGRAVE AND WHEATLEY AND CO. PTY. LTD.	INCE BROS.
Jackets, diagonal serge	£9.16. 0d.	£10. 4. 9d.
Skirts, diagonal serge	£3. 4. 6d.	£4. 4. 9d.

3. Navy Order 716 of 1955 is hereby cancelled.

(4533/81/314)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

770.

GUN MOUNTINGS - 40-MM., SINGLE BOFORS, MARK 7 MOUNTINGS - CENTRE PIVOT LUBRICATION ARRANGEMENTS - MODIFICATION NO. 54.

Navy Order 226 of 1955 paragraph (e) is to be amended as follows:

- a) Delete "63 W.D.G." and substitute "32 W.D.G."
- b) Delete "Pattern 860" and substitute "Pattern 870"

(4429/142/141)

771.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (CONVICTED FLEET).

Navy Order 333 of 1956 is to be amended as follows:

Reference: For "F.O.C.A.F's A.F.413/1924/2, dated 27th February, 1955," read "F.O.C.A.F's A.F.413/1924/2 dated 27th February, 1954".

(3350/104/123)

772.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3B) - BRUSH
CARRIAGE FOR TRANSMITTER, PATTERN 3561, 3562 AND
4351 - INTRODUCTION OF NEW PATTERN.

Paragraph 5 of Navy Order 300 of 1956 is to be deleted and the following inserted in lieu:

"5. Ships and shore establishments fitted with these transmitters are to arrange for the existing brush carriage to be replaced by the new brush carriage Pattern 3566. Admiralty Fleet Order Diagram 5/56 gives instructions for carrying out this modification to transmitters Pattern 4351. With regard to transmitters Patterns 3561 and 3562, the new brush carriage is to be fitted in accordance with Notes 1 and 3 of Admiralty Fleet Order Diagram 5/56; the brush carriage being positioned so that standard energisation is obtained at zero heading (000°). In order to obtain the correct stepping sequence, it will be necessary to connect transmission lines 2 and 3 to terminals 3 and 2 respectively on the brush carriage. Occasionally, it may be necessary to enlarge the slotted holes on the frame of any of these transmitters so that the edge of the bakelite flange of the brush carriage may be located in contact with the spigot of the transmitter frame as specified in Note 3 of Admiralty Fleet Order Diagram 5/56."

(The foregoing is the text of A.F.O. 659/1956 altered to meet E.A.N. conditions.)

(4518/37/213)

773.

NAVAL STORES (CLASS F, GROUP 5) - SPOOLS, FILM, EMPTY -
RETURN TO R.A.N. STORE DEPOT, SYDNEY.

Non-availability of the empty photographic film spools required for issue on embodiment loan to the film manufacturers is causing difficulty in the supply of films. It is therefore important that when empty, these spools should be handled carefully and promptly returned to store. They are to be suitably packed and despatched to the Superintending Naval and Air Store Officer, Sydney, accompanied by Forms A.S.331.

2. The packages should be marked "Empty film spools".

3. The spools particularly concerned are as follows:

<u>PATTERN NO.</u> <u>OR R.A.F.</u> <u>REFERENCE NO.</u>	<u>DESCRIPTION</u>
2412	Spools for films, Patterns 2375 and 2376 for Dial Recording Cameras.
14B/551	Spools for F24 Films, Reference 14K/1819, 3100 and 2496.
14B/1342	Spools for K20 Films, Reference 14K/1822 and 3116.

(4518/50/329)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

774.

BOOKS - HANDBOOKS FOR COMMON NAVAL RADAR TEST EQUIPMENT.

Handbooks for Common Naval Radar Test Equipment will be supplied in future, without demand, to services when the various items of test equipment are issued.

2. Books which are not available when an item is issued will be supplied as soon as possible after publication.

3. Demands for Handbooks for items of Common Naval Radar Test Equipment already supplied should be forwarded to the Superintending Naval Store Officer, Sydney.

4. Navy Order 658 of 1955 also refers.

(The foregoing is the text of A.F.O. 3280/1955 altered to meet E.A.N. conditions.)

(4139/40/404)

775.

BOOKS AND FORMS - B.R. 292/1952 MANUAL FOR THE
MAINTENANCE OF NAVAL ORDNANCE AND GUNNERY
EQUIPMENT.

Outstanding copies of the abovementioned publication have now been received and the complete distribution to ships and establishments, and particulars of copies to be issued on personal loan, are as follows:

<u>DESTINATION</u>	<u>NO.</u>	<u>DESTINATION</u>	<u>NO.</u>
Navy Office	8	LEEUWIN	1
P.O.C.A.F.	1	MELVILLE	1
P.O.I.C. E.A.	1	TORRENS	1
Captain D.10	1	HUON	1
Captain F.1	1	TARANGAU	1
C.S.T. P.N.D.	30	G.E.S.O. Sydney	2
HOBART	1	G.E.S.O. Victoria	2
SYDNEY	1	A.A. G.M.G.I.D.	2
MELBOURNE	1	E.A. G.M.G.I.D.	2
Darings	3	A.A. Williamstown	2
Battles	2	E.A. Williamstown	2
Tribals	3	O.E.O. Bendigo	1
"Q" Frigates	4	O.E.O. Maribyrnong	2
Quality	1	D.I.N.O. Maribyrnong	3
Frigates (River)	12	D.I.N.O. Sydney	3
Frigates (Sloop)	2	N.O.I.C. Fremantle	1
Frigates Type 12	4	S.A.S.O. Sydney	5
O.M.S.	16	N.A.S.O. Maribyrnong	3
PLATYPUS	1	N.A.S.O. Byford	2
KUTTABUL	2*	Proof Range, Wakefield	1
NIRIMBA	2	Proof and Experimental	1
ALBATROSS	2	Officer (Dept. of the Army).	
LONSDALE	1		
PENGUIN	1	Personal Issue	300
H.M. Submarines (1 each)		Spare	56
MORRISON	1		

* Includes 1 No. for R.T.E. RUSHCUTTER.

2. Personal loan copies are available for the following:

- i) Engineer Officers (O/E)
- ii) Commissioned Ordnance Engineers
- iii) Chief and Ordnance Artificers
- iv) Quarters Armourers 1st and 2nd Class.

3. Supply officers should arrange for demands as necessary to be placed on the Superintending Naval and Air Store Officer, Sydney.

4. Amendments to B.R.292(52) will be made through the "P" series of Admiralty Fleet Orders.

(4139/13/1839)

776.

REVISION OF FORMS.

The undermentioned forms have been revised. Supply will be effected on demand when stock of the existing form is exhausted:

- 8.327 - Switchboard Log. Loose Leaf Sheets. (3526/12/1573)
A.8.396 - Education Officers' Journal. (3526/12/1592)

2. The following forms have been revised. Supply will be effected on demand, when the existing forms will be rendered obsolete, and should be destroyed:

- A.8.12 - Coin Summary and Certificate of Payment. (3526/12/1569)
A.8.17 - Certificate of Payment of Officers and Men. (3526/12/1568)
A.8.17a - Certificate of Payment of Officers and Men in Tenders. (3526/12/1443)

3. The following form has been abolished:

- A.8.72x - Daily Provisions Issue Book. (3526/12/1520)

(3526/12/1680)

777.

TRADE CERTIFICATES - ELECTRICAL BRANCH.

Paragraph 1 of Navy Order 118 of 1955 is to be amended as follows:

After the words "A.S. 4300 Radio Electrical Artificer (Air)" delete the words "A.S. 4300 Electrician" and insert the following words in lieu:

- "A.S. 4300(E) Electrician (E)"
"A.S. 4300(P) Electrician (P)".

(3526/12/1553)

778.

STATIONERY - OFFICE EQUIPMENT - OFFICE MACHINERY - ALLOWANCES FOR H.M.A. SHIPS AND SHORE ESTABLISHMENTS.

The allowances of office machinery for H.M.A. ships and shore establishments are set out in the Appendix to this Order. Of the complete establishment of typewriters and duplicators shown in Columns 1 and 3 respectively, the minimum quantities as shown in Columns 2 and 4 are allowed to the Communication Branch.

2. Items held in excess of Establishment should be returned to Superintending Naval Store Officer, Sydney, unless there are special circumstances which may warrant retention of these items in which case Naval Board approval should be sought.

3. Navy Orders 369 of 1951, 161 of 1952, 265 of 1952 and 61 of 1953 are hereby cancelled.

(The foregoing is the text of A.F.O. 1749/1954 altered to meet E.A.M. conditions.) (3911/21/364)

APPENDIX

ALLOWANCES OF OFFICE MACHINERY FOR H.M.A. SHIPS AND SHORE ESTABLISHMENTS.

	TYPEWRITERS		DUPLICATORS SPIRIT		DUPLICATORS STENCIL	ADDING MACHINES	REMARKS
	Col. 1.	Col. 2.	Col. 3.	Col. 4.			
F.O.O.A.P.	A	2	A	-	A	-	A = As approved by Naval Board.
Aircraft Carriers	24	8	3	1	2	1	B = 1 No. for Senior Officers of Ocean Minesweepers without base or Shore Office.
Cruisers	19	8	2	1	1	1	C = 1 No. when carrying out surveying duties.
D.10.	3	1	-	-	-	-	D = Allowances for Reserve Training purposes.
Darings	9	3	1	1	-	1	E = Signal School.
Destroyers	9	3	1	1	-	1	F = Main Signal Office.
Battle Class	7	3	1	1	-	1	G = Signal Centre - Naval Base Headquarters.
Tribal Class	7	3	1	1	-	1	NOTE: All typewriters in column 2 are of the tele-graphic type.
Frigates	7	3	1	1	-	1	
Converted Fleet	7	3	1	1	-	1	
Type 12	5	3	1	1	-	1	
River Class	4	2	B	B	-	-	
Ocean Minesweepers	2	1	-	-	-	-	
Tugs (Seagoing)	2	1	-	-	-	-	
Boom Defence Vessels	4	-	1	1	-	-	
Reserve Fleet Division, Sydney	55	42	2	2	-	-	
HAFMAN	A	14	2	2	-	-	
COONAWARRA	A	14	2	2	-	-	
PENGUIN	A	1	2	2	-	-	
NIRIMBA	A	1	2	2	-	-	
ALBATROSS	A	9	1	1	5	1	
TARANGAU	A	1	2	2	5	1	
WATSON	A	1	2	2	2	2	
MELVILLE	A	1	1	1	1	-	
Flinders Naval Depot	A	104S	5	5	3	6	
		27		1P			
KUTTAPUL	A	70	3	3	1	2	
LONGDALE	A	10D	1	1	2	3	
LONGDALE II	A	6D	-	-	-	-	
RUSHCUTTER	A	8D	1	1	2	1	
LEEWIN	A	6D	1	1	3	1	
TORRENS	A	6D	1	1	1	1	
MORETON	A	8D	-	-	2	1	
HUON	A	6D	-	-	-	-	
Boom Defence Depots	A	-	-	-	-	-	

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 AND 452-
463 OF 1956).

A.P.O.'s	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
<u>1954</u>		
1191	-	675
2853	-	724
3248	-	745
<u>1955</u>		
287	-	749
844	584	-
877	-	694
924	-	582
929	-	557
1443	-	631
1559	-	544
1922	-	560
1983	626	-
2230	-	474
2384	-	543
2396	-	647
2858	-	554
2921	-	451
2987	526	-
3035	-	441
3051	446	-
3131	-	736
3137	-	738
3138	-	555
3258	-	487
3377	-	467
3382	523	-
3436	-	473
3460	-	667
3462	-	443
3526	460	-
<u>1956</u>		
34	-	754
172	-	608
174	-	744
176	-	621
182	-	737
184	-	633
207	-	709
234	-	593
245	-	632
278	-	454
287	-	472
288	-	449
294	488	-
363	-	501
388	-	737
405	512	-
419	515	-
420	536	-
422	-	611
423	-	615
427	-	519
431	628	-
465	-	444

A.P.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
466	-	438
476	-	652
479	-	613
483	448	-
536	-	650
545	-	466
548	-	440
564	486	-
569	-	612
572	-	747
604	-	475
606	-	644
613	468	-
615	607	-
619	-	442
620	-	668
622	-	727
623	-	550
643	-	610
644	-	552
647	-	471
648	-	614
655	-	629
718	-	558
720	-	570
722	-	695
771	-	753
775	-	481
776	-	447
780	630	-
781	-	586
828	-	458
832	-	480
835	-	625
841	-	571
843	-	678
846	-	569
847	-	559
850	-	462
863	-	463
893	-	548
895	-	549
909	478	-
912	539	-
913	-	495
915	-	564
916	-	609
917	-	617
918	-	470
919	-	496
920	-	616
922	-	541
924	-	619
925	-	635
927	568	-
928	489	-
948	514	-
975	-	540
976	-	579
979	-	636
982	-	546
1012	-	492
1039	538	-

A.P.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1042	-	527
1043	-	656
1046	-	545
1048	627	-
1067	583	-
1077	682	-
1098	-	685
1103	-	688
1105	-	641
1106	-	691
1107	530	-
1111	634	-
1116	-	762
1117	-	739
1121	-	696
1166	-	689
1168	-	595
1169	528	-
1170	716	-
1171	-	690
1174	707	-
1175	-	757
1177	-	693
1181	708	-
1182	-	517
1184	518	-
1239	-	686
1241	-	687
1247	-	761
1310	-	618
1311	-	642
1312	580	-
1351	-	665
1380	676	-
1421	-	666
1425	639	-
1434	703	-
1438	-	679
1440	-	760
1441	-	759
1460	-	713
1484	-	755
1486	718	-
1489	-	719
1584	714	-

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 763 of 1956, dated 1st June, 1954, to 31st July, 1956.)



Civ Spe

Genl Officer

C.N.Os. 779-791/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
9th August, 1956.

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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779-781

SECTION 1 - ADMINISTRATIVE AND GENERAL

779. ACCIDENTS - POWER-OPERATED DIRECTORS, TURRETS AND MOUNTINGS - SAFETY PRECAUTIONS.

An accident has recently occurred in the Royal Navy where a rating was crushed between the ship's structure and a 4-in. mounting. The primary cause of this accident was the failure to carry out the correct drill, and emphasises the danger of operating powered equipment if the proper precautions are relaxed.

2. Whilst there is no substitution for good drill, in future, as an additional precaution, a notice painted in clear red lettering on a white background is to be displayed in an obvious position whenever power is about to be switched on in a director, turret or power operated mounting - this notice is to read "DANGER - POWER ON".

(The foregoing is the text of A.F.O. 1583/1956 altered to meet R.A.N. conditions.)

(4227/99/8)

780. CEREMONIAL USE OF THE TERMS "COLOURS" AND "SUNSET".

Except where necessary for the sake of clarity, e.g., in correspondence with some N.A.T.O. countries, the use of the terms "Morning Colours" and "Evening Colours" is to be avoided. "Colours" and "Sunset" should invariably be used in all correspondence and documents within the Royal Australian Navy.

(The foregoing is the text of A.F.O. 1740/1956 altered to meet R.A.N. conditions.)

(3244/1/21)

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

Navy Order 946 of 1955 as amended by Navy Order 637 of 1956, is to be further amended as follows:

Paragraph 3 (a) (11) - For "A.A. and A.S. Frigates (Sloop)" read "A.A. and A.S. Frigates (River Class)".

(4276/4/404)

SECTION 2 - PERSONNEL

782.

PAY NUMBERS FOR R.A.N. OFFICERS - SUPPLEMENTARY LIST TO NAVY ORDER 464 OF 1956.

Following is a list of pay numbers which have been allotted to R.A.N. officers subsequent to the issue of Navy Order 464 of 1956, which Navy Order is to be noted accordingly.

Name		Rank	Force R.A.N., R.A.N. (E.L.), R.A.N.R., R.A.N.R. (S) R.A.N.V.R.	Pay Number Allotted
Surname	Initials			
HOLISTER	R.W.H.	Lt. Cdr.	R.A.N. (E.L.)	0.1344
PECK	H.C.L.	Lieut.	R.A.N.	0.1345
SPILLANE	E.T.	A/Inst. Lieut.	R.A.N.	0.1346
WALKER	W.	Inst. Sub. Lt.	R.A.N.	0.1347
ANDERSON	K.	Inst. Sub. Lt.	R.A.N.	0.1348
HAINES	J.	Inst. Sub. Lt.	R.A.N.	0.1349
KEMP	P.D.	Inst. Sub. Lt.	R.A.N.	0.1350
WEST	J.K.W.	A/Lieut.	R.A.N.R. (S)	0.1351
STEVENS	G.S.	A/Sub. Lt.	R.A.N.R.	0.1352
HOWELLS	J.D.	Surg. Lt. (D)	R.A.N.	0.1353
AHERN	M.G.	Surg. Lt. (1)	R.A.N.	0.1354
CROFT	R.B.	Surg. Lt. (D)	R.A.N.	0.1355
BURNISTON	G.L.	S.C.A.E.	R.A.N. (E.L.)	0.1356

F

WATSON	H.A.	Sen. Cd. Gnr.	R.A.N.	0.1357
KRUMMEL	K.H.	A/Lieut. (E)	R.A.N.	0.1358
BONNETT	V.	Inst. Sub. Lt.	R.A.N.	0.1359
CAIRD	I.T.	Mid. (O)	R.A.N.	0.1360
SPANTON	K.S.F.	A/C.E.L.O.	R.A.N.	0.1361
STEVENS	G.W.	A/C.E.L.O.	R.A.N.	0.1362
MOWDAY	R.J.	A/C.E.L.O.	R.A.N.	0.1363
TREDEA	J.T.	A/C.E.L.O.	R.A.N.	0.1364
MASCORD	R.W.	A/C.E.L.O.	R.A.N.	0.1365
STENNING	F.A.	Surg. Lt. Cdr.	R.A.N.R.	0.1366
GALLAN	W.E.	A/Sub. Lt.	R.A.N.	0.1367
NESTOR	J.P.	A/Sub. Lt.	R.A.N.	0.1368
RICHARDS	W.R.	Surg. Lt. (D)	R.A.N.	0.1369
GRIFFITHS	J.P.G.	Sub. Insp.	N.D.P.	0.1370
JONES	V.W.	A/Cd. A/E. (Ord.)	R.A.N.	0.1371
ROSE	V.A.	A/Cd. A/E.	R.A.N.	0.1372
COOKE	E.C.H.	A/Lt.	R.A.N.R. (S)	0.1373
WADEY	A.K.	A/Sub. Lt.	R.A.N.R. (S)	0.1374
TURNER	G.A.	Mid. (O)	R.A.N.	0.1375
DAVIES-GRAHAM	A.G.	Mid. (O)	R.A.N.	0.1376
PIDDINGTON	K.H.	Mid. (O)	R.A.N.	0.1377
RENNICK	R.H.	Mid. (O)	R.A.N.	0.1378
MARKHAM	J.E.	A/Cd. Eng.	R.A.N.	0.1379
McNAMARA	J.E.	A/Cd. Eng.	R.A.N.	0.1380
CLOUGH	P.J.	A/Cd. Eng.	R.A.N.	0.1381

G

Name		Rank	Force: R.N. Loan	Pay Number Allotted
Surname	Initials			
BATES	R.V.	Lt. Cdr. (L)	R.N.	0. 7134
WHITAKER	G.C.P.	Capt. (L)	R.N.	0. 7135
BRAIN	F.W.	Cd. Stores Off.	R.N.	0. 7136
BOE	A.J.T.	Commodore II.	R.N.	0. 7137
BICKFORD-SMITH	H.J.	Lt. Cdr.	R.N.	0. 7138
BAKER	L.J.V.	Lieut. (O)	R.N.	0. 7139
PENFOLD	T.J.	Lieut. (O)	R.N.	0. 7140
WILCE	T.L.	Lieut. (O)	R.N.	0. 7141
DEDMAN	K.H.	Lieut. (O)	R.N.	0. 7142
EAGLES	J.D.	Sub. Lt. (P)	R.N.	0. 7143
SMITH	V.C.S.	Lt. Cdr.	R.N.	0. 7144
OGILVY	I.W.	Sub. Lt. (P)	R.N.	0. 7145
AFUNDEL	A.	A/Sub. Lt. (P)	R.N.	0. 7146
BRADBURY	D.H.	Sub. Lt. (P)	R.N.	0. 7147
HARTNELL	I.B.	Lt. Cdr.	R.N.	0. 7148
GRAY	D.W.	Lieut.	R.N.	0. 7149

(4002/21/81)

783-784

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SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

783.

RADAR TYPES 277/293 - FAULTY MODULATOR PANEL.

As a result of trials and experience gained at sea, it has been decided to introduce a minor modification designed to minimise the failure of a Resistor fitted in the Modulator Unit part of Radar Installations Type 277 and 293. Details of this modification are as follows:

A.P. W5351 Resistor R16 fitted in the H.T. Unit - Modulator Panel 3EA or 3CC (B.R.1620(2) Fig. 45 and B.R.2106(2) Fig. 4, respectively, refer) is mounted on a Paxolin Strip. This Resistor is to be removed from its Paxolin Strip, fitted on a new Micalex Strip of similar dimensions and re-fitted in the H.T. Unit. The existing Paxolin Strip is to be discarded.

2. Ships concerned are to insert a Defect Item - "deficiency in existing arrangements" in the Ships' next Main Defect List.

3. Compensating weight is not required in respect of the abovementioned Defect Item.

(4519/31/833)

784.

GUN DIRECTION SYSTEMS, MARK 2 AND MARK 2* -
MODIFICATION TO DISPLAY RANGE STROBE (S) ON THE
P.P.I. (T.P.I.) - REPORTS.

H.M.A. Ships and Establishments concerned.

Hitherto gun direction systems in the Fleet have passed range to the weapon systems in the following manner. Operation of R.T.U. handwheels has controlled the position of range strobes on Panels L37 or L43 as a means of transmitting target range to weapon systems. This arrangement has invariably required separate operators at the T.I.U. (for bearing) and at the ranging panel(s).

2. It is possible to effect a temporary modification which displays the range strobe(s) on the T.I.U. P.P.I., with a consequent saving in maintenance required for the ranging panels and in some cases a saving in operator requirements, notably in the case of single channel systems where one operator can do bearing and range.

3. Trials of a more elaborate modification are being carried out in H.M.S. CUMBERLAND during 1956, which provides the alternative of range strobe arcs (by T.I.U. sector selector action) or circles on the P.P.I. controlled by repositioned R.T.U.'s either side of the T.I.U. If these trials show that the work of carrying out the modification and the cost of material required is justified, it is intended to introduce the modification by A. and A. procedure. Removal of Panels L37 and/or L43 will be involved, some re-arrangements in the G.D.R. layouts will be required together with the provision of replacement R.T.U. frameworks, fitted with a switch and relay panel.

4. Meanwhile ships' staffs can display range rings on the P.P.I. by connecting the Strobe Generator Unit outputs "Strobe Positive" to the signal socket of the JE/JG P.P.I., by making up suitable leads onboard and any necessary junction arrangements. Shore trials have shown that the range accuracy can be as good as, if not better than, with ranging panels.

5. This interim modification is optional as it is realized that no advantage would be gained in a number of installations where the H.T.U's are some considerable distance from the T.I.U. Reports are required from ships that undertake the modification stating the benefits obtained and any adverse comments. Reports of reductions in operator requirements will be of particular interest. Reports should be made to the Naval Board, through Administrative Authorities.

(The foregoing is the text of A.F.O. 1604/1956 altered to meet R.A.N. conditions.)

(4430/6/51)

785.

ANTI-SUBMARINE - ECHO SOUNDING INSTALLATION TYPE
768 - RECORDER PATTERN A.3944B AND INDICATOR,
SPEED, PATTERN A.3378 - INTRODUCTION.

Recorder, Pattern A.3944B and Indicator, Speed, Pattern A.3378 have been introduced to enable the recorder motor speeds in Echo Sounding Set Type 768 to be more readily monitored. The recorder motor is fitted with a segmented flywheel which supplies short uni-directional pulses to operate the Indicator, Speed (Reed Tachometer).

2. The existing Recorder, Pattern A.3944 is to be removed and replaced by Recorder Pattern A.3944B. The Indicator, Speed, Pattern A.3378 is to be sited adjacent to the recorder and its lead connected to terminals marked TACHO in the recorder. The correct polarity of the leads must be observed, i.e., the red lead of the indicator is to be connected to the + terminal of the block.

3. The work of substitution is to be carried out by ships' staffs.

4. Supply of the following items will be made without demand on receipt from United Kingdom:

a) First Fitting Items.

Pattern A.3944B	Recorder	1 per set
Pattern A.3378	Indicator Speed	1 per set

b) Spares.

Pattern A.3944B	Recorder	2 per parent ship
Pattern A.3378	Indicator Speed	1 per parent ship
Pattern A.3379	Motor	2 per parent ship
Pattern A.3380	Resistor Unit with Bracket	1 per parent ship
Pattern A.1968	Brush, Carbon	3 per set
Pattern A.1968	Brush, Carbon	24 per parent ship

5. Motors, Pattern A.903B and the Recorders, Pattern A.3944 held as spares, together with the replaced Recorder are to be returned to the nearest (Superintending) Naval Store Officer when the new items have been fitted.

6. Notes on the performance and operation of the Recorder and Indicator, Speed are given in Amendment No. 1 dated September, 1953, to the A/S.H 223 Temporary Handbook for Echo Sounding Set, Type 768.

(The foregoing is the text of A.F.O. 1044/1956 altered to meet R.A.N. conditions.)

(4518/11/312)

786.

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

The following item is approved for A.S. Frigates (Converted Fleet):

Class List Item No. 523 Classification 'A'

Item: "To fit 2-No. Stowage Racks for smoke floats in accordance with Navy Office Drawing 199/C.61. (Garden Island Drawing No. 62/159)."

References: Navy Office letter No. 4283/27/65 (74059) dated 17th August, 1955.

Navy Office letter No. 4283/27/82 (56846), dated 8th March, 1956.

2. Separate action will be taken for H.M.A.S. QUIBERON during conversion.

3. As this item has been completed in H.M.A.S. QUEENBOROUGH action is to be taken in accordance with paragraph 1 (d) of Part II of Navy Order 424 of 1953.

(4283/1/254)

787.

NAVAL STORES (AIR) - R.A.F. VOCABULARY, SECTION K - INTRODUCTION OF JOINT SERVICE REFERENCE NUMBERS.

The following amendment is to be made to Navy Order 581 of 1956 (title as above).

Old Stores Reference	New Stores Reference
5K/3241	Amend to read: 5K/107224

(The foregoing is the text of A.F.O. 1439/1956 altered to meet R.A.N. conditions.)

(4403/7/1086)

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - GASES AND GAS CYLINDERS - ALLOCATION OF PATTERN NUMBERS.

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	Ground Colour of Cylinders	Colour of Band(s)	Pattern Number Assigned	
			Cylinders	Gas
Oxygen 99.5 per cent. purity for breathing purposes - 100 cu. ft.	Black.	White over top third of cylinder (see Note 3).	9023	8979
Oxygen - 100 cu. ft. 200 cu. ft.	Black.	None.	(9012) (9013)	8980
Oxygen 60 per cent., Nitrogen 40 per cent. - 100 cu. ft.	Dark grey (see Note).	6-in. black band around middle.	9026	8999
Oxygen 40 per cent., Nitrogen 60 per cent. - 100 cu. ft.			9025	8998
Acetylene - 100 cu. ft. 200 cu. ft.	Maroon.	None.	(9000) (9001)	8981
Argon - 100 cu. ft.	Blue.	None.	9002	8982
Butane for lighting, heating and cooking in calor equipment - 32 lb.	Black.	Red.	9003	8983
Carbon Dioxide - 36 lb. 7 lb. for life rafts.	Black.	White or aluminium.	(9004) (9019)	8984
Compressed Air - 100 cu. ft. - 200 cu. ft.	Grey.	None.	(9005) (9006)	8985

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Arcton 6 - 13½ lb. 52 lb. 22 lb. 30 lb.	Parti-coloured. end mauve.	Bottom end grey, neck	(9007) (9008) (9021) (9022)	8986
Hydrogen - 100 cu. ft. 200 cu. ft.	Red.	None.	(9009) (9010)	8987
Nitrogen - 100 cu. ft. 200 cu. ft.	Grey.	Black.	(9011) (9020)	8988
Sulphur Dioxide - 22 lb. 32 lb.	Green.	Yellow.	(9016) (9017)	8989
Helium - 100 cu. ft. 200 cu. ft.	Brown (B.S. colour No. 11)	None.	(9014) (9015)	8990
Ammonia - 10 lb.	Black.	Red and Yellow (see Note 2).	9024	8991
Chlorine	Yellow.	None.	Contractors cylinders.	8992
Propagas/Propane.	Bright Scarlet.	None.	Contractors cylinders.	8993

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NOTES: (1) The distinguishing colour bands are painted around the neck of the cylinder close to the filling valve.

- (2) The red band on cylinders containing ammonia gas is placed adjacent to the valve fitting and the yellow band immediately below the red, on the body of the cylinder.
- (3) The words "Breathing Oxygen 99.5 per cent. pure" should be painted on the cylinder in two positions diametrically opposite each other.
- (4) The marking "40/60 Oxy/Nitrogen" (varied according to actual mixture), to be stencilled in black around circumference of cylinder in top half.
- (5) The width of the coloured bands is to be half the diameter of the cylinder, except where otherwise stated.

2. The relevant publications will be amended.

3. Navy Order 669 of 1955 is hereby cancelled.

(The foregoing is the combined texts of A.F.O's 980/1956 and 1551/1956 altered to meet R.A.N. conditions.)

(4512/70/286)

789.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3A) - CLOCKS,
DECK, PATTERN 310 - INTRODUCTION IN LIEU OF
PATTERN 305.

Deck Clock, Pattern 305 (Smith's Durham 8 day, 8-in. dial, lever clock) is no longer in production and, in consequence, is being marked "O" in the Rate Book and Authorised List of Naval Stores (Class F, Group 3A).

2. A new Clock, Pattern 310 (Smith's Delhi 8 day, 9-in. dial, 7 jewel lever escapement, in Walnut finish Bakelite case) is being introduced in lieu, for supply on the same scale when stocks of Pattern 305 have been exhausted.

3. Adequate repair facilities are available for Pattern 305 so that supplies should continue for a considerable period.

4. The relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O. 1614/1956.)

(4518/36/419)

SECTION 5 - BOOKS, FORMS, CORRESPONDENCE, STATIONERY

790.

B.R.1 - BOOKS OF REFERENCE - CATALOGUE AND ESTABLISHMENT -
1955 - ISSUE.

The 1955 edition of B.R.1, titled as above, will be distributed without demand on receipt from the United Kingdom, and copies of the 1951 edition are to be disposed of in accordance with standing instructions.

2. The instructions for dealing with books of reference are included in B.R.1. Ships and authorities who hold books of reference, but who will not receive the new catalogue should detach the instructions from the 1951 edition (as amended by A.F.O. "P" 285/1955), or, if the old catalogue is not held, demand a copy of A.F.O. "P" 285/1955 from the Superintending Naval Store Officer, Sydney.

3. The Superintending Naval Store Officer, Sydney, will issue a copy of A.F.O. "P" 285/1955 with any commissioning set of B.R.'s which does not include B.R.1.

4. The format of B.R.1 has been changed considerably. In particular the index is now a departmental one, which should make it easier to find books about particular subjects when the exact titles are not known.

5. Attention is called to the list on page IX of O.U. books which have been renumbered in the B.R. series and to the explanation of abbreviations on page X.

(The foregoing is the text of A.F.O. 1054/1956 altered to meet E.A.N. conditions.)

(4139/13/1854)

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791.

FORM A.S. 507 - QUARTERLY RETURN OF RATINGS RECOMMENDED FOR ADVANCEMENT - REVISION.

Form A.S. 507 has been revised and is available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. Existing stocks of this form are now obsolete and should be disposed of.

(3526/12/1595)



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C.N.O. 792/56.

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

10th August, 1956.

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

By direction of the Naval Board,

W. J. Hawkins
NAVAL CHIEF OF STAFF
21 SEP 1956
SOUTH-EAST AUSTRALIAN AREA

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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792.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS
DURING JUNE, 1956.

The non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous publications, etc., contained in the Appendix to this Order have been distributed to Ships and Services during June, 1956. Navy Order 110 of 1954 is relevant.

2. Stocks of A.F.O. "P" series amendments referred to in the Appendix to this Order are available for supply on demand to holders of personal copies of Books of Reference in accordance with Navy Order 1004 of 1955.

(4139/3/129)

APPENDIXBOOKS, MAGAZINES, PAMPHLETS, ETC.

<u>Publication</u>	<u>Date</u>
Aeroplanes	6th April, 1956
Aeroplanes	13th April, 1956
The Aeroplane News Letter	16th March, 1956
The Aeroplane News Letter	23rd March, 1956
The Aeroplane News Letter	30th March, 1956
Aircraft Vol. 34 No. 8	May, 1956
Aircraft Vol. 34 No. 9	June, 1956
Fibres Vol. 17 No. 4	April, 1956
Journal of the R.N. Scientific Service Vol. 11 No. 1	January, 1956
N.A.M.A.N. N.1554 - N.1564	30th April, 1956
N.A.M.A.N. N.1565 - N.1578	31st May, 1956
United Nations Review Vol. 2 No. 10	April, 1956.

AMENDMENTS TO AIR PUBLICATIONS.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET.</u>
2102F Vol. 2 Pt. 1	RAN/FP/22 (March, 1956)
2102H Vol. 2 Pt. 1	RAN/FP/22 (March, 1956)
4018B Vol. 2 Pt. 1	SP/RAN/30 (March, 1956)
4487B Vol. 2	RAN/SF/402 (April, 1956)
A.P.(RAN) 4 Vol. 2 Pt. 1	F.9 (A.L.1 inc.)
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AMENDMENTS TO B.R.'S. ETC.

<u>B.R.</u>	<u>Amendment No.</u>
31	Q.R. 4/55, Chapter 9, Appendix 10, Appendix 11 and 12.
70	December and January Supplements.
125	Suppl. No. 9 and New Entries No. 9 March, 1956. Suppl. No. 10 and New Entries No. 10 April, 1956.
128(1)	Suppl. No. 7 March, 1956.
333(1)	Amendment List No. 8.
1771(5)	2
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1950	12
A.C.P. 118D	Change No. 1
E.M.E.I. Telecommunications	K.150 and F.259/3-1.

<u>Title</u>	<u>Date</u>
Lloyds Shipping Index	4th June, 1956
" " "	11th June, 1956
" " "	18th June, 1956
" " "	25th June, 1956.



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C.N.Os. 793-802/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th August, 1956.

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

By direction of the Naval Board,



M. 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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793-794

SECTION 2 - PERSONNEL

793.

FREE AND ASSISTED LEAVE TRAVEL - MEMBERS SERVING AT MANUS - LEAVE TRAVEL TO GOROKA.

Approval has been given for the concession relating to free and assisted leave travel for members of the R.A.N. serving at Manus to be extended to permit personnel and their family to travel to Goroka, if desired.

2. The conditions regarding the grant of leave and payment of fares to Goroka will be as laid down in Navy Order 627 of 1955.

(This Order will be reprinted for posting on Notice Boards)
(4022/1/166)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

794.

GUN MOUNTINGS - PORTABLE PUMPING AND FILTERING UNITS - "EXACTOR".

The abovementioned units will shortly be introduced in the R.A.N. to improve oil hygiene in hydraulically operated Gunnery and Underwater Weapon Equipments.

2. The unit is completely self-contained and comprises a motorised pump unit and a pressure filter. The pump and electric motor are mounted directly on to a support bracket, the whole assembly being readily removable from the cabinet after disconnecting the internal suction and pressure lines and the electrical connection to the motor.

3. The filter element consists of a bolting silk sleeve which is supported by a perforated sheet cylinder. Removal of the filtering element for cleaning purposes is straightforward and can be carried out without removal of any other parts of the unit.

4. The external suction and delivery hoses are each fitted with the male half of an Exactor self-sealing coupling, which mate with the appropriate female half couplings mounted on the side of the filter. The use of these couplings ensures that no oil is lost during the disconnection of the hoses and also reduces the risk of including foreign matter in the oil during reconnection of the hoses.

5. Power is supplied by either an AC or DC motor and a main switch is provided on the side of the cabinet. The pump is fitted with a hydraulically operated pressure switch which automatically cuts off the electrical supply when the cock on the outlet end of the delivery hose is closed. A hydraulic pressure relief valve is also fitted to the pump as a safety device and blows off at a pressure of approximately 40 p.s.i. When the cock is re-opened the pressure in the delivery hose falls and the pressure switch re-starts the pumping unit.

6. A red indicator light in the side of the cabinet serves to illustrate that the main power supply is switched on, whether the unit is actually pumping fluid or not. An illuminated spinner is also provided to indicate oil circulation while pumping is taking place.

7. In order to ensure that the bolting silk element does not collapse when heavy oils are being circulated a suction throttling valve is incorporated in the base of the cabinet, thus restricting the flow of oil to the filter. Streamline filters will NOT be supplanted by this equipment but are to be retained and used on all occasions when oil servo systems and tachometric boxes are filled or topped up.

8. They will be supplied without demand by the nearest Gunnery Equipment Depot as they become available on the following scale :

- a) Carriera, Daring Class, Destroyers, Type 12 and Type 15 Frigates, "G" School, F.N.D., G.E.S.O. (SYDNEY), G.E.S.O. (MARIBYRNONG), G.M.G.I.D. (SYDNEY), G.M.W.D. - 1 each.
- b) Spares - 3.

(4429/99/105)

795.

4.5" TWIN R.P. 41. MOUNTINGS MK. 6, 6* AND 6* MOD. 1
AUTO WEAPON CONTROL - MAINTENANCE.

Navy Order 1029 of 1955 is to be amended as follows :
After "oil servo" add "and control".

(4429/23/252)

796.

AIR STORES - LIFESAVING EQUIPMENT - R.F.D. LIFERAFTS AND
K TYPE DINGHIES.

As outlined in Navy Order 595 of 1954 the R.F.D. Mk. 3A Liferaft, which is very similar to Dinghy Type "8.8." Mk. 2 Ref. 27C/2311, at present in use in the United Kingdom, is the standard single seat dinghy for use in the R.A.N. Fleet Air Arm and no further provision of "K" Type Dinghies will be made.

2. A number of "K" type Dinghies are still available, however, and until stocks are exhausted they are to be retained in service to give aircrew a choice in the type of dinghy carried.

3. Some misunderstanding has arisen regarding the serviceability of R.F.D. Liferafte and it is emphasized that R.F.D. Liferafte which pass the inflation test as laid down in A.P.1182C are to be classified as serviceable. Maintenance and minor repairs of R.F.D. Mk. 3A Liferafte are to be carried out by the Service but Liferafte requiring major repairs are to be returned to the Naval Store Officer (Air), Randwick, who will arrange repair with an outside contractor. No further major repair of "K" Type Dinghies is to be undertaken, but maintenance and minor repairs may be carried out by the Service. The scope of, and distinction between, major and minor repairs is laid down in A.P.1182C, Vol. 6, Section 2.

4. Although R.F.D. Mk. 3A Liferafte are not as robust as "K" Type Dinghies unserviceability can be kept to a minimum if it is remembered that the R.F.D. Liferaft is essentially a lightweight dinghy and that care in handling must be exercised to prevent wear and tear during transportation. R.F.D. Liferafte are to be carried at all time in packs, and use is to be made of packs, type C, Ref. 27C/1920 when transportation of dinghies only is undertaken. Packs, Ref. 27C/1920 are to be demanded, as requisite, from the Naval Store Officer, (Air), Randwick.

5. Two modifications have been introduced to overcome defects which have been reported in R.F.D. Liferafte. Details of these modifications, which will be incorporated by an outside contractor on a pool basis, are shown below :

Modification Safety Equipment/RAN/3.

6. Addition of an undersurface handling patch to facilitate righting from an inverted position.

Modification Safety Equipment/RAN/4.

7. Internal fitment of a sponge rubber pad over the inlet valve to obviate chafing.

(4403/3/133)

797.

NAVAL STORES (AIR) - R.A.F. VOCABULARY SECTION 5E -
INTRODUCTION OF JOINT SERVICE REFERENCE NUMBERS.

The following amendment is to be made to Navy Order 581 of 1956 (title as above).

Old Stores Reference	New Stores Reference
5E/2201	Amend to read 5E/100307.

(The foregoing is the text of A.P.O. 1763/1956 altered to meet R.A.N. conditions.)

(4403/9/140)

798.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) -
TRANSFERS FOR SHIPS' LIFEBOUYS - INTRODUCTION.

Approval has been given for the use of transfers for ships' badges and names on lifebuoys.

2. The dimensions of the transfers which will be supplied are as follows :

- a) Size of ships' badges - maximum height 5 inches.
- b) Design of lettering - Block letters - maximum height $4\frac{1}{2}$ inches, tapered to fit between two circles of radius $9\frac{1}{2}$ " & 14" respectively.

3. After application, transfers should be covered with a coat of clear varnish to aid preservation.

4. Demands for requirements for ships in commission should be lodged with the Superintending Naval Store Officer, Sydney.

(3211/41/35)

799.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 2)
TRANSFER OF BALL BEARINGS PATTERN 15010 TO CLASS B,
GROUP 10H.

Ball Bearings Pattern 15010 held under Class F, Group 2A, Part 2, are identical with those stocked as Pattern 8240 under Class B, Group 10H. All stocks of the former are therefore, to be transferred to Class B, Group 10H and taken on charge as Pattern 8240. All reference to Ball Bearings, Pattern 15010 will be deleted from the Rate Book and Authorised List of Naval Stores. (B.R. 810).

2. H.M.A. Ships and Establishments are to adjust their ledgers in accordance with Article 109 (a) and (g) of B.R. 4 (Naval Storekeeping Manual).

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1549/1956 altered to meet R.A.N. conditions.)

(4518/21/96)

800.

HEELING TRIALS - H.M.A. SHIPS.

It has been decided that heeling trials are to be carried out in all H.M.A. ships, ocean minesweepers and above, as follows:

SHIPBUILDER'S HEELING TRIAL - For New Construction vessels and vessels undergoing Modernisation and Conversion. These trials are to be carried out while the vessel is in the Shipbuilder's hands, after basin trials and before Contractors' Sea Trials. They will be performed with the vessel stationary only.

SHIP'S HEELING TRIALS - For ships in commission. These trials are to be carried out:

- a) After working up and not later than six months after completion.
- b) At least once in every two years thereafter.

Ships which have not previously had Shipbuilder's Heeling Trials are to carry out their own trials at the first convenient opportunity. Ship's Heeling Trials will be performed with the vessel stationary and underway.

2. In all cases, heeling trials are to be progressed in 5° stages up to a maximum angle of heel of 15° to Port and/or to Starboard as specified below. At the interim angles of 5° and 10°, sufficient time should be allowed to facilitate the following:

- a) A general inspection of the vessel.
- b) Completion of tests specifically required for these angles, and careful observance of the precautions listed in Appendix I.
- c) Inspection of the machinery as required by Appendix II.

3. At the maximum angle of heel, 15°, a comprehensive series of tests and exercises is to be carried out, as detailed below.

4. Officers and representatives to attend the trials are listed in Appendix III.

SHIPBUILDER'S HEELING TRIAL -

5. The Heeling Trial will be confined mainly to matters directly affecting propulsion and maintenance of essential services, such as pumping, flooding and firefighting in respect of which the Dockyard or Shipbuilder holds responsibility for the proper functioning of equipment. It will not include trials of equipment for which Dockyard and Shipbuilders have limited responsibility and for which Naval personnel are essential, e.g., gunnery and radio.

6. The vessel is to be heeled both to port and to starboard. An inclining experiment will be carried out before the heeling trials and separate instructions will be issued by the Naval Board based on the results as to the following:

- a) Best method of producing heel.
- b) Tanks to be used.
- c) Quantities of liquid involved.
- d) Maximum angle of heel in each case.

7. The trial is to be conducted on the following general lines and a detailed programme is to be drawn up in advance by the contractor in consultation with the General Overseer and forwarded for the approval of the Naval Board:

- a) All Main and Auxiliary Machinery is to be run continuously throughout trial. The main Machinery is to be run as in basin trials.
- b) Hull and fire pumps are to be used on a flooded compartment and to charge the firemain.
- c) Fresh water pumps are to be operated.
- d) Portable pumps are to be tested in conjunction with permanent suction arrangements, and are to be passed through passageways and hatches giving access to compartments in which the pumps are likely to be used for salvage purposes.
- e) W.T. doors, hatches and W.T. covers of ventilation orifices are to be tried for ease of working.
- f) Selected ventilation fans are to be run.

- g) W.T. Integrity of ship's side Valves above the normal waterline are to be checked.
- h) The boats on the low side are to be lowered and raised.
- j) Anchors on the low side are to be veered and hove in.
- k) Steering gear is to be operated both in power and in hand within the limits laid down for heeling trials. (See Appendix I, paragraphs 9 and 10).
- l) Release of Life-saving equipment is to be examined.
- m) Food lifts are to be raised and lowered (See Appendix I, paragraph 13).
- n) Selected fuse release switches, supply, ring main and branch breakers, hand and automatic motor starters, automatic changeover switches, rotating electric machinery with sleeve bearings are to be operated.

8. The contractor is to arrange for the recording of observations made during the trial. The angle of heel is to be recorded at half hourly intervals on a blackboard mounted in a central position for the information of the trial party.

9. ACTION AFTER SHIPBUILDERS TRIALS -

Tanks and compartments which have been flooded with sea water should be emptied and dried out after the trials. Defects arising during the trials are to be made good and any alterations found necessary are to be completed before commissioning. A report of action taken is to be forwarded to the Naval Board.

10. SHIP'S HEELING TRIALS -

The trials are to be carried out after the ship's company has had the necessary experience of the ship as a whole and more particularly of the damage control organisation. These trials are intended to give ship's company confidence and to practice them in working the ship when heeled and in exercising the counterflooding organisation. Trials underway should be proceeded by stationary heeling trials at anchor.

11. For these trials the vessel is to be in the $\frac{1}{2}$ oil condition and is to be heeled to both sides during the stationary trial, but only to one side during the underway trial. Subsequent underway heeling trials are to be carried out on alternate sides. Heel is to be obtained by the transfer of liquids only.

12. The conduct of the following trials is the responsibility of the Captain who is to report to the Naval Board through his Administrative Authority:

- a) Notice of dates on which trials are to be carried out.
- b) Percentages of provisions, water and fuel scheduled to be on board during trials.
- c) Quantities of liquid to be transferred to produce heel.

Special instructions may be communicated by the Naval Board as found necessary.

13. The following exercises and trials will be carried out:

- a) For all ships -
 - i) Items (a) to (m) of paragraph 7 observing power and helm restrictions set down in Appendix I.
 - ii) A meal is to be prepared in the galley and taken at action stations. (See Appendix I, paragraph 15).
 - iii) Exercises are to be carried out in the Operations Room and the gun crews are to seek targets.
 - iv) Ammunition is to be passed up from the Magazine to the Guns.
 - v) A/S Mortar loading arrangements are to be tested.
 - vi) All radio equipment is to be operated and aeriels rotated.
 - vii) Asdic sets are to be operated on all bearings, domes to be raised and lowered (see Appendix I, paragraph 14).
 - viii) T.A.B. and gunnery weapon and control equipment are to be operated throughout full working range.
- b) In addition to the above, for Aircraft Carriers:
 - i) Hangar doors are to be operated.
 - ii) Fire curtains are to be raised and lowered.
 - iii) W/T and HF/DF masts are to be raised and lowered at 5° heel only.
 - iv) Aircraft lifts are to be raised and lowered. (See Appendix I, paragraph 13).
 - v) Bomb and rocket lifts are to be raised and lowered. (See Appendix I, paragraph 13).
 - vi) Cranes are to be trained, luffing and purchase hoists are to be operated. (See Appendix I, paragraphs 11 and 12).
- c) In addition to the above, for minesweepers:
 - Minesweeping gear is to be streamed.

14. ACTION AFTER SHIP'S TRIALS -

Tanks and compartments which have been flooded with sea water are to be emptied and dried out. A report is to be forwarded to the Naval Board (copy to Officer-in-Charge, Defence School) on the behaviour of the ship and of the various items tried or tested.

(4276/4/405)

APPENDIX I.

PRECAUTIONS TO BE OBSERVED DURING TRIALS

Heel is to be achieved by the transfer of liquids only. No recourse is to be made to transfer of weights or to the use of helm under way, to achieve heel.

2. The highest state of watertight integrity consistent with conduct of the trials is to be maintained throughout.

3. Ensure that sufficient depth of water is available.
4. Underway trials are to be carried out in calm weather.
5. When heeling ship alongside, which should generally occur in Shipbuilders trials only, check that moorings are slack and that fenders do not trip. Stationary trials when in commission with small ships having unprotected propellers should take place with the vessel moored or at anchor.
6. Secure all moveable gear throughout the trial.
7. Before commencing Shipbuilders trial, all side scuttles which may become submerged are to be hose tested.
8. Screw down storm valves to scuppers, etc., for compartments near the waterline to avoid possible flooding back.
9. For trials underway, the power used must not exceed 2/5 full power, and the use of helm is to be avoided. In making turns, speed is to be reduced to half full speed and must not in any case exceed 15 knots. Helm angles are to be restricted to 10° for small ships and 15° for aircraft carriers to avoid increasing the heel unduly.
10. For stationary trials the rudder is to be turned through the maximum angle P. & S. in continuous cycles throughout trial.
11. A/C and/or Boat Cranes are not to be used at angles of heel exceeding 5°.
12. Mobile cranes on Aircraft Carriers must not proceed fore and aft at angles of heel exceeding 5°, nor transversely at angles of heel exceeding 1 1/2° (loaded) or 10° (unloaded).
13. A/C lifts, bomb and rocket lifts and food lifts are not to be used at angles exceeding 5° and should be left unloaded for the duration of the heeling trials.
14. Aodic Hull Outfits types 7/7A and 10/10A are not to be raised or lowered when the ships speed is in excess of 8 knots.
15. Deep fat fryers in the galley must not be used at steady angles of heel in excess of 5° as the thermostatic controls become ineffective.
16. Absorption type domestic refrigerators to be switched "Off" before commencement of and until completion of heeling trial.
17. When carrying out heeling trials at anchor, where it is proposed to change anchors during the trial, care must be taken to effect the change with the ship upright to avoid trapping the anchor being weighed under the keel.
18. Before the Shipbuilder's trial is commenced all handrails, ladders, floorplates, etc., are to be securely fastened as they would be in service and the proper guards are to be fitted over the flywheels of generators and other auxiliary machines. Steam pipes and other hot surfaces are to be efficiently lagged, particularly where they are liable to be accidentally touched.

19. Where applicable equipment is to be operated throughout full working range, both in power and hand.

APPENDIX II.

OPERATION OF MACHINERY DURING HEELING TRIALS -

The vessel is to remain at the position of heel for a sufficient time to enable all temperatures (lubricating oil, circulating water, etc.) to reach steady readings.

2. Care is to be taken that all boiler tubes remain covered with water at all times under heel. In general, it will be necessary to hand-feed the boilers during the trials, maintaining the water level in each boiler at a minimum of three quarters of a glass in the gauge glass on the high side.

3. Float Type Regulators should be specially watched for any signs of sticking and if necessary hand operation is to be used.

4. Particular care must be taken over lubrication arrangements, specially with regard to the main engine forced lubrication systems. Ring type oilers in auxiliaries should be checked particularly in units fitted athwartships (e.g., main feed pumps) and load must not be placed on the unit until it is seen that the lubrication is satisfactory.

5. Electric power for operating T.A.S. and gunnery weapons and control equipment and for ships general use is to be supplied from the ships main generators. The aim should be to load fully a number of generators, the generators to be tested being those on the high side or athwartship.

6. Ships having hydraulic power for armament are to operate the hydraulic pumps on full load if possible. In the event of a vessel having more pumps than the demand will take on full load then the pumps on the high side are to be used.

APPENDIX III.

OFFICERS AND REPRESENTATIVES REQUIRED TO ATTEND -

Representatives of the Naval Board will attend the first series of heeling trials for each class, stationary and underway, and will only attend subsequent trials if the results of the previous trials demand it. The representatives will be available for discussion beforehand as required. Dockyard Officers or Shipbuilders may also be invited by the Naval Board to send representatives, to enable them to become familiar with the problems associated with the operation of H.M.A. ships under heel and in case there should be defects or deficiencies for which they might be considered liable.

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801-802

801.

WIRES - PICKING-UP ROPES - REPLACEMENT OF F.S.W.R.
BY E.S.F.S.W.R.

"Daring" Class Ships, Destroyers and Frigates

Picking-up ropes in ships of the "Daring" Class, destroyers and frigates, frequently become crippled in use, due mainly to the relatively small diameter of the cable holder drums.

2. It has therefore been approved to replace 2½-in., 3-in. x 3½-in. F.S.W. picking-up ropes in these ships by 2-in., 2½-in. x 3-in. E.S.F.S.W. ropes respectively.

3. The picking-up ropes in "Daring" Class ships should be 3-in. E.S.F.S.W.R. with Pattern 2096A hook and Pattern 2023 shackle.

4. Existing F.S.W. ropes are to be replaced with the appropriate E.S.F.S.W. ropes only when unserviceable.

(The foregoing is the unaltered text of A.P.O. 1495/1956.)
(4505/50/113)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

802.

CLOTHING - W.R.A.N.S. - ISSUE OF FLANNELS, COTTON.

The heading of the Appendix to Navy Order 646 of 1956 is to be amended to read:

Flannels, Cotton, W.R.A.N.S. - Scale of Measurements.
(4533/81/336)

Civ Sec

Genl. Officer

C.N.O. 803/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

15th August, 1956.

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,
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
533	Alteration and Addition Items - Majestic Class Light Fleet Carrier H.M.A.S. MELBOURNE.
N.0258	

RESTRICTED

803

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803.

ALTERATION AND ADDITION ITEMS - MAJESTIC CLASS LIGHT
 ELKET CARRIER H.M.A.S. MELBOURNE.

The following Alteration and Addition Items have been approved for H.M.A.S. MELBOURNE:

Class List Item No. 1 Classification "A"

Item: "To provide additional battery charging facilities in the aircraft battery room for sonobuoy accumulators (A.M. 544/33)."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 2 Classification "A"

Item: "To provide portable plates to facilitate the unshipping of main drive motor armatures in the forward and after aircraft lift machinery spaces, in accordance with drawing D.N.C. 8/1506. Pipes, etc., obstructing the unshipping route to be re-routed as necessary, or convenient portable lengths arranged."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 3 Classification "A"

Item: "To fit additional V.S. intercom loudspeaker A.P.12608A on the flag deck in the following positions:

- One in each 20 inch signalling projector sponson.
- One on after end of flag deck."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 4 Classification "A"

Item: "Wind speed transmitters to be fitted 55 ft. level."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

3

803

Class List Item No. 5 Classification "A"

Item: " a) A hand through 30" square to be provided from the small arms preparing room through to the hangar.
 b) Flame proof lighting to be fitted in ammunition preparing room."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 6 Classification "A"

Item: "Rocket supply trunk 3/6F solid jackstays to be extended to the deck head above 2 deck."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 7 Classification "A"

Item: "The box stowage in 3 J.R.U. Small Arms magazine to be modified to accommodate the new H.60 boxes. The outer battens of the box stowages to be shifted 1" further out to permit an additional 24 boxes to be stowed."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 8 Classification "A"

Item: "To fit a 7 $\frac{1}{2}$ " exhaust fan in 3D torpedo passage trunked as necessary to forward cleansing station (3.D.C.P.O. bathroom)."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
 (4278/2/189)

Class List Item No. 9 Classification "A"

Item: "To provide additional stowages for 45 Owen Sub-machine Guns for Aircrew."

References: 1) Royal Australian Naval Liaison Officer's message 151241 February, 1955.
 11) Navy Office message 090238 March, 1955.

- iii) Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 iv) Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)
 (4278/102/80)

Class Item No. 10

Classification "A"

- Item: a) To fit a 6½" lathe in the Engineer's Workshop adjacent to the Heavy Electrical Workshop.
 b) The 4½" lathes to be fitted in the Heavy Electrical Workshop in the position now occupied by the 3½" lathe.
 c) The 2½" lathe to be fitted in the Heavy Electrical Workshop.
 d) The 3½" lathe to be fitted in the Light Electrical Workshop in place of the 2½" lathe.

References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)

Class List Item No. 11

Classification "A"

Item: "To modify the existing Aerial Connection to Receiver Outfit C.U.H. by inserting a Single Resonator A.P. 66932 between the Send-Receive Unit and Receiver P.116 (C.U.H.)."

- References: 1) Navy Order 860 of 1955.
 ii) A.S.R.E. Drawings Nos. B81125, B88247 and C88248.
 iii) Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)

Class List Item No. 12

Classification "A"

Item: "To remove the harbour de-aerating plant with exception of the extraction pumps."

- References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)

Class List Item No. 13

Classification "A"

Item: "To fit Walkway Intercom System generally as shown on drawing D.E.E. 26318 with associated plug points at following positions:

- a) Stations Port - Right Forward 42, 90, 140, 180, 220.
 b) Stations Starboard - Right Forward, 42, 90, 125, 170, 210.
 c) Centre Line - for catapult directing officer.

- References: 1) Drawing D.E.E. 26318 (Aircraft Carriers Walking Intercom).
 ii) Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 iii) Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/105)
 (4278/2/189)

Class List Item No. 14

Classification "A"

Item: "To fit an "Oil Free" water cooled Vacuum pump for the Aircraft Instrument Workshop, to be sited adjacent, but external to, the Aircraft Instrument Repair Workshop, the vacuum supply main within the workshop having two outlets for connection to the test rigs."

- References: Navy Office letters 60606, 8026 and 67225 dated 13th April, 17th April and 12th June, 1956, respectively.

Navy Office message 220334 May, 1956.

(3765/99/15)
 (4278/2/183)
 (4278/2/189)

Class List Item No. 15

Classification "A"

Item: "To fit 5 in No. 6 slice Toaster-Grillers complete with 3 heat switch 220 volt D.C. in Officers, C.P.O's and P.O's pantries."

- References: Navy Office message 300347 of November, 1955.
 Navy Office letters 43579, 60606 and 67225 dated 8th December, 1955, 13th April and 12th June, 1956, respectively.

(4518/27/178)
 (4278/2/189)

Class List Item No. 16

Classification "A"

Item: "To provide an alternative power supply to the pump for the aircraft lift keeps hydraulic system."

- References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)

Class List Item No. 17

Classification "A"

Item: "To improve the arrangements for closing the large Rocket Magazine W/T door by using a Pelco Block."

- References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/102/104)
 (4278/2/189)

Class List Item No. 18Classification "A"

Item: "To replace Octopus Test Bench with Generator Test Bench Mk. 5B and re-arrange Air Electrical Workshop accordingly."

References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)

Class List Item No. 19Classification "A"

Item: "To protect W/T and Radar Cables on Mast Structures."

References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.

11) Navy Office message 220334 May, 1956.

111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 20Classification "A"

Item: "To instal Automatic Pilot Testing facilities."

Reference: Navy Office letter 67225 dated 12th June, 1956.

Remarks: This item is to be carried out by ship's staff.

(4278/2/189)

Class List Item No. 21Classification "A"

Item: "To land Stream Anchor and remove Associated Fittings."

References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.

11) Navy Office message 220334 May, 1956.

111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 22Classification "A"

Item: "To divide the armament broadcast system into separate sections for Port and Starboard armament."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.

Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956.

(4278/2/189)

Class List Item No. 23Classification "A"

Item: "a) To replace the standard scuttles at positions below by access hatches (24" x 18" rectangular opening), to allow ease of access for 262P Units from O.R.B.F.D. sponsons to No. 2 deck:

S.3-2 deck between 147 and 148 stations starboard

P.1-2 deck between 147 and 148 stations port

P.2-2 deck between 181 and 182 stations port.

b) To fit an additional access hatch between 62 and 63 stations starboard, to provide access from S.I.C.E.B.F.D. sponson to No. 2 deck (in no case should the upper edge of the rectangular scuttles be less than 2'6" below the flight deck edge)."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.

Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956.

(4278/2/189)

Class List Item No. 24Classification "A"

Item: "a) To extend the E.R.A's Mess 95-107 Port No. 4 Deck to 93 station Port and to re-site the E.R.A's bathroom in the space under (No. 5 deck) at present shown as Barber's Shop.

b) Existing Motor Boat Workshop (spare engine stowage) to be converted to a Barber's Shop.

c) Spare engines to be landed."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.

Navy Office letters 60606, 67225 and 69230 dated 13th April, 12th and 29th June, 1956.

(4278/2/189)

Class List Item No. 25Classification "A"

Item: "To complete the gas tight citadel by fitting:

a) Water traps to internal drains where connected to drains from weather deck.

b) Air filtration units wiring seats and trunking.

c) S.D.V's to all soil pipe vents from W.C.E. below No. 3 deck.

d) S.D.V's to all soil pipe vents above No. 3 deck where the vents from the W.T. flats are joined to the vents from W.C. pans.

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.

Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.

(4278/2/189)

Class List Item No. 26 Classification "A"

Item: "400 K.W. Turbo Generator. Modifications to be carried out for reversal of air flow."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
(4278/2/189)

Class List Item No. 27 Classification "A"

Item: "To lengthen the davit fitted for embarking or disembarking ammunition to give more clearance between stores and the top of the flight deck when the blocks are in the up position."

References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
(4278/102/104)
(4278/2/189)

Class List Item No. 28 Classification "A"

Item: "To fit H.F. - R.A.T.T. equipment in L.R.R."

References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
(4278/2/189)
(4518/171/27)

Class List Item No. 29 Classification "A"

Item: "To fit approved type modern screw down stop valves in place of asbestos-packed valves in saturated and superheated steam systems above 250 lbs. per square inch where there is a throttling requirement."

References: Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
(4278/2/189)
(4278/1/78)

Class List Item No. 30 Classification "A"

Item: "To modify extension unit A.P. 65249 of K.H. series in accordance with B.R.1977 modification No. 3."

References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
(4278/2/189)

Class List Item No. 31 Classification "A"

Item: "a) To supply and fit a 14 cubic ft. Deep Freeze Unit in the Admiral's Quarters.
b) To supply and fit a 25 cubic ft. Deep Freeze Unit for the Gun Room and Wardroom Messes."

References: 1) F.O.C.A.F.'s A.F.494/1991/7 dated 24th April, 1955.
ii) Navy Office letters 62256 and 69450 dated 11th May and 13th July, 1955, respectively.
iii) Navy Office letters 60606 and 67225 dated 13th April and 12th June, 1956, respectively.
iv) General Manager Garden Island message 050450 June, 1956.
(4278/2/189)
(4278/1/70)

Class List Item No. 32 Classification "A"

Item: "To improve aircraft battery charging room ventilation."

References: Captain H.M.A.S. MELBOURNE message 060846 May, 1956.
Navy Office message 220334 May, 1956.
Navy Office letter 67225 dated 12th June, 1956.
(4278/2/189)

Class List Item No. 33 Classification "A"

Item: "To provide Flight Deck servicing power supply at starboard side of Flight Deck "E" section."

References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.
ii) Navy Office message 220334 May, 1956.
iii) Navy Office letter 67225 dated 12th June, 1956.
(4278/2/189)

Class List Item No. 34 Classification "A"

Item: "I.O.P.-P.P.I. (L.O.P.-M.P.I.) in Upper Operations Room to be switchable 277Q-293Q."

References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.
ii) Navy Office message 220334 May, 1956.
iii) Navy Office letter 67225 dated 12th June, 1956.
(4278/2/189)

Class List Item No. 35 Classification "A"

Item: "To provide interlock between forced exhaust system for Radars 277Q-293Q and 180 volt 500 cycles supply."

- References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.
 11) Navy Office message 220334 May, 1956.
 111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 36 Classification "A"

Item: "Additional stowage for air charts to be fitted in the Air Intelligence Office."

- References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.
 11) Navy Office messages 110603 and 220334 May, 1956.
 111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 37 Classification "A"

Item: "To fit a chart table in the Staff Office."

- References: 1) P.O.C.A.F.'s message 071051 May, 1956.
 11) Navy Office message 220334 May, 1956.
 111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 38 Classification "A"

Item: "Accommodation for Fleet Staff to be arranged as follows:

Air Chart and Intelligence Store (Navy Office Plan 205/101/R.1 Sheet 7) at present used as second pay office to be used as Air Chart Store and Intelligence Store. Present Buzzer Room to be used as Admiral's Second Office and G.B. Stowage."

- References: 1) P.O.C.A.F.'s message 071051 May, 1956.
 11) Navy Office message 220334 May, 1956.
 111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 39 Classification "A"

Item: "Cabins to be re-arranged for accommodation of Fleet Staff.

- a) Cabin 4.S.123 to be re-arranged for P.E.O. Cabin is to be capable of reconversion by ship's staff in two days.

- b) Cabin 2.S.36 to be re-arranged for P.L.O.
 c) P.C.O. to be accommodated in Cabin marked for Flag Lieutenant and Flag Lieutenant accommodated in Cabin 2.S.53.

- References: 1) P.O.C.A.F.'s memoranda A.F.704/1967/60 and A.F.1541/1967/12 dated 7th April and 7th September, 1954.
 11) Navy Office letters 0910 and 14533 dated 7th January and 10th May, 1955.
 111) P.O.C.A.F.'s messages 071051 May and 042324 June, 1956.
 iv) Captain H.M.A.S. MELBOURNE message 230534 May, 1956.
 v) Navy Office message 120206 June, 1956.
 vi) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)
 (4278/102/115)
 (4278/2/230)

Class List Item No. 40 Classification "A"

Item: "To instal in Chapel, stained glass windows ex H.M.S. VENGEANCE."

- References: 1) Captain H.M.A.S. MELBOURNE message 060846 May, 1956.
 11) Navy Office message 220334 May, 1956.
 111) Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

Class List Item No. 41 Classification "A"

Item: "To fit fore and aft line indicators in accordance with drawing D.N.C. 8/1246."

- References: Captain H.M.A.S. MELBOURNE memorandum 108/6 dated 17th March, 1956.
 Navy Office letter 67225 dated 12th June, 1956.

(4278/2/189)

REGISTER

1. The first section of the Act provides for the
 establishment of a Board of Directors to be
 composed of seven members, three of whom shall
 be appointed by the Governor, and four by the
 Legislature. The Board shall have the honor-
 ary title of "Board of Directors of the
 State of New York." The Board shall have
 the right to make and alter the by-laws of
 the Board, subject to the approval of the
 Legislature. The Board shall have the right
 to employ and fix the salaries of such
 persons as may be necessary for the
 efficient conduct of its business. The
 Board shall have the right to receive from
 the State such sums of money as may be
 appropriated for its use. The Board shall
 have the right to sue and be sued, and to
 defend itself in any court of law or equity.
 The Board shall have the right to hold
 real and personal property, and to convey
 the same. The Board shall have the right
 to execute all such powers and perform all
 such duties as may be required of it by
 the Legislature.

2. The second section of the Act provides
 for the appointment of a Board of Directors
 to be composed of seven members, three of
 whom shall be appointed by the Governor, and
 four by the Legislature. The Board shall
 have the honorary title of "Board of
 Directors of the State of New York." The
 Board shall have the right to make and
 alter the by-laws of the Board, subject to
 the approval of the Legislature. The Board
 shall have the right to employ and fix the
 salaries of such persons as may be
 necessary for the efficient conduct of its
 business. The Board shall have the right to
 receive from the State such sums of money
 as may be appropriated for its use. The
 Board shall have the right to sue and be
 sued, and to defend itself in any court of
 law or equity. The Board shall have the
 right to hold real and personal property, and
 to convey the same. The Board shall have
 the right to execute all such powers and
 perform all such duties as may be required
 of it by the Legislature.

C. N. O. s.
Ben. B. H. C.

C. N. O. s. 817-826/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st August, 1956.

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 2 - PERSONNEL

817.

TRADE CERTIFICATES - FORMS.

It has come to notice that in many instances the Certificates of Service of ratings joining discharge depots for discharge to shore do not contain Trade Certificates.

2. Some Trade Certificates are incorporated in a rating's History Sheet. However, in accordance with present policy separate Trade Certificates are being instituted for all branches including branches and categories formerly without them, and accordingly as each Sheet is reprinted the Trade Certificate if incorporated, is being removed.

3. The new style Trade Certificates are designed expressly to facilitate the resettlement of ratings in civilian life on discharge by giving prospective employers the fullest possible information on a man's capabilities and experience, the information being provided in a clear and helpful manner.

4. The new Trade Certificates give full details, without the use of service abbreviations of what a man has been trained to do, the implements that he has been trained to use, supervisory qualities, etc., together with a statement of character and efficiency in accordance with Q.R. & A.I., Appendix 11, Part 2.

5. The Appendix to this Navy Order lists the new style Trade Certificates at present available on demand from the Superintending Naval and Air Store Officer, Sydney. It also shows the relevant Navy Orders which introduced the Trade Certificates.

6. The value of Trade Certificates, particularly the new style Certificates, to men resettling in civilian life cannot be too greatly stressed. Commanding Officers are to ensure that Certificates of Service of all ratings serving under their command are complete with Trade Certificates appropriate to their rating and specialist qualification and that when ratings are being discharged to shore or sent to a Depot as a preliminary to final discharge to shore, for any reason other than misconduct, Trade Certificates are completed. Q.R. & A.I., Article 1061 and Appendix 11, Part 2, are relevant.

7. When completing Trade Certificates which have not yet been revised the reporting officers should as far as possible give the same details in a form which will be self-explanatory to prospective employers of the rating.

8. Navy Order 204 of 1954, is hereby cancelled.

(3422/2/51)

APPENDIXTrade Certificate.Introduced by Navy
Order.SEAMAN BRANCH

A.S. 1233T. Seaman
A.S. 1233. Gunnery Specialist
Qualifications

793 of 1955

Trade Certificate.Introduced by Navy
Order.SEAMAN BRANCH

A.S. 430P. Boom Defence Qualifications	793 of 1955
A.S. 430R. Physical Training Qualifications	" "
A.S. 430B. Radar and Plotting Qualifications	" "
A.S. 1233W. Surveying Recorder Qualifications	" "
A.S. 1233Z. Torpedo Anti-Submarine Warfare Qualifications	" "
A.S. 1233B. Coxswain	561 "

FLEET AIR ARM

A.S. 430H. Naval Airman (Aircraft Handler)	117 of 1955
A.S. 430J. Naval Airman (Safety Equipment Rating)	" "
A.S. 430K. Naval Airman (Photographer)	" "
A.S. 430L. Naval Airman (Meteorological Observer)	" "
A.S. 1233Y. Aircraft Artificer	826 of 1956

ELECTRICAL BRANCH

A.S. 430. Electrical Artificer (Ship)	118 of 1955
A.S. 430A. Radio Electrical Artificer (Ship)	" "
A.S. 430B. Electrical Artificer (Air)	" "
A.S. 430C. Radio Electrical Artificer (Air)	" "
A.S. 430E. Radio Electrician	" "
A.S. 430F. Electrician (Air)	" "
A.S. 430G. Radio Electrician (Air)	" "
A.S. 430D. (P) Electrician (P)	777 of 1956
A.S. 430D. (E) Electrician (E)	" "

ORDNANCE BRANCH

A.S. 430N. Ordnance Artificer	In course of promulgation.
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SUPPLY AND SECRETARIAT BRANCH

A.S. 1247. Cook (S)	471 of 1955
A.S. 1247A. Cook (O)	" "
A.S. 1247B. Stores (S)	" "
A.S. 1247C. Stores (V)	" "
A.S. 1247E. Stewards	" "
A.S. 1247D. Writer	1041 of 1955

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

818.

RADAR - AERIAL DATA TRANSMISSION SYSTEM - NEED
FOR CONSTANT LOADING.

Suppression of Bottle Transmitters and "M" Type Re-Transmission Units is necessarily designed for optimum effect under "full load" conditions. Under "no load" the suppression capacitors discharge across the contacts and excessive sparking takes place. This results in damage to the transmitters.

2. Attention is drawn, however, to the reduction in sparking (and hence in maintenance) to be obtained by ensuring that at least one display unit is left connected to each bottle transmitter and "M" type re-transmission unit whenever practicable.

3. Further to the above, Display Outfits JD/JE/JN and JCA/JCB/JCC are at all times to have the "Aerial Receiver" switch, on Board Supply Designs 3 and 5, left in the "on" positions. Similarly "Aerial" switches in Display Outfits JL and JM should also be left in the "on" positions.

(The foregoing is the unaltered text of A.F.O. 1639/1956.)

(4519/31/878)

819.

GUNS - Q.F. 40-MM. MARK 10 - MODIFICATION
TO CRADLE.

The following modification has been approved:

Gun

Q.F. 40-mm., Mark 10.

Parts affected

- DT 578 CRADLE, twin guns.
- DT 210 and DT 223 BALANCE WEIGHTS, left and right.
- DT 253 and DT 266 BUSHES, eccentric, L. and R. balance weights.
- DV 228 ROD, connecting, balance weight to cradle.

Purpose

To provide effective lubrication of bushes and connecting rods and prevent seizing.

Nature of Modification

- Drill and tap cradle $\frac{1}{8}$ -in. BSP, spotface, and fit AA 497 LUBRICATOR.
- Drill and tap each balance weight $\frac{1}{8}$ -in. BSP, spotface, and fit one AA 497 LUBRICATOR to each.
- Drill $\frac{3}{16}$ -in. dia. hole and form radial groove round each bush.
- Form oil groove and four radial grooves on rod.

Drawing

I.P. NOD. 3138/229.

New Parts

Three in No. AA 497 LUBRICATORS.

By whom to be done

R.A.N. Armament Depots.

When to be done

When convenient.

2. Schedule of modifications, Part 1 - O.Q.P. 40-mm., Mark 10 and Accessories. Add Serial No. 36.

3. R.A.N. Armament Depots only.- Stocks of spare DT 253 and 266 BUSHES and DV 228 RODS in store are also to be modified.

(The foregoing is the text of A.F.O. 1606/1956 altered to meet R.A.N. conditions.)

(4428/43/323)

820.

**GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS - B.R. 226B
(PART 22) 4.5" TWIN R.P.41. MK. 6, 6* AND 6*
MOD. 1. MOUNTINGS - AUSTRALIAN
AMENDMENT NO. A.N.3.**

The following amendment to be known as "Amendment Number A.N.3." is to be made in the above publications:

- a) On page 60, in remarks column, from index 338 to index 345 inclusive, add brackets and the following wording:

Will not be supplied for R.A.N. Mountings.
Folio 1, Section M.C., Index Nos. 104 to 110 and 141 respectively used in lieu.

- b) On page 81, in remarks column, from index 45 to 51 inclusive, add brackets and the following wording:

Will not be supplied for R.A.N. mountings.
Folio 2, Section M.C. Index No. 5 to 10 and Folio 1, Section M.C., Index No. 104 to 110 and 141 respectively used in lieu.

2. For reasons of uniformity, A.E.L. joint rings will not be used in the Royal Australian Navy, and use will continue to be made of copper joint rings. It should be understood, however, that A.E.L. joint rings are completely interchangeable with copper joint rings and if supplied from British Commonwealth sources other than the Royal Australian Navy, they may be used in lieu of joint rings allowed.

(4139/13/1862)

821.

**JET CHARTS AND AIRCRAFT PLOTTING SHEETS --
SCALE 1: 4,000,000 FOR USE BY JET
AIRCRAFT.**

The following allowances of jet charts and aircraft plotting sheets have been approved:

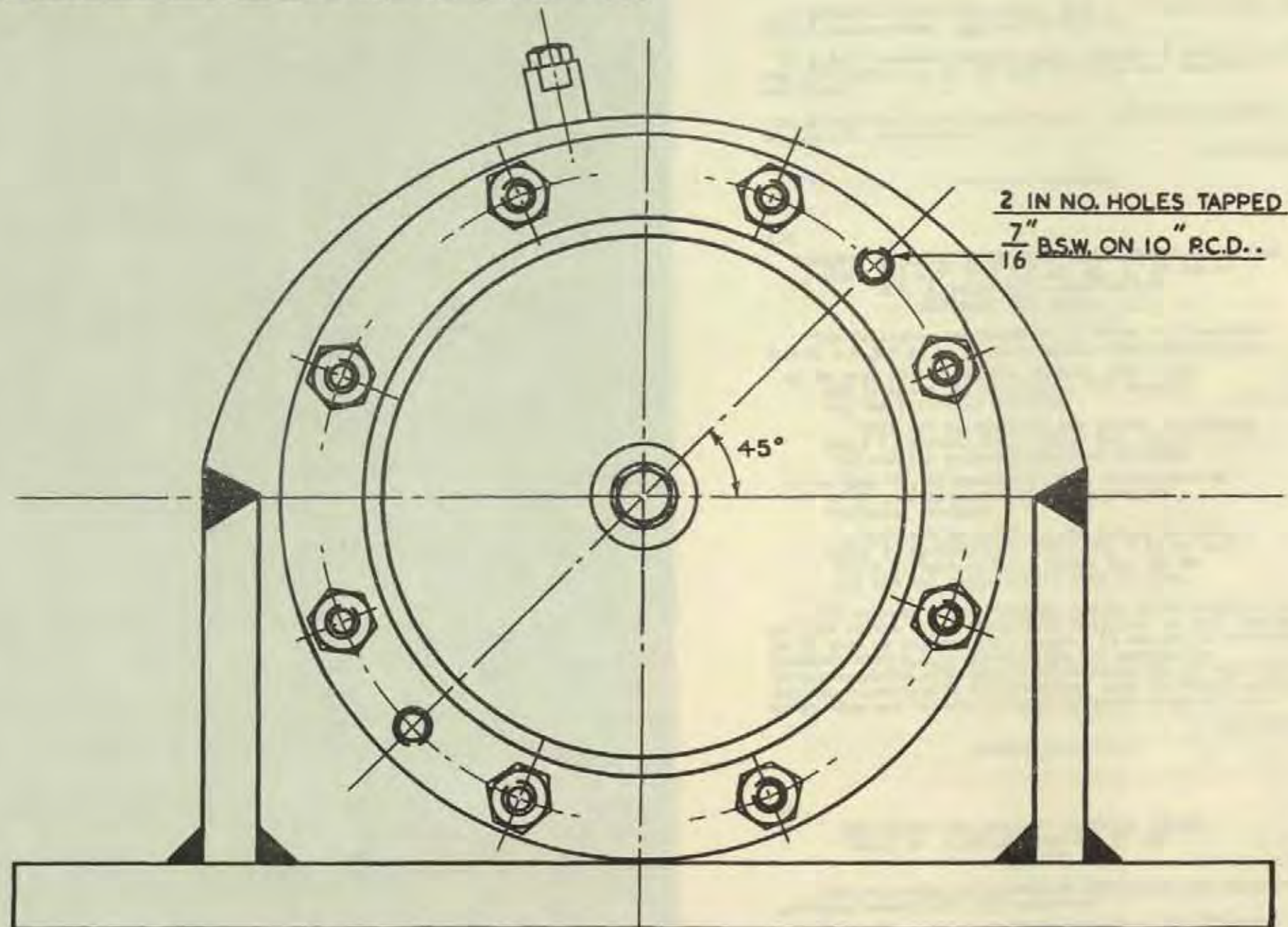
- a) Light Fleet Carrier (When operating as a flying carrier)

Index AZ1 - 1 copy.

Plotting Sheets (A.1404 to A.1412 inclusive) - 50 loose copies of each sheet.

Folio Jet 5 - one copy together with 50 copies of each chart contained therein.



A/S MORTAR MARKS 1 TO 4 (SQUID).

MODIFICATION TO THE COVER PLATE FITTED ON THE AFTER BEARING HOUSING. ADDITION OF TWO TAPPED HOLES SO THAT THE COVER PLATE CAN BE REMOVED BY STARTING BOLTS.

61/56 N.C.

9866/SC

- b) Light Fleet Carrier (When at one month's notice for flying)

As for (a) of this Order. This allowance is to be held in reserve by the Senior Officer, Hydrographic Service, and may be demanded by the ship before air squadrons embark.

- c) R.A.N. Air Station, Nowra.

Index AZ(1) - 1 copy.
Plotting Sheets (A.1405 - A.1411 inclusive) - 50 loose copies of each sheet.

- d) Senior Officer, Hydrographic Service.

Two complete folios Jet 3, 4 and 5, with 50 loose copies of each sheet and 2 copies of Index AX(1). These folios are to be held by the Senior Officer, Hydrographic Service, and issued as requisite to H.M.A. carriers required to operate off the Australia Station.

(3804/103/24)

822.

A/S WEAPONS - A/S MORTARS, MARKS 1-4 (SQUID) - TRUNNION HOUSING COVER-PLATE - MODIFICATION.

- a) Ships, Establishments and Authorities concerned.
Ships concerned, H.M.A. Dockyards, Gunnery Equipment Depots.

- b) Type and Mark of Mounting
A/S Mortars, Marks 1-4 (Squid).

- c) Part of Mounting affected
After trunnion-housing cover-plate.

- d) Purpose of Modification
To facilitate removal of cover-plate.

- e) Nature of Modification
To provide 2 in No. tapped holes for starting bolts.

- f) Drawings or Navy Order Diagram
Navy Order 822 of 1956 Diagram.

- g) By whom to be done
Ship's staff. Authorities concerned.

- h) When to be done
As soon as possible.

- i) How to be treated
As a defect.

(The foregoing is the text of A.P.O. 1547/1956 altered to meet R.A.N. conditions.)

(4431/44/59)

823.

A/S WEAPONS - A/S MORTAR, MARKS 3 AND 4 (SQUID) -
MAINTENANCE OF DEPTH-SETTING CONTROL SYSTEMS.

Ships concerned.

The efficient working of the Depth-Setting Control System of the A/S Mortar, Marks 3 and 4 (Squid), depends entirely on two 50-volt batteries. Recent failures of Squid projectile fuzes have shown that careful maintenance of these batteries is essential.

2. Each battery consists of 26 cells, Admiralty Pattern No. 1551B in Battery Box, Admiralty Pattern No. 14137. Inter-cell connections are to be made of lead strip and charging arrangements are to be fitted in accordance with D.E.R. Drawing No. 16570/R3.

3. Capacity tests are to be carried out every six months and batteries found defective are to be renewed. Voltmeters on battery charging panels are to be checked concurrently.

4. The depth-setting control system is to be maintained in accordance with the relevant instructions contained in E.R. 1705(8).

5. It is important that all electrical connections throughout the depth-setting system are kept in good condition. Particular attention is to be paid to:

- a) Sockets inside socket and junction boxes, A.P. 17956B.
- b) Plugs fitted to the D.S.G. unit.
- c) Barrel switch slip rings.

6. The sockets mentioned in paragraph 5 (a) of this Order are never to be left empty, Plugs, Dummy, Pattern No. 17977, being inserted if the mounting is not loaded with projectiles.

7. The plugs inserted in the socket, whether dummy or not, are to be removed monthly and the following routine carried out:

- a) Clean out the socket with a rag moistened with carbon tetrachloride.
- b) Ensure that the drain hole in the bottom of the socket is clear.
- c) Lightly coat the plug with castor oil before replacing.

8. Sockets inside socket and junction boxes, A.P. 17956B, are to be renewed every three years, or earlier if trouble is experienced with the depth-setting circuits.

9. Bent or damaged plugs should never be inserted in socket fittings.

10. Care is to be taken that expendable lead plugs are pushed fully home in the sockets.

Test Boxes in Ships fitted with Twin Mortar Mountings

11. It has been found that the depth-setting control system can function correctly with the test box connected to one mounting, but may fail when both mountings are loaded with live projectiles, due to the additional load on a battery which is not fully charged.

12. To ensure that the depth-setting system is tested with the battery under fully loaded conditions, ships' staffs are to make up three "dummy loads" to simulate the 75-ohm load normally provided by the test box or the projectile alive motors.

13. These "dummy loads" are each to consist of one resistor ~~241131~~, 75-ohm, 70-watt, joined by twin-cored rubber cable to the appropriate rings of expendable three-ringed plugs. They are to be fitted in the depth-setting sockets of one mounting when the test box is plugged into the other mounting.

14. B.R. 1705 is being amended.

15. Navy Order 690 of 1956 is hereby cancelled.

(The foregoing is the text of A.P.O. 1546/1956 altered to meet R.A.N. conditions.)

(4431/144/60)

824.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART E) -
EXTINGUISHERS, FIRE, PORTABLE, WATER TYPE (GAS
PRESSURE) PATTERN 7272 - REVISED ALLOWANCES.

It has been decided to revise the allowances of Portable Fire Extinguishers Pattern 7272 to H.M.A. ships in commission.

2. The revised allowances of Extinguishers Pattern 7272 to the ships and craft concerned are shown in the Appendix to this Order. These extinguishers are intended primarily to deal with small fires involving ordinary combustibles, such as paper, wood, mattresses, clothing, etc., where cooling is necessary. They may be used on small oil fires employing spray, if a foam type extinguisher is not readily available. They are not to be used on cooking fat fires. Water type (gas pressure) extinguishers must be charged with fresh water and can therefore be used with safety, with jet or spray, on fires involving live electrical apparatus at normal ship service voltages. They are not to be used where high voltages are involved.

3. a) Distribution throughout the ship is to be on the following basis:

- 1 for each switchboard
- 1 " " magazine and handling room.

b) The balance is to be distributed, so far as numbers will permit, as follows:

- 1 for each large mess space (including recreation spaces)
- 1 for each cabin flat or lobby
- 1 " " wardroom
- 1 " " lobby giving access to large storerooms containing combustibles other than paint, oil, etc.
- 1 for each large storeroom or workshop containing ordinary combustibles (not paint or oil), which may be manned for long periods and where no extinguisher is readily available in an adjacent lobby
- 1 for each re-wind room, if fitted.

Where two or more mess spaces lead into a common lobby it would be convenient to stow a single appliance in the lobby instead of one in each separate mess space. A water type (gas pressure) extinguisher is to be sited close to a film projector during operating times.

4. The requirement for fire parties is to be met from the allowances given in the Appendix to this Order. Extinguishers sited at Fire Posts, where applicable, may be regarded as covering adjacent spaces.

5. Attention is drawn to B.R. 1257 (Ship Fire Fighting Manual), Chapter 14.2, in regard to maintenance requirements.

6. Ships and craft in commission and "D" class commission in Reserve should adjust their holdings of Pattern 7272 Extinguishers accordingly, demands being forwarded, as necessary to the appropriate (Superintending) Naval Store Officer for any extinguishers required to complete to the revised allowances. As sufficient stocks of Pattern 7272 to meet the additional allowances are not at present available, supply will be effected, in the first instance to ships in commission. Demands should not therefore be hastened. Dormant demands for ships under construction and conversion, and ships in "E" class commission in Reserve will be amended by the Storing Yards concerned.

7. Demands (Form A.S.134) should be forwarded to the appropriate (Superintending) Naval Store Officer for supply of four spare charges, Pattern 7275 and one Holder, Pattern 7276 for each additional extinguisher supplied.

8. The Extinguishers and spare charges should be dealt with as Sea Stores (permanent and consumable respectively) and the Holders as Portable Fittings, the latter being issued outright in accordance with B.R. 4 (Naval Storekeeping Manual) Article 32 (5).

(The foregoing is the combined texts of A.F.O's 2415/1954 and 3414/1955 altered to meet R.A.N. conditions.)

(4505/1/370)

APPENDIX

<u>Class of Ship</u>	<u>Total Allowance of Extinguishers Pattern 7272</u>
Light Fleet Carriers	100
Cruisers	60
Darings	36
<u>Destroyers</u>	
Battle Class	36
Tribal Class	26
<u>Frigates</u>	
A.S. Frigates (Converted Fleet)	36
A.S. Frigates (Modified River)	20
A.A. Frigates (Modified River)	20
A.A. Frigates (Sloop)	20
O.M.S.	18
Boom Defence Vessels	8
S.D.B's	3A
Tugs	10

A = This allowance to be reduced by one for each Pattern 4726 Foam type extinguisher allowed for special risks in officers quarters and crews spaces.

825.

NAVAL STORES (TECHNICAL) - MINESWEEPING - TRANSFER OF DIVERTER, TYPE L, A.P. 26933, FROM CLASS F, GROUP 2C, PART 2, TO CLASS B, GROUP 5b.

H.M.A. Ships (Minesweepers) and Establishments concerned.

It has been decided that Diverter, Type L, A.P. 26933, used in Mine Countermeasures Equipment, Magnetic Sweeps (Loop) and held under Class F, Group 2C, Part 2, is more appropriate to Class B, Group 5(b), and transfer is to be arranged accordingly.

2. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1699/1956 altered to meet R.A.N. conditions.)

(4518/31/67)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

826.

FORM A.S. 1233Y - TRADE CERTIFICATE FOR AIRCRAFT ARTIFICER.

Form A.S. 1233Y - Trade Certificate for Aircraft Artificer has been revised.

2. Commanding Officers of ships and establishments are to ensure that a copy of Form A.S. 1233Y is enclosed in the Certificate of Service of all Aircraft Artificers borne and are to demand supplies from the Superintending Naval and Air Store Officer, Sydney, as necessary. Thereafter insertion of the forms is to be effected in H.M.A.S. CERBERUS at the Recruit stage or at the Apprenticeship School during Apprenticeship training.

3. Form A.S. 1233Y is to be prepared in accordance with Q.R. & A.I., Article 1061.

(3526/12/1638)

Civ. Spec.

Seab. Admin.

C.N.Os. 804-816/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th August, 1956.

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

By direction of the Naval Board,

Thos. 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.0259

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- SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY
816. Procedure for Reporting Offences and Punishments: Form A.S.181 - Punishment Return - Amendments, Form A.S.240 - Daily Record of Offences - Abolition.

RESTRICTED

3

804-806

- SECTION 1 - ADMINISTRATIVE AND GENERAL
804. SHIPS - STANDARD DATES FOR COMPLETION.
- Navy Order 58 of 1956 having been superseded by Navy Order 320 of 1956 is hereby cancelled. (4276/2/90)
- SECTION 2 - PERSONNEL
805. AIRCRAFT MECHANICIANS - REVISED METHOD OF SELECTION.
- Navy Circ 061 Item of 29th February, 1956, promulgated new conditions of service and methods of selection for Aircraft Mechanics.
2. A simple test of a rating's aptitude for Aircraft Mechanician will be applied at the end of the Leading Airman (A), (E) and (O) qualifying courses and ratings commencing Leading Airman Mechanics courses after 6th May, 1956, will have their History Sheets endorsed to this effect.
3. Recommendations initiated in service for all ratings who commenced their Leading Airman Mechanic (A), (E) or (O) courses prior to 7th May, 1956, are to be qualified with the statement:
- "Subject to attaining a satisfactory standard in the Aircraft Mechanician's Aptitude Test."
- Ratings subsequently provisionally selected for Aircraft Mechanics Course will be appropriated to the School of Aircraft Maintenance (Engineering) to undergo this test. (4002/57/52)
- SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES
806. 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)
- The following amendment is to be made to Navy Order 658 of 1955 (title as above):
- | | |
|---------------|--------------------------|
| <u>Outfit</u> | <u>Allocation</u> |
| TAH3 | Add - H.M.A.S. KUTTABUL. |
- (4519/1/272)

807.

WIRELESS - RECEIVER OUTFIT CDV - FITTING-OUT INFORMATION.

A.S.R.E. Installation Specification No. B835 has been prepared to show the layout and wiring of Receiver Outfit CDV when fitted at Shore Wireless Stations and Royal Naval Air Stations.

2. Distribution will be made by the Naval Board in due course, without demand, to the Authorities concerned.

3. Authorities holding Index of Installation Specifications for Radar Equipment (B999) applicable to R.N.S.W.S., Air Stations and Naval Radio Vans should include this Specification as an amendment.

(The foregoing is the text of A.P.O. 1597/1956 altered to meet R.A.N. conditions.)

(4519/1/290)

808.

AMMUNITION - CARTRIDGES S.A. .22 INCH RIMFIRE -
MAKER I.C.I.A.N.Z. 28/5/52 - WITHDRAWAL.

Cartridges S.A. .22-inch rimfire of I.C.I.A.N.Z. 28/5/52 manufacture have given a high percentage of failures at proof and it has been decided to withdraw stocks from service.

2. They are regarded as coming under N.M. and E.R. (B.R. 862/45), Article 305, Category (dd), i.e., dangerous if used.

3. R.M.A. ships and establishments are to arrange for any cartridges of this make and date to be returned to the nearest R.A.N. Armament Depot as soon as possible.

(4442/26/116)

809.

GUNS - Q.F., 40-mm., MARKS N1, N1/1, N1/2 AND N1/3 -
MODIFICATION OF LEVERS, HAND OPERATING.

Navy Order 496 of 1956 is to be amended as follows:

PurposeAmend "Navy Order 496 of 1956"
to read "Navy Order 616 of 1956".

(4428/43/302)

810.

GUNMOUNTINGS - 4.5" TWIN R.P. 41 MARK 6, 6* AND 6*
MOD. 1 - OIL SERVO SYSTEMS.

Until such time as new filters are designed for the filtration of oil in Servo Systems, ships and establishments are to ensure that a filtering run is carried out monthly using the bye pass filter wound around with a single thickness of Silk, "Dufour" bolting size 148.

2. This silk is not to be left on the filter when the cleaning run is completed, but removed and thoroughly cleaned and dried for future use.

3. The cleaning agent used is to be in accordance with B.R. 292, Chapter 12, paragraph 8.

(4429/23/250)

811.

ALTERATION AND ADDITION ITEM - BATTLE CLASS DESTROYERS.

The following Alteration and Addition Item has been approved for Battle Class Destroyers:

Class Item No. 100 Classification "A"

Item: "To alter loud-hailer system by:

- a) The replacement of A.P. W2040 Amplifier by A.W.A. R.A.N. Pattern X.2040 Amplifier.
- b) To alter output speaker wiring to include facilities for Flag Deck Control by fitting of a change-over switch and one in number additional speaker, namely speaker A.P.12525 Twin Horn on Director Support."

- References:
- a) TOBRUK's Form A.S.1182 Temporary Distinguishing letter D, dated 13th October, 1955.
 - b) TOBRUK's memorandum E/D3/24 dated 13th October, 1955.
 - c) F.O.C.A.F.'s memorandum A.P.458/1911/14 dated 4th November, 1955.
 - d) Navy Office letter 53513 dated 8th February, 1956.
 - e) Garden Island Drawing 573/14.

(4280/1/273)

812.

ALTERATION AND ADDITION ITEM - SURVEY TENDER -
H.M.A.S. WARREEN.

The following Alteration and Addition Item has been approved for Survey Tender - H.M.A.S. WARREEN:

Class List Item No. 51 Classification "A"

Item: "To replace existing 4.5 K.W. Diesel Generator by a 9 K.W. 110 Volt Southern Cross D.C. generator."

References: F.O.I.C.E.A.'s memorandum S.A.4190
505/12/1 dated 29th September, 1955.
Chief of Construction memorandum
57953 dated 20th March, 1956.

General Manager, Garden Island Dockyard's
memorandum 4582 dated 17th May, 1956.

(4287/25/89)

813.

NAVAL STORES (GENERAL) (CLASS B, GROUP 10, PART G) -
WEIGHING MACHINES, BATHROOM PERSONAL -
ALLOCATION OF PATTERN NUMBER.

H.M.A. Ships concerned.

Weighing Machine, Bathroom personal, 20 st. x 1 lb.,
supplied to ships of the "Daring" Class, Destroyers, Frigates
and Survey Vessels carrying Medical Officers, has now been
allocated Pattern 12396 and added to the Rate Book and
Authorised List of Naval Stores under Class B, Group 10G.

2. The relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O. 1703/1956.)
(4506/7/91)

814.

NAVAL STORES (GENERAL) (CLASS F, GROUP 1C, PART 3),
BOX, OUTPUT JUNCTION (6-WAY), PATTERN
32119 - INTRODUCTION.

The fitting of A.P.100 Series Broadcast Equipment in
Frigates, etc., has necessitated for greater use of a small
output junction box than was previously anticipated.

2. In consequence, a 6-way output junction box has been
introduced into the Service for small systems and added to
the Rate Book and Authorised List of Naval Stores under
Class F, Group 1C, Part 3, the description being as follows:

<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
32119	Box, Output, Junction (6-way)	Portable fitting.

This item has been marked "N" in accordance with the foreword
of B.R. 810.

(The foregoing is the text of A.P.O. 365/1956 altered to
meet R.A.N. conditions.)

(4518/15/410)

815.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3, PART A) -
DIVIDERS, BOW TYPE PATTERN 490 - ALLOWANCES FOR
FLEET AIR ARM PURPOSES.

It has been decided to provide Pattern 490 Dividers,
Bow Type, for Fleet Air Arm purposes in the Royal Australian
Navy in lieu of Pattern 94, Compass Sets, complete (A.M.
Section 13), which were introduced in the Royal Navy vide
A.P.O. 1626/1955, to replace Patterns 485 and 484 Dividers
for Air purposes.

2. The Pattern 490 Dividers, which are a Permanent Naval
Store item, will be allowed on the following basis:

<u>Service</u>	<u>Quantity</u>
H.M.A. Aircraft Carriers and R.A.N. Air Stations as Squadron Mobile Equipment.	1 pair - per Single Seater Aircraft. 2 pairs - per Multi Seater Aircraft.

H.M.A. Aircraft Carriers (whilst
operating Aircraft):

1/25 aircraft	10 Prs.
26/50 aircraft	15 Prs.

R.A.N. Air Stations:

Class A.	20 Prs. (See Note 'A' of this Order).
----------	--

Air Direction Room	2 Prs.
Meteorological Section	1 Pr.
Bombing/R.P. Range	2 Prs.

NOTE 'A': Plus one additional for each instructor
and pupil borne at the Naval Observer and Air
Signal School, Operational Flying School, A.J.A.S.S.
and Pre-Flight School, if required. In addition,
10 per cent of the gross holdings may be held as
spares.

3. Demands (Form A.S.124) should be lodged with the
Superintending Naval and Air Store Officer, Sydney, as
necessary by the services concerned to complete to the above
allowances. Supply will be effected as stocks become
available. On receipt of Pattern 490 Dividers, Patterns 483
and 484 Dividers are to be returned to store.

4. As Air Stores Establishments, A.P.(N) 377 and A.P.(N) 378,
which are normally applicable in the Royal Australian Navy,
have been amended to include the Pattern 94 Compass Sets,
the above allowances should be treated as R.A.N. Special
Allowances and the relevant publications noted accordingly.

(The foregoing is the text of A.P.O. 1626/1955 altered to
meet R.A.N. conditions.)

(4518/36/425)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

816.

PROCEDURE FOR REPORTING OFFENCES AND PUNISHMENTS:
 FORM A.S. 181 - PUNISHMENT RETURN - AMENDMENTS.
 FORM A.S. 240 - DAILY RECORD OF OFFENCES -
 ABOLITION.

It has been decided to abolish the quarterly return Daily Record of Offences (Forms A.S. 240, inside, and outside), the final return being rendered for the September, 1956, quarter.

2. From 1st October, 1956, the following procedure is to apply to the reporting of offences and punishments:

- a) Forms A.S. 241, Disciplinary Charge Sheet and Punishment Record (introduced by Navy Order 93 of 1956) are to be forwarded to Administrative Authorities at the end of each month commencing October, 1956.
- b) The Forms A.S. 241 are to be serially numbered in ships and enclosed in Form A.S. 181 (Punishment Return) which is to be amended in manuscript, pending reprint, as follows:

Page 1 - Delete heading "Authority - Articles 535, 604 and 866 Q.R. & A.I."

For the word "quarter" where appearing twice substitute "month".

Delete "and" (line 6).

After "inclusive" (line 7) add:

"and Disciplinary Charge Sheets and Punishment Records numbered to ."

Delete "Commanding Officer" and substitute "Captain" (line 9).

Note 1. Delete 536 clauses 1 (d) (e) (i) (k) (l) and (m) substitute 1924 clauses (e) to (h).

Page 3 - Delete present certificate and substitute -

"I hereby certify that the whole of the punishments inflicted onboard this ship during the period covered by this Return, except those awarded under Q.R. & A.I., Article 1924 (e) to (h) inclusive, are shown in enclosures hereto, that the punishments are in accordance with regulations, and that in all cases where imprisonment, detention or cell punishment has been accompanied by stoppage of leave, the period of confinement has been reckoned as a portion of such stoppage.

Captain

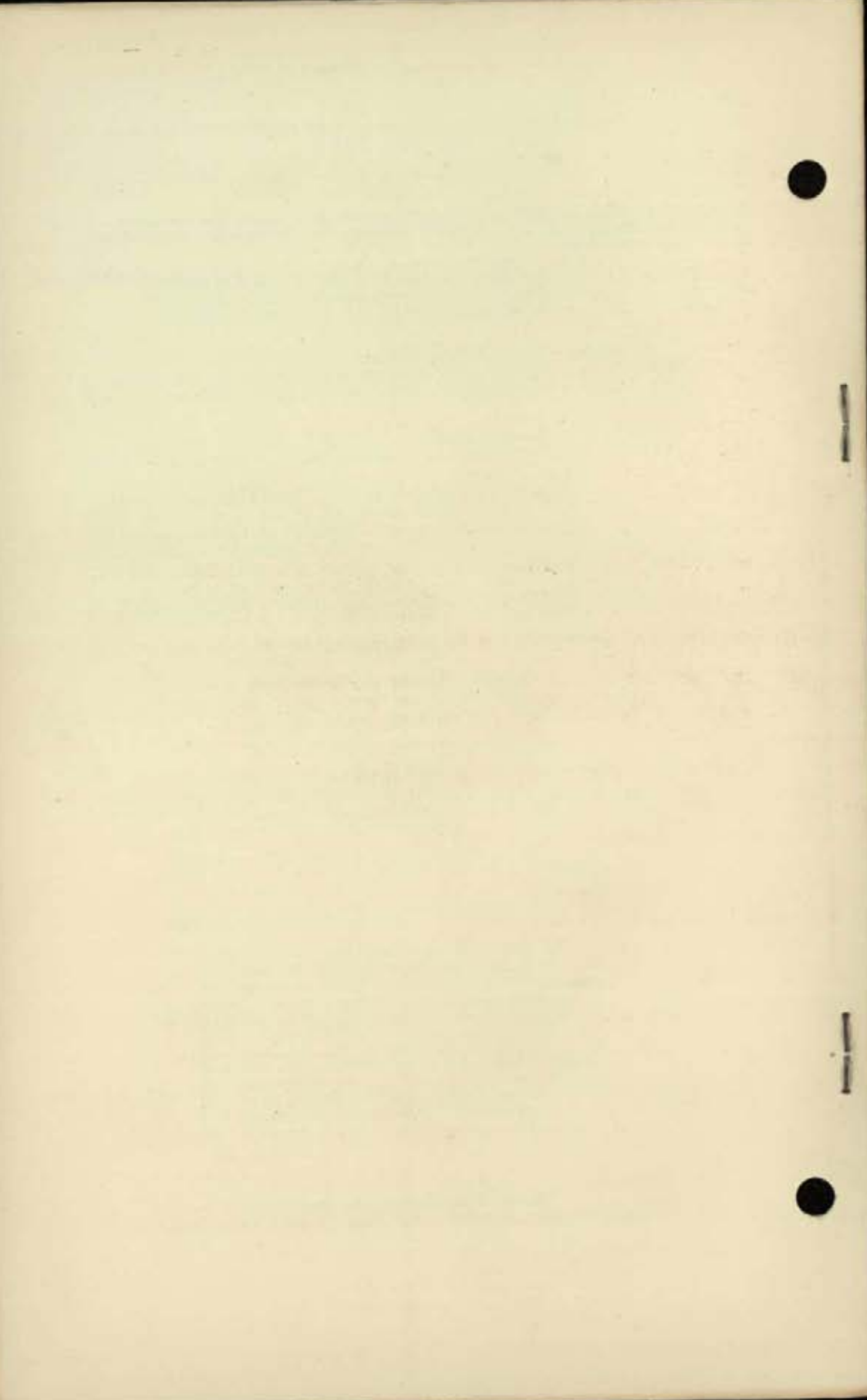
Date

RESTRICTED

3. Administrative Authorities are to review the returns and enclosures and forward them to the Secretary, Department of the Navy.

(3526/12/1685)

Photo-lithographed, by Authority:
 J.G. HOLMES, Printer, 310 King Street, Melbourne.



C. N. O. s.

sent after

C.N.Os. 827-838/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

28th August, 1956.

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

By direction of the Naval Board,

Thos. 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 2 - PERSONNEL

327.

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, 12th June, 1956. The following were present:

- Captain J.H. DOWSON.
Director of Personal Services (Chairman).
 - Captain (S) J.B. FOLEY.
Director-General, Supply and Secretariat Branch.
 - Captain (S) R.P. HATHERELL.
Representing F.O.C.A.F.
 - Commander (S) J.I. MOORE.
Representing C.S.T., F.N.D.
 - Lieutenant-Commander H.A.E. COOPER.
Representing F.O.I.C., E.A.
 - Chief Petty Officer R.J. FLEWING.
Representing Flinders Naval Depot.
 - Stores Chief Petty Officer (S) G.A. FOLEY.
Representing Sydney Establishments.
 - Chief Air Artificer G. PRICE.
Representing R.A.N. Air Station, Nowra.
 - Chief Petty Officer R.A. TREGAN.
 - Petty Officer MILAZZO.
 - Petty Officer L.M. PROSSER.
 - Commander (S) A.L. FREER.
Secretary.
- } Representing H.M.A. Ships.

2. The Chairman opened the Meeting at 1130 and referred to Navy Orders 398 of 1953 and 62 of 1954 dealing with the establishment and functions of the Committee.

MINUTES.

3. Minutes of the Meeting held on 22nd November, 1955, were confirmed.

FINANCIAL STATEMENT.

4. The Committee received a statement showing the financial position of the Fund at 31st May, 1956, to be:

Bonds (at cost)	£15,779
Loan to R.A.N. Relief Trust	34,190
Fund and Canteens	
Cash	10,890
	<u>260,859</u>

HEALTH BENEFITS SOCIETY.

5. The Meeting was informed that the Constitution of the Navy Health Benefits Society had now been approved by the Chief Secretary and the Commonwealth Department of Health and that a Navy order was now being printed for distribution.

VICTORIA COMMAND SPORTS FUND.

6. Correspondence from the Naval Officer-in-Charge, South East Australian Area, and the Commodore Superintendent of Training, Flinders Naval Depot, was considered by the Committee. It was decided to recommend that a Victoria Command Sports Fund be established and that the R.A.N. Central Canteens Board should make an annual grant to the Fund commensurable with that made to the East Australian Area Sports Fund.

H.M.A.S. HUON.

7. A request for provision of sporting equipment for H.M.A.S. HUON was considered by the Committee. It was decided to recommend that a grant of £110 be made for the provision of equipment for one outdoor game - cricket, and one indoor game - table tennis. The Committee also decided to recommend that the grant should be made subject to H.M.A.S. HUON undertaking to institute a proper system of accounting and caring for the equipment supplied.

LONG TERM PROJECTS.

8. Club for ratings in Sydney Area.- In view of reports received by the Central Canteens Board from the Flag Officer Commanding Her Majesty's Australian Fleet and the Flag Officer-in-Charge, East Australian Area, regarding the modernisation and extension of the Fleet Canteen, the Committee gave further consideration to the order of priority of long-term projects recommended at the previous Meeting.

9. The representative of the Flag Officer-in-Charge, East Australian Area, informed the Meeting that the Committee controlling Royal Naval House, Sydney, had funds in hand and was prepared to consider suggestions for additional amenities.

10. The Committee considered that if additional social amenities, e.g., a ladies' annexe with facilities for mixed dining and other social activities, e.g., dances, etc., could be provided at Royal Naval House, there would not be any necessity to provide such facilities at Jenner which could remain as at present, a canteen for Naval personnel only, especially as Royal Naval House was more conveniently situated for mixed social purposes.

11. The Committee decided to recommend that F.O.C.A.P. and F.O.I.C., E.A., be requested to investigate the practicability of establishing a social centre at Royal Naval House and that if the Committee controlling the establishment was prepared to make the desired alterations, the Central Canteens Board should if necessary be prepared to make a grant from the Central Canteens Fund.

12. Provision of accommodation in Sydney.- The practicability of giving effect to the second priority set down by the previous Committee was reviewed. It was considered that the cost of building or purchasing a hostel in a suitable area was prohibitive. It was suggested that if a suitable building was owned or built by the Department it could be rented by the Central Canteens Board. It was recommended that F.O.I.C., E.A., be requested to investigate the possibility of the hostel being established on sites already acquired by the Department under Naval expansion schemes.

13. Social Club House at Flinders Naval Depot.- In view of the decision regarding the establishment of a hostel in Sydney, the Committee recommended that the provision of a Social Club House at Flinders Naval Depot now be the second priority. However, it was decided to recommend that no expenditure of funds should be made until C.S.T. had supplied details of plans and costs based on a modest original expenditure with provision for gradual expansion.

14. Amenities in Sydney Area.- The representative of F.O.I.C., E.A., placed before the Committee two suggestions for the provision of amenities in Sydney:

- a) The first suggestion was that a squash court be built on Garden Island. It was stated that the original squash court on Garden Island had been demolished and that the Club now had to hire public courts, of which there were about five in Sydney. Several ratings are at present members of the Club and it was stated that the number would increase if the Club had its own court and was able to enter competitions. The Committee decided to recommend that a squash court be built at a cost of £5,000 subject to funds being available after priorities 1 and 2 had been satisfied.
- b) The second suggestion was that the bottom of the Garden Island swimming pool be sealed. It was stated that sealing would convert the baths into a modern type swimming pool by making them completely non-tidal. The cost was estimated to be £3,000. The Committee felt that the spending of £3,000 on such work was not warranted and decided not to recommend that the baths be sealed.

15. Naval Air Station, Nowra.- The representative of R.A.S. Nowra informed the Meeting of expenditure incurred by the Welfare Committee H.M.A.S. ALBATROSS in providing equipment for the Nowra Public School. The Committee decided to recommend that a grant of £200 be made to the Welfare Committee H.M.A.S. ALBATROSS.

(Navy Order 39d of 1953 and 62 of 1954)

(3238/3/51)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

828.

CLINOMETERS FOR GUNNERY AND UNDERWATER WEAPON PURPOSES.

It has been decided that all Clinometers for Gunnery and Underwater Weapon purposes will be transferred from Gunnery Equipment Stores charge to Naval Store charge.

2. Establishments and Gunnery Equipment Depots with 90° Clinometers issued or held for G.R.U. Stabilisers Mark 2 and any other Clinometers, are to transfer stocks to the nearest Naval Store Depot.

829.

GUNNERY EQUIPMENT STORES - "STREAMLINE" FILTER PACKS.

Spare "Streamline" filter packs have been supplied for use with "Streamline" Filters - Types "O-O" and "O-1-L" - on the basis of 2 per unit.

2. These packs are to be regarded as "consumable" items and ships and establishments are to raise Form A.D. 526 to amend their "Lists of Equipment, etc." to this classification.

3. Attention is drawn to B.R. 292, Chapter 13, paragraphs 30 to 35 on the use and care of "Streamline" filters. It will be noted that a filter pack should give at least twelve months good continuous service provided the instructions on maintenance are followed.

4. In paragraph 30, Chapter 13 of B.R. 292, "Streamline" filters and their accessories are referred to by Naval Store pattern numbers. It should be noted that these items were transferred to Gunnery Equipment Store charge and re-numbered with Gunnery Pattern Numbers and it is anticipated that B.R. 292 will be amended.

(4429/99/113)

830.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (SLOOP).

Navy Order 542 of 1956 is to be amended as follows:

References: For "P.O.I.C., E.A.'s 152/7736, dated 3rd September, 1954." read "H.M.A.S. WARREGO memorandum No. 152/7736, dated 3rd September, 1954."

(Navy Order 542 of 1956)

(4282/1/10)

831.

ALTERATION AND ADDITION ITEM - OCEAN MINESWEEPERS (COMPREHENSIVE).

The following item is approved for Ocean Minesweepers (Comprehensive):

Class List Item No. 627 Classification "A"

Item: "a) To provide permanent lighting in the Flour Store and Cold Room, and to provide an external warning light for the Cold Room, the wiring to be in accordance with Drawing No. D.E.E.14082.

b) Distant reading thermometer to be fitted for Cold Room, above Cold Room door."

Compensating Weight: Nil.

References: H.M.A.S. COOTAMUNDRA memorandum No. 262/64/136 dated 30th December, 1955.

H.M.A.S. COOTAMUNDRA proposed Alteration and Addition Item, temporary distinguishing letter C/B.

P.O.I.C., E.A. memorandum No. E.A.406/505/26/1, dated 3rd February, 1956.

Navy Office letter No. 57790, dated 19th March, 1956.

(4284/1/243)

832.

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:

Item No.	Pattern No.	Description	Amended Replacement Costs
1	37	Pillow hair 28" x 18"	15. 3
2	-	Pillow Kapok 28" x 18"	17. 8
10	34	Sheets White Cotton 72" x 108"	£1. 9. 6
15	399	Mattresses Coir 6' x 2' 2"	£2.17. 0

(Navy Order 252 of 1955)

(3190/1/128)

833.

HABITABILITY OF H.M.A. SHIPS.

The existing title of Navy Order 949 of 1955 is to be amended to read:

"R.A.N. Ship Habitability Committee".

2. The text remains unaltered.

(Navy Order 949 of 1955)

(4276/1/415)

834.

**H.M.A. SHIPS - PERIODIC EXAMINATION OF FIRE EXTINGUISHERS -
INTRODUCTION OF METAL TALLIES AND HAND PUNCHES.**

It has been decided that, in future, the periodic examination of portable fire extinguishers called for every three or six months by B.R. 1257 (Ship Firefighting Manual) shall be recorded by punching metal tallies which are to be wired to the extinguishers. The dates of pressure testing are to be recorded by die stamping as at present.

2. The tallies will be similar to those supplied by the Department of Works for fire extinguishers in shore establishments and sufficient quantities to meet requirements should be demanded from the appropriate (Superintending) Naval Store Officer.

3. A hand-operated punch suitable for punching the tallies will be supplied by the appropriate (Superintending) Naval Store Officer without demand on the basis of 1 No. per ship. The punch should be accounted for as a Permanent Naval Store item under Class B, Group 11.

(4505/84/189)

835.

**NAVAL STORES (AIR) - AIRBORNE AND TRANSPORT GAS
CYLINDERS.**

Navy Order 17 of 1956 is to be amended as follows:
Delete existing paragraph 3 (iii) and substitute the following in lieu:

Issue Restrictions - All cylinders issued from R.A.N. Air Store Depot, Randwick, are to have a minimum future useful life, before they are due for their next two yearly test, as detailed below.

Airborne Cylinder Issues to Minimum useful life before re-test

Aircraft Carriers	}	6 months
Shore Establishments		
Repair Contractors		

Storage Cylinder Issues to Useful Life before re-test

Aircraft Carriers	6 months
Shore Establishments	3 months
Repair Contractors	3 months

Note 1.- In view of paragraph 3 (vi) Life of Oxygen - oxygen storage cylinders held at R.A.N. Store Depot, Randwick, for longer than 9 months from date of filling are to be refilled before issue.

Note 2.- In instances where filled cylinders held by user units fall due for re-test their contents should be used (subject to paragraph 3 (vi) in the case of oxygen storage cylinders) as soon as possible and not later than 3 months after re-test date.

2. The items included in the Appendix to this Order are to be added to the Appendix to Navy Order 17 of 1956.

(Navy Order 17 of 1956)

(4403/14/842)

APPENDIX

Stores Ref.	Description	Short Description or Chemical Symbol	Use	Colour Marking		
				Cylinder	Valve End	Stencilled Marking Cylindrical Portion Bottom End
71A/143	Cylinders, gas: Tranporation and Storage: Carbon dioxide: 50 lb. i Mark 1	CO ₂	Dinghy cylinder re-filling apparatus. Station Fire Crash Tenders. Can be used for dinghy cylinder refilling apparatus	Black with white or alumin-ium neck bend	Black	White
25 211	50 lb. i Mark 1 Mark 2	CO ₂ CO ₂				
29 199	Compressed air: 560 cu. ft. i Mark 7A Mark 12	Air Air	Trolley, air bottle carrying, Ref. 46/2795	Light Grey	Black	Black
37 201	Nitrogen: 540 cu. ft. Mark 7A Mark 12	N ₂ N ₂	Purging of aircraft fuel tanks during the cocooning process	Light grey with black neck	Black	Black
41 202	Oxygen: 615 cu. ft. Mark 7A Mark 12	O ₂ O ₂	Trolley, oxygen cylinder, Ref. 46/2265 and 46/3138 and Trolley, oxygen charging Ref. 46/4220	Black	Black	White

936.

NAVAL STORES (TECHNICAL) - FIRE CONTROL - ADMIRALTY
FIRE CONTROL CLOCKS, ADMIRALTY FIRE CONTROL
TABLES AND CLOSE RANGE RECORDER ANALYSERS -
PLOTS - INTRODUCTION OF BALL POINTED
PENS IN REPLACEMENT OF A.P.10720
STYLO PENS - REPORTS.

(H.M.A. Ships (Excluding Submarines) - and Shore
Establishments - Naval and Civil -
Concerned).

As a result of complaints from ships and establishments regarding the unsuitability of Stylo Pens, A.P.10720, used in plots fitted in Admiralty Fire Control Clocks, Admiralty Fire Control Tables and Close Range Recorder Analysers, investigation has proved that more satisfactory results can be obtained by using ball-pointed pens.

2. The use of Stylo Pens, A.P.10720 (Class F, Group 1B) is therefore to be discontinued and stocks should be returned to S.N.S.O., Sydney.

3. A.P.10720 is being declared obsolete and the relevant publications will be amended.

4. Ball-pointed pens are to be used in future for plots fitted to Admiralty Fire Control Clocks, Marks 1, 1*, 1**, 7*, 8 and 11, Admiralty Fire Control Tables, Marks 5, 6, 6*, 6**M, 9 and 10, and Close Range Recorder Analysers.

5. The ball-pointed pens in their present form are not entirely suitable for use on the plots of Close Range Recorder Analysers as they do not fit the existing holder and project upwards too far, thus getting in the way of the operator. It has, however, been found that the ball-pointed pen refill can be used by modifying the existing holder. The modifications required comprise the fitting of a holding down spring as the weight of the refill alone is insufficient to work the paper, and the bending of the refill into a "U" shape to obviate fouling by the plot operators.

6. Ships and establishments fitted with Admiralty Fire Control Clocks Marks 1, 1*, 1**, 7*, 8 and 11, Admiralty Fire Control Tables Marks 5, 6, 6*, 6**M, 9 and 10, and Close Range Recorder Analysers are to demand ball-pointed pens and refills on the following scale:

Admiralty Fire Control Clocks	1 No. Red and 1 No. Black ball-pointed pen per equipment and 1 No. refill for each.
Admiralty Fire Control Tables Close Range Recorder Analysers	1 No. Red, 1 No. Black and 1 No. Green ball-pointed pen refill, and 1 No. spare refill of each colour.

7. Initial demands are to be forwarded to the S.N.S.O., Sydney.

(The foregoing is the text of A.F.O. 1180/1956 altered to meet R.A.N. conditions.)

(3911/51/194)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

837.

FORMS A.S.459 - ALTERATION OF EFFICIENCY ASSESSMENT.

It has been decided that with effect from the date of this Order no recommendation to amend an annual assessment of efficiency on a rating's service certificate is to be forwarded to the Naval Board unless the rating has made representations on the subject within six months of the date the assessment was awarded. It is therefore important that all ratings should avail themselves of the opportunity to see their annual assessments of efficiency in accordance with Q.R. and A.I., Article 1051(7).

2. Q.R. and A.I., Chapter 10, will be amended.

(The foregoing is the text of A.F.O. 1838/1956 altered to meet R.A.N. conditions.)

(4002/51/108)

838.

BOOKS - SHIPS' LIBRARIES - ORGANISATION.

Navy Order 606 of 1956 is to be amended as follows:

Paragraph 13 - for "A.S.549" substitute "A.S.3302".

Paragraph 14 - for "A.S.549" substitute "A.S.3302".

Paragraph 19 - for "Paragraph 15" substitute
"Paragraph 14".

(Navy Order 606 of 1956)

(4575/52/45)



Crossed

Leah H. H. H. H.

M. H. H. H. 18/10

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1043/100 were 57/10

C.N.O.s. 839-851/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

29th August, 1956.

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 2 - PERSONNEL

839.

BRANCH OFFICERS - RENDERING OF A.S. 206 REPORTS.

The Naval Board have decided that on and after 1st January, 1957, Forms A.S. 206 will not be required half-yearly on 15th February and 15th August on all Branch Officers, but only in respect of those who are in the zone for promotion, i.e.

To Senior Commissioned rank, 5-9 years' seniority.
To Lieutenant, minimum of 5 years' seniority as at 1st April and 1st October, and 52½ years of age.

2. In the Wardmaster and Regulating Branches all Senior Commissioned Officers are eligible for consideration for promotion to Lieutenant. In the Supply and Secretariat Branch a minimum of 18 months' seniority as at 1st April or 1st October and an age limit of 52½ years still apply.

3. The only other occasions for rendering routine A.S. 206 reports on Branch Officers will be as laid down in Q.R. and A.I., Article 1024 (c) and on the recommendation for confirmation in rank after 12 months' service as an Acting Commissioned Officer required by Q.R. and A.I., Article 0509.

4. Royal Navy Officers. Reports on Royal Navy Officers are to be rendered in accordance with the above instructions, except that half-yearly recommendations for promotion (in triplicate) are to reach Navy Office by 15th June and 15th December.

(Navy Order 220 of 1955 is cancelled.)

(The foregoing is the text of A.F.O. 1788/1956 altered to meet R.A.N. conditions.)

(4002/21/86)

840.

INSTRUCTIONAL FILMS AND FILM STRIPS - BC.1103, "ALL
INFORMED - COMMUNICATION SECURITY (PART 2)
MORSE" - DISTRIBUTION.

Copies of the War Office Instructional Film Serial No. BC.1103, "All Informed - Communication Security (Part 2) Morse" 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 Copies</u>
H.M.A.S. HARMAN	1
H.M.A.S. WATSON	1
Flinders Naval Depot	1
R.A.N. Film Library, Sydney.	1

2. The film is designed to impress upon all Morse operators the vital necessity of conforming to standard procedure for key transmissions and to show how mistakes can give away information to the enemy. Running time 32 minutes. 1 Spool.

(The foregoing is the text of A.P.O. 1792/1956 altered to meet R.A.N. conditions.)

(4518/61/639)

841.

**INSTRUCTIONAL FILMS AND FILM STRIPS - SA. 563,
"ELECTRICAL COMPUTATIONS" - DISTRIBUTION.**

Copies of the new Instructional Film Strip Serial No. SA. 563, "Electrical Computations", are being obtained and will be issued 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 Copies</u>
Flinders Naval Depot	1
R.A.N. Film Library, Sydney.	1

2. This film strip describes (a) the representation of quantities by voltages and shaft displacements, (b) simple computing operations (addition, subtraction, multiplication and division), (c) the use of magalip resolver No.1 in resolution, composition and axis-changing and (d) the principles and construction of the more common computing elements. Issued with 64 frames.

3. The strip is in colour.

(The foregoing is the text of A.P.O. 1468/1956 altered to meet R.A.N. conditions.)

(4518/61/634)

842.

LAUNDRY MARKING.

In order to ensure that articles of uniform and clothing, once marked for laundering, can be handled without further marking in the laundries of H.M.A. ships and establishments, the following standard system is to apply:

Officers:

Garments are to be marked with the Officer's name and initials and his pay number.

Ratings:

Garments are to be marked with the rating's initials (two letters only) and the last four numerals of his official number.

(Navy Order 139 of 1951 is cancelled.)

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

(3708/1/47)

843.

TRAINING OF FLYING PERSONNEL IN THE DAILY SERVICING OF AIRCRAFT, AIRCRAFT RADIO AND NAVIGATIONAL EQUIPMENT.

The opportunity exists for Pilots, Observers and Aircrewmembers to obtain the Q.S. qualification in aircraft servicing in the Airframe, Engine, Radio and Electrical specialisations under the conditions set out below.

2. The standard required is as follows:

a) **Pilots.**

- 1) The ability to carry out efficiently the Primary and Before-Flight Inspections as performed by Pilots' Mates in accordance with the current instructions and the Volume 5, Part 2 (Supplement) of the relevant Air Publication when available.
- 11) The Q.S. qualification in those types of communication and homing radio, which are normally controlled from the pilot's cockpit. This does not include radar or special radio equipment.

NOTE: The intention is that pilots will be able to carry out a complete daily inspection of single-seat aircraft when special equipment, involving inspections by appropriate tradesmen, need not be used. Similarly, in the case of multi-seat aircraft, the pilot, together with an observer or aircrewman, will be able to carry out the complete daily inspection, except for special equipment.

- b) **Observers and Aircrewmembers.** The Q.S. qualification in radio and electrically operated navigational equipment in accordance with the basic inspection schedule.

NOTE: It is not intended to place any restriction upon the radio equipments in which observers and aircrewmembers may become qualified, but it is considered that certain equipments would require a considerable study and would normally be beyond the scope of aircrew owing to lack of instructional facilities and opportunity for practical use of the test gear involved.

3. The following are the objectives:

- a) To raise the standard of technical knowledge among aircrew.
- b) To give aircrew a better insight into the work of maintenance personnel.
- c) To foster closer relationship between aircrew and maintenance personnel.
- d) To improve the ability of aircrew to carry out Primary and Before-Flight Inspections of their aircraft in times of emergency.

4. The essential requirements of the scheme are:

- a) Technical training during aircrew training.
- b) Improvement of technical knowledge and ability in first-line servicing so as to reach the standard in defined and progressive steps.
- c) Progression of the standard achieved.
- d) Maintenance of records of qualifications of aircrew in first-line servicing.

5. Requirement (a) in paragraph 4, is at present met only by aircrew who are qualifying or have qualified as pilots. Consideration is being given to the amendment of the syllabuses of pilots, observers and aircrewmen to provide an improved basis of technical knowledge in the light of the standard to be obtained.

6. For (A), (E), (L) and (O) specialisations the requirement (b) in paragraph 4 is to be met by pilots in the following stages:

- a) 1) By improvement of their technical knowledge and ability so as to be capable of carrying out the Primary and Before-Flight Inspections of one type of Naval aircraft in either (A) or (E) specialisations in accordance with the inspection schedules.
- ii) By satisfying an examination board as to this capability and by being granted by the board a qualification "Q.S.(A)" or "Q.S.(E)" for one type of aircraft. The examination board is to consist of an Air Engineer Officer of not less than Lieutenant-Commander's rank and an aircrew officer nominated by commander (air) of the ship or station concerned.
- b) i) By further improvement of their technical knowledge and ability so as to be capable of carrying out the Primary and Before Flight Inspections of one type of Naval aircraft in both (A) and (E) specialisations in accordance with the inspection schedules.
- ii) By satisfying an examination board, composed as in (a) (ii), of this capability and being granted by the board a qualification "Q.S.(A.E.)" for one type of aircraft.
- c) 1) By continued improvement in their technical knowledge and ability so as to be capable of carrying out Primary and Before Flight Inspections of one type of Naval aircraft in (A), (E), (L) and (O) specialisations as carried out by Pilots' Mates in accordance with current instructions and the Volume 5, Part 2 (Supplement) of the relevant Air Publication when available.
- ii) By satisfying an examination board of this capability and being granted by the board a qualification "Q.S.(P.M.)" for one type of aircraft. In this case the board is to be composed as in (a)(ii), with the addition of the Air Electrical Officer of the ship or station concerned, or a representative nominated by him, of not less than Lieutenant's rank.

7. For radio and navigation equipment the requirement (b) in paragraph 4 is to be met by pilots, observers and aircrewmen in the following stages:

- a) By familiarisation with the operation and inspection procedure of the radio and/or navigational equipment fitted in a type of aircraft of particular mark and role, so as to be capable of carrying out the Primary and Before Flight Inspections in accordance with the inspection schedule.

b) By satisfying an examination board as to this capability, and by being granted by the board a qualification "Q.S.(R)", "Q.S.(N)" or "Q.S.(R.N.)", as applicable. The examination board is to consist of an electrical officer of not less than Lieutenant's rank who has completed the Air Radio and Air Electrical Courses as applicable, and an aircrew officer nominated by commander (air) of the ship or station concerned. It is emphasized that the examination is to be so designed that candidates qualify separately in the equipment, and the inspection procedure for the aircraft carrying that equipment. The examination should therefore be divided into three separate parts, as follows:

- i) An oral examination dealing with each radio installation and/or navigational equipment fitted in the aircraft. The candidate must have an accurate appreciation of the uses and limitations of radio and navigational equipment, and know how to carry out functional ground tests not requiring full supporting test equipment, and be competent to inspect for security the equipment mentioned above.
- ii) An oral examination dealing with various general aspects of aircraft maintenance procedure and organisation. (This is required only for the initial qualification and for record purposes is to be regarded as part of (i) above.)
- iii) A practical examination in carrying out inspections on the actual aircraft. During this test, the examiners should pay particular attention to the candidate's knowledge of the equipment's controls and switching facilities, the positioning of the radio units, and the use of radio test equipment and portable ground power supply equipment.

8. Since the examinations referred to in paragraphs 6 and 7, particularly that outlined in paragraph 7 (b) (i), must of necessity be thorough, to save unnecessary interference with the duties of the examining officers it should be impressed upon prospective candidates that they should not request a "Q.S." board unless they consider themselves to have reached a reasonably high standard. Furthermore, with reference to paragraph 7, although aircrew are to be qualified in equipment and aircraft separately, initial qualification is always to be by an examination covering a particular aircraft and its associated radio and/or navigational equipment.

9. Requirement (a) in paragraph 4 is to be met by:

- a) Flying personnel holding qualifications "Q.S.(A)", "Q.S.(E)", "Q.S.(A.E.)", "Q.S.(P.M.)", "Q.S.(R)", "Q.S.(N)" or "Q.S.(R.N.)" carrying out, as opportunity arises, the Primary and Before Flight Inspections of aircraft as appropriate to the type of qualification held and by signing Form A.700 for this work as required by the instructions for use of the form. In doing so they are not to rectify any defects found or suspected, but are required to record such defects in the Change of Serviceability Log of the Form A.700.

- b) The process of examination and award as detailed in paragraph 6 (a), (b) and (c), being repeated at each stage for other types of aircraft.
- c) The process of qualifying in further types of radio and navigational equipment and in other types of aircraft in the following manner:
- i) Having been initially qualified in a particular aircraft fitted with certain equipment, aircrew may be examined and awarded the "Q.S." qualification in further equipments individually. These examinations may be held by an electrical officer, of not less than lieutenant's rank and suitably qualified, but should otherwise conform to the requirements of paragraph 7 (b) (i). Aircrew so qualified in additional equipments are not, however, to carry out inspection of those equipments until they have further qualified themselves in the inspection procedure for such equipment where fitted in aircraft. This latter examination need not be taken concurrently with the former, thus providing an opportunity for aircrew to establish their ability where equipment but not the aircraft is available.
 - ii) Aircrew may be separately examined and awarded the "Q.S." qualification in other types of aircraft, provided that they have already qualified in the radio and/or navigational equipment normally fitted in those aircraft. Aircrew may also be separately qualified in other versions of a particular aircraft type in which a qualification is already held, provided that the "Q.S." qualification has already been obtained in the additional equipment involved. In these cases, only knowledge of the inspection procedure for the additional equipment is to be tested. These examinations need only be brief and may be held by a single electrical officer as in (i) above. They should otherwise conform to the requirements of paragraph 7 (b) (ii).

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

- a) **Personal Record.** Certificates, as appropriate, prepared in the form shown in the Appendices to this Order, are to be pasted inside the flying log book of all aircrew. This form is to be completed and signed by all members of the examining board on each occasion of a candidate passing an examination in accordance with paragraphs 6, 7 and 9 (c).
- b) **Ship or Station Record.** The Squadron Commander is to maintain a record for each pilot, observer, and aircrewman borne:
 - i) Type of qualification held.
 - ii) Type of aircraft or equipment for which each qualification was awarded.
 - iii) Date of each award.

11. It is not intended to make special provision for technical training other than when undergoing aircrew training, vide paragraph 5. Aircrew must use their own initiative to improve their technical knowledge and ability and are to be given, and should take, every opportunity to do so, without detriment to the maintenance task or their flying duties. The following means are particularly recommended:

- a) Study of appropriate aircraft and equipment technical publications.
- b) Study of general books dealing with radio theory and servicing practice.
- c) Study and appreciation of the work of first-line servicing.
- d) Use of any local instructional facilities and attendance at "Q.S." classes.
- e) Practical experience with qualified maintenance personnel under direct supervision of experienced supervisory ratings. (In so doing they are not permitted to sign Form A.700.)

(The foregoing is the text of A.F.O. 1537/1956 altered to meet R.A.N. conditions.)

(4006/20/62)

APPENDIX I

Certificate of Qualifications in First-Line Servicing of Aircraft

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

Unit	Aircraft Type	Qualifications	Date of Award	Signature of Examining Officers

APPENDIX II

Certificate of Qualifications in First-Line Servicing of Radio and Electrical Navigational Equipment (with example entry)

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

(a) Equipment

Unit	Type of Radio Equipment	Type of Nav. Equipment	Date of Award	Signature of Examining Officers
X. Sgd.	1. ARI 5491 ARI 5489 2. ARI 18049 3. Z.B.X. 4. AN/APX-1	(A) G.M.4P. Compass G.M.4B. Compass	12.9.54	Lt.
Y. Sgd.	5. AYP 6. A.I.17 7. A.1961	(B) ADRIS	12.7.55	Lt.

(b) Aircraft

Unit	Aircraft Mark and Type	Equipment fitted (refer to (a) above)	Date of Award	Signature of Examining Officers
X. Sqd.	Sea Fury, F.B.11.	1, 3 and 4 A.	12.9.54	Lt.
Y. Sqd.	Sea Venom, Mk. 53.	1, 2, 3, 5, 6 and 7 A.B.	12.7.55	Lt.

844.

UNIFORM - BADGES FOR A.B.C.D. PARTIES.

A new badge for wear by personnel in monitoring, decontamination and pre-shelter parties has been added to the existing range of badges to be worn by A.B.C.D. parties. This badge has the normal shield-shaped background, but is coloured orange with black letters or figures superimposed upon it.

2. Stocks of this badge will be available shortly from the Superintending Victualling Store Officer, Sydney, and demands for initial requirements are to be lodged accordingly.

3. The Appendix to this Order shows the full range of badges adopted for wear by members of A.B.C.D. parties; with the exception of the new badge (black on orange), stocks of these badges are available on demand from the Superintending Victualling Store Officer, Sydney.

4. The badges are provided to aid identification of the various parties within an A.B.C.D. organisation. They are in four colours and each incorporates a number to indicate the section to which the rating is allocated, or the letters "H.Q." for ratings in headquarter control positions. Red badges are worn by fire and repair parties, green by electrical parties, yellow by pumping and flooding parties (heel and trim ratings) and, as indicated in paragraph 1 of this Order, orange by monitoring, decontamination and pre-shelter parties.

5. The badges are to be stitched on to armlets made up locally by each ship, and these are to be issued to ratings on loan for wear on the left arm when closed up.

6. B.R.2170, A.B.C.D. Manual, will be amended.

(The foregoing is the text of A.F.O. 1682/1956 altered to meet R.A.N. conditions.)

(4532/12/205)

APPENDIX

PATT. NO.	DESCRIPTION	COLOUR	DENOMINATION
N.485R	Damage Control H.Q.	White on Red	Each
N.485G	Damage Control H.Q.	White on Green	"
N.485Y	Damage Control H.Q.	White on Yellow	"
N.485E	Damage Control H.Q.	Black on Orange	"
N.486R	Damage Control Figure 1	White on Red	"
N.486G	Damage Control Figure 1	White on Green	"
N.486Y	Damage Control Figure 1	White on Yellow	"
N.486E	Damage Control Figure 1	Black on Orange	"
N.487R	Damage Control Figure 2	White on Red	"
N.487G	Damage Control Figure 2	White on Green	"
N.487Y	Damage Control Figure 2	White on Yellow	"
N.487E	Damage Control Figure 2	Black on Orange	"
N.488R	Damage Control Figure 3	White on Red	"
N.488G	Damage Control Figure 3	White on Green	"
N.488Y	Damage Control Figure 3	White on Yellow	"
N.488E	Damage Control Figure 3	Black on Orange	"
N.489R	Damage Control Figure 4	White on Red	"
N.489G	Damage Control Figure 4	White on Green	"
N.489Y	Damage Control Figure 4	White on Yellow	"
N.489E	Damage Control Figure 4	Black on Orange	"
N.490R	Damage Control Figure 5	White on Red	"
N.490G	Damage Control Figure 5	White on Green	"
N.490Y	Damage Control Figure 5	White on Yellow	"
N.490E	Damage Control Figure 5	Black on Orange	"
N.492R	Damage Control Figure 6	White on Red	"
N.492G	Damage Control Figure 6	White on Green	"
N.492Y	Damage Control Figure 6	White on Yellow	"
N.492E	Damage Control Figure 6	Black on Orange	"

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

845.

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
R.4047 R.4049	SUK/D4.3-0.8	Motor rocket 5-in.
RNC 2774XR	80.140	B.L. 6-in., Q.F. 5.25-in., Impulse torpedo.
RNC 4206XL RNC 4221XL RNC 4250XL RNC 4251XL RNC 4270XL	HSC/T 134-055	Q.F. 2-pdr.

<u>PROPELLANT LOT OR SUB-LOT NO.</u>	<u>PROPELLANT NATURE AND SIZE</u>	<u>NATURE OF GUN AMMUNITION, ETC., WHICH MAY BE INVOLVED</u>
RNC 485XA } RNC 2768XR } RNC 2778XR }	8C 103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.5-in.; Q.F. 4-in.
MA 462 } KA 47 } KA 48 } KA 70 } KA 71 } KA 72 }	NH 025	Q.F. 40-mm.

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. 1692/1956 altered to meet R.A.N. conditions.)

(4433/51/299)

846.

ALTERATION AND ADDITION ITEM - BATTLE CLASS DESTROYERS.

The following Alteration and Addition Item has been approved in principle for Battle Class Destroyers:

Class List Item No. 96 Classification "A"

Item: a) To re-arrange Cabin No. 3 as a named cabin for the Supply Officer and one other officer by:

- i) Replacing existing Secretaire with a Pattern 3104 Steel Desk.
- ii) Building two additional drawers eight inches deep on top of the chest of drawers situated in the after inboard corner, to compensate for the loss of drawer space when Pattern 3104 desk is installed.
- iii) Installing safe above desk.

b) Ship's Office to be modified by:

- i) Lengthening the desk against the forward bulkhead of Ship's Office by 21" to increase desk space.
- ii) Repositioning book cupboard on the after bulkhead at the same level near the ship's side.

References: F.O.C.A.F's memoranda A.F.1444/1967/13, A.F.108/1967/13 dated 31st August, 1954, and 12th August, 1955.

Navy Office letter 35465 dated 19th October, 1954.

F.O.C.A.F's memorandum A.F.2252/1967/13 dated 13th December, 1954.

References: Captain D.10's memoranda 15681/29, 16328/29 dated 13th July and 8th October, 1954.

Commanding Officer H.M.A.S. ANZAC's memorandum 3/6/39 dated 7th October, 1954.

F.O.C.A.F's 210144 May, 1956.

Captain D.10's message 180908 May, 1956.

Navy Office message 070828 June, 1956.

(4280/1/296)

847.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART E) - FIREFIGHTING EQUIPMENT - WITHDRAWAL OF PATTERN 7244 FOAM-MAKING KNAPSACK TANKS.

It has been decided to withdraw Pattern 7242 Knapsack Tanks 4 gallon and Suction Hoses Pattern 7243, at present used with F.B.(O) Branchpipes Pattern 7288, from service, and replace them with Pattern 7244 Suction Pick Up Assemblies consisting of 10 ft. of suction hose and drum piercer as at present in use with F.B.2(S) Branchpipes Pattern 7233.

2. The method of operation of the Suction Pick Up Assembly is similar to that laid down in B.R.1257 Ship Fire Fighting Manual Article 8.6 for Foam-making Branchpipes F.B.2(L.P.) and F.B.2(P).

3. Arrangements have been made for supply of Pattern 7244 Suction Pick Up Assemblies to be effected to H.M.A. ships concerned without demand by the appropriate (Superintending) Naval Store Officer.

4. Dormant demands for H.M.A. ships at present undergoing construction, modernisation and conversion should be amended by storing yards concerned.

5. Supply of Pattern 7244 Suction Pick Up Assemblies to shore establishments will be effected, on demand, by the appropriate (Superintending) Naval Store Officer after requirements of H.M.A. ships have been met.

6. On receipt of the replacement item all Pattern 7242 Knapsack Tanks and Pattern 7243 Suction Hoses held should be returned to store.

(4505/84/190)

848.

NAVAL STORES (GENERAL) (CLASS B, GROUP 9) - NAVIGATION LIGHTS - EMERGENCY OIL OVERTAKING LIGHTS.

With the bringing into force, in January, 1954, of the new International Regulations for Preventing Collisions at Sea (1948), the overtaking light, which had previously been optional, became compulsory in all ships.

2. It accordingly becomes mandatory to make provision for continuing to show an overtaking light in the event of failure of the one normally shown, just as is done in the case of bow and steaming lanterns.

3. Battery operated emergency navigation lanterns will shortly be introduced into the Naval Service to replace emergency oil navigation lanterns in certain ships, and there is therefore an immediate requirement for:

- a) an interim allowance of an oil overtaking lantern to all H.M.A. ships which will eventually be supplied with battery-fed emergency navigation lanterns; and
- b) a permanent allowance of an oil emergency overtaking lantern to all other H.M.A. ships.

4. In order to avoid special purchase of oil lanterns to implement the allowances detailed above, supply of oil overtaking lanterns will be restricted in the first instance to the following ships in commission only:

- a) An interim allowance of one additional Pattern 4105 lantern to Aircraft Carriers.
- b) An interim allowance of one additional Pattern 5902 lantern to Destroyers, Frigates (all types), Survey Vessels and Ocean Minesweepers.
- c) A permanent allowance of one additional Pattern 5902 lantern to Diesel Rescue Tugs.

Commanding Officers of ships concerned should forward demands (Form A.S.134) to the appropriate (Superintending) Naval Store Officer accordingly.

5. Arrangements should be made by ships' staffs to house the oil lanterns and provide a screen such that the overtaking light is as nearly as practicable on the same level as the side lights, and throws an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel.

6. Further instructions will be issued regarding the provision of emergency oil overtaking lanterns to the remaining ships in commission referred to in paragraph 3(b) of this Order, and to ships in reserve.

7. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 1617/1956 altered to meet R.A.N. conditions.)

(4505/90/183)

849.

NAVAL STORES (GENERAL) - WITHDRAWAL OF ALLOWANCES OF STORES.

Allowances of the undermentioned items are being withdrawn from H.M.A. ships, and holdings should accordingly be returned to the nearest Storing Yards:

<u>CLASS & GROUP</u>	<u>PATTERN NUMBER</u>	<u>DESCRIPTION</u>
D.4	9817	Cases, Canvas for Pattern 1038 Signalling Lanterns.
	*9815	Wallets, Canvas for tools.
	*1155	Bags, Messengers.
B 8 D	3304 } to 3314 }	Frames for protectors of water gauges (Spares).
B 11 D	*2336	Hose Darning Sets.
	*2336A	Needles for.

NOTE: Items marked * will be made obsolete, and deleted from the Rate Book and Authorised List of Naval Stores.

2. (Superintending) Naval Store Officers should arrange local disposal of all stocks of the obsolete items in accordance with current instructions.

3. The relevant publications will be amended.

(The foregoing is the text of A.P.O. 426/1956 altered to meet R.A.N. conditions.)

(4501/2/146)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

850.

H.M.A.S. MELBOURNE - RATINGS' BEDDING.

Ratings joining H.M.A.S. MELBOURNE are issued on loan with a complete set of bunk bedding, comprising the following items:

- 1 Mattress
- 1 Mattress Cover
- 2 Blankets
- 1 Underblanket
- 1 Pillow
- 2 Pillow Slips
- 1 Coverlet.

2. They are required to be in possession of a hammock, negative clews and lashings, and sheets, which are to be drawn from their compulsory kits.

3. Inadequate space is available in this ship for Petty Officers and Junior ratings to stow the other items of hammock bedding included in their compulsory kits. It is accordingly necessary for these ratings, when appropriated to H.M.A.S. MELBOURNE, to deposit their bedding, except the sheets and the hammock referred to in paragraph 2 of this Order, in a shore baggage store for safe custody.

(3190/1/122)

SECTION 6 - SHORE ESTABLISHMENTS

851.

FURNITURE IN OFFICIAL RESIDENCES - INSTRUCTIONS.

Navy Order 1043 of 1955 is to be amended as follows:

Paragraph 8(C)(ii) after "use" in line 9 insert:

"except that, in instances where items have been damaged by negligence on the part of the tenant; and where the damage cannot be made good by repair or cleaning, the value of the item may also be reduced by the amount the tenant is charged for depreciation in excess of fair wear and tear."

(Navy Order 1043 of 1955.)

(3541/12/1773)

C. N. O. s.

Recd. Office

C.N.Os. 852-864/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

30th August, 1956.

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 2 - PERSONNEL

852. INSTRUCTIONAL FILMS AND FILM STRIPS - "THE H BOMB" - DISTRIBUTION.
- Copies of the Civil Defence training film "The H Bomb" 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 Copies</u> |
|--|----------------------|
| Flinders Naval Depot (for A.B.C.D. School) | 1 |
| H.M.A.S. LEEUWIN (for A.B.C.D. School) | 1 |
| H.M.A.S. PENGUIN (for A.B.C.D. School) | 1. |
2. This film compares the effects of the A. and H. Bombs, presenting a great deal of factual information on the effects of the latter bomb; running time is approximately 20 minutes. (4061/31/173)
-
853. OFFICIAL NUMBERS - NEW PAY ACCOUNTING SYSTEM - O.N. FOR ROYAL AUSTRALIAN FLEET RESERVE RATINGS ON MOBILISATION.
- Paragraph 11 of Navy Order 210 of 1956 is to be amended as follows:
- 1) After the words "Naval Reservists", in line 1, insert the words "(except R.A. Fleet Reservists)".
 - ii) Sub-paragraph of paragraph 11 -
In line 1, after the words "Reserve personnel", insert the words "(except R.A. Fleet Reservists)".
 - iii) Insert before the first paragraph, the letter (a), and before the second paragraph, the letter (b).
 - iv) Insert additional sub-paragraph (c) -
c) R.A. Fleet Reservists.
 - 1) The "official number", for pay purposes, will be the R.A.N. official number allotted whilst the Reservist was a member of the P.N.F. Seagoing Forces.
 - ii) For Reservists who joined or join the R.A.F.R. subsequent to 21st June, 1956, the R.A.N. official number will be already prefixed by the letter "R".
 - iii) For Reservists who were in the R.A.F.R. prior to 21st June, 1956, the R.A.N. (P.N.F.) official number allotted is to be prefixed with the letter "R".

- iv) Thus, members of the R.A.P.R. undertaking, in peace time, periods of service or training of greater than three months will retain their R.A.N. official number.
- v) When serving under mobilisation, R.A. Fleet Reservists will use their R.A.N. official number, further prefixed by the letter "M".
(Navy Order 210 of 1956)

(3031/13/311)

854.

TRAINING - FIRST AID TRAINING FOR NAVAL PERSONNEL.

The character of modern warfare demands that all officers and men of the Navy shall have an elementary knowledge of first aid.

2. The new scheme of medical organisation for action (Navy Order 34 of 1956) requires that all officers and men should receive instruction in First Aid (paragraph 6 of that Navy Order).

3. This Order sets out the lines on which, in future, First Aid training is to be given in the Navy.

Syllabus and Qualifications

4. The syllabus of instruction in First Aid is set out in the Appendix to this Order. On completion of the syllabus, trainees are to be examined, orally and practically, by a Medical Officer, and those who receive 50 per cent. or more marks are to be considered qualified. To avoid duplication of training a notation "Passed in First Aid" is to be made on page 3 of the Service Certificate of those ratings who have qualified. This qualification is to remain valid for five years from the date of examination, and ratings should be re-examined at the expiration of this period. A further notation is to be made on the Service Certificate on re-qualification.

5. Petty Officers who complete or have completed the Petty Officers' course at Flinders Naval Depot are to be considered qualified in First Aid under the terms of the previous paragraph.

Methods of Training

6. First Aid is not a subject that can properly be covered in a short intensive course: it is one that needs small classes and plenty of practical work. For this reason, and because of the present manpower stringency, it is not considered practical to introduce a course of three working days into existing training courses.

7. The Naval Board have therefore decided that every officer and man not already qualified to the standard indicated above is to receive a total of 16 hours First Aid instruction, on the basis of the attached syllabus, spread over a suitable period of time (in the case of a ship on a fixed commission, this should be over the period of the commission). Commanding Officers should ensure that all practical steps are taken to this end.

8. Commanding Officers of ships not carrying Medical Officers or Chief Petty Officer or Petty Officer Sick Berth ratings should take such steps as are practicable to arrange for the necessary instruction to be given, e.g., during the period of a ship's refit.

9. The Naval Board appreciate that this training commitment will be heaviest in the initial stages; but it is of importance that the scheme should be adequately implemented, and Inspecting Officers are to include a statement of the progress made in their inspection reports.

10. Copies of B.R.25 "First Aid in the R.N." and of Navy Order 201 of 1955 (giving the Holger-Neilson method of artificial respiration) should be demanded as necessary through the usual channels.

11. Q.R. and A.I. will be amended in due course.

(The foregoing is the text of A.F.O. 703/1956 altered to meet R.A.N. conditions.)

(4018/4/129)

APPENDIXFIRST AID SYLLABUS OF TRAINING

(Lectures are to be given by a Medical Officer. Practical periods may be given by a Sick Berth Petty Officer or above).

Period	Nature	Subject	Hours
1	Lecture	Various systems of the human body. General principals of first aid and handling of casualties. Types of injuries.	1
	Practical	The triangular bandage. Methods of folding and tying Slings. Pad dressings. As bandage to retain dressings on top of head, side of head and eyes.	1
2	Lecture	Shock and its first aid treatment. Wound infection and its prevention.	1
	Practical	Bandage to retain dressings on chin, side of face, neck, chest and back (two methods), elbow and knee (two methods), hand and foot, stump, abdomen, lower part of abdomen between thighs (also applies to between the buttocks).	1
3	Lecture	Heart, blood vessels, circulation of the blood. Bleeding (Haemorrhage). First aid treatment of bleeding.	1
	Practical	Direct pressure to stop Haemorrhage. Indirect pressure, Pressure points, Tourniquets (safety rules).	1

Period	Nature	Subject	Hours
4	Lecture	Human skeleton. Fractures of bones (general). Fractures of bones (special). Joints.	1
	Practical	Fractures and splinting. Vault, Base, Upper limbs.	1
5	Lecture	Respiratory system. Asphyxia: (a) Drowning, (b) CO ₂ poisoning, (c) CO poisoning. Insensibility.	1
	Practical	Fractures and splinting. Ribs, Clavicle and Sternum, Pelvis, Lower limbs.	1
6	Lecture	Burns and scalds. Atomic flash and radiation wounds. Crush, blast and abdominal injuries.	1
	Practical	Artificial respiration - Holger-Nielson method.	1
7	Lecture	Self-treatment. Labelling and disposal of casualties.	1
	Practical	Self-treatment (Film). Demonstration of labelling.	1
8	Lecture	General revision.	1
	Practical	Transport of wounded. Revision.	1

Lectures 8 hours. Practical 8 hours.
Examination - Oral and Practical - 50 per cent. marks required to pass.

(Navy Orders 201 of 1955 and
34 of 1956)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

855.

GUN MOUNTING - 40-MM. - BOFORS TWIN R.P. 50, MARK 5 - BRACKET FOR TAKING ELEVATION BACKLASH TESTS.

H.M.A. Dockyards and Ships.

A bracket has been designed for mounting a theodolite on the trunnions of 40-mm. Bofors Twin R.P. 50, Mark 5 mountings, to enable elevation backlash tests to be measured at all angles of elevation.

2. The brackets are to be manufactured to Drawing OPE/DO 39(M) in all dockyards for use by the dockyards and may be obtained, on loan, by ships wishing to carry out the tests.

(The foregoing is the text of A.P.O. 2845/1955 altered to meet R.A.N. conditions.)

(4429/41/204)

856.

GUN MOUNTINGS - 40-MM. SINGLE MARK 9* MOUNTINGS - DEFECTIVE CONTROL BOX BODIES - REPLACEMENT OF "O" RING SEALS, MOD. NO. 17 (MARKS 9 AND 9*) - FIRM'S MODIFICATION NO. A.D. 357.

- a) Ships and Establishment and Authorities concerned.
Ships, Fleet Shore Establishments, Gunnery Schools and Gunnery Stores and Depots holding stocks of these mountings.
- b) Types and Marks of Gun Mountings.
40-mm. Single, Mark 9*.
- c) Parts of Gun Mountings affected.
Control Box Body.
- d) Purpose of Modification.
To improve the watertight seal between the control box mechanism and the control box body.
- e) Nature of Modification.
To fill the existing groove with plastic metal and replace the "O" ring seal by a gasket.
- f) Drawing or A.P.O. Diagr.
A drawing giving details of the modification is enclosed with the modification kit.
- g) By whom to be done.
Ship's staff, Gunnery Equipment Stores and Depots.
- h) When to be done.
When the existing seal becomes defective.
- j) How to be treated.
As a defect.
- k) Supply of material.
The modification kit will be supplied without demand when available from the Gunnery Equipment Store Depot, Garden Island, Sydney.

(The foregoing is the text of A.P.O. 1485/1956 altered to meet R.A.N. conditions.)

(4429/41/237)

857.

AIR STORES - OXYGEN MASKS - ACCOUNTING, REPLACEMENT AND RE-USE.

Accounting.

Oxygen Masks and Mask Tube Assemblies of all types are to be transferred to the Permanent Stores Category and issued to individual aircrew on their Flying Clothing Card.

2. Replacement and Re-use.

The following procedure is to be followed in the replacement and re-use of Type A13A/1 Masks and should be applied in general for all types of Oxygen Masks:

- a) Masks issued on a personal basis should be treated with the utmost care and only replaced if essential.
- b) Masks which have been on individual issue for less than two months and have been returned to store are to be surveyed and repaired if necessary by replacement of parts listed in AP.1086 Book 7, disinfected and retained for issue.
- c) Station and Carrier stocks of Masks held for casual flights are to be disinfected after use before return to store.
- d) Masks which have been on individual issue for two months or more and have been returned to store are not to be re-issued but are to be forwarded to the Safety Equipment and Survival Officer, Nowra (through the Naval Store Officer (Air), Randwick, where appropriate) for removal of salvageable components.

3. Survey of Used Masks by S.E.S.O., Nowra.

- a) The following used components of replaced Masks which have been on individual issue for a period of two months or more are to be scrapped:

Facepieces
Nosepieces
Suspension Harnesses

- b) The following components of used Masks are considered salvageable and if surveyed as serviceable after removal from used Masks are to be disinfected by spraying or swabbing with a 5% formalin solution and retained for re-issue:

Tube Assemblies
Microphone Assemblies
Bayonet Connections and Quick Release
Plugs, etc.
Inspiratory and Expiratory Valves

NOTE: Expiratory Valves are manufactured from light alloy and are susceptible to corrosion.

- c) Stocks of the abovementioned salvageable components will accumulate at Nowra and quantities held over and above Station requirements are to be returned to the Superintending Naval and Air Store Officer, Sydney, or Naval Store Officer (Air), Randwick, as appropriate.

(4403/15/573)

858.

NAVAL STORES (AIR) (R.A.F. VOCABULARY SECTION 5F) - INTRODUCTION OF JOINT-SERVICE REFERENCE NUMBERS.

The undermentioned reference numbers in Section 5F of the R.A.F. Vocabulary are changed as shown. No change of descriptions is involved. The six-figure reference numbers cover items which have been allocated joint-service reference numbers.

2. Stocks should be transferred and records amended accordingly.

3. The relevant publications will be amended.

Old Stores References	New Stores Reference
454	401203
455	401204
456	401205
458	401002
459	401003
460	401004
461	401209
462	401210
463	401212
797	400844
798	400845
835	400849
1377	400444
1378	400446
1379	400448
1727	400527
1728	400909
1729	400504
2015	401005
2018	400505
2060	400907
2063	400506
2066	400904
2067	400905
2068	400906
2127	401213
2129	400950
2130	400951
2131	400952
2132	400953
2133	400954
2134	400955
2135	400956
2136	400957
2137	400958
2138	400959
2144	400551
2145	400553
2146	400554
2147	400555

(The foregoing is the unaltered text of A.P.O. 1817/1956.)

(4403/7/1113)

859.

NAVAL STORES (GENERAL) CLASS E, GROUP 8 - FENDERS.

Introduction of New design.

It has been decided to introduce a new type of Fender Pattern 10057, for supply to ships and craft referred to in the Appendix to this Order. Pattern 10057 Fenders are in addition to the present allowance of Coir Fenders Pattern 308

2. The new design fender, has a filling of sheet rubber and fabric cuttings, contained in a coir matting cover. In use, it resists the tendency to sag, is more resilient and has a longer life than the pattern 308 fender. However, it has been found to be too solid for use against a small ship's side plating and it must be used only against frames. Handling requires two men who must be under constant surveillance.

3. Coir fenders, pattern 308, will continue to be supplied for ships to which allowed.

(4512/81/120)

APPENDIX

Ocean Minesweepers	}	2 No. each
General Purpose Vessels		
Tugs		
H.M.A.S. WOOMERA		
Motor Store Lighters		
Motor Water Lighters		
Motor Refrigerated Lighters		

860.

NAVAL STORES (GENERAL) (CLASS E, GROUP 8) - SOAP,
TOILET, TOILET CARBOLIC, HARD AND SOFT -
ALLOCATION OF PATTERN NUMBERS.

New pattern numbers have been allocated to the following descriptions of soap now in service, as indicated:

	Denomination of quantity	Old Pattern No.	New Pattern No.
Soap, hard, yellow (BSS.1911/53 with titre value not less than 35°C.)	lbs.	N.12803	5508
Soap, toilet (BSS.1914/ 53).	tablets	N.12804	5509
Soap, soft for general cleaning purposes (BSS.1913/53).	cwts.	N.12806	5526
Soap, soft for Inten- sifiers and Intensifier Glands of Gun Mountings (BSS.1913/53 rosin free)	cwts.	N.12807	5527

2. Attention is drawn to the fact that soap, toilet, will in future be accounted for in tablets instead of lbs. as hitherto.

3. Storekeeping records are to be adjusted accordingly, H.M. Ships and Establishments complying with B.R.4 (Naval Storekeeping Manual), Article 109(g).

4. No further purchases will be made of soap, toilet, carbolic, also known as Pattern 5516. When present stocks have been expended, soap, toilet, Pattern 5509, is to be used in lieu.

5. Relevant publications will be amended.

(The foregoing is the unaltered text of A.P.O. 1702/1956.)

(4512/81/135)

861.

NAVAL STORES (GENERAL) - E4 - OBSOLETE STORES
DISPOSAL.

The stores detailed below are now obsolete and (Superintending) Naval Store Officers are to dispose of any stocks held as surplus to requirements in accordance with existing instructions, except items marked * and referred to in paragraph 3 of this Order.

2. Strict adherence to the pattern numbers and categories quoted is essential, e.g., no "A" pattern is to be considered surplus to requirements, where a PLAIN pattern only is shown.

3. Items marked * will continue to be held under their respective pattern numbers as unfireproofed items, and are not to be disposed of but to be retained for issue to shore establishments only.

4. Any of the patterns listed which are actually in use in H.M.A. ships or shore establishments are to be retained until due for normal replacement.

5. B.R. 810 (Rate Book for Naval Stores) and B.R. 1979 (Alphabetical List of Consumable Naval Stores) will be amended where applicable.

Pattern No.	Description
11	Table, Dining, Mahogany, four legs
702	Box, Coal, hardwood, fireproofed.*
717	Seats, Chair, spare, for Patterns 715 and 716.
726B	Chest of Drawers, fireproofed and unfireproofed.
727	Chest of Drawers, fireproofed and unfireproofed.
727A	Chest of Drawers, fireproofed and unfireproofed.
728	Chest of Drawers and Writing Table combined, fireproofed.*
733A	Lavatories, fold up, mahogany, fireproofed.*
736A	Nest of Drawers.
743	Towel Rail, fireproofed and unfireproofed.
751A	Table, gate-legged, fireproofed.
760	Table, Card, destroyer type, fireproofed and unfireproofed.
769	Cabinet, wash, square top, mahogany.*
3004	Mattress, wire spiral spring for Patterns 3002/3 and 3005/6.
3005	Bedstead, brass head.
3006	Bedstead, brass feet.
3007	Bedstead, brass lee rails.
3154	Table, galley, metal topped, portable Superseded by Pattern 3157.
3155	Table, galley, metal topped, portable Superseded by Pattern 3157.
9316	Chair, study, dark oak.

<u>Pattern No.</u>	<u>Description</u>
N.10907	Framing, Borneo whitewood, unpolished, for mirrors.
N.10909	Framing, Borneo whitewood, unpolished, for mirrors.
C.1998	Linoleum, brown, extra thick, 48-in. wide.
3130	Linoleum, P.V.C., 2-mm. thick, mottled blue, for H.M. ships only.

(The foregoing is the text of A.F.O. 1552/1956 altered to meet R.A.N. conditions.)

(4512/40/269)

862.

NAVAL STORES (GENERAL) - ISSUE OF OBSOLETE MODEL AIRCRAFT FOR DECORATIVE PURPOSES.

Consideration is being given to the allocation to H.M.A. Ships SYDNEY and MELBOURNE and H.M.A. shore establishments for decorative purposes, of the following obsolete model aircraft held at the Naval Store Depots indicated:

GARDEN ISLAND

<u>Pattern</u>	<u>Description</u>	<u>Qty.</u>
6007	Halifax 1 (British)	49 No.
-	Lancaster (British)	18 No.
6015	Spiteful 14 (British)	1 No.
-	Spitefire (British)	97 No.
6019	Tempest 2 (British)	1 No.
6020	Tempest 5 (British)	2 No.
6021	Tudor 2 (British)	3 No.
-	Thunderbolt (American)	143 No.
6028	Corsair F.401 (American)	56 No.
6030	Mitchell B25 BC (American)	70 No.
-	Mustang (American)	12 No.
6053	Fury FJ1 (American)	1 No.
6046	IL-18 (Russian)	1 No.

PORT MELBOURNE

-	Anson (British)	2 No.
-	Oxford (British)	1 No.
-	Typhoon (British)	2 No.
-	Walrus (British)	4 No.
-	Brigand (British)	2 No.
-	Chipmunk (British)	2 No.
-	Perton (British)	1 No.
-	Halifax (British)	2 No.
-	Sterling (British)	1 No.
-	Sunderland (British)	1 No.
-	Tempest 1 (British)	2 No.
-	Tempest 2 (British)	1 No.
-	Warwick (British)	3 No.
-	Fireball (British)	2 No.
-	Spitefire (British)	2 No.
-	Camouflaged, Various	14 No.
6028	Corsair (American)	2 No.
-	Catalina (American)	4 No.
-	Coronado (American)	3 No.

<u>Pattern</u>	<u>Description</u>	<u>Qty.</u>
9223	Hellcat (American)	8 No.
-	Liberator (American)	5 No.
-	Lightning (American)	1 No.
-	Mustang (American)	5 No.
-	Dakota (American)	2 No.
-	Thunderbolt (American)	2 No.
-	Cent. Z.1007 (Italian)	1 No.
-	Oscar (Japanese)	1 No.
-	Rufe (Japanese)	1 No.
-	Sally (Japanese)	1 No.
-	Tony (Japanese)	1 No.
-	Vel (Japanese)	1 No.
-	Zeke (Japanese)	1 No.

2. Commanding Officers of H.M.A. Ships SYDNEY and MELBOURNE and H.M.A. shore establishments desiring models for this purpose should forward applications to Navy Office prior to the 30th November, 1956, indicating the type and quantities required.

3. It is to be understood that any models supplied for the purpose indicated will not be replaced when they become unfit for further use. The normal accounting instructions regarding receipt and issue of Naval Stores will apply.

(4512/20/190)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

863.

BOOKS - B.R. 2007 - MARINE ENGINEERING NOTES FOR E.R.A'S AND MECHANICIANS' TRAINING - CHANGE OF TITLE AND ADDITIONAL DISTRIBUTION.

B.R. 2007 has been reprinted and its title changed to "Naval Marine Engineering Practice". The book will, in future, be known by this title and holders of the first printing are to amend their copies accordingly.

2. The reprint will not replace the first issue but is to be regarded as replenishment stock.

3. Personal loan issues will be made on the following basis:

- E.R.A's and Mechanics below the rating of Chief with more than 12 months of their current engagement to serve.
- Reserve E.R.A's on mobilisation.
- Probationary Junior Reserve Officers on mobilisation.
- Engineering apprentices when commencing instruction in Marine Engineering.
- University and Technical College Entry Engineer Officers on entry.

4. The scale of issue to ships and establishments is shown in the Appendix to this Order.

5. Supply Officers should arrange for demands to be placed on the Superintending Naval and Air Store Officer, Sydney, to complete the establishment and to cover loan issues.

(Navy Order 381 of 1954 is cancelled)

(4139/13/1801)

APPENDIX

I. Ships and Authorities

Flag Officer Commanding H.M.A. Fleet	2 copies
MELBOURNE	2 copies
SYDNEY	2 copies
ANZAC	1 copy
TOBRUK	1 copy
QUADRANT	1 copy
QUEENBOROUGH	1 copy
QUICKMATCH	1 copy
QUIBERON	1 copy
WARRAMUNGA	1 copy
VOYAGER	1 copy
WARREGO	1 copy
SWAN	1 copy
PREMANTLE	1 copy
JUNEE	1 copy
COOTAMUNDRA	1 copy
WAGJA	1 copy
SPRIGHTLY	1 copy

II. Shore Establishments and Authorities.

Flag Officer-in-Charge, East Australian Area	1 copy
General Manager, Garden Island Dockyard	10 copies
General Manager, Williamstown Dockyard	6 copies
General Overseer, East Australian Area	6 copies
Senior Officer, Reserve Fleet	1 copy
ALBATROSS	1 copy
CERBERUS	100 copies
LEEUWIN	2 copies
LONSDALE	2 copies
MELVILLE	1 copy
MORETON	2 copies
NIRIMBA	50 copies
PENGUIN	2 copies
PLATYPUS	1 copy
RUSHCUTTER	2 copies
TARANGAU	1 copy
Ships in Reserve, Sydney	1 copy

864.

FORM S.307 - AMPLIFIERS - STANDARD R.P.C. - MARK 27M
SERIES - DATA BOOKLETS - ISSUE.

A series of data sheets has been prepared for the new range of R.P.C. Amplifiers, so that Amplifier settings, value of phase advance components fitted, and other setting-up information may be adequately recorded.

2. The booklets are in loose-leaf form having stiff board covers, stowage pockets being provided in each amplifier assembly.

3. Stocks of covers and data sheets are available, on demand, from Superintending Naval and Air Store Officer, Sydney.

4. The following list shows data sheets which are available:

9307	(1) Layout and Page Index.
	(2) Layout and Page Index Mk. 17AA G.S.N.A.A.
	(3) A.G.U. Mk. 1AU.
	(4) C/F Amplifier Mk. 7D.
	(5) C/F Amplifier Mk. 8D.
	(10) Amplifier Mk. 27M.
	(11) Misalignment Amplifier Mk. 3MA.
	(12) Power Unit Mk. 19P.
	(13) Power Unit Mk. 22P.
	(14) Test Unit Mk. 10 T.U.
	(15) Test Unit Mk. 17 T.U.
	(16) Miscellaneous Settings (Pan Interlock and Feedback).
	(17) Relay Panel (Front Panel Settings).
	(18) Relay Panel (Internal Settings).
	(19) Miscellaneous Settings (Resistors).

5. Complete setting-up data should be inserted during the final R.P.C. acceptance trials by the installation and/or testing and tuning teams, to the satisfaction of the Ship's Electrical Officer. A data sheet should be completed for each amplifier unit fitted, whether operational or spare.

6. Any subsequent modification to the amplifier or to the amplifier settings should be recorded in the appropriate data sheet.

7. Instructions for disposal on paying off:

- Where the ship pays off and re-commissions immediately, the Amplifier Assembly list is to be transferred to the new commission.
- If a ship pays off into Dockyard control the Amplifier assembly list is to be placed on deposit with the (Superintending) Naval Store Officer for re-issue to the next commission in accordance with Q.R. and A.I., Article 5219.
- If a ship pays off into a reserve category the amplifier assembly list is to be placed in the ship's box in accordance with Instructions for Ships or Vessels preparing for Reserve, Articles 102 and 103.

(The foregoing is the text of A.F.O. 1243/1955 altered to meet R.A.N. conditions.)

(3526/12/1507)

100-100

CONFIDENTIAL

The following information was obtained from a review of the records of the [redacted] and is being furnished to you for your information.

The records of the [redacted] show that [redacted] was employed by the [redacted] from [redacted] to [redacted].

During the period of his employment, [redacted] was assigned to the [redacted] and was responsible for [redacted].

The following information was obtained from a review of the records of the [redacted] and is being furnished to you for your information.

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During the period of his employment, [redacted] was assigned to the [redacted] and was responsible for [redacted].

C. N. O.

RESTRICTED

C.N.O.s. 865-873/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st August, 1956.

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 2 - PERSONNEL

865.

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

A.B.R.10 is to be amended as follows:

Articles 178, 179, 180 and Appendix 56 are to be deleted and the following inserted in lieu:

178. PART I QUALIFICATION 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 I Technical Electrical Courses, in their respective categories, 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 I) course are to be entered on Form A.S.536(L) in ink. In the case of E.M.'s (Air) 2 and R.E.M.'s (Air) 2 however, the technical electrical course at the Electrical School will form the first section only of Part I 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 on Form A.S.536(L) by the Electrical School, Flinders Naval Depot. Those ratings who are successful at Section 1 and have 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 I training, for which marks will be awarded as a fraction of 40. These marks are to be entered in ink on Form A.S.536(L) by the Electrical Officer, R.A.N. Air Station, who, by combining these with the marks awarded in the Electrical School, will establish the final percentage for the Part I course, which will be used as a basis for assessing "time gained". All results, together with "time gained" awarded as at Paragraph 2 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:

<u>Total Marks</u>	<u>Grade of Pass</u>	<u>"Time Gained"</u>
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 at end of course examinations, including E.M.'s (Air) 2 and R.E.M.'s (Air) 2 failing at section 1, will be back-classed and re-examined at intervals of at least one month. Failures by E.M.'s (Air) 2 and R.E.M.'s (Air) 2 at section 1 of the Part 1, i.e. the Technical Electrical Course are to be recorded on Form A.S.536(L) in ink, as "Technical Electrical Failed". 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 of 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 I 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 II 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 II 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, are to take the Part II examination at any time after appropriation to sea provided they are considered likely to pass but before completing eighteen months seniority in the Ordinary rate. The examination is to be conducted by qualified Electrical Officers 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 are to take the Part II examination (qualification to sign Form A.700) at any time after passing the Part I examination provided they are considered likely to pass but before completing eighteen months' seniority in the Ordinary rate. This examination is to be conducted by qualified Electrical Officers 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 Form A.S.536(L) and reported on Form A.S.161. A report by letter also is to be made to Navy Office when E.M.'s (Air) 2 and R.E.M.'s (Air) 2 become qualified to sign Form A.700. "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:

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

3. Failures in Part II examinations are to be re-examined at intervals of two months. Should any rating fail on a third occasion his name is to be reported to the Naval Board with an expression of opinion by the Commanding Officer as to the suitability of the rating for retention in the Service.

4. For advancement to E.M.1, E.M. (Air) 1, R.E.M. 1, or R.E.M. (Air) 1, see APPENDIX 56.

56. Electrical Mechanic 1st Class, Electrical Mechanic (Air) 1st Class, Radio Electrical Mechanic 1st Class or Radio Electrical Mechanic (Air) 1st Class.

A) Captain.

B) 1) Eighteen months as E.M. 2, E.M. (Air) 2, R.E.M. 2 or R.E.M. (Air) 2 as appropriate, but see (F).

B) ii) Passed Part I Professional Examination.
 iii) Passed Part II Professional Examination.
 C) and D) Part I, Professional Examination - Article 178
 Part II, Professional Examination - Article 179.

F) 1) Provided a rating is fully qualified within eighteen months and is recommended he is to be advanced with seniority date of completing the eighteen months service qualification at (B) (i) less "time gained" vide table at (F) (v).

ii) Ratings who fail to qualify professionally within the eighteen months qualifying period of service or are not recommended for advancement when otherwise due vide (F) (iii) are to be advanced with seniority date of passing professionally or date of recommendation whichever is the later less "time gained".

iii) Should the Captain decide that a man is not fit for advancement he may defer advancement for a definite period not exceeding two months at a time. Deferment of advancement is to be recorded on Form A.S.536(L) and reported on Form A.S.161. Should a man not be advanced to the Able rate after three years service as E.M. 2, E.M. (Air) 2, R.E.M. 2 or R.E.M. (Air) 2 as appropriate, the fact is to be reported to the Naval Board.

iv) If it is established that a delay caused in advancement was due to circumstances beyond a rating's control, he may be advanced with seniority in accordance with (F) (i). When the examination is not taken within eighteen months and the reason for the delay is not clear the case is to be submitted to the Naval Board for consideration after the rating has qualified.

v) Table of "time gained".

Course	Grade of Pass	Time Gained
Recruit (Disciplinary) Course (Article 150)	Very Good Good	1 month. $\frac{1}{2}$ month.
Recruit (Technical) Course (Article 157)	Very Good Good	1 month. $\frac{1}{2}$ month.
Part I Professional Examination	Very Good Good	1 month. $\frac{1}{2}$ month.
Part II Professional Examination	Very Good Good	1 month. $\frac{1}{2}$ month.
H.E.T. (One subject)	-	2 months.
E.T.I. Certificate	-	$\frac{1}{2}$ month (but not in addition to "time gained" for H.E.T. vide Article 26 (i)).

- vi) On advancement to the 1st Class rate Electrical Mechanics are required to state a preference for (R) or (P) on Form A.S.1285Z. The original copy of the completed Form A.S.1285Z, signed by the rating and bearing the Electrical Officer's recommendation is to be forwarded to Navy Office and the duplicate copy is to be inserted in the rating's Service Certificate. The Category for which the rating is finally selected will be communicated by letter to the ship or establishment in which he is serving. Upon receipt, appropriate notations are to be made against the substantive rates on the rating's service certificate and Electrical History Sheet. In making his recommendation, which is to be stated clearly and need not necessarily agree with the rating's preference, the Electrical Officer should take into consideration the rating's prospects of coping with training and his aptitude for the category for which he is recommended.

2. A.B.R.10 will be amended by R.I. series in due course.
(4008/4/169)

866.

ABOLITION OF NOTATION OF NAMES OF PERSONNEL RETURNING FROM LONG LEAVE ON FORM A.S. 257 (JOINING SHEET).

The names of personnel returning from long leave need not be reported on Form A.S.257 (Officers and Ratings Joining Sheet) when they return on the due date shown on Form A.S. 257b (Officers and Ratings Leave Check Sheet).

2. Personnel who do not return on the due date, owing to sickness, absence, early return, appointment or draft elsewhere or any other cause, are however to be reported on Form A.S.257 (Officers and Ratings Joining Sheet) or Form A.S.257a (Officers and Ratings Leaving Sheet) as appropriate.

3. A.B.R.18 (PASI) Article O311 will be amended.
(4022/1/184)

867.

CLOTHING - DRAWERS, POPLIN, WITH SIDE TAPES.

The current issuing price for drawers, poplin, with side tapes is 7/4d. per pair; page 5 of the Clothing Price List is to be noted accordingly.

(4716/2/18)

868.

NATIONAL SERVICEMEN - CANDIDATES FOR R.A.N. EXECUTIVE COMMISSIONS - DISCONTINUANCE OF SCHEME.

The Naval Board has reconsidered the system whereby suitable National Service Trainees are selected to qualify for Executive Permanent Service Commissions in the Royal Australian Navy under the Upper Yardmen's Scheme. It has been decided not to accept any further National Service candidates for this scheme. This Order sets out conditions which are applicable to men previously entered.

2. TRAINING OF MEN ALREADY ENTERED UNDER THIS SCHEME - Men who were entered into the Permanent Naval Forces under the conditions of this scheme prior to August, 1956, will continue their training on the following lines.

3. Having been rated Ordinary Seaman on completion of 6 months' service (including National Service training), they are to serve an additional 10 months in the Fleet Training Ship, and during the week immediately following the completion of this period, are to be examined for Leading Seaman.

4. PRELIMINARY UPPER YARDMENS' COURSE - Candidates who pass the examination referred to in (iii) above are to be rated Able Seaman, with Seniority the day following completion of the 10 months' training period, and their names, together with results, are to be reported to Navy Office by signal. They will then be sent to the United Kingdom to undergo the Preliminary Upper Yardmens' Course.

5. UPPER YARDMENS' COURSE - On successful completion of the Preliminary Course, candidates will be rated Acting Leading Seaman (Provisional), and will join H.M.S. HAWKE to undergo the Upper Yardmens' Course, duration 11 months.

6. PROMOTION TO ACTING SUB-LIEUTENANT - On completion of the Upper Yardmens' Course, successful candidates will be promoted to Acting Sub-Lieutenant R.A.N., and thereafter they will come under the same conditions of service as Acting Sub-Lieutenants who have graduated from the R.A.N. College.

7. FAILURE DURING SCHEME.

- a) A rating who fails at any stage of the scheme will be entitled to a free discharge;
- b) A rating who fails his examination for Leading Seaman is to be re-examined one calendar month after date of failure. If successful, his seniority as Able Seaman is to be date of passing. See paragraph 4 of this Order. If he fails a second time, sub-paragraph (a) will apply, or he may continue to serve under the normal conditions of service for P.N.P. ratings;
- c) For ratings, who fail during the preliminary Upper Yardmens' Course, sub-paragraph (a) will apply on return to Australia, or they may continue to serve as Able Seaman with basic date for advancement to Leading Seaman - date of passing, provisionally. They will be required to obtain a third class specialist qualification.

- d) For ratings who fail during the Upper Yardmen's Course, sub-paragraph (a) will apply on return to Australia, or they may continue to serve as Acting Leading Seaman (Provisional). Removal of the notation "Provisional", and confirmation in rating, in due course, will be subject to the rating becoming fully qualified.
- e) For ratings who fail in the final examinations of the Upper Yardmen's Course, sub-paragraph (a) will apply, or if they desire it, ratings may continue to serve under the provisions of Q.R. and A.I., Appendix 1, Part 1, Section 1, Paragraph 40.

(Navy Orders 444 of 1954, and 67 of 1955, are cancelled.)
(4002/15/43)

869.

UNIFORM - R.A.N. OFFICERS, AND C.P.Os. - SOFT FRONTED EVENING SHIRTS AND COLLARS.

Evening shirts with soft fronts and cuffs of marcella material may in future be worn by officers as an optional alternative to the evening shirts with soft ribbed fronts and ribbed cuffs at present authorised for wear with Nos. 7 and 12 Dresses and, in extremely hot conditions, with No. 11A Dress. Collars faced with marcella material should be worn with the marcella fronted shirts on occasions for which soft turned down evening collars are authorised.

2. Marcella fronted shirts and collars may also be worn by Chief Petty Officers instead of soft ribbed fronted shirts and collars when they are authorised to wear optional evening rig.

3. It is not at present intended to provide evening shirts or collars of the marcella type from Service sources.

4. The Uniform Regulations (Officers Ratings and Royal Marines) and Dress Regulations (R.M. Officers) are being amended.

(The foregoing is the text of A.P.O. 1684/1956 altered to meet R.A.N. conditions.)

(4533/46/49)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

870.

AIRCRAFT - AMMUNITION R.P. HEADS - KL 001 HEADS, ROCKET FLARE, 3-IN. - FAILURES.

New production KL 001 Heads, Rocket Flare A/C 3-in. were expected to give all-round improved performance.

2. This has not been realized, and a failure rate of about 17 per cent. has been found at proof.

3. As there are no other rocket flare heads available this unsatisfactory failure rate must be accepted for the present.

4. Until a new design of flare head is available it is unlikely that any greatly improved results can be expected from flare heads manufactured to the present design.

5. Careful attention to the assembly procedure laid down in Chapter 5, Section 3, Vol. 1 of A.P.2802B will help to minimise the failure rate.

(Navy Order 652 of 1956)

(The foregoing is the text of A.P.O. 1690/1956 altered to meet R.A.N. conditions.)

(4443/2/27)

871.

AMMUNITION - VOCABULARY OF NAVAL ARMAMENT STORES - B.R.1837, PART 7 AND 8.

Division M of B.R.1837, Part 8 (Vocabulary of Naval Armament Stores), has now been distributed and the Store References for items therein are to be used as from 1st October, 1956.

2. Paragraph 12 of Navy Order 170 of 1955 is relevant.

(Navy Order 170 of 1955)

(4433/1/862)

872.

NAVAL STORES (AIR) - CHANGES IN VOCABULARY SECTIONS AND REFERENCE NUMBERS.

The undermentioned items, previously dealt with under Section 15A of the R.A.F. Vocabulary, have been transferred to Section 32. Stocks and records are to be adjusted accordingly. H.M.A. ships and shore establishments are to adjust their Naval Store Accounts in accordance with B.R.4, Naval Storekeeping Manual, Article 109(a):

<u>Old</u>		<u>New</u>	
<u>Section 15A</u>	<u>Description</u>	<u>Section 32</u>	<u>Description</u>
<u>Ref. No.</u>		<u>Ref. No.</u>	
477	Lines, Rigging Nylon, white.	32A/141	Cord, Nylon, 400-lb. B.S.
365	Tape, Adhesive, White, 1-in.	32B/1064	Tape, Adhesive, White, 1-in.

2. Air Store Establishments will be amended.

(The foregoing is the text of A.P.O. 1550/1956 altered to meet R.A.N. conditions.)

(4403/47/132)

873.

NAVAL STORES (GENERAL) (CLASS B, GROUP 3) - BOFORS R.U.
AMMUNITION LOCKERS, PATTERN 30004 AND PATTERN 7820
- MODIFICATIONS.

H.M.A. Ships (excluding Submarine)

It has been found necessary to carry out the following modifications to existing Bofors R.U. Ammunition Lockers, Pattern 30004 and Pattern 7820, already fitted in H.M.A. Ships, and to stocks held in Naval Stores.

- a) Locker door clips to be strengthened by welding a 5 lb. mild steel fillet piece in the throat of the handle. (Navy Order 873 of 1956 Diagram).
- b) Lockers to be fitted with door hold-open hooks and eyes to hold the doors as close as possible to the sides of the lockers.
- c) Lockers to have 4 No. $\frac{3}{8}$ -in. diameter drain holes drilled in the corners of the base.

2. Upon receipt from H.M.A. Dockyards, the lockers are to be inspected and, where necessary, the modifications are to be carried out by Ship's Staff or Refitting Authorities, as appropriate.

3. In the case of ships in which the unmodified lockers have already been fitted and where the work is beyond the resources of Ship's Staff, a suitable item is to be inserted in the Ship's Defect List.

(The foregoing is the text of A.F.O. 1764/1956 altered to meet R.A.N. conditions.)

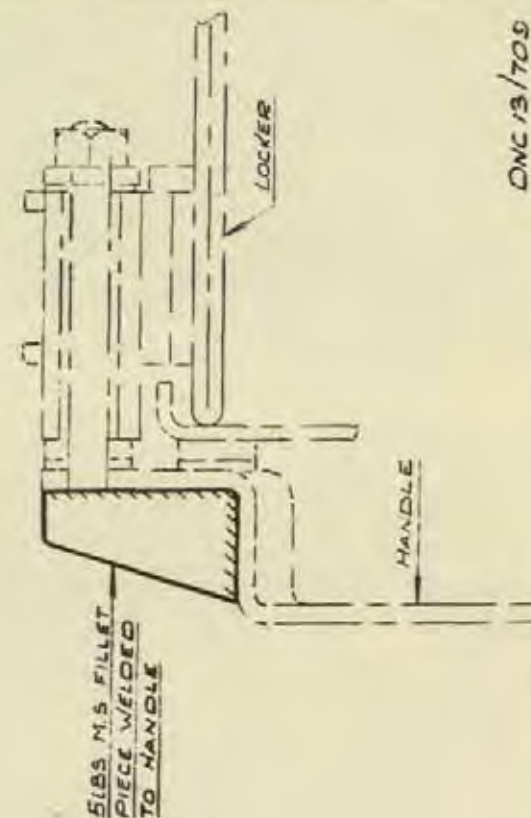
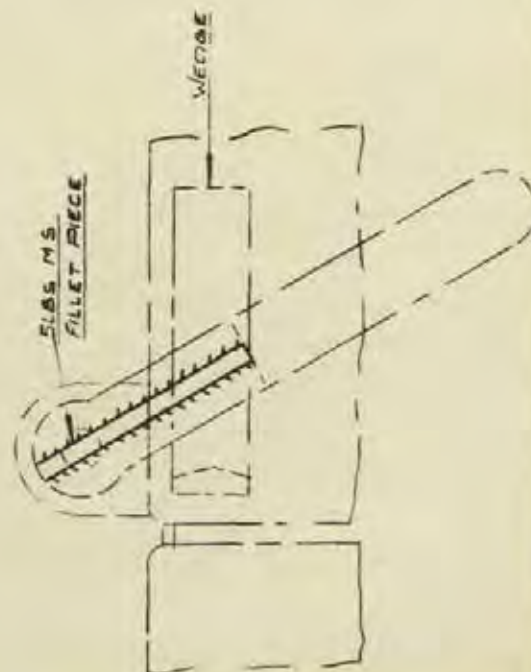
(4505/30/187)

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MODIFICATION TO BOFORS R.U. LOCKERS

MODIFICATION SHOWN IN HEAVY LINES.

BOFORS R.U. LOCKER CLIP.



DNC 13/709



Can G. P. 14/10

Gen. L. S. P. H. H.

C. N. O. 874/56.

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
4th September, 1956.

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

By direction of the Naval Board,

Thos. Hawkins

2 OCT 1956

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
874	Advancement - Half-yearly Extract of Advancement Rosters on Completion of Advancements Effective 3rd August, 1956.

N.0270.

ADVANCEMENT - HALF-YEARLY EXTRACT OF ADVANCEMENT ROSTERS ON COMPLETION OF ADVANCEMENTS EFFECTIVE 3RD AUGUST, 1956.

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 realized 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 of 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.

ii) 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.

iii) Rosters for L/M(E) and P.O.M(E) have been readjusted in accordance with Navy Circ. 132P.

iv) Advancements effective 3rd August, 1956 and rosters as shown herein, are based on qualification held on 30th June, 1956.

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

(Navy Order 211 of 1956 is cancelled.)

(4008/4/158)

For Advancement To.	No. on Roster	Present Number of Vacancies	Roster Date 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
C.P.O.	117	NIL	{1} 1.10.49 {2} 1.12.50 {4} 6.12.50 {5} 1.1.51	1.7.53	8	{2} {3} {4} Lacks recommend {2} Lacks Service
P.O.	9	NIL	30.9.53	31.3.56	24	{2} {2} {5} {6} Lacks V.G. {7} Lacks recommend
L.S.	2	16	31.5.53	29.2.56	21	{1} Lacks V.G. {2} Not recommended
C.Y.S.	22	NIL	{1} 1.7.48 (re-entry) {2} 1.10.51 (re-entry)	25.9.53 (re-entry)	1	{1} Reverted 5.1.56
X.S.	5	NIL	{1} 30.4.52 {2} 31.3.53	31.12.53	2	{1} Lacks sea service
L.SIG.	NIL	4	NIL	NIL	2	
C.P.O. TEL.	24	NIL	1.9.51	19.8.53 (re-entry)	NIL	
P.O. TEL.	25	NIL	30.11.52	28.3.55 (re-entry)	NIL	
LDG. TEL.	3	NIL	{1} 31.3.49 {2} 30.9.52	31.3.53	9	{1} Lacks recommend {2} Lacks V.G.
C.P.O. TEL(S)	NIL	15	NIL	NIL	1	
P.O. TEL(S)	NIL	21	NIL	NIL	NIL	
LDG. TEL(S)	NIL	20	NIL	NIL	NIL	
CH. SIMMER	2	NIL	1.1.50	1.10.53	NIL	
SIMMER	2	NIL	5.6.50	5.6.50	NIL	
S.E.R.A. CH. MECH.	NIL	18	NIL	NIL	4	
CH. M(E)	54	NIL	1.11.53	1.3.56	9	
P.O.M(E)	104	NIL	{1} 7.11.52 {2} 18.11.53 {3} 18.11.53 {4} 23.2.54	8.8.55	4	{1} {2} Lacks recommend {3} Lacks V.G.
L. M(E)	97	NIL	{1} 15.7.48 {2} 5.12.51 {3} 17.3.53 {4} 1.7.53 {5} 12.8.53 {6} 20.2.54 {7} 30.3.54 {8} 6.4.54	9.7.56 (re-entry)	58	{1} Reverted 5.6.56 {6} {2} Lacks V.G. {3} Lacks recommend {4} " " {5} " " {7} " " Lacks Sea Service.
CH. NAVAL SHFT.	1	NIL	1.4.50	NIL	1	
C.O.A.	NIL	NIL	NIL	NIL	NIL	
M.A.A.	7	NIL	1.9.52	1.4.54	NIL	
R.P.O.	1	2	7.5.53	NIL	2	Lacks V.G.
CH. BDMR.	NIL	NIL	NIL	NIL	2	
BDMR	NIL	NIL	NIL	NIL	NIL	
BD. CPL.	NIL	4	NIL	NIL	2	
BUGLE SGT.	NIL	1	NIL	NIL	NIL	
BUGLE CPL.	NIL	1	NIL	NIL	1	
C.P.O. WTR.	24	NIL	1.3.50	1.7.53	4	
P.O. WTR.	22	NIL	{1} 30.6.49 {2} 31.12.53	13.12.55	7	{1} Reverted 11.5.56

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
L. WTR.	11	NIL	30.6.54	30.6.56	9	
S.C.P.O.(S)	14	NIL	1.8.51	1.7.53	1	
S.P.O.(S)	17	NIL	31.12.53	31.12.55	NIL	
L.S.A.(S)	3	NIL	(1) 31.12.54 (2) 31.12.54	31.5.55	6	(1) Lacks recommend
S.C.P.O.(V)	19	NIL	(1) 1.12.50 (2) 1.7.51 (3) 1.9.51	1.6.53	8	(1)&(2) Lacks V.G.
S.P.O.(V)	8	NIL	31.12.53	30.6.56	3	
L.S.A.(V)	NIL	5	NIL	NIL	5	
C.P.O.CR(S)	15	NIL	(1) 1.10.49 (2) 1.1.51	1.7.53	1	(1) Lacks V.G.
P.O.CR(S)	9	NIL	1.6.51	1.12.54	2	
L. CK(S)	NIL	29	NIL	NIL	NIL	
C.P.O.CR(O)	9	NIL	1.3.52	1.7.53	1	
P.O.CR(O)	7	NIL	1.10.52	1.10.55	NIL	
L. CK(O)	NIL	13	NIL	NIL	2	
C.P.O. BTCHR	NIL	NIL	NIL	NIL	NIL	
C.P.O. STD.	29	NIL	15.2.50 (re-entry)	1.7.53	1	
P.O. STD.	1	3	30.6.52	NIL	7	Lacks recommend
L. STD.	NIL	68	NIL	NIL	NIL	
S.B.C.P.O.	11	NIL	27.11.52	15.11.55	NIL	
S.B.P.O.	3	NIL	(1) 30.4.53 (2) 31.7.54	31.10.54	2	(1) Lacks V.G.
L.S.B.A.	NIL	44	NIL	NIL	NIL	
G.P.O.D.A.	1	NIL	1.7.52	NIL	NIL	
P.O.D.A.	NIL	2	NIL	NIL	NIL	
L.D.A.	NIL	3	NIL	NIL	1	
C.R.E.A. C.E.A.	1	NIL	.45	NIL	7	
CH.EL(P)	5	NIL	1.1.51	16.8.53 (re-entry)	1	
P.O.EL(P)	1	NIL	31.3.55	NIL	2	
L.R.M.(P)	NIL	29	NIL	NIL	4	
CH.EL(E)	NIL	1	NIL	NIL	3	
P.O.EL(E)	NIL	14	NIL	NIL	NIL	
L.R.M.(E)	NIL	31	NIL	NIL	8	
C.R.EL.	59	NIL	11.3.48	17.12.50	4	
P.O.R.EL.	NIL	NIL	NIL	NIL	5	
L.R.E.M.	NIL	33	NIL	NIL	3	
C.A.(AH)	13	NIL	1.12.52	7.7.54 (re-entry)	NIL	

Chief Sec

*sent above
for plans 2/11*

C.N.Os. 875-883/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

11th September, 1956.

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.

Part 4. Principles of Sailing.

Explains, by means of animated diagrams and models, the basic principles of sailing. These are then demonstrated practically in the sailing of a whaler. Running time 22 minutes. 1 spool.

Part 5. Handling of Boats Under Sail.

This part is primarily intended for coxswains of sailing boats and shows how to handle a whaler under various conditions of wind and sea. Running time 15 minutes. 1 spool.

Part 6. Handling of Power Boats.

Deals with the effects of a propeller on boat handling and shows the principles of the Kitchen Rudder. Running time 12 minutes. 1 spool.

Part 7. Hints to Coxswains.

Shows the problems a young coxswain has to face when in charge of a boat being towed and under sail. Running time 14 minutes. 1 spool.

3. This film supersedes the original film A.64 "Boats and Boatwork" (Parts 1 to 5), copies of which are to be withdrawn from service and destroyed.

(The foregoing is the text of A.F.O. 1870/1956 altered to meet R.A.N. conditions.)

(4518/61/643)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

877.

AMMUNITION - CARTRIDGES Q.F., 40-ADM - BREAK-UP SHOT - USE, GAUGING BEFORE USE AND PRECAUTIONS.

Navy Order 552 of 1956 is to be amended as follows:

Paragraph 3(d) -

For "A maximum of 100 rounds of break-up shot per barrel per annum may be fired."

Read "A maximum of 200 rounds of break-up shot per barrel per annum may be fired."

(Navy Order 552 of 1956)

(4442/20/109)

878.

AMMUNITION - FUZES, IGNITERS, TRACERS AND TUBES PRIMER, NO. 17, MARK N.3 - WITHDRAWAL FROM SERVICE OF LOTS BA 3, 4 AND 5.

Paragraph 5 of Navy Order 641 of 1956 is to be amended as follows:

For "Navy Order 641 of 1956" where appearing read "A.F.O. 1105/56 and Navy Order 641 of 1956"

(Navy Order 641 of 1956)

(4442/26/200)

879.

NAVAL STORES (GENERAL) (CLASS D, GROUP 3) - CLEANING MATERIALS - ECONOMY IN USE.

In the interests of economy, it is essential that the strictest supervision should be exercised in the use and of expenditure of all cleaning materials. The present annual cost of materials used for cleaning purposes is of the order of £60,000. All concerned are accordingly to exercise constant vigilance to eliminate extravagance and to ensure that requirements are met by the use of minimum quantities of the cheapest materials available consistent with the maintenance of efficiency.

2. With regard to textile materials used for cleaning, where suitable facilities exist, consideration should be given to the possibility of cleaning used cloths in order that they may be used again. The following list of textile materials, in current use for cleaning, together with information regarding their present contract prices and typical uses, is promulgated for guidance.

Pattern	Description	Contract Price	Purpose for which Suitable
T.808	Rags, cotton, coloured	£4.18. 0. per cwt.	Mopping up oil. Cleaning tanks and bilges, general use in workshops and spaces where oil or grease are present.
1450	Rags, cotton, white, No. 1 special	£15. 8. 0. per cwt.	Use should be restricted to final stages of cleaning operations where Rags, Pattern T.808, have been used, and then only if essential.
86.	Cloth, for cleaning purposes	£22.10. 0. per 100 yds. equivalent to £46 per cwt.	Highly absorbent, for domestic use, also generally but where oil and grease are present only for the final stages after use of rags. Every effort should be made to recover used cloth. The possibility of introduction of an improved pattern is under consideration.
T.806	Cloths, sponge	£5. 8. 0. per gross equivalent to £45. 7. 0. per cwt.	Mopping up, washing decks, paintwork, etc., to be reclaimed if possible.

<u>Pattern</u>	<u>Description</u>	<u>Contract Price</u>	<u>Purpose for which Suitable</u>
332	Cloths, cleaning	£1. 7.10. per 100 No. equivalent to £33.12.0. per cwt.	Absorbent material suitable for use where a finer cloth is required, particularly where work is being carried out on precision or similar equipment. Also useful for cleaning paint work, etc.
456	Calico, for cleaning purposes	1/4d. per yd. equivalent to £53 per cwt.	Non-absorbent, suitable for cleaning delicate and highly finished machinery, weapon control and electrical equipment. For cleaning optical glass surfaces, cleaning tissues under Class E, Group 12, should be used.
T.805	Flannelette	13/- per 50 yds. equivalent to £56 per cwt.	Cleaning small arms.

(The foregoing is the text of A.F.O. 46/1956 altered to meet R.A.N. conditions.)

(4510/13/90)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

880.

VICTUALLING STORES - FOOTWEAR - DAMAGE BY
EXCESSIVE HEAT.

A number of applications have recently been received for the gratuitous replacement, in accordance with Interim Pay Instruction 177/13, of leather soled footwear, the soles of which had split after very little wear.

2. In almost every one of these cases which has been investigated it has been found that the sole leather had been severely damaged by being exposed to severe heat when wet.

3. It is desired to emphasize that no boots or shoes, regardless of the quality of the leather can be dried by the application of excessive heat without their being damaged.

4. In this connection the opinion has been expressed by the Defence Standards Laboratories that while the term "excessive heat" cannot be defined accurately, it is safe to say that in drying wet vegetable tanned leather the temperature should certainly not exceed 60°C. (140°F.), which is a temperature that might readily be reached in direct sunlight on a hot day.

(This Order is being reprinted for posting on Notice Boards.)

(4532/42/114)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

881.

BOOKS - B.R. 1336 - "HANDBOOK OF SERVICE LUBRICANTS AND TEMPORARY PROTECTIVES" - DISTRIBUTION.

The 4th edition of the above book, which supersedes all other editions, has been published and, on receipt from the United Kingdom, distribution will be effected by S.N.S.O., Sydney, on the same basis as for previous editions.

2. Recipients are to take the book on charge as B.R. 1336 and to write this number on the outside of the front cover.

(The foregoing is the text of A.F.O. 64/1956 altered to meet R.A.N. conditions.)

(4139/13/1741)

882.

B.R. 1989 - DISTRIBUTION OF VIDEO SIGNALS AND SYNCHRONISATION PULSES IN WARNING RADAR SETS - EXTENSION OF DISTRIBUTION.

It has been decided to extend the distribution of B.R. 1989 to include all classes of ships down to A.A. Frigates (River Class), on the basis of allowances shown hereunder:

1) Light Fleet Carriers	2 copies each
2) "Daring" Class	2 " "
3) Destroyers	2 " "
4) Frigates	2 " "

2. Ships which have not already been supplied are authorized to demand on the scale shown from the S.N.S.O., Sydney.

(The foregoing is the text of A.F.O. 3498/1955 altered to meet R.A.N. conditions.)

(4139/13/1726)

SECTION 7 - CANCELLED LIST

883.

CANCELLATION OF NAVY ORDERS.

Navy Orders 189, 381 and 421 of 1952, 462 of 1954, 32 and 246 of 1955, have been sufficiently promulgated or no longer apply, and are hereby cancelled.

(3712/20/25)

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 AND 452-463 OF 1956).

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
<u>1954</u>		
1191	-	675
2853	-	724
3248	-	745
<u>1955</u>		
287	-	749
844	584	-
877	-	694
924	-	582
929	-	557
1243	-	864
1443	-	631
1559	-	544
1922	-	560
1983	626	-
2230	-	474
2384	-	543
2396	-	647
2846	-	855
2858	-	554
2921	-	451
2987	526	-
3035	-	441
3051	446	-
3131	-	736
3137	-	738
3138	-	555
3280	-	774
3377	-	467
3382	523	-
3436	-	473
3460	-	667
3462	-	443
3526	460	-
<u>1956</u>		
34	-	754
172	-	608
174	-	744
176	-	621
182	-	737
184	-	633
207	-	709
234	-	593
245	-	632
278	-	454
287	-	472
288	-	449
294	488	-
363	-	501
365	-	814
388	-	737
405	512	-
419	515	-

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
420	536	-
422	-	611
423	-	615
426	-	849
427	-	519
431	628	-
465	-	444
466	-	438
476	-	652
479	-	613
483	448	-
536	-	650
545	-	466
548	-	440
564	486	-
569	-	612
572	-	747
604	-	475
606	-	644
613	468	-
615	607	-
619	-	442
620	-	668
622	-	727
623	-	550
643	-	610
644	-	552
647	-	471
648	-	614
655	-	629
659	-	772
703	-	854
718	-	558
720	-	570
722	-	695
771	-	753
775	-	481
776	-	447
780	630	-
781	-	586
828	-	458
832	-	480
835	-	625
841	-	571
843	-	678
846	-	569
847	-	559
850	-	462
863	-	463
893	-	548
895	-	549
909	478	-
912	539	-
913	-	495
915	-	564
916	-	609
917	-	617
918	-	470
919	-	496
920	-	616
922	-	541
924	-	619

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
925	-	635
927	568	-
928	489	-
948	514	-
975	-	540
976	-	579
979	-	636
980	-	788
982	-	546
1012	-	492
1039	538	-
1042	-	527
1043	-	656
1044	-	785
1046	-	545
1048	627	-
1054	-	790
1067	583	-
1077	682	-
1098	-	685
1103	-	688
1105	-	641
1106	-	691
1107	530	-
1111	634	-
1116	-	762
1117	-	739
1121	-	696
1166	-	689
1168	-	595
1169	528	-
1170	716	-
1171	-	690
1174	707	-
1175	-	757
1177	-	693
1180	-	836
1181	708	-
1182	-	517
1184	518	-
1239	-	686
1241	-	687
1247	-	761
1310	-	618
1311	-	642
1312	580	-
1351	-	665
1380	676	-
1421	-	666
1425	639	-
1434	703	-
1438	-	679
1439	-	787
1440	-	760
1441	-	759
1460	-	713
1468	-	841
1484	-	755
1485	-	856
1486	718	-
1489	-	719
1495	801	-

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1537	-	843
1546	-	823
1547	-	822
1549	-	799
1550	-	872
1551	-	788
1552	-	861
1583	-	779
1584	714	-
1604	-	784
1606	-	819
1614	790	-
1617	-	848
1626	-	815
1682	-	844
1685	-	869
1689	818	-
1690	-	870
1692	-	845
1698	-	825
1702	860	-
1703	813	-
1740	-	780
1763	797	-
1764	-	873
1788	-	839
1817	858	-
1838	-	837
1997	-	807

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 873 of 1956, dated 1st June, 1954, to 31st August, 1956).

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Date	Description	Amount
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C. N. O. 884/56

C. N. O. 884/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
12th September, 1956.

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
884	Books - Distribution of Non-Accountable Publications During July, 1956.

884.

**BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS
DURING JULY, 1956,**

The non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous publications, etc., contained in the Appendix to this Order have been distributed to Ships and Services during July, 1956. Navy Order 110 of 1954 is relevant.

2. Copies of A.F.O. "P" Series amendments, referred to in the Appendix to this Order are available for supply on demand to holders of personal copies of Books of Reference in accordance with Navy Order 1004 of 1955.

(Navy Orders 110 of 1954 and 1004 of 1955.)

(4139/3/129)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

<u>PUBLICATION</u>	<u>DATE</u>
Aeroplane	20th April, 1956.
Aeroplane	27th April, 1956.
Aeroplane	4th May, 1956.
Aeroplane	11th May, 1956.
Aeroplane	18th May, 1956.
Aeroplane Index Vol.89	July - December, 1955.
Aircraft Vol.34, No.10	July, 1956.
Fibres, Vol.17, No.5	May, 1956.
Flight	2nd March, 1956.
Flight	9th March, 1956.
Flight	6th April, 1956.
Flight	13th April, 1956.
Flight	20th April, 1956.
Flight	27th April, 1956.
Flight	4th May, 1956.
Flight	11th May, 1956.
Flight	18th May, 1956.
Flight	8th June, 1956.
Flight Index Vol.67	July - December, 1955.
Journal of the R.N. Medical Service	Winter, 1956.
Journal of Naval Engineering Vol.9, No.2	April, 1956.
N.A.M.A.M. N1579 - N1589	30th June, 1956.
Occupational Safety and Health	April - June, 1956.
S.7/56, Guide to Optimum Frequencies	August, September, October, 1956.
Specification DEF 1234, Part 1, Sections 3, 7 and 9	
Specification DEF 1234, Part 2, Sections 2, 4, 5, 6 (Appendices A & B) and 7	
Specification DEF 1234, Part 3, Sections 1, 2, 5, 7, 8 and 9	
Specification DEF 1234, Parts 1 and 2, Amendment No.1	16th January, 1956.
United Nations Review, Vol.2, No.1	May, 1956.

AMENDMENTS TO AIR PUBLICATIONS.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
113	A.L.111 and 113
129 Vol.1 5th Edition	A.L.3 and 4
830 Vol.2 2nd Edition	A.L.24, 25, 26 and 27
957C Vol.1	A.L.14 and 15
970 Vol.1	A.L.61
970 Vol.2	A.L.27
1086 Book 2 (2nd Edition)	A.L.58 and 59
1086 Book 3 Part 1 (2nd Edition)	A.L.41, 42, 43, 44 and 45
1086 Book 3 Part 2 (2nd Edition)	A.L.57, 58, 59, 60, 61, 62 and 63
1086 Book 4 Part 1 (2nd Edition)	A.L.72, 73, 74, 75 and 76
1086 Book 4 Part 2 (2nd Edition)	A.L.27
1086 Book 5 (2nd Edition)	A.L.49, 50, 51, 52 and 53
1086 Book 6 (2nd Edition)	A.L.53, 54 and 55
1086 Book 7 (2nd Edition)	A.L.49, 50, 51, 52, 53 and 54
1086 Book 8 Part 1 (2nd Edition)	A.L.34 and 35
1086 Book 9 (2nd Edition)	A.L.69, 70, 71 and 72
1086 Book 10 (2nd Edition)	A.L.38, 44, 45, 46 and 47
1086 Book 11 (2nd Edition)	A.L.83, 84 and 85
1086 Book 12 (2nd Edition)	A.L.78, 79 and 80
1086 Book 13 (2nd Edition)	A.L.74 and 75
1086 Book 14 (2nd Edition)	A.L.18
1086 Book 15 (2nd Edition)	A.L.76, 77, 78, 79, 80, 81 and 82
1181 Vol.2	(A.L.16)-B.18 (A.L.18)-B.21 (A.L.17)-B.22 (A.L.21)-B.23 (A.L.19)-B.26 (A.L.20)-B.24
1181 Vol.3 Pt.1D Sections 1 and 2 (2nd Edition)	A.L.5
1181 Vol.6 Pt.2	A.L.9
1181A Vol.6 Pts. 2, 3 and 4	A.L.2 and 3
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1182A Vol.2 Pt.1	B.1 C.10 (A.L.2) C.14 (A.L.1) E.9
1182B Vol.2	(A.L.13)-B.6 (Alt.1)
1182B Vol.4 Pt.6	A.L.5
1182C Vol.1	A.L.90, 91 and 92
1182C Vol.2	(A.L.28)-K.1
1182C Vol.4 Pts.2 and 6	A.L.7
1182C Vol.6	A.L.19
1182D Vols.1 and 6	A.L.62 and 63
1182E Vol.1	A.L.54 and 56
1182E Vol.2	(A.L.38)-D.16 (Alt.1)
1182E Vol.4 Pts.2 and 6	A.L.3
1186A Vol.2 Pt.1	E.9
1186E Vol.2 Pt.1	P.2 P.3
1275A Vol.1	A.L.489, 490, 499, 500, 501 and 502
1275A Vol.2 Pt.1	(A.L.245)-G.12 (Gano.)
1275B Vol.1	A.L.247, 248, 249 and 251
1275B Vol.2 Pt.1	(A.L.159)-G.52
1275E Vol.1	A.L.66

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1275E Vol.2 Pt.1	(A.L.136)-D.28 (Alt.1) (A.L.132)-D.33 (A.L.134)-D.34 (A.L.133)-D.37 (A.L.139)-D.38 (A.L.141)-D.39 (A.L.137)-D.40 (A.L.140)-D.41 (A.L.138)-E.3 (A.L.135)-Z.20
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1355 Vol.2 Pt.1	(A.L.96)-C.135 (A.L.97)-D.125 (A.L.98)-G.128
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1355F Vol.1	A.L.8
1355L Vol.1	A.L.18
1374B Vol.2 Pt.1	(A.L.53)-H.3 (A.L.54)-H.4 (A.L.17)-Z.3
1374G Vol.2 Pt.1	A.1 (Issue 3)
1455	C.3 (Issue 1)
1464C Vol.2 Pt.1	No.15 (A.L.1)
1464D Vol.1	A.L.159
1464G Vol.1	A.L.131, 132, 133 and 134
1464G Vol.2 Pt.1	No.84 No.86
1469F Vol.1	A.L.14
1492A Vol.1	A.L.71
1492A Vol.2	(A.L.35)-B.8 (A.L.34)-D.21
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1538D Vols.1 and 6 Part 1	A.L.1/56
1538E Vols.1 and 6 Part 1	A.L.47
2nd Edition	
1538E Vol.2 Pt.1	No.126
1538E Vol.2 Pt.3	A.L.72
1538L Vol.1 and 6 Part 1	A.L.51
1538P Vol.1 and 6 Part 1	A.L.26
1538P Vol.2	B.6
1641F Vol.2 Part 1	(K.43) (K.44)
1641F Vol.1 Part 2 and Vol.5	A.L.34 and 35
1641B Vol.1 Part 2 and Vol.5	A.L.8
1661 Vol.2 Part 1	(B.20) (E.6) (E.7)
1661B Vol.1	A.L.65 and 67
1661C Vol.1 2nd Edition	A.L.58 and 59
1661D Vol.1 2nd Edition	A.L.99 and 100
1661F Vol.1	A.L.44
1664A Vol.1	A.L.103, 104, 105 and 107
1664A Vol.2 Pt.1	A.47 (A.L.1) A.54 A.55 A.56
1668B Vol.1	A.L.8

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
1803 Vol.2 Pt.1	B.32 D.87 D.91 (A.L.1) D.96 D.98 E.70 (A.L.1) F.61 B.16 S.19
1803B Vol.1	A.L.134
1803C Vol.1	A.L.45
1803D Vol.1 Book 1	A.L.19
1803D Vol.1 Book 2	A.L.22
1803D Vol.1 Book 3	A.L.51
1803D Vol.2 Pt.3	A.L.178, 179 and 181
1803E Vol.1	A.L.76
1803E Vol.2 Pt.2	A.L.46 and 47
1803E Vol.2 Pt.3	A.L.60 and 61
1803J Vol.1	A.L.35
1803J Vol.2 Pt.3	A.L.20 and 21
1803N Vol.1 Book 1	A.L.14
1803N Vol.1 Book 2	A.L.8
1803S Vol.1	A.L.67, 68, 69 and 70
1803T Vol.1	A.L.21
1957 6th Edition	A.L.12
2102F Vol.1	A.L.63 and 64
2102F Vol.2 Pt.1	RAN/FF/35 (February, 1956) RAN/FF/36
2102H Vol.1	A.L.43, 44, 45 and 46
2111A Vol.1 and 5 2nd Edition	A.L.16
2173A Vol.1 and 6 Part 1	A.L.37 and 38
2173A Vol.6 Parts 2 and 3	A.L.21 and 22
2234E Vol.2 Pt.1	(A.L.31)-E.2
2240A Vol.1 Book 1	A.L.113
2240A Vol.2 Pt.1	No.38 (A.L.2) No.39 (A.L.1) No.64 No.76 No.77 No.77 (A.L.1) No.80
2240A Vol.6 Pt.3 Book 1	A.L.17
2241 Vol.1 and 6 Part 1	A.L.31
2247 Vol.3 Pt.1 Section	A.L.4
429K 2nd Edition	
2276F Vol.1	A.L.50
2337 Vol.1	A.L.134 and 137
2337 Vol.2	(A.L.82)-A.14 (A.L.83)-C.29 (Canc.) (A.L.81)-C.32
2337 Vol.6	A.L.32, 33 and 34
2463	A.L.102, 103, 104, 105, 106 and 107
2527B Vol.1 Parts 1, 2 and 3	A.L.75
2527C Vol.1 (2nd Edition)	A.L.10, 11 and 12
2538H Vol.2 Pt.1	No.24
2538HA Vol.4 Pt.6(N) Issue 1	A.L.2
(Office and Working Copies)	
2552L Vol.1	A.L.18
2552L Vol.4 Parts 2, 3, 4	A.L.2
and 6	
2655 Vol.1	A.L.53
2656A Vol.1	A.L.67
2817A Vol.1 and Vol.6	A.L.122 and 123
Part 1	

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
2817A Vol.6 Parts 2 and 3	A.L.28
2552M Vol.1	A.L.4
2850A Vol.1 and Vol.6 Pt.1	A.L.103
2896AW Vol.1	A.L.1
3042	A.L.27 and 28
3275A	A.L.9, 10 and 11
3282	A.L.6 and 7
3282A Vol.1	A.L.12
3282A Vol.2	A.L.12
3282A Vol.4	A.L.8
3282A Vol.11	A.L.11
3282A Vol.14	A.L.9
3282A Vol.20	A.L.9 and 10
3305 (2nd Edition)	A.L.2 and 3
4099J Vol.1	A.L.50
4099J Vol.3 Pt.2 App. "A"	A.L.7
2147	
4099J Vol.5 Parts 3 and 4	A.L.10
4118A Vol.1 and Vol.6	A.L.9
4121BO Vol.1	A.L.29
4121C Vol.3 Part 1	A.L.15
4146 Vol.2 Part 3	A.L.86 and 87
4167B,C,D and E Vol.6 Part 1	A.L.7 and 8
4253B Vol.1 and 6	A.L.11
4257A Vols.1-6	A.L.142
4257B Vol.1 and 2	A.L.88
4269A Vol.1	A.L.41
4282 Vol.1	A.L.35
4282 Vol.2 Pt.3	A.L.16
4282A Vol.1	A.L.32
4282A Vol.2 Pt.2	A.L.9
4282B Vol.1	A.L.14 and 15
4282B Vol.6 Parts 2 and 4	A.L.10
4282C Vol.1	A.L.13 and 14
4288A Vol.1	A.L.45 and 46
4288N Vol.1	A.L.13
4293A & B Vol.1	A.I.L.1/56
4302A Vol.1	A.L.46 and 48
4303A Vol.1	A.L.13
4303B Vol.1	A.L.100, 101 and 102
4303Z Vol.1	A.L.43
4306A	A.L.25
4320A Vol.1	A.L.52 and 53
4320A & B Vol.6 Pt.4	A.L.29, 30 and 31
4320B Vol.1	A.I.L.1/56
	A.I.L.2/56
	A.L.25 and 26
4320B Vol.3 Pt.1	A.L.9
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	" /R.30 (April, 1956)
	STI/Armament/RAN.9 (April, 1956)
	STI/Electrical/RAN.20 (April, 1956)
	STI/Instruments/RAN.8 (April, 1956)
	STI/Instruments/RAN.9 (April, 1956)
	I.77 (13/2/56)
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N.A.M.O. Sea Venom:	X.18 (18/2/56)
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	R.A.N.A.M.O./STI/RAN/1
Sea Venom Mark Applicability Chart	A.L.22
Sperry Field Service Bulletins	No.42 (1/3/56) Gyrosyn Compass Type C.L.1/1A.
	No.67 (1/3/56) Gyrosyn Compass Type C.L.2
	No.24 (2/3/56) Gyroplot Type A.L.3
Sperry Publications (Miscellaneous)	Mod. No. 21A - Spares Schedule for Gyrosyn Compass Type C.L.2 Part No. 16688-0 Type 'B' Components.
	Mod. No. G.1 - Spares Schedule for Gyrosyn Compass Type C.L.2 Part No. 16688-0 Type 'B' Components.

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
Sperry Publications (Miscellaneous)	Mod. No. G.1 - Spares Schedule for Gyrosyn Compass Type C.L.2 Part No. 15581-0 Type 'A' Com- ponents. Aeronautical Spares Informa- tion - Gyrosyn Compass Type C.L.2 Part No. 15538-0 Type 'A' Components Sheet Issue 2 (1/2/56). The Sperry Review Vol.4 No.1 (Winter 1955). Instruction Manual for the Sperry Gyrosyn Compass Type C.L.2 (Pub. No. 612). Mod. No. G.1 - Gyrosyn Compass Type C.L.2 Part No. 15581-0 Type 'A'.
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R.A.A.F. Fuels, Oils and Greases D.T.S. Special Instructions	Instruction/10
R.A.A.F. Helicopted D.T.S. Special Instructions	Instruction No.30 Instruction No.31

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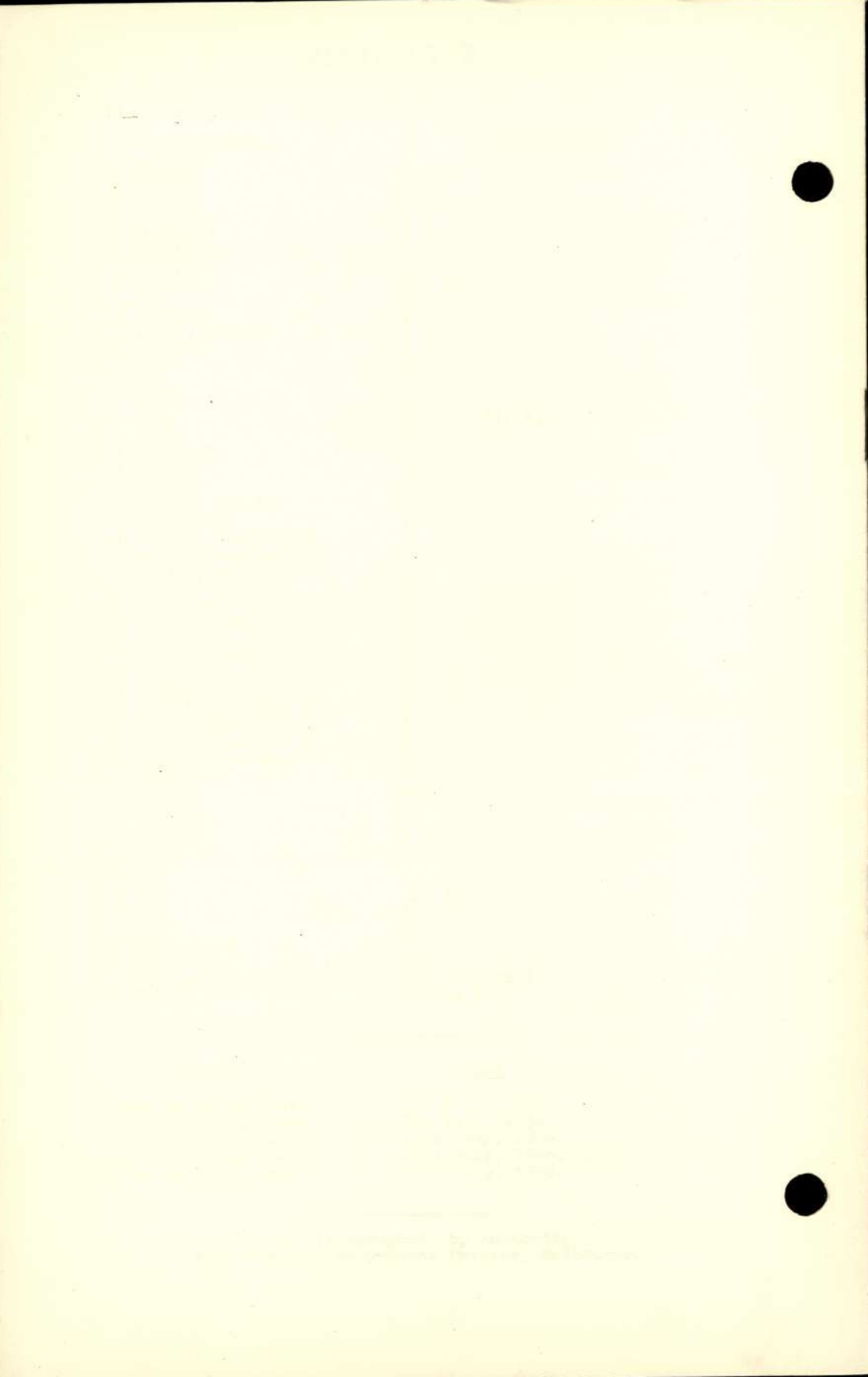
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<u>B.R.</u>	<u>AMENDMENT NO.</u>
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R.L.E.30	Errata 1

<u>TITLE</u>	<u>DATE</u>
Lloyds Shipping Index	2nd July, 1956.
Lloyds Shipping Index	9th July, 1956.
Lloyds Shipping Index	16th July, 1956.
Lloyds Shipping Index	23rd July, 1956.
Lloyds Shipping Index	30th July, 1956.



C. N. O.

C.N.Os. 885-897/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

18th September, 1956.

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.

SECTION 2 - PERSONNEL

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885.

EXAMINATION FOR LIEUTENANT-COMMANDER (S).

For some time to come it will be impracticable to arrange for all Supply Officers to undergo the Supply and Secretariat Advanced Course in the United Kingdom. Consequently, all Lieutenants (S), unless they have undergone this course, will be required to pass a professional examination before being promoted to the rank of Lieutenant-Commander (S). The foregoing applies to all Lieutenants (S) except those on the Branch List.

2. The examination will be held annually in two parts - Part I in September and Part II in March. The exact dates will be promulgated in Navy Orders.

3. Setting of Papers. The papers will be set and marked by the Secretary to the Flag Officer-in-Charge, East Australian Area and the Command Supply Officer, East Australian Area and will be distributed from Navy Office.

4. Conduct of Examinations. The necessary arrangements are to be made by the candidates' Commanding Officers for the attendance of candidates and for the appointment of responsible supervising officers. The seals of the envelopes containing sets of question papers are to be broken by supervising officers in the examination room in the presence of candidates. The examinations in each paper are on no account to be held before the date and time laid down. In exceptional circumstances if conditions on the date fixed for an examination are such as to cause candidates to suffer serious disability, Commanding Officers (or senior officers) may arrange for the examination to be held on some other suitable date. The examination will then be accepted, provided that the Commanding Officer furnishes a statement of the reasons for the postponement and certifies that there was no possibility of the candidates having become acquainted with the papers before the examination.

5. Application for Examination Papers. Application for both parts of the examination are to be made to the Naval Board as directed in Navy Orders.

6. Disposal of Worked Papers. Immediately on conclusion of the examination in each subject, worked papers are to be enclosed in a sealed envelope and forwarded to the Flag Officer-in-Charge, East Australian Area, for marking.

7. Circumstantial Report. When assessing results attained by candidates, to enable consideration to be given to the circumstances prevailing during the period of working up for, and actually taking written examinations, a report covering the points enumerated below is to be compiled by a candidate's Supply Officer or Commanding Officer where the candidate is in Supply Charge, and attached to the worked papers. The report is to state briefly (but in sufficient detail to be of assistance to the marking authority) the following points:

- a) The opportunity the candidate has had of working up for the examination.
- b) A summary of employment during the six months preceding the examination.

- c) The actual conditions under which the examination was conducted and the extent to which they may have affected the candidate's performance (e.g., climate, heavy weather and liability to seasickness, gunfire, bombing, aircraft flying in vicinity, and other interruptions.
- d) The reporting officer's general opinion of the candidate's professional ability and the degree to which he compares professionally with an average officer of equal seniority.

8. Promulgation of Results. The results of the examination will be forwarded by the Flag Officer-in-Charge, East Australian Area to the Naval Board. The names and marks of successful and unsuccessful candidates will be communicated by letter from the Naval Board to the Commanding Officers of the ships in which they are serving; in the case of unsuccessful candidates this letter will state the extent of the re-examination required.

9. Failures. Officers will be re-examined in the subjects in which they fail, but a serious failure in one or more subjects may entail re-examination in the whole of the Part concerned.

10. Subjects. (all compulsory). Candidates will be expected to pass at one sitting in all subjects in each Part.

Paper	Subject	No. of Questions to be Attempted	Time Allowed	Maximum Marks
PART I.				
Monday:				
A	Pay and cash duties	6 out of 9	1½ hrs.	100
B	Victualling, clothing and mess traps	6 out of 9	1½ hrs.	100
Thursday:				
C	Naval and Air Stores	6 out of 9	1½ hrs.	100
D	Secretariat and general work	12 out of 15	3 hrs.	200
Total				500

70 per cent. required to pass in each paper A, B, C and D.

Syllabus and Books to be Studied

- A Pay and Cash Duties. A thorough knowledge of these subjects will be required. Candidates will be expected to display a knowledge of the organisation of a Pay Office and to answer questions on the practical application of the regulations. The memorisation of rates of pay and allowances will not be required.

Books: Interim Pay Instructions.
Naval Financial Regulations and Instructions.
Naval Account Regulations.
Current Commonwealth Navy Orders.
A.B.R. 18.

- B Victualling, Clothing and Mess Traps. A thorough knowledge of these subjects will be required. Candidates will be expected to display a knowledge of the victualling organisation of ships and to answer questions on the practical applications of the regulations.

Books: Consolidated Orders and Regulations.
B.R. 93 - Manual of Victualling.
B.R. 5 - Manual of Naval Cookery.
B.R. 97 - Manual for Officers' Stewards.
B.R. 44 - Hints to Mess Caterers.
Current Commonwealth Navy Orders.
R.A.N. Catering Manual.

- C Naval and Air Stores. A thorough knowledge of Naval and Air Stores will be required. Candidates will be expected to display a knowledge of the stores organisation of ships.

Books: B.R. 4 - Naval Storekeeping Manual and Appendix.
B.R. 1297 - Naval Air Supply Instructions.
Current Commonwealth Navy Orders.

- D Secretariat and General Work. A comprehensive knowledge of secretariat work and a general knowledge of the books mentioned below will be expected, but questions will not be asked which are covered by the other papers of the examination.

Books: Queen's Regulations and Admiralty Instructions.
Consolidated Orders and Regulations.
B.R. Form U2D.
B.R. 49 - Naval Secretariat Handbook.
A.B.R. 10 - Advancement Regulations.
Appendix to the Navy List.
Current Commonwealth Navy Orders.

NOTE: The memorisation of the numbers of A.S. Forms, etc., will not be required.

PART II

<u>Paper</u>	<u>Subject</u>	<u>No. of Questions to be Attempted</u>	<u>Time Allowed</u>	<u>Maximum Marks</u>
Monday:				
E	Naval Law and Court-Martial Procedure	12 out of 15	3 hrs.	200
Thursday:				
F	Admiralty Instructions on International Law	6 out of 9	1½ hrs.	100
G	Merchant Shipping Acts (suspended till further notice)	6 out of 9	1½ hrs.	100
Total				400

60 per cent. required to pass in each paper E, F and G.

- NOTES:
- i) In setting papers A, B and C, the marks will be so weighted as to make it impossible for the candidate to pass these papers without displaying a comprehensive knowledge of each of the subjects.
 - ii) Candidates who pass in subjects E and F will not subsequently be required to pass in Merchant Shipping Acts, if this subject is re-introduced.
 - iii) Each paper will show the time allowed, maximum marks and the number of questions to be answered.
 - iv) The number of marks to each question will be shown in the margin.
 - v) No books will be allowed.

Syllabus and Books to be Studied

- E Naval Law and Court-Martial Procedure. A thorough knowledge of B.R. 11 - Admiralty Memorandum on Naval Court-Martial Procedure - will be required.
- F) Admiralty Instructions on International Law.
- * Law of Nations - Brierley
 - The Law and Customs of the Sea - H.A. Smith
 - * International Law of the Sea - Higgins & Colombos
 - * Notes on International Law - Prof. C.H.M. Waldock
- * Obtainable on loan from the Secretary to the Flag Officer-in-Charge, East Australian Area.

The following may also be read:

- C.B. 3012 - Notes on Maritime International Law.
- B.R. 30 - International Law (Hall).
- G Merchant Shipping Acts (suspended till further notice). A general acquaintance with the Merchant Shipping Acts and a thorough knowledge of B.R. 13 - Instructions relating to Naval Courts.

(Navy Order 36 of 1948 is cancelled)

(4007/17/29)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

886.

WIRELESS TRANSMITTERS TUNING GUIDES - OPERATION OF TYPE 618 TRANSMITTER.

Forms S.1702 - Type 618 Tuning Instructions (M.F.) - and S.1703 - Type 618 Tuning Instructions (H.F.) - have been established and will be issued on demand to ships and establishments fitted with Type 618.

2. With the aid of Forms S.1702 and S.1703 an inexperienced operator will be able to tune Type 618 correctly. The issue of these instructions will not, however, dispense with the need for the preparation of a tuning adjustment card by base staffs.

(The foregoing is the unaltered text of A.F.O. 1539/1956.)

(3526/12/1654)

887.

A.A./SU DIRECTORS, MARKS 6 AND 6* - "C" SPARES - REMOVAL OF WINDOWS.

H.M.A. Ships, Gunnery Equipment Depots and Stores.

Experience shows that continued retention in the sets of "C" spares of Perspex windows for Mark 6 and 6* directors is no longer justified.

2. All windows carried in "C" sets should be landed at the nearest Gunnery Equipment Store where they should be taken into stock. The spares concerned are:

B.R. 226C, Part 4 - folio 1 - Index Nos. 11 to 22 inclusive.

B.R. 226C, Part 10 - folio 1 - Index Nos. 10 to 21 inclusive.

3. Although not covered by these publications R.A.N. Battle Class Destroyers and H.M.A. Gunnery School are to return Mk. 6 Director windows forthwith.

4. B.R. 226C series will be amended.

(The foregoing is the text of A.F.O. 1961/1956 altered to meet R.A.N. conditions.)

(4430/4/93)

888.

GUNNERY OPTICAL INSTRUMENTS - MUSTERING.

H.M.A. Ships

In future all gunnery equipment optical instruments carried on board should be mustered at least every six months and also upon the supersession of the officer responsible for their custody.

2. B.R. 292, Chapter 2, paragraph 14, will be amended.

(The foregoing is the text of A.F.O. 2027/1956 altered to meet R.A.N. conditions.)

(4430/81/84)

889.

40-MM. TWIN R.P. 50 MARKS 5 AND 5* MOUNTINGS
ELEVATION AND TRAINING GEAR BOXES.

A case has recently occurred of stiffness developing in the elevating gear of a 40-mm. Twin R.P. 50 Mark 5 Mounting. On examination it was found that the ballraces No. G.R.6593/3 were rusted due to the presence of water.

2. It is recommended as a preventative measure, non-floating grease XG. 310 be packed around the top of the nut No. G.R.6558/9 monthly.

3. Attention is called to B.R. 292, Chapter 5, Amendment No. 4, paragraphs 306, 311, 325 and 332 which call for Quarterly Examination of elevation and training gear boxes after heavy weather and half-yearly Examination and/or Overhaul under normal conditions.

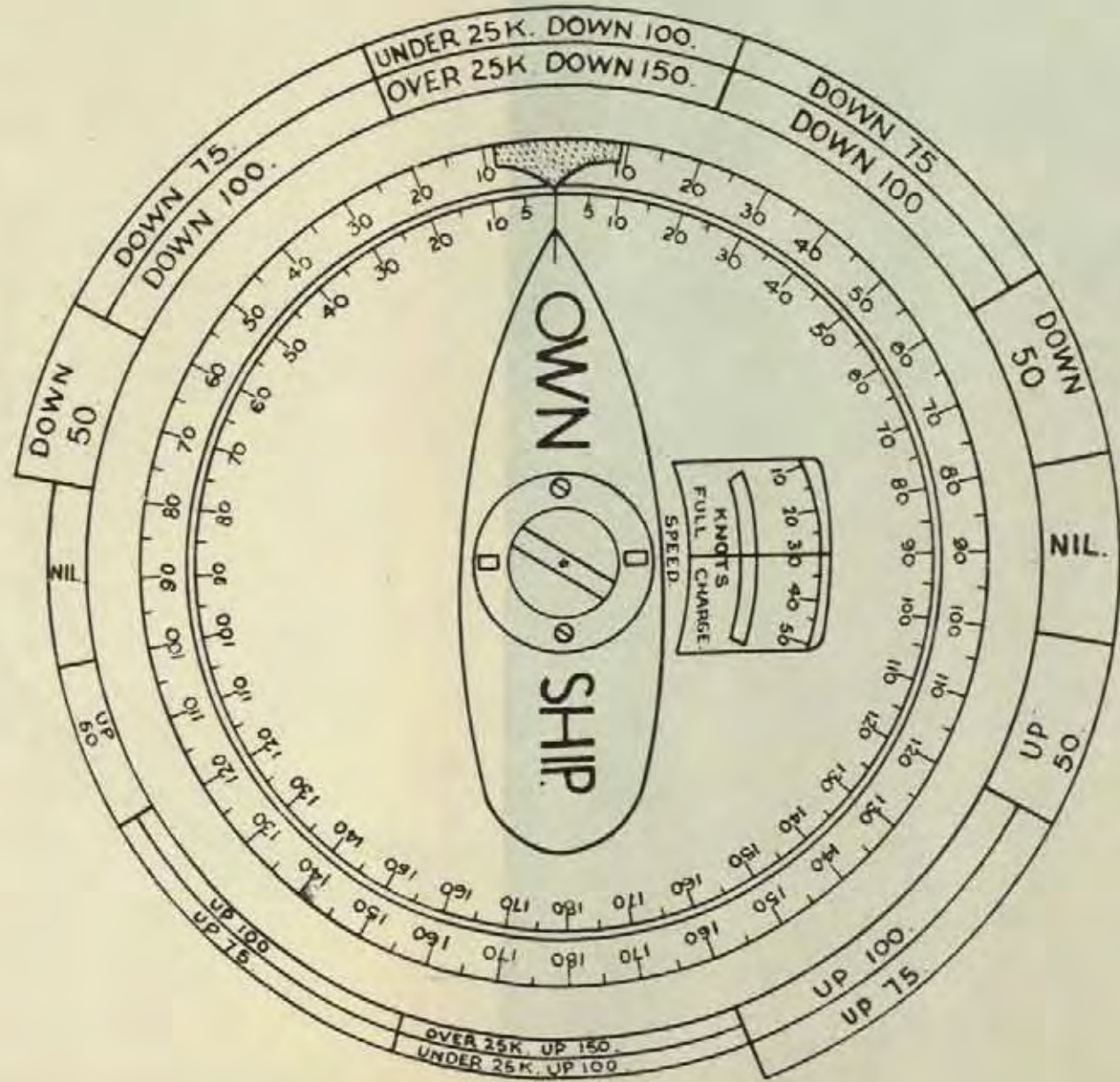
(4429/41/242)

PLATE I

MAIN COVER.
GLASS WINDOW

BLACK PLA
ITEM 289 D.N.O. WITH

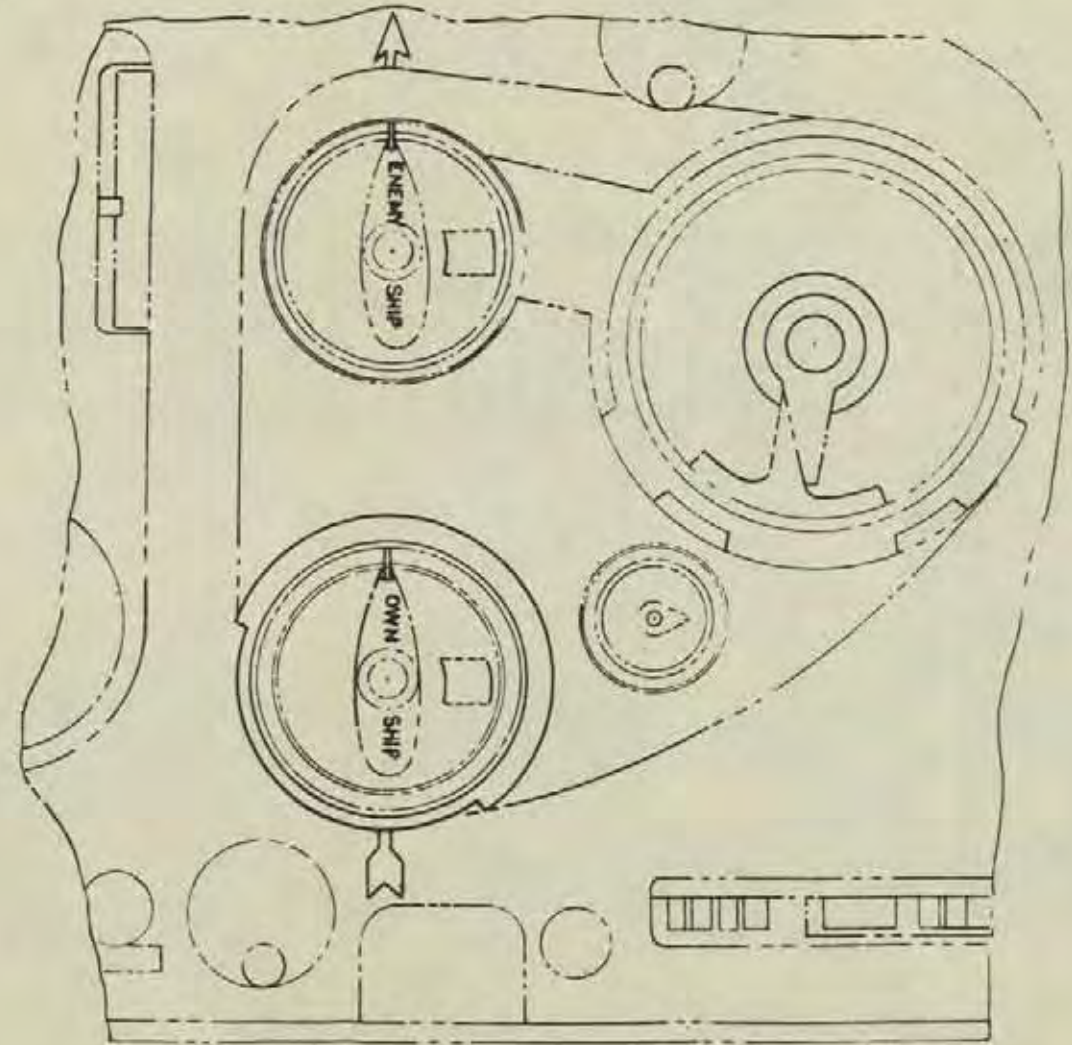




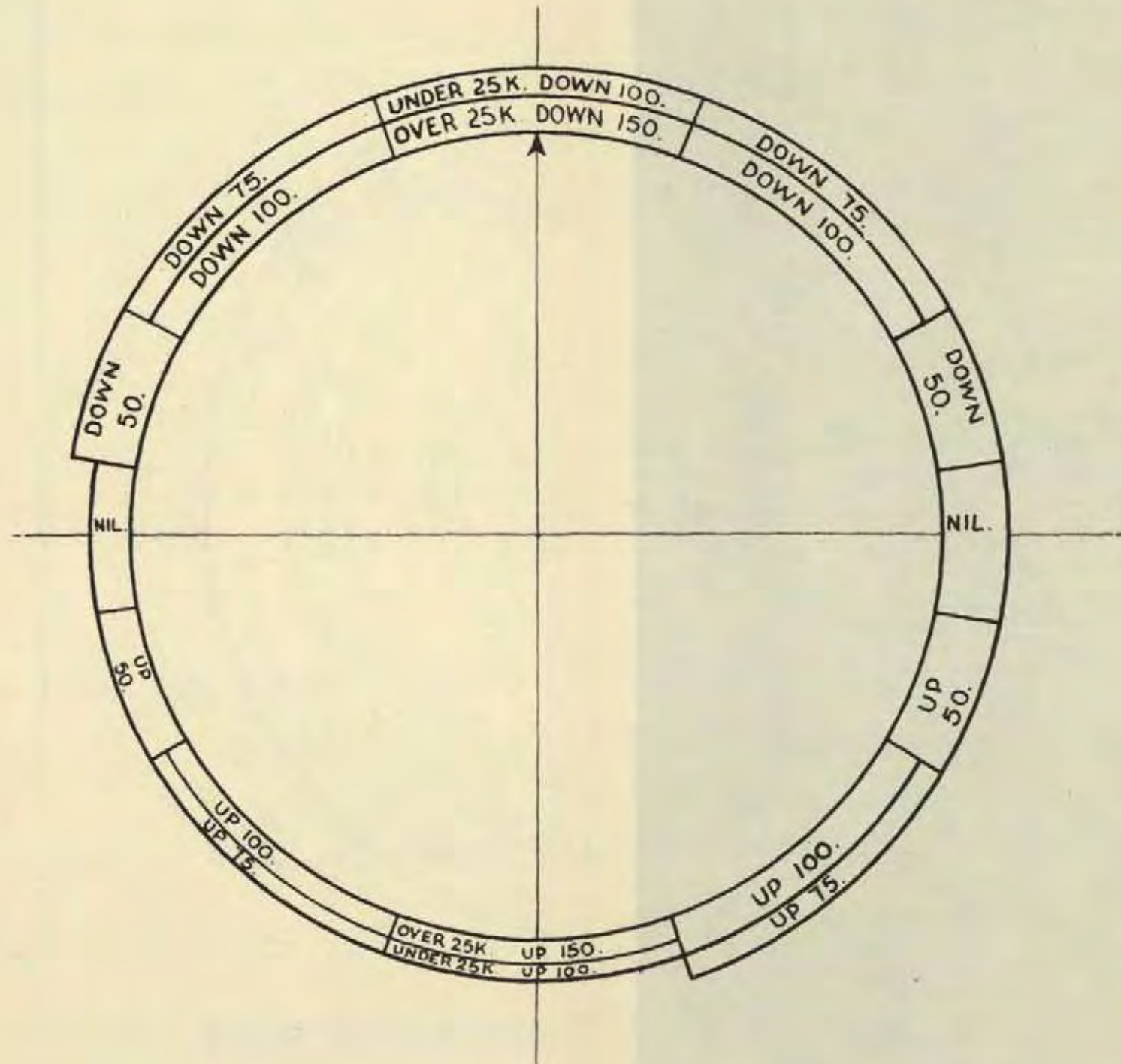
MAIN COVER.
GLASS WINDOW

BLACK PLATE.
ITEM 289. D.N.O. 6779.

CORRECTIONS TO BE STUCK WITH
CLEAR BOSTIK TO TOP OF
BLACK PLATE.



OWN SPEED ALONG CORRECTION FOR 4.5" GUNS.





25/5 601



Best Order 890 of 1956 Diagram

OWN SHIP (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

890.

**SURFACE FIRE CONTROL - ADMIRALTY FIRE CONTROL CLOCKS -
RANGE CORRECTIONS FOR OWN SPEED ALONG LINE OF
FIRE.**

Admiralty Fire Control Clocks, do not make a range correction for own speed along the line of fire. The resulting error in the fall of shot may be large under certain conditions of range, bearing and own speed.

2. To offset this error, it is the practice in ships fitted with A.F.C.C.'s to make an initial range spotting correction. The size of this spotting correction has been obtained by a variety of methods. It has now been decided, in order to simplify training, to use the method described below and steps are being taken to amend drill books as necessary.

Obtaining the Spotting Correction

3. A paper scale, as shown on the attached Plate number 2 (4.5-in. guns) or Plate number 4 (4-in. guns), is secured around the "own ship dial", and the spotting correction is read off against own ship's head.

Applying the Spotting Correction

4. A range spotting correction for own speed along, determined as above, should be applied before carrying out a pre-action calibration. After carrying out the pre-action calibration it should either be removed, and the requisite correction applied immediately before opening fire, or should be kept up to date for changes of bearing until fire is opened.

5. The possibility of making a mistake renders it undesirable to keep the correction up-to-date for change of bearing during an engagement.

Accuracy of the Spotting Correction

6. The corrections for 4.5-in. guns are accurate to within ± 47 yards at speeds between 15 and 30 knots and ranges between 6,000 yards and 16,000 yards.

7. The corrections for 4-in. guns are accurate to within ± 27 yards at ranges above 6,000 yards and speeds above 15 knots.

8. The appropriate scale on plate numbers 2 or 4, is to be removed, cut out and affixed as indicated in assembly drawings on plate numbers 1 or 3 respectively.

9. This modification is not applicable to the A.F.C.C., Mark 6, which is fitted with a mechanism for applying the range corrections for own speed.

(The foregoing is the text of A.F.O. 2300/1955 altered to meet R.A.N. conditions.)

(4430/3/27)

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895-897

12

895.

NAVAL STORES (AIR) - MISCELLANEOUS EQUIPMENT - TRANSFER FROM SECTION 27H TO SECTION 27C OF R. A. F. VOCABULARY.

The undermentioned items of Aircraft Equipment previously dealt with under Section 27H of the R. A. F. Vocabulary have been transferred to Section 27C. Stocks and records should be adjusted accordingly.

Old Section 27H Ref. No.	Part No. and Description	New Section 27C Ref. No.
2102	Heliographs, 4-in. x 4-in.	2365
2107	Heliographs, 2-in. x 2-in.	2364
2733	Labels, ground/air emergency code	2366

(The foregoing is the unaltered text of A.F.O. 1611/1956.)
(4404/4/313)

896.

PHOTOGRAPHIC MATERIAL - 16-MM. BLACK AND WHITE
REVERSAL CINE FILM - PROCESSING.

Reports should be furnished to Navy Office by H.M.A. ships and establishments of the total number of (a) 50 foot rolls (b) 100 foot rolls (c) 50 foot Daylight Loading Magazines of Kodak 16-MM. Black and White Reversal Cine Film processed within the service during the quarter ended 30th September, 1956, and subsequent quarters. Particulars of registered numbers of issue vouchers and source of supply covering each receipt should be included.

2. Reports are required by the 14th day of the following month.

(4518/50/332)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

897.

REVISION - FORM A.S. 1246 - SIGNAL HISTORY SHEET.
FORM A.S. 1246H - WIRELESS HISTORY SHEET.
FORM A.S. 1124 - RETURN OF W/T RATINGS
EXAMINED. FORM A.S. 1124A - RETURN
OF V.S. RATINGS EXAMINED.

The abovementioned forms have been revised and are available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. Existing stocks of these forms are now obsolete and should be disposed of.

(3526/12/1711)

Civil Sec.

O. M. Hayes
Mace m
NO. 555/117
NO 908/56 rps
12/11/56

C.N.Os .898-909/56. 7.

W. Bentham

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

19th September, 1956.

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

3

898 - 899

SECTION 2 - PERSONNEL

898.

HOME PORTS FOR H.M.A. SHIPS FOR ELECTORAL PURPOSES.

With reference to Consolidated Orders and Regulations, Article 43, the following is a revised list of H.M.A. ships allocated to the Home Ports of Melbourne and Sydney for electoral purposes:

HOME PORT OF MELBOURNE	HOME PORT OF SYDNEY
Commonwealth Division - Flinders	Commonwealth Division - West Sydney
Electoral Sub-division - Dromana	Electoral Sub-division - King State District - King
State District - Mornington	
ANZAC	COOTAMUNDRA
COWRA	KIMBLA
PREMANTLE	KOOKABURRA
JUNEE	QUADRANT
KARANGI	QUEENBOROUGH
KOALA	QUIBERON
MELBOURNE	SHIPS-IN-RESERVE, SYDNEY.
QUICKMATCH	SPRIGHTLY
SWAN	SYDNEY
VOYAGER	TARANGAU
WARRAMUNGA	TOBRUK
WOOMERA	WAGGA
WARREEN	WARREGO

(Navy Order 355 of 1953 is cancelled.)

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

(3461/1/25)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

899.

ELECTRICAL SUBJECTS (GENERAL) - DEFECTIVE ELECTRICAL EQUIPMENT - REPORTING AND FORWARDING DEFECTIVE ELECTRICAL OR RADIO OR COMPASS EQUIPMENT OR COMPONENTS.

Form A.S. 1183 - Report of Defective Electrical Radio and Compass Equipment has been revised. It is now to be used for all reports of defects in Fleet electrical equipment except Cypher Machines. Defects in Aircraft Equipment are still to be reported on Form A.A. 21.

2. Copies of these forms should be completed as required, signed by the Electrical Officer and distributed as follows:

- Copy No. 1 - To be forwarded to the Secretary, Department of the Navy, Navy Office (for Director, Naval Electrical Branch).
- Copy No. 2 - To be forwarded to General Manager, Garden Island Dockyard.
- Copy No. 3 - To be forwarded to Administrative Authority.
- Copy No. 4 - To be enclosed with defective item when it is returned (see paragraph 4).

Copy No. 5 - To be retained by ship for record purposes. Additional copies, to be attached as required, for the reports of "G" and "T.A.S." equipment.

3. The form is designed so that it can be completed quickly and easily. It must also be completed accurately, preferably as soon as the investigation into the failure has taken place.

4. Samples of defective items should be forwarded in all instances when the cause of the defect cannot be positively established or fully explained, and when the defect is due to inferior material or bad workmanship, which should be brought to the notice of the designer or manufacturer.

5. Defective samples are to be forwarded to General Manager, Garden Island Dockyard, for investigation, after return in the normal manner to the appropriate undermentioned authority:

- i) Superintending Naval Store Officer, Sydney,
- ii) Gunnery Equipment Stores Officer, Sydney.
- iii) Officer-in-Charge, Central Machinery Spares Depot, Sydney.

The sample should be marked "Defective Item Forwarded for Inspection by General Manager, Garden Island Dockyard."

6. When the appropriate departmental officer considers it necessary, defective articles are to be packed under his supervision.

7. Replacement for defective samples should be obtained in the normal manner.

8. In cases of doubt, when the item cannot be replaced in reasonable time except by local repair, or when unduly bulky, the article (either radio, or general electrical or compass) should be retained on board and the fact noted on the Form A.S.1183. Naval Board instructions will then be given.

9. General Manager, Garden Island Dockyard, is to arrange for an examination of all defective electrical equipment reported on Form A.S.1183 with a view to determining the cause of the defect and making recommendations for future guidance. His report is to be forwarded to the Secretary, Department of the Navy, as soon as practicable after receipt of the defective item.

10. The revised form will be supplied upon demand by S.N.S.O., Sydney. A copy of the revised form is given as an Appendix to this Order. Until new forms are received, ships may use the old forms suitably modified or type out their own.

11. Form A.S.1183 in no way supersedes reports called for by other departments.

12. For Gunnery and T.A.S. equipment, where a mechanical failure is associated with the electrical failure reference to the corresponding Form A.S.1148(R) should be made on all copies of Form A.S.1183.

(Navy Order 393 of 1953 is cancelled.)

(The foregoing is the text of A.F.O. 349/1956 altered to meet R.A.N. conditions.)

(4476/30/41)

Form A.S.1183 (Revised - July, 1956) D

REPORT OF DEFECTIVE

ELECTRICAL/RADIO/COMPASS EQUIPMENT

SHIP SHIP'S SERIAL No..... DATE

DESCRIPTION OF DEFECTIVE ITEM

PATTERN No..... Handbook/Drawing Ref. No.....

Maker Serial No..... Year

DESCRIPTION OF SET/OUTFIT/UNIT

Maker Serial No..... Year

Other tally plate details

DESCRIPTION OF DEFECT (Including suspected cause)

Ambient temperature Degrees Humidity Normal High

Subjected to voltage surges Yes No Subjected to
shock/excessive vibration Yes No

HAS COMPONENT/UNIT BEEN OVERLOADED THROUGH FAILURE OF SOME
OTHER COMPONENT? Yes No

HAS COMPONENT/UNIT BEEN OVERLOADED THROUGH DESIGN LIMITATION?
Yes No

Has component/unit been exposed to spray or immersion?
Yes No

HOURS IN USE SWITCHING CYCLES (approx.)

MONTHS IN STORE

Evidence of careless handling. In use. Yes No

In store. Yes No

EVIDENCE OF DEFECTIVE MANUFACTURE. Yes No

Repeated failure. Yes No

If damage due to faulty packing give details of packing,
case marking, consignor etc.....

DEFECTIVE SAMPLE RETURNED. Yes No

AMPLIFYING REMARKS TO QUESTIONS ANSWERED BY TICKS AND

SUGGESTIONS FOR OVERCOMING FAILURE

SIGNATURE..... RANK/RATING.....

900.

ALTERATION AND ADDITION ITEM - BATTLE CLASS DESTROYERS.

The following Alteration and Addition Item has been approved for Battle Class Destroyers:

Class List Item No. 101 Classification "A"

Item: "To remove Angle Solver Part 1 from the Transmitting Station."

- References: a) Captain, 10th Destroyer Squadron memorandum 20.2.14 dated 6th February, 1956.
 b) F.O.C.A.F.'s memorandum A.F.403/1540/16 dated 12th April, 1956.
 c) Navy Office letter 70086 dated 6th July, 1956.

(4280/1/281)

901.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT FLEET CARRIER - H.M.A.S. MELBOURNE.

The following Alteration and Addition Item has been approved for H.M.A.S. MELBOURNE:

Class List Item No. 42 Classification "A"

Item: "Screens to be fitted, in accordance with arrangements shown on Navy Office Drawing No. O/2850 (D.N.C.13/159) in the main air conditioning supply and re-circulation trunks to the L.R.R., S.C.Y.O., No.1.T.R. and T.R. annex, Air Conditioning Trunks to be re-routed as necessary."

- References: a) Royal Australian Naval Liaison Officer's memorandum 454/2/2 (1972) dated 1st June, 1956.
 b) Navy Office Drawing No. O/2850 (D.N.C. 13/159).
 c) Navy Office letter 70084 dated 6th July, 1956.

(4278/2/234)

902.

ALTERATION AND ADDITION ITEM - MODERNISED TRIBAL CLASS DESTROYERS.

The following Alteration and Addition Item has been approved in principle for H.M.A.S. WARRAMUNGA:

Class List Item No. 529 Classification "A"

Item: "a) To re-arrange cabin No. 5 as a named cabin for the Supply Officer.

- b) Cabin to be fitted with 2 in No. Pattern 1481 money safes and a Pattern No. 3104 steel desk, in addition to normal cabin furniture."

- References: a) F.O.C.A.F.'s memorandum 1883/1967/13, dated 24th October, 1954.
 b) Navy Office letter O9114 dated 12th September, 1955.

Remarks: This item is not applicable to H.M.A.S. ARUNTA and action is to be taken in accordance with paragraph 1(d) of Part II of Navy Order 424 of 1953.

(Navy Order 424 of 1953.)

(4280/1/295)

903.

H.M.A. SHIPS - HABITABILITY - ENVIRONMENTAL CONDITIONS.

Routine reports on Form A.S.1120 have fulfilled their purpose and are no longer required from H.M.A. ships in commission.

2. In future, Forms A.S.1120 are to be completed and forwarded in the following circumstances:

- a) To accompany criticisms of, and A. & A. proposals for ventilation, air conditioning and lagging.
 b) When climatic extremes are encountered.

Form A.S.1120 has been revised, and only the revised form is to be used.

3. On receipt of the forms from the ships, the Administrative Authority is to include his remarks and despatch two copies to Navy Office.

4. When a form is completed to comply with the circumstances referred to in paragraph 2(b) of this Order, the report should embrace compartments of all types and should cover about 5 per cent of the occupied spaces of the ship. Since it is intended that this type of report should present a typical picture of conditions within the ship, they should not be confined to those compartments in which conditions are considered to be unsatisfactory.

5. Form A.S.1120 should be completed for each compartment concerned. The information required comprises mainly a statement of general conditions, and a number of wet and dry bulb thermometer readings, which should be taken with a whirling hygrometer.

6. The reports are to be rendered in accordance with the notes and instructions given on page 4 of Form A.S.1120.

7. It is emphasised that the sequence of temperature readings from upper deck to compartment outlet, enables a check to be made on possible fouling of the supply, the source of any undesirable heat pick up to be located and short circuiting of fresh air supplies to exhaust outlets to be recognised, when such a situation occurs.

8. An undesirable heat pick-up is present if the increase in temperature between upper deck intake and delivery outlet in a compartment is in excess of 3°. Where heat pick-up is indicated, the route of trunking should be checked to determine where heat pick-up occurs. In the case of trunking which exhausts a hot compartment, the run of trunking should be checked to determine whether the necessary lagging has been fitted to prevent heat leakage into compartments through which the trunking passes. Lagging found necessary to prevent either heat pick-up or heat leakage, should be dealt with as a defect item.

9. On receipt at Navy Office, the forms will be completed and consideration given to any improvements recommended. When any consequent alteration and addition or defect list action is required, one copy of the form will be returned to the ship through the Administrative Authority, together with directions as to action to be taken.

10. Alterations and Additions. When an alteration and addition item affecting compartment habitability is proposed, the following are to be forwarded with the Form A.S.1182:

- a) Form A.S.1120.
- b) An outline sketch of the compartment, showing the layout of the ventilating trunking, siting of terminals, hatches, scuttles, etc.
- c) Any other information likely to be of value.

When a globe thermometer can be made available, the reading obtained from this instrument should be included in the relevant space on Form A.S.1120, so that it may be determined whether the lagging arrangements to compartment boundaries are adequate. A globe thermometer is included in the sets of instruments for undertaking complete thermal surveys, which have been allocated to various authorities. Each set also contains a copy of B.R.1472 (Environmental Warmth and its Measurement), in which are included instructions for the use of the various instruments.

11. Sets of instruments, (some of which have already been allocated), as shown in the Appendix to this Order, will be distributed as follows. (Allowances set out in the relevant Admiralty Establishments of Sea Stores are to be disregarded and those shown hereunder regarded as Special Allowances of Naval Stores for the ships concerned. Establishments of Naval Stores for Shore Establishments will be amended in due course):

Each Aircraft Carrier, Destroyer, Frigate and Comprehensive Ocean Minesweeper in commission	1 set to each
A Boom Working Vessel in commission to be nominated by Flag Officer-in-Charge, East Australian Area.	1 set
A Fleet Tug in commission to be nominated by Flag Officer-in-Charge, East Australian Area.	1 set
Commodore Superintendent of Training, Flinders Naval Depot (For instructional purposes).	1 set
R.A.N. Air Station, Nowra (For School of Air Medicine).	1 set

12. Demands to complete to the above allowances should be lodged with the appropriate (Superintending) Naval Store Officer. Stocks have been ordered from the United Kingdom, but some time will elapse before all demands are satisfied.

(Navy Order 59 of 1955 is cancelled.)

(4276/4/419)

APPENDIX

Class or Group B9A

Description: Instruments for Measuring Thermal Conditions, complete in box, comprising:

Pat. No.	Class or Group	Perm. or Cons.	Description	No.
a) 9744	B9A	C	KATA Thermometers 130-125°F.	2
b) 9747	"	C	KATA Thermometers 150-145°F.	1
c) 9742	"	C	Globe Thermometers.	3
d) 9743	"	C	Surface contact Thermometers.	4
e) -	"	P	Whirling Hygrometer (Cassella).	1
f) 9745	"	C	Thermometers for (e).	4
g) 93	"	C	Absorbent pendants (wicks) for (e).	6
h) -	Victualling	P	Thermos Flask	1
j) 3169	F3	P	Stop Watch	1
k) -	-	P	BR.1472	1
l) special	-	P	Table of hygrometric data.	1
m) special	-	P	Anemometer	1
n) -	-	C	Bottle of Distilled Water.	1

NOTE: The box complete is to be accounted for as a permanent Naval Store item. Replacements to the contents should be dealt with as permanent or consumable as classified.

904.

LIFESAVING - HELICOPTER SEARCH AND RESCUE PACK.

Allowances of the Helicopter Search and Rescue Pack introduced by Navy Order 301 of 1956, are as follows:

H.M.A.S. MELBOURNE	} 3 packs each.
R.A.N. Air Station, Nowra.	
H.M.A.S. SYDNEY	} 3 packs will be held at R.A.N. Air Store Depot, Randwick (as components) for issue as required.

2. The abovementioned allowances supersede those shown as S.M.S. and for stock in A.P.(N) 377 and 378.

3. Components of the Search and Rescue Pack held in excess of the revised allowances are to be returned to the R.A.N. Air Store Depot, Randwick.

(Navy Order 301 of 1956)

(4404/3/130)

905.

NAVAL STORES (GENERAL, AIR AND FUEL) - SHIPMENT BY SEA OF SUBSTANCES GIVING OFF INFLAMMABLE VAPOURS - MARKING AND DOCUMENTATION.

The following information is promulgated for guidance in the marking of consignments and the preparation of shipping documents (e.g., Requisitions for Freight and Bills of Lading) relating to the shipment by sea of substances giving off inflammable vapours which are dealt with as Naval Stores.

2. Shipment of dangerous cargoes to and from Australian Ports is required to conform with the terms of the Navigation (Dangerous Goods) Regulations, Navigation Act, 1912-1942. Under the terms of these regulations, dangerous goods are divided into three (3) classes as follows:

Class A: Explosives.

Class B: Inflammable liquids flashing below 110° Fahrenheit (Abel Close Test) compressed gases, highly corrosive substances and any substance which by reason of its properties or impurities is known to be dangerous, and not included in Class "C".

Class C: Commodities which are normally carried with less risk than that attendant on Class "A" and "B", but which nevertheless require special marking, packing, and stowage to minimize the possibility of a combination of circumstances decreasing safety in their transport.

3. All liquids and compounds having a flash point below 73°F are to be marked "Highly Inflammable". Substances, the flash points of which are between 73°F and 150°F are to be marked "Inflammable".

4. Substances having a flash point below 110°F are to be marked with the flash point where practicable, but where it is difficult to state the exact flash point the packages or containers may be marked as hereunder:

When the flash point is:

- Below 73°F to be marked "FLASH POINT BELOW 73°".
- Between 73°F and 83°F to be marked "FLASH POINT BELOW 83°".
- Between 83°F and 93°F to be marked "FLASH POINT BELOW 93°".
- Between 93°F and 110°F to be marked "FLASH POINT BELOW 110°".

The requirements in respect of (a) to (d) are not obligatory in the case of motor spirit, power or illuminating Kerosene.

(The foregoing is the text of A.F.O. 1347/1956 altered to meet R.A.N. conditions.)

(4476/30/46)

906.

NAVAL STORES (GENERAL) (CLASS E, GROUP ZE) - ALLOYD GRID PLOTTING SHEETS - INTRODUCTION AND ALLOWANCES.

Following completion of successful trials in H.M.A. ships the undermentioned items have been introduced for use within the Action Information Organisation of H.M.A. ships and establishments referred to in paragraph 2 of this Order:

Class/Group	Pattern	Description	Classification
E.2 E	-	Alroyd Grid Plotting Sheets 110 x 72 centimetres (42" x 28") x 1/2 mm. Scale 2 miles = 1 inch.	Permanent
	-	Alroyd Grid Plotting Sheets 110 x 72 centimetres (42" x 28") x 1/2 mm. Scale 5 miles = 1 inch.	Permanent

2. Allowances are as follows:

SCALE 2 MILES = 1 INCH.

H.M.A. Ships in Commission fitted with ARL Tables	1 No.
H.M.A.S. WATSON	27 No.

SCALE 5 MILES = 1 INCH

A.S. Frigates (Converted Fleet) and above in Commission (except CVL)	1 No.
Light Fleet Carriers in Commission	2 No.
R.A.N.A.S. Nowra (for A.J.A.S.S.)	1 No.
H.M.A.S. WATSON	1 No.

As both faces of Alroyd Grid Plotting Sheets are highly polished particular care should be taken at all times to prevent scratching.

3. Supply will be effected, without demand, by the Superintending Naval and Air Store Officer, Sydney, on receipt of stocks.

(4512/24/129)

907.

NAVAL STORES (MOTOR TRANSPORT) - SUB-ASSEMBLIES AND SPARES - CLASSIFICATION AS PERMANENT STORES.

The following items of M/T spares are to be accounted for as permanent Naval Stores, and the Appendix to Navy Order 595 of 1955 is to be amended accordingly:

Coils, Ignition
Frames, Bicycle
Tyres and Tubes
Wheels (Car and Truck).

(Navy Order 595 of 1955)

(4737/12/93)

908.

STORES FOR MAINTENANCE WORK AT R.A.N. SHORE ESTABLISHMENTS.

Navy Order 555 of 1955 is to be amended as follows:

i) Cancel paragraph (8) and insert in lieu:

(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 ledger for works stores on Forms A.S.549, on which should be shown particulars of the work project involved. The forms should be endorsed "Naval Stores required for works purposes".

ii) Insert new paragraph (9):

(9) Action is to be taken as necessary to ensure that copies of local purchase vouchers referred to at paragraph (7) and Forms A.S.549 referred to at paragraph (8) be forwarded to Navy Office strictly in accordance with instructions governing the rendition of such forms.

(Navy Order 555 of 1955)

(3161/53/85)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

909.

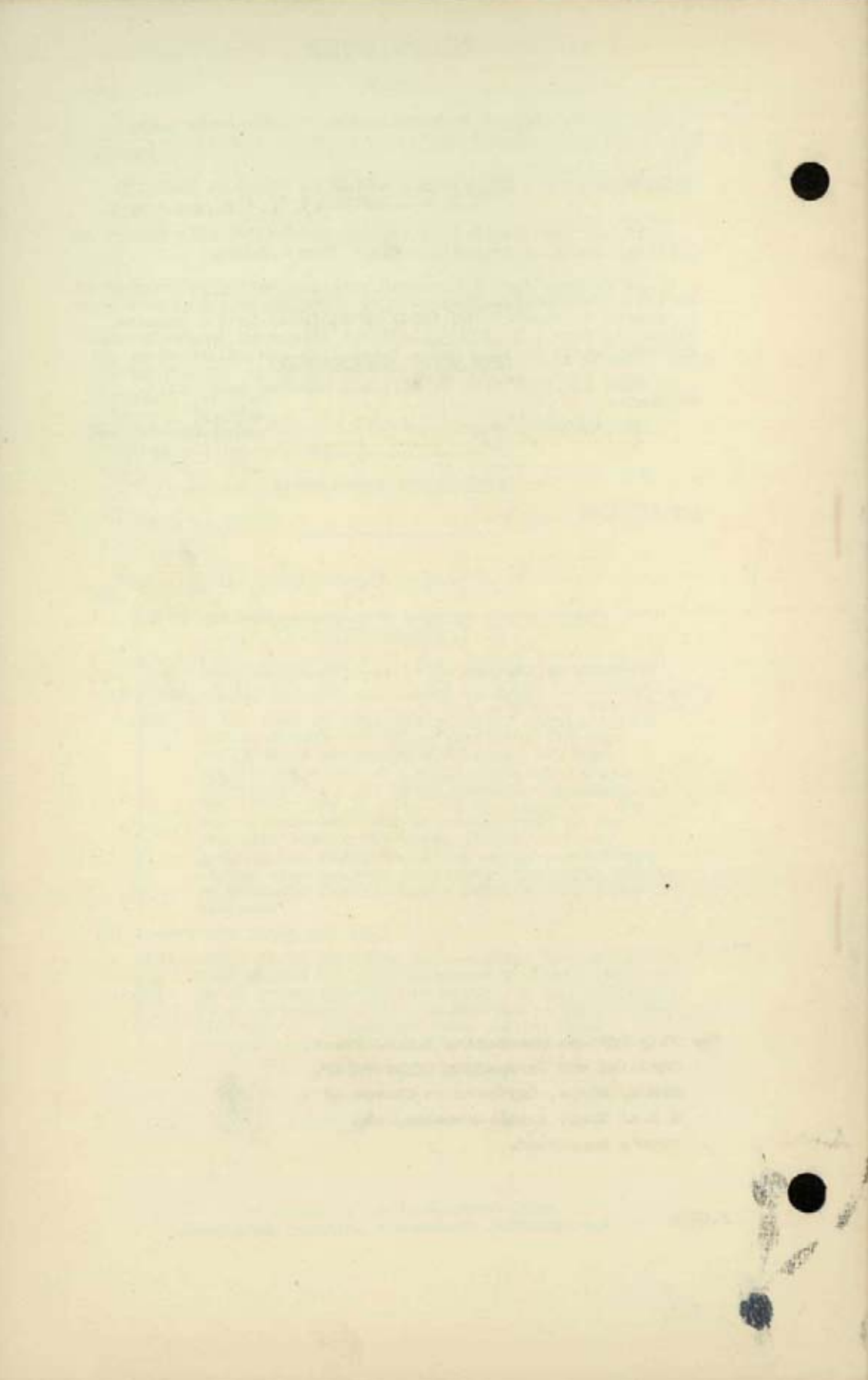
FORM A.S.188 - HALF-YEARLY REPORT ON PHYSICAL TRAINING BRANCH RATINGS.

It has been decided to abolish the Half-Yearly Report on Physical Training Branch Ratings - Form A.S.188.

2. In future, when a Physical Training Rating is considered suitable for special jobs such as cadet or recruit instructor a comment to this effect is to be included in the remarks column of Form A.S.1303 - Quarterly Return of Seaman Ratings Recommended to Qualify for a Specialist Qualification.

3. Form A.S.1303 will be suitably amended when next reprinted.

(3526/12/1562)



C. N. O. s.

C. N. O. s. 910-920/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

20th September, 1956.

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 2 - PERSONNEL

910.

**INSTRUCTIONAL FILMS AND FILM STRIPS - A.624,
"INTRODUCTION TO NAVAL COMMUNICATIONS" -
"ERRORS ARE EXPENSIVE" - DISTRIBUTION.**

Copies of the instructional film Serial No.A.624, "INTRODUCTION TO NAVAL COMMUNICATIONS", sub-titled "ERRORS ARE EXPENSIVE" 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 each
Daring Class Ships	1 each
Captain, 10th Destroyer Squadron	1
Captain, 1st Frigate Squadron	1
H.M.A. Signal School, Flinders Naval Depot	1
"I" School, Flinders Naval Depot	1
R.A.N.A.S. Nowra	1
R.A.N. College	1
Reserve Training Depots	1 each
R.A.N. Film Library, Sydney	2
H.M.A.S. HARMAN	1
A.J.A.S.S., Nowra	1

2. This film outlines the communication systems in use in the Navy, and explains the work of the Communication Branch. Running time 30 minutes. 1 spool.

3. The film is unclassified.

4. Navy Order 104 of 1955 (Films and Film Strips - Instructional - For Communication Training) is to be amended as follows:

Paragraph 2 (a). After A.607 add "A.624 Introduction to Naval Communications" - "Errors are Expensive".

Appendix. After "A.452":

In column headed "Serial No." add "A.624"

In column headed "Title" add "Introduction to Naval Communications" - "Errors are Expensive".

In column 3 add "U".

In columns 4 to 11 inclusive insert "1".

In column 12 insert "2".

In columns 13 and 15 insert "1".

(The foregoing is the text of A.P.O.2007/1956 altered to meet R.A.N. conditions.)

(Navy Order 104 of 1955).

(4518/61/651)

911.

OFFICERS - RESPONSIBILITIES FOR MAINTENANCE OF T.A.S. EQUIPMENT - T.A.S., ELECTRICAL AND ORDNANCE ENGINEER OFFICERS.

A case occurred recently in the E.N. in which a ship's radio directing gear compartment was flooded during her preparation for reserve.

2. The accident was found to be partly due to the fact that the operation of lifting the transducer was improperly ordered to be carried out by a U.C.2 without supervision, and was incorrectly performed by him.

3. The attention of Commanding Officers is drawn to Navy Order 183 of 1955 (title as above), which lays down the responsibilities for the maintenance of T.A.S. equipment and to Q.R. and A.I. Article 3343, Clause 4.

(Navy Order 183 of 1955)

(The foregoing is the text of A.F.O.1874/1956 altered to meet R.A.N. conditions.)

(3031/13/320)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

912.

SHORE STATIONS - EARTH SYSTEMS FOR RADIO EQUIPMENT AT SHORE WIRELESS STATIONS FITTING-OUT INFORMATION.

A.S.R.E. Installation Specification No. B.79 has been prepared to show the layout fitting and wiring of Earth Systems for Radio Equipment at Shore Wireless Stations.

2. Distribution will be made by the Naval Board, in due course, without demand, to the authorities concerned.

3. Authorities holding B.999 "Index of Installation Specifications for Radio Equipment Applicable to R.N.S.W.S. Air Stations and Naval Radio Vans", should amend same to include this specification.

(The foregoing is the text of A.F.O.1810/1956 altered to meet R.A.N. conditions.)

(4519/1/296)

913.

AIRCRAFT - GUNS, HISPANO 20-mm. - ES577 INSTRUMENTS, GUN ALIGNING, MUZZLE TYPE - ADJUSTMENT.

A number of defective Gun Alignment Instruments Store Ref. No.ES577 have been encountered in Service. In consequence all stocks are to be examined and adjusted at the first opportunity as follows (referring to A.P.4483A, Vol. 1, Part 1, Section 1, Chapter 4 as necessary):

- a) Carefully unscrew the eye piece tube from the sighting head of the instrument. Thinly coat the threads of the eye piece tube and the sighting head with Shellac varnish, taking care that the varnish does not run into the centre orifice of the sighting head where the prism is housed. Screw the eye piece tube into the sighting head until it is fully home, using thumb and finger pressure only. Put the instrument to one side until the Shellac varnish is firmly set.
- b) Secure a serviceable 20-mm. Hispano gun to a suitable fixed stand or bench.
- c) Manufacture a target of 1.1-in. in radius, having two lines marked upon it, intersecting at its centre of 90°. Set up this target on a white target board at 35 yards from the gun muzzle.
- d) Insert the aligning instrument into the gun barrel until the sighting head is 8 inches from the gun muzzle. If difficulty is experienced in inserting the instrument due to burrs and/or scratches on the tube, such burrs should be carefully stoned off. Instruments with bent or oval tubes must not be forced into the gun barrel, but should be returned to the appropriate R.A.N.A.D.
- e) Sight the intersection of the cross lines of eye piece graticule on to the intersection of the cross lines of the target by moving the target to a suitable position. Check for parallax errors by moving the eye relative to the eye piece and observing that the viewed image remains stationary on the target. Should movement occur, proceed as at (f).
- f) Using a suitable locally made screwdriver, carefully unlock and remove the objective locking ring. Rotate the objective lens in either direction until the viewed image remains stationary on the target at 35 yards. (This corrects errors of parallax). Re-insert the objective locking ring and screw into contact with the objective lens cell. Lock against further movement by gently tightening the locking ring to the face of the objective lens cell, taking care that undue force is not used. Remove the target from the target board.
- g) Having corrected for parallax as in (f) of this Order, rotate the instrument through 360°, check sighting at every 90° of movement and marking the position of the cross lines of the eye piece graticule on the white target board. If the instrument graticule is not central there will be four marks on the target board in the form of a square.
- h) Join the diagonals of this square and at their intersection place the target referred to in paragraph (c) of this Order.

- i) Adjust the position of the graticule cell by means of the four positioning grub screws in the eye piece tube, until the cross lines of the eye piece graticule coincide with the centre of the target. Great care must be taken when tensioning the positioning grub screws as any excessive stress will fracture the graticule.
- j) Check the concentricity of the eye piece graticule by check sighting every 90° and ensuring the movement of the intersection of the cross lines of the graticule is confined within the 1.1-in. radius of the target.
- k) Seal the grub screw heads to prevent subsequent loosening by means of Chatterton's compound.

NOTE: Users are warned that these instruments must be handled and used with considerable care, since any blow or misuse will lead to damage of the optical part.

2. R.A.N.A.Ds. only. Instruments should be adjusted in accordance with the above procedure before issue. Any instruments returned in accordance with paragraph 1 (d) of this Order should be set aside and reported to the Naval Board.

(The foregoing is the text of A.F.O.1691/1956 altered to meet R.A.N. conditions.)

(4428/53/224)

914.

AMMUNITION - S.A. - .303 INCH BALL MK. 7 OF "M.W." MANUFACTURE - RESTRICTION ON USE.

Cartridges S.A. .303 inch Ball Mk. 7 of "M.W." manufacture are not suitable for use in rifles owing to the possibility of blowbacks.

2. Any such ammunition packed in chargers held in ships or establishments is to be landed at the nearest R.A.N. Armament Depot, and replacements demanded in lieu.

(4442/26/119)

915.

DIVING - ACCIDENTS AND UNUSUAL INCIDENTS - REPORTS.

Considerable importance is attached to the study of accidents and unusual incidents experienced by divers in all types of diving equipment. Such study can be of great assistance in experimental work.

2. Accidents of a serious nature are covered by the normal Board of Inquiry procedure, but details of lesser incidents or experiences should be reported without delay to the Ship's or Establishment's Administrative Authority for forwarding to the Naval Board through the normal channels. A copy should be sent by the originator direct to: The Commanding Officer, H.M.A.S. WATSON.

3. Examples of incidents on which information is required are:

- a) Decompression sickness.
- b) Oxygen poisoning.
- c) Loss of consciousness underwater.

4. In addition to a general description of the occurrence, the reports should include the following where applicable:

- a) Diver's own account of his feelings and, where applicable, a Medical Report.
- b) Narratives of all others concerned with the incident. These should be written as soon as possible after the incident while memories are still fresh and should include all details, however remote, that might possibly have a bearing on the incident.
- c) Depth of dive and time at that depth.
- d) Mixture and rate of flow.
- e) Diver's previous training or experience.
- f) Whether work was being done or not.

g) Type of apparatus used and a full report of its state before and after the incident. This report should include where applicable:

- i) Chemical analysis of gas remaining in the supply cylinder and of any residue of gas remaining in the breathing bag.
- ii) If no gas remains in the supply cylinder, chemical analysis of a sample of the gas in the storage cylinder from which the supply cylinder was charged.
- iii) Chemical analysis of CO₂ absorbent in the canister.
- iv) Chemical analysis of CO₂ absorbent from a tin from the same box as the tin used for filling the canister.
- v) Any mechanical defects found.

5. In order to obtain the information required under paragraph 4 (g) of this Order, the following procedure is to be adopted:

Immediately the breathing set is recovered, it is to be examined externally by a qualified diving officer. After noting the general condition of the set he is to close the valves if open, close the mouthpiece cock and seal the outlet valve with adhesive tape. The set should then be carefully packed to avoid damage, together with the tin of CO₂ absorbent and the sample of gas from the storage cylinder and be forwarded by the quickest route to the Senior Scientific Officer, H.M.A. Dockyard, Garden Island, quoting this Order as authority. When the analyses have been completed the Senior Scientific Officer is to return the set with his report to the Ship or Establishment concerned. The set should then be checked, under the supervision of a qualified diving officer, for performance and mechanical defects.

6. In the event of a serious accident, the above information is to be made available to the Board of Inquiry and is to be forwarded with the Board's report.

7. Boards of Inquiry into diving accidents should whenever possible include a qualified diving officer and a Medical Officer experienced in underwater physiology. If such officers are not available within the Command, application should be made to the Naval Board by signal for them to be provided, giving brief details of the accident.

(The foregoing is the text of A.F.O.1697/1956 altered to meet R.A.N. conditions.)

(3383/27/13)

916.

ALTERATION AND ADDITION ITEM -- MODERNISED TRIBAL CLASS DESTROYERS.

Class List Item No. 531.

Classification "A"

Item: "To fit a gyro repeat and communications in the E.C.P. in a similar manner to those fitted in Type 15 Frigates (Converted Fleet). Existing Magnetic Compass is to be retained."

Class List Item No. 532.

Item: "To provide compensating weight for Alterations and Additions by:

- a) Removing and landing the 27 feet whaler and davits with associated fittings.
- b) Removing the forward thwartship section plus 25 ft. each side of the protective plating bulwarks at the forward end of "X" Gun deck and replacing with aluminium alloy plating.
- c) Removing and landing:
 - i) The existing wheel in the E.C.P. together with associated telemotor and the third receiver in the tiller flat.
 - ii) By-pass valves in the port and starboard telemotor leads from Bridge to tiller flat, together with gearing to the E.C.P.
 - iii) Engine Room telegraphs from E.C.P."

References: F.O.C.A.P.'s memoranda A.F. 1921/9 and A.F.1024/1921/9 dated 4th March, and 26th July, 1955.

Captain H.M.A.S. ARUNTA memorandum 88/12 dated 20th May, 1955.

Navy Office memorandum 06216 dated 18th June, 1956.

Remarks: The weight and disposition of items landed are to be reported.

(4280/103/49)

917.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) PAPER TOWEL DISPENSERS IN H.M.A. SHIPS AND ESTABLISHMENTS - ACCOUNTING.

Paper Towel Dispensers are obtained on loan, free of charge, from the distributors and should be accounted for as a Permanent Naval Store item under Class E, Group 12.

2. When ships de-store, preparatory to paying off into reserve, or the need for the dispensers in shore establishments ceases, these items should be returned to the nearest (Superintending) Naval Store Officer.

(Navy Orders 408 of 1951, 561 of 1956).

(4514/1/128)

918.

NAVAL STORES (GENERAL) (CLASS F, GROUP 1C, PART 3, CLASS F, GROUP 2A, PART 1 AND CLASS E, GROUP 6) - EXPLOSIMETERS, PATTERN 32074 - ACCESSORIES AND COMPONENTS.

The allowances and first Outfit quantities of accessories and components required for Explosimeters, Pattern 32074, were promulgated in Navy Order 939 of 1955 (Naval Stores (General) (Class F10, Part 3, Class F2A, Part 1 and Class E, Group 6) - Explosimeters, Pattern 32074 - Accessories and Components).

2. Battery, Pattern 14225, and Electrolyte, Pattern 7399, previously classified as components, are now classified as accessories and future requirements are to be demanded separately. The description for Explosimeter, Pattern 32074, shown in the Rate Book and Authorised List of Naval Stores under Class F, Group 1C, Part 3, will be amended accordingly.

3. Batteries, Pattern 14225, at present held as components of Explosimeters are to be taken on separate charge and issued on Permanent Loan as appropriate, this Order being quoted as authority.

4. The Appendix to Navy Order 939 of 1955, which details the accessories and components for Explosimeters, Pattern 32074, has been revised and is shown in the attached Appendix.

5. The relevant publications will be amended.

(Navy Order 939 of 1955).

(The foregoing is the text of A.F.O.1820/1956 altered to meet R.A.N. conditions.)

(4501/4/38)

APPENDIX

Item No.	Class and Group	Pattern	Description	Ship's Accounting Classification Permanent (P) Consumable (C)	Accessory (A) or Component (C)	Quantity of Accessory required to complete each outfit	Spare
1	F2A/1	14225	Battery	P	A	1	1Y
2	F1C/3	32075	Web Belt	C	A	1	1Z
3	F1C/3	32076	Pellets, FDB, in packets..	C	A	1	1Z
4	F1C/3	32077	Opener, magnetic lock ..	P	A	1X	N11
5	F1C/3	32078	Wrench, valve	P	A	1X	N11
6	F1C/3	32106	Sampling line, 5-ft., complete with couplings.	C	C	-	1Z
7	F1C/3	32111	Filament Unit	C	C	-	1Y
8	F1C/3	32110	Ballast Lamp	C	C	-	1Z
9	F1C/3	32107	Aspirator Bulb, complete with 2 valves.	C	C	-	1Z
10	F1C/3	32108	Flash Back Arrestor ..	C	C	-	2Y
11	F1C/3	32109	Filters, cotton, packet of 6.	C	C	-	1Z
12	E. 6	7399	Electrolyte, dry; (can) sufficient to fill one Battery, Pattern 14225).	C	A	1	2Y

Notes

X = per service, irrespective of number of Explosimeters held.

Y = for each Explosimeter held.

Z = per four or less Explosimeters carried.

919.

NAVAL STORES (GENERAL) - ELECTRIC CABLE FOR UNDERWATER DEFENCES - TESTING AND STORAGE OF STOCKS.

Experience gained over the past few years in the testing of underwater cables renders some modification to previous instructions desirable. The pattern numbers of the cable concerned are as follows:

660	13135	13140	13150
2864	13138	13142	
9610	13139	13149	

including variants of the above patterns. Further testing of these cables is to be carried out as follows.

2. FREQUENCY OF TESTING - For cable on drums, tests should be made every three years. For cable immersed in water in tanks tests should be made at periods of three to six months.

3. METHODS OF TEST. a) Drummed Cable:

- 1) Continuity test on all cores. The standard ohmmeter (see paragraph 7) should NOT be used for this test.
- 1i) Insulation resistance of each core after one minute's electrification with the 500-volt direct reading ohmmeter (see paragraph 7). The value recorded should be not less than 1500 megohms per 1000 yards. The resistance should be measured between the core under test and the remaining cores and armour bonded to "earth".
- 1ii) Visual examination of the outer layer of the cable and the cable ends.
- 1iv) Visual examination of drum. Drum to be in good condition and fully battened. If doubt exists as to the length of cable on the drum the cable should be measured. If the drum is defective the cable should be re-wound on to a good drum and the whole length of cable examined visually while this is being done. The electrical tests at (1) and (1i) above should be carried out after re-winding. If, satisfactory the drum should then be fully battened.
- v) Should any doubt exist as to the satisfactory conditions of the serving or armour, further layers should be examined, the cable being entirely re-wound on to another drum if necessary. Where the serviceability of the dielectric is in question, samples should be sent to the General Manager, Garden Island Dockyard for test. At least seven samples each 9-in. long of insulated cores are to be cut one yard from the free end of the cable and labelled with Pattern No., Drum No., Contract No., Date of Manufacture and Maker if known.

- vi) Before testing, both ends of the cable should be opened up and cores separated. On each core the insulation should be stripped over a short distance and the tape turned back. A stop watch should invariably be used for timing the period of electrification to ensure comparable accuracy between insulation tests carried out by different operators. After test, the ends of cable should be lapped with two layers of rubber tape followed by two layers of black adhesive tape and then dipped in hot bituminous compound.
- vii) Drums of cable surveyed and found serviceable should be clearly and permanently marked as follows:
- Pattern No.
 - Length of cable; serial No. of cable length.
 - Drum or Coil No.
 - Gross weight.
 - Contract No.
 - Tested in accordance with Navy Order 919 of 1956.
 - Date of Test.
- viii) A certificate of test in accordance with the Appendix to this Order is to be made out in duplicate by the testing staff for each drum of cable found serviceable one signed copy being retained locally by the testing staff, the other being forwarded to the Director of Naval Electrical Branch, Navy Office, within one month of test being carried out.
- ix) The above methods of testing will usually reveal existing faults especially those of a serious nature, but there are limitations, as in any method of dry testing, to the extent to which incipient faults may be revealed. Wet testing is naturally more searching but is particularly undesirable if the cable is subsequently to be stored out of water for any appreciable time, as it will hasten deterioration.
- x) If, however, time and facilities permit, a test in water of any cable just prior to issue is advantageous and should be effected whenever possible. This will minimise the risk of defective cable being laid with the resultant necessity of recovery and laying of fresh supplies.
- xi) It is emphasised that such water testing is only to be carried out when it is known that the cable will be going into service within a short period of time.
- xii) The cable should be completely immersed either in a tank or in shallow sea water. Arrangements must be made for inner and outer ends to be brought out above water level. If the inner end is too short to enable this to be done a water-tight connection may be made to a further piece of cable. At least twelve hours immersion should be given before the test is conducted.
- xiii) The cable should be tested in accordance with paragraphs 3(a) (i) and 3(a) (ii) of this Order, and the test certificate marked accordingly.

b) Cable in wet tanks:

- As in paragraph 3 (a) (i) of this Order.
 - As in paragraph 3 (a) (ii) of this Order.
 - Particular attention should be paid to changes in insulation resistance, whether up or down, since the previous test, due allowance being made for temperature changes. The perfect cable should show sensibly similar values of insulation resistance for each core and this value, if the cable is rubber insulated will probably depreciate slowly over the first 6-12 months of immersion to a level of about 80 per cent. of the initial, after which it should become stable. Polythene insulation should show no corresponding decline.
 - The test should always be carried out on new cable immediately on the completion of coiling down from the cable ship. Visual observation should be maintained during the process of coiling down and a note kept of any incidents of severe kinking, chafing or other damage likely to prejudice the life of the cable either during storage or subsequent laying.
 - The tests on newly-landed cable should be repeated within a week or so of landing and the results, together with any reports of physical damage submitted to the Naval Board with copies to General Manager, Garden Island Dockyard, as soon as possible. No attempts should be made at this stage to repair any fault that may be revealed.
 - In the event of faults becoming evident during periodical routine testing, especially if such should be in the nature of a "dead earth", attempts should be made to locate the fault and a report submitted to the Naval Board. The report should give particulars of the fault, previous history of the cable and a statement as to whether repair is deemed to be justified, and, if so, whether it is within the capacity of available staff, or whether the simple expedient of cutting out the fault is recommended.
 - Should the cable not be readily accessible or if the fault is of an obscure nature e.g. intermittent low resistance that would make precise location a difficult task, the case should be reported to the Naval Board giving as much information as possible.
 - A certificate of test in accordance with the Appendix to this Order is to be submitted to the Naval Board for each cable tested in the same manner as for drummed cable (see paragraph 3 (a) (viii) of this Order.
4. ACTION TO BE TAKEN REGARDING UNSERVICEABLE CABLE. Any cable found to have defective serving but to be otherwise serviceable should not be condemned but should be reported to the Naval Board for consideration. Concurrently with the despatch of the reports to the Naval Board, core samples in accordance with paragraph 3 (a) (vi) of this Order should be despatched to General Manager, Garden Island Dockyard, (stating the quantity sent) for physical tests to ensure that no cable which is likely to fail tests is sent for stripping and re-serving.

5. Any cable found to be completely unserviceable for reasons other than defective serving or as provided in paragraph 4, should be reported for disposal in accordance with existing instructions.

6. STORAGE. All drums of cable found serviceable on survey are to be stored under the best available conditions in a cool and secure place, under cover where possible. Drums stored in the open should be on hard standing and screened from sun and rain.

7. TEST EQUIPMENT. The following test equipment and no other is to be used for the test referred to in paragraph 3 (a) (ii) of this Order:

- a) Direct reading ohmmeter range 2-2,000 megohms for 500 volts. A suitable instrument is manufactured by Evershed and Vignolles.
- b) Eight in No. 60-volt dry batteries A.P. 21089, connected in series in a portable container. A drawing of a suitable container is shown in Navy Order 919 of 1956 Diagram appended to this Order.
- c) Standard 5 megohm resistance.

8. At frequent intervals the standard resistance should be used to check the accuracy of the instrument. Should the instrument read incorrectly with the standard resistance connected, correction is not to be attempted by use of the infinity adjustment, but is to be reported as defective.

(The foregoing is the text of A.F.O. 2449/1955 altered to meet R.A.N. conditions.)

(4518/13/252)

APPENDIX

CERTIFICATE OF TEST OF UNDERWATER ELECTRIC CABLE IN ACCORDANCE WITH NAVY ORDER 919 OF 1956.

To be completed by Testing Staff

Details of cable				A.P.
Core No.*	Continuity Yes or No.	Insulation Resistance (megohms) after min.'s Electrica-tion	Insulation Resistance (megohms) 1,000 yds.	Length on Drum or Coil
				Serial No. of cable length
				Drum or Coil No.
				Date of manufacture
				Manufactured by
				C.P. No. (if known)
				Condition of serving and armour outer layer
				Condition of inner layers, if examined
				Condition of dielectric
				General Manager
				Garden Island report, if samples forwarded
				Condition of drum
				Has drum or coil been clearly marked in accordance with Navy Order 919 of 1956
				Date of Test
				Found serviceable/ unserviceable
				Tested by
				Signature

* Or taken clockwise in rotation if un-numbered.

** Infinity readings are not required.

Readings above 2,000 megohms should be shown as 2,000 + .

Those below 2,000 megohms should be estimated as accurately as possible.

Very high readings should be checked.

In the case of completely serviceable cable found on defective drums, the despatch of the certificate should be withheld until the cable has been rewound on a serviceable drum or the existing drum repaired and fully battened.

920.

REPLENISHMENT AT SEA EQUIPMENT - EVALUATION TRIALS.

It is important that the replenishment at sea arrangements in H.M.A. ships should be tried at sea soon after the completion of building, modernisation or conversion.

2. It is not necessary or desirable to include the trials in the already lengthy official programmes of post construction or modernisation trials but arrangements should be made to complete them during or as soon as possible after the working-up period for the first of each class of ship.

3. The trials required to be undertaken by each class of ship are outlined in the schedule below:

Type of Ship.	Liquids		Solids
	Abeam	Astern	
Carrier	(i) Receive 50 per cent. P.F.O. and 50 per cent. AVGAT or AVGAS concurrently through three hoses using jackstay and derrick rigs. (ii) Supply escort with 50 per cent. P.F.O.	(i) Receive 25 per cent. P.F.O. (ii) Receive 25 per cent. AVGAT. (iii) Supply escort with 50 per cent. P.F.O.	Receive 20 per cent. of all types of ammunition including torpedoes Receive 20 per cent. Fresh and Frozen Provisions.

OBJECTION.

LIST OF PARTS.

DESCRIPTION	QTY	REMARKS
	1	MANUFACTURED FROM HARDWOOD 1/2 IN
	2	
	2	
	1	LEATHER 1/2 IN THICK X 1/2 IN WIDE

PORTSMOUTH YARD.
E.E.M. No 15481.
DATE. 21. 6. 52.
No OF SHEETS 1.

PORTABLE BATTERY BOX.
FOR CABLE TESTING EQUIPMENT.

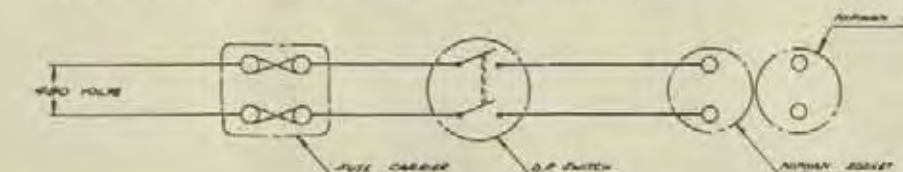
THIRD ANGLE PROJECTION.

LIST OF PARTS.

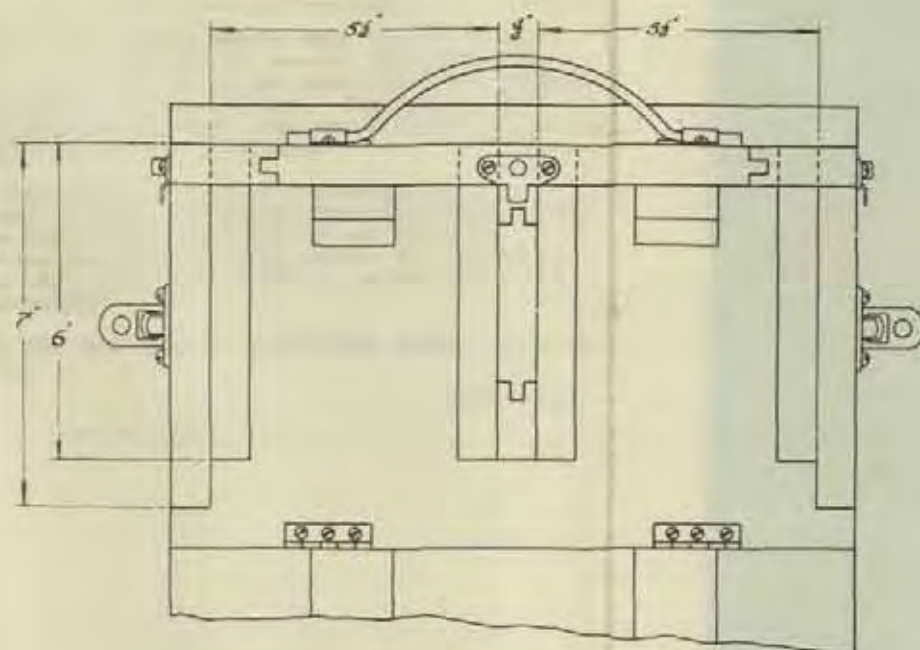
DESCRIPTION	QTY	REMARKS
CASE	1	MANUFACTURED FROM MASONITE 1/2" THICK
TOP LID	1	
FRONT LID	1	
CARRYING STRAP	1	LEATHER 1/2" THICK & 1" WIDE
FRONT HANDLE	1	
CLIP	2	STEEL BRASS 1/2" THICK
RUBBER SOCKETS & PLUG	10	1/2" DIA. 1/4" H. 1/2" DIA. 1/4" H. (PLUG)
SWITCH DOUBLE POLE	1	A.P. 4222
FUSE DOUBLE POLE	1	A.P. 4222-4
TERMINALS	4	
CLAMP	2	
FEET	4	RUBBER
BATTERY CARRIER	1	ALUMINUM ANGLE 1/2" x 1/2"
CONNECTOR	10	A.P. 4220

NOTE
EXTERIOR FINISH - STAINLESS AND BRASSWORK
INTERIOR FINISH - BLACK AND GUMMOL GUMM SEAL (MATT).

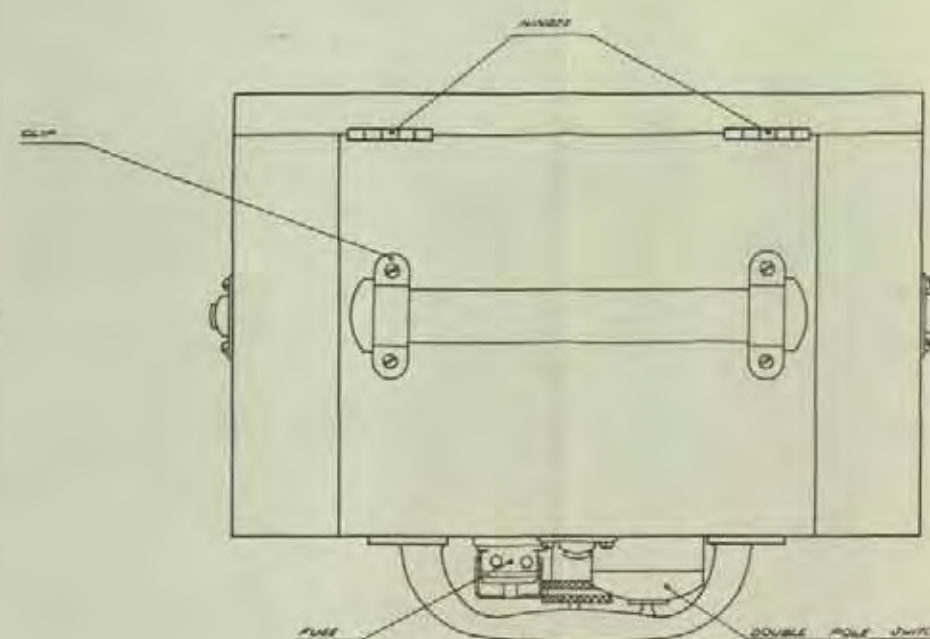
480 FUSES SUPPLY TO BE OBTAINED FROM BUNN'S 80 VOLT
VERY BATTERIES MUST BE 21000 CONNECTED IN SERIES
ALL WIRING TO BE DONE UP WITH INSULATED CABLE
CONNECTIONS TO BATTERIES TO BE MADE WITH CONNECTORS A.P. 4220



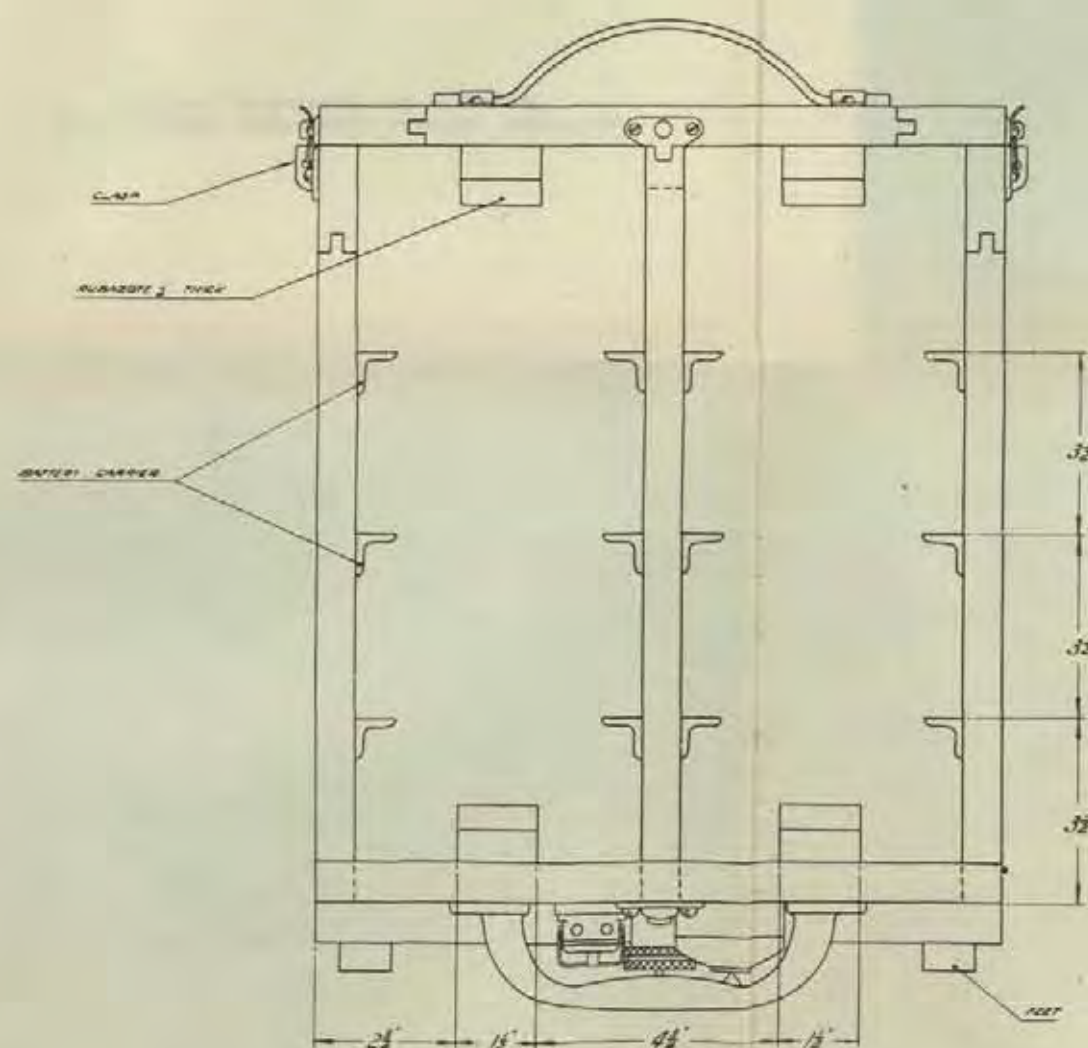
WIRING DIAGRAM



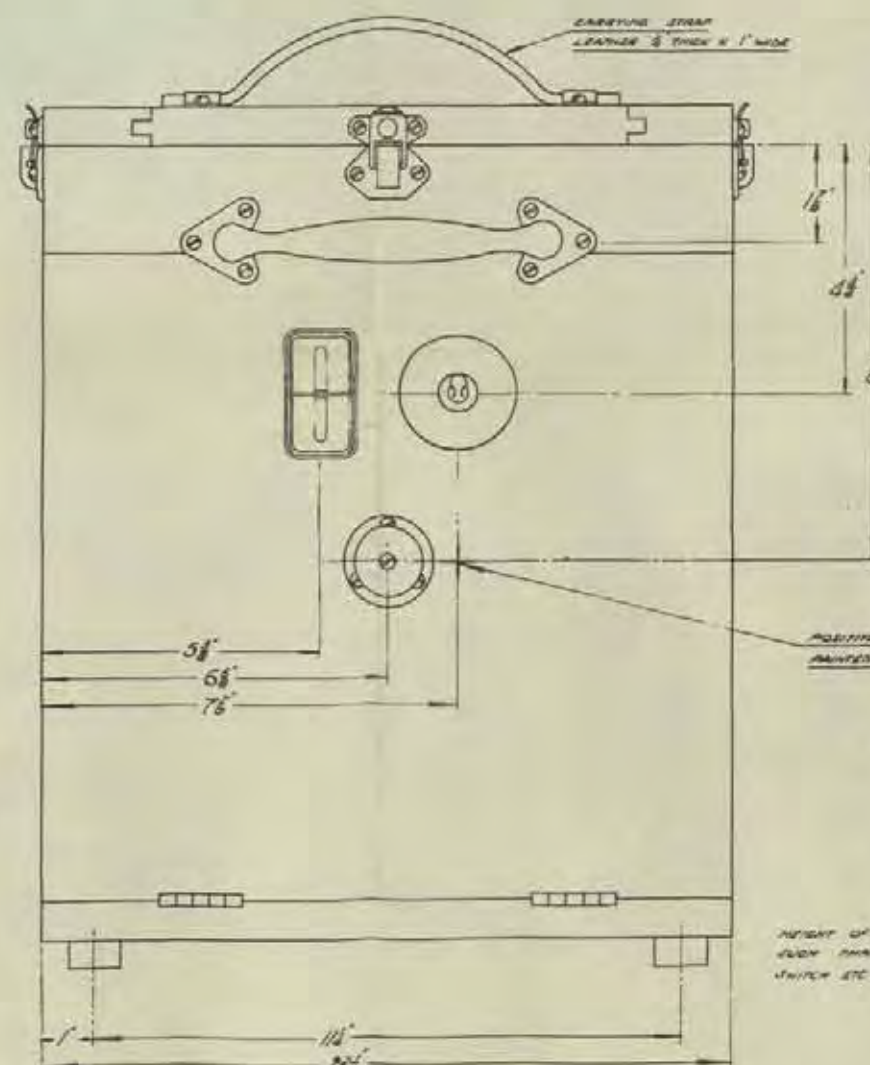
PLAN. LIDS OPEN.



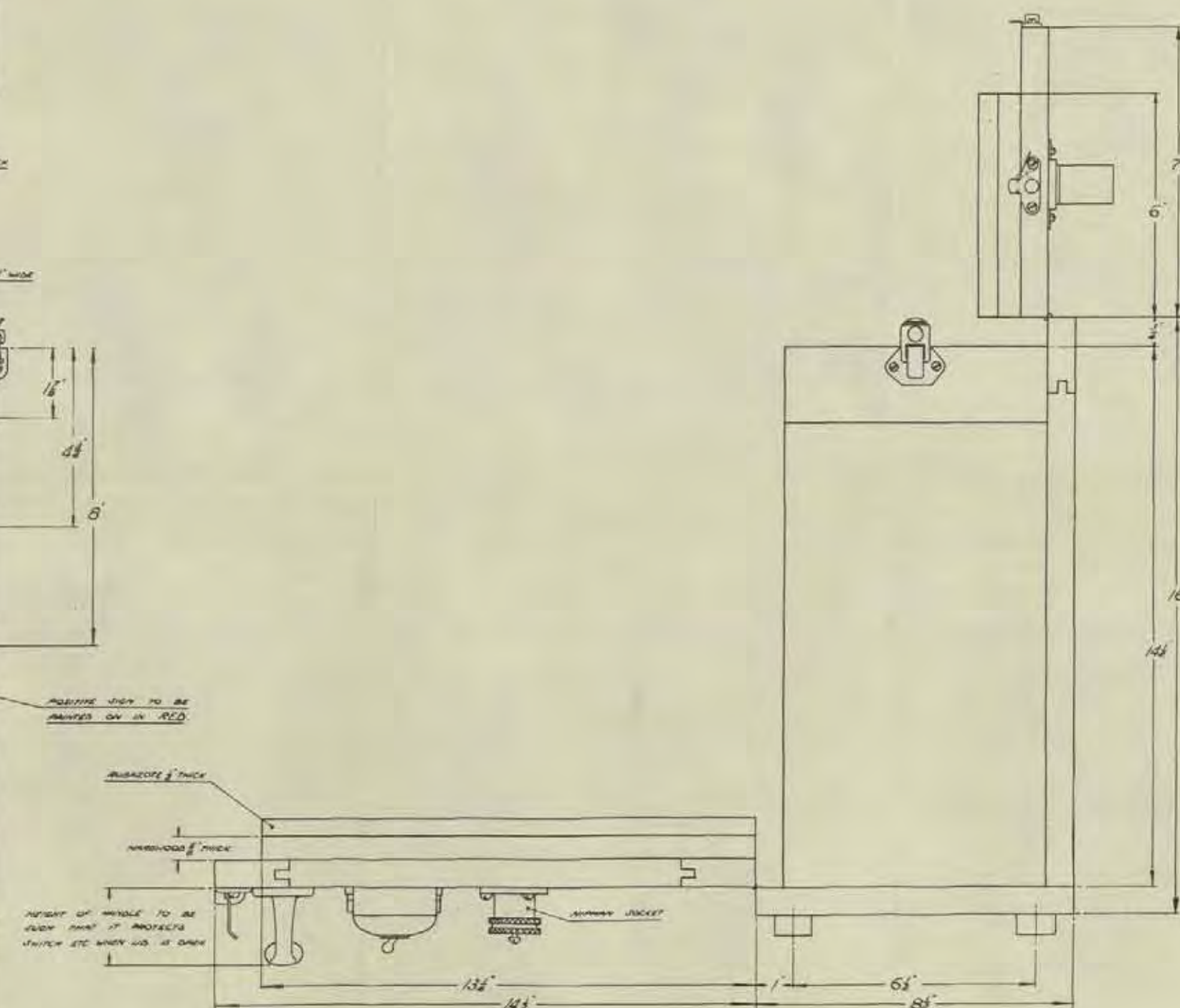
PLAN. LIDS CLOSED.



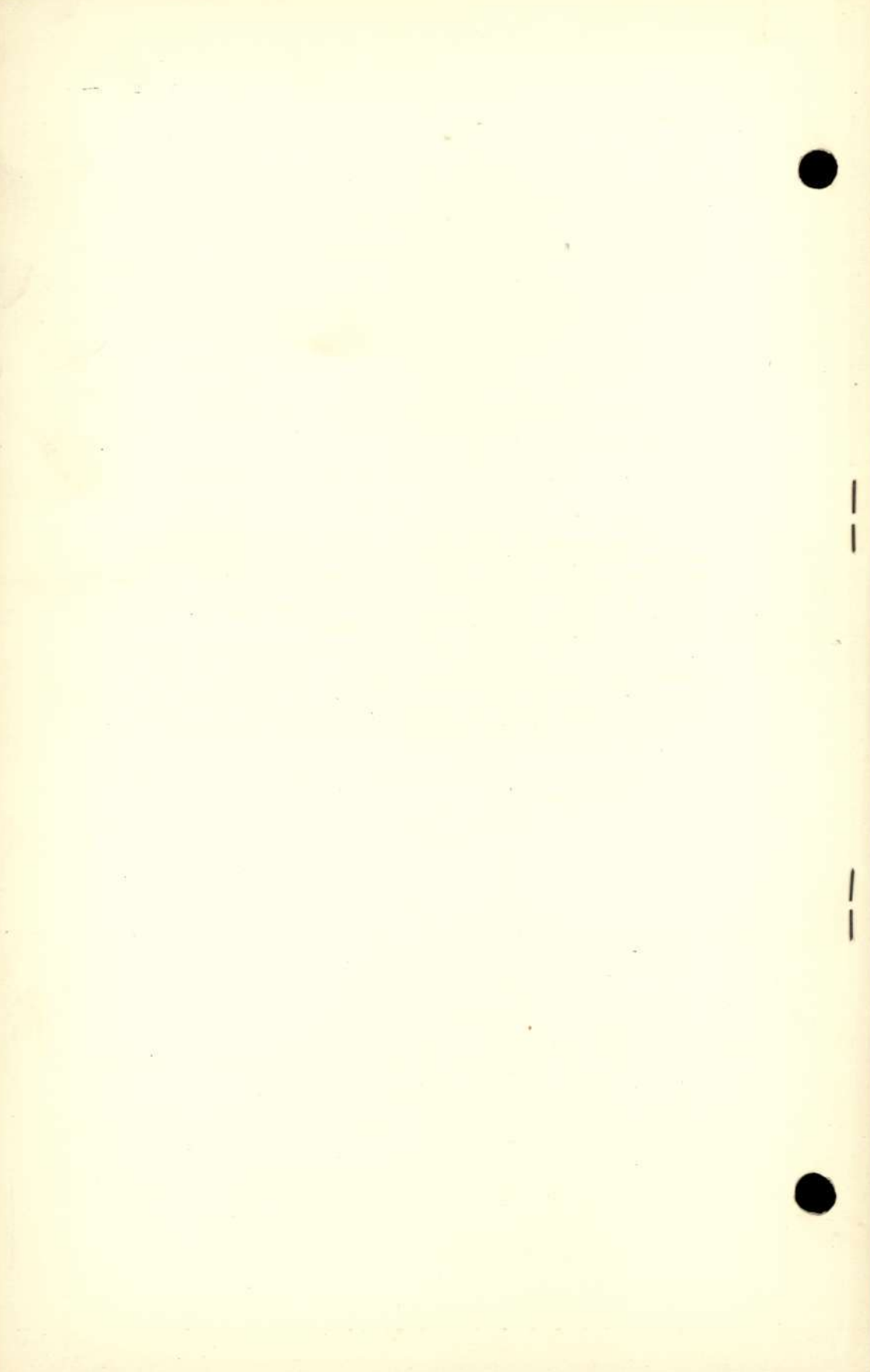
FRONT ELEVATION. FRONT LID OPEN



FRONT ELEVATION. LIDS CLOSED.



SIDE ELEVATION. LIDS OPEN



Cm Sfr

C.N.Os. 921-929/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

25th September, 1956.

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.

SECTION 2 - PERSONNEL

921.

C.W. PAPERS FOR R.N.Z.N. RATINGS.

A certain amount of Royal New Zealand Naval training is undertaken by the R.A.N. and therefore, occasions may arise where R.A.N. officers are in a position to assess the suitability of certain Royal New Zealand Naval Ratings for commissioned rank.

2. Captains of H.M.A. ships and establishments who consider that a Royal New Zealand Naval Rating under their command displays the necessary qualities for commissioned rank are accordingly to commence Form CW1. Reports on Form S.1304 are to be rendered to A.C.N.B. with sufficient copies for onward transmission to New Zealand Naval Board.

(4008/4/168)

922.

MESS GEAR - UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS' AND SEAMEN'S MESSSES - REPLACEMENT ALLOWANCES FOR 1956/57.

With reference to Consolidated Orders and Regulations, Article 489, 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 1956/57 up to the following amounts:

- a) Chief Petty Officers and Petty Officers - £1.15, 9d. per head
- b) All other ratings -
 - i) Using earthenware plates - 19. 9d. per head
 - ii) Using cafeteria trays - 8. 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, 1956.

(Navy Order 653 of 1955 is cancelled)

(4530/1/150)

923.

OFFICERS' MESS TRAPS - REPLACEMENT ALLOWANCES 1956/57.

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 1956/57 are as follows:

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| 923. | Officers' Mess Traps - Replacement Allowances - 1956/57. |

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

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- 929. Firefighting in Naval Uniformed Establishments - Standardisation of Hand-Held Portable Fire Extinguishers - Supply Arrangements.

	<u>In Stationary</u>	<u>In Sea-</u>
	<u>Ships and</u> <u>Establishments</u>	<u>going</u> <u>Ships</u>
	£ s. d.	£ s. d.
<u>Mess</u>		
Flag Officer	-	113. 2. 3.
Comodore or Captain	60. 2. 0.	72. 2. 3.
Flag Captain	-	41. 8. 9.
Commander or Lieutenant Commander in Command	29. 8. 9.	35. 6. 6.
<u>Ward Room</u>		
Mess of one officer	10. 5. 0.	12. 5. 0.
Mess of two officers	17. 2. 6.	20. 11. 3.
For every officer borne in excess of two	4. 0. 6.	5. 11. 9.

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, 1956.

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 H.M.A. Ships ALBATROSS, NIRIMBA, CERBERUS, TARANGAU and MELVILLE, the alternative figure is to be arrived at by deducting 33 1/3% from the average daily numbers borne for pay during each quarter.
- iii) In the case of stationary ships and shore establishments other than those named in the preceding sub-paragraph the alternative figure is to be arrived at by deducting 33 1/3% from the average daily numbers borne for pay during each quarter.

4. The provisions of Consolidated Orders and Regulations, Article 488, Section I (1) and Section III (1), are suspended till further notice.

(Navy Order 654 of 1955 is cancelled)

(4530/1/150)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

924.

ACCOUNTING FOR RADIO, RADAR, ASDIC, ECHO-SOUNDING, HYDROPHONE AND AUDIO FREQUENCY EQUIPMENT, IN H.M.A. SHIPS AND ESTABLISHMENTS.

It has been decided that the existing procedure whereby complete sets and outfits of fitted radio, radar, asdic, echo-sounding, hydrophone and audio frequency equipment are held on charge in the Naval Store Account is to be discontinued. In future, such complete sets and outfits are to be recorded in a List of Equipment, etc., to be designated "Electrical Officer's List Part III".

2. Equipment is to be recorded on Forms A.D. 787H (Equipment Schedule) as complete sets or outfits. The description is to be kept brief but consistent with ready identification. Reference should be made to the relevant "E" or A/S List if appropriate (viz., Receiver Outfit C.D.W., S/No., quantities and descriptions in accordance with "E" list F.E. 935).

3. Upon receipt of this Order, Supply Officers in H.M.A. ships and establishments are to effect the transfer of the equipment in accordance with Article 109(e) of the Naval Storekeeping Manual, B.R. 4.

4. Upon receipt of Forms A.S. 549 supporting the transfer, the Electrical Officer is to raise a temporary List of Equipment, etc., Part III, in accordance with the directions in paragraph 2 of this Order. This list should be prepared on Forms A.S. 472H.

5. An item is to be included by H.M.A. ships in the next Defect List for the temporary List of Equipment to be raised officially, on Forms A.D. 787H, and distributed in accordance with normal practice. Shore establishments are to raise Forms A.D. 787H and forward them to Navy Office for printing and distribution. The provisions of Navy Order 391 of 1955 are to apply to these Lists in both H.M.A. ships and shore establishments; custody lists are to be prepared for the use of the appropriate user officers.

6. From the date of issue of this Order, the use of Forms A.S. 134 for the supply of complete sets or outfits to ships under construction or large refit (modernisation), etc., is to be discontinued. In all instances of ships being equipped, the complete sets or outfits are to be issued on Forms A.D. 184.

7. From the date of transfer of the various equipment to the List of Equipment, etc., the use of Forms A.S. 331 by H.M.A. ships for the return of complete sets or outfits is to be discontinued. The complete sets or outfits are to be returned by the Dockyard Professional Officer or Naval Overseer concerned, on Forms A.D. 83. Care is to be taken that the description of the set or outfit leaves no doubt as to its identity. The component items of sets or outfits are to be detailed on the Forms A.D. 83 by the Returning Officer.

8. H.M.A. shore establishments are to carry out the procedure for supply and return of sets and outfits in accordance with B.R. 4, Article 32.

9. Forms A.S. 197/A.D.526 are to be raised to support the following transactions:

- To add new sets or outfits to the List of Equipment.
- To abate sets or outfits from the List when landed outright.
- To amend the List in the event of modification to, or change in Serial No. of a set or outfit.

10. Forms A.S. 197/A.D.526 are not to be raised when sets or outfits are removed temporarily from a ship for purposes of refit. A receipt is however, always to be obtained from the Dockyard Professional Officer or Naval Overseer concerned.

11. Repairs and replacements to fitted equipment beyond the capacity of ships' staffs are to be dealt with by normal defect list procedure. There is no change or departure from existing procedure regarding the replacement of items which can be renewed without dockyard assistance. Whenever possible, defects are to be made good by obtaining replacement parts from stocks held by the Supply Officer - see paragraph 12.

12. It should be noted that the revised procedure in regard to accounting for Radio, etc., equipment, applies only to fitted sets or outfits, and not to ships spares, accessories and test equipment, the full authorized allowances of which will continue to be maintained and accounted for by the Supply/Storekeeping Officer. The revised procedure also does not apply to sets or outfits supplied for use in Naval aircraft.

13. Reports are to be rendered to the Naval Board, through Administrative Authorities, when the change in accounting procedure has been effected in H.M.A. ships and establishments concerned.

(Navy Orders 357 of 1951 and 391 of 1955 will be amended.)
(4476/6/75)

925.

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.

<u>Propellant lot or sub-lot No.</u>	<u>Propellant nature and size</u>	<u>Nature of gun ammunition, etc., which may be involved</u>
RNC 432	SC 150	B.L.6-in.; Impulse torpedo
RNC 438	SC 140	B.L.6-in.; Q.F.5.25-in.; Impulse torpedo
RNC 546XB	SC 109	B.L.6-in.; Q.F.4.7-in.
RNC 439	SC 103	B.L.6-in.; Q.F.5.25-in.; Q.F.4.5-in.; Q.F.4-in.
RNC 433	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.3-in. 20-cwt.; Q.F.12-pdr. 12-cwt.
RNC 436		
R 4040	SUK/D4.3-0.8	Motor rocket 5-in.
R 4053		
R 4054		
R 4060		
KA 104	FNHP 022	Q.F.40-mm.
KA 105	NH 025	Q.F.40-mm.
KA 106	NH 025	Q.F.40-mm.
KA 526		
MA 531		

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. 2024/1956 altered to meet R.A.N. conditions.)

(4433/52/305)

926.

ANTI-SUBMARINE - ECHO-SOUNDING TYPES 767 AND 768 - RECORDERS PATTERNS A.3944/B. AND A.3945/B/C. - INSERT, PATTERN A.3511 AND SHIMS, PATTERN A.3512 - INTRODUCTION.

Experience has shown that the monel insert of the Paper Tank Cover of Recorders, Patterns A.3944/B and A.3945/B/C is subject to wear. To enable the insert to be replaced, Insert, Pattern A.3511 together with a set of Shims, Pattern A.3512 have been introduced.

2. The shims are supplied in varying thicknesses to enable the face of the insert to be fitted flush with the tank cover. It should be noted that both faces of the insert can be used.

3. Supply will be made by S.N.S.O. Sydney, without demand on the following basis:

Shims, Pattern A.3512, Set of 6	1 per each type 767 and 768 fitted.
Insert, Pattern A.3511	2 per each type 767 and 768 fitted.

4. On receipt, items are to be fitted by Ships' Staff.

(The foregoing is the text of A.F.O. 1815/1956 altered to meet R.A.N. conditions.)

(4518/11/317)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

927.

MESS GEAR - SEAMEN'S CUTLERY.

The following articles of stainless steel cutlery are being introduced for use in ratings' messes:

Forks, table, large
Forks, table, small
Spoons, dessert
Spoons, table, large
Spoons, tea.

2. These articles will supersede the corresponding nickel silver articles (Vocab. Nos. 51433, 51434, 51883, 51915 and 51917) and will be issued when stocks of the latter are exhausted. The allowances of nickel silver cutlery shown in current Mess Gear Scales will apply also to stainless steel cutlery.

3. Issuing prices for these new items of cutlery, excepting small table forks and tea spoons, are shown in the Mess Gear Price List operative from 1st July, 1956. Prices for the remaining items will be promulgated later.

(4530/22/53)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

928.

FORM A.S. 1246C - ORDNANCE ARTIFICERS HISTORY SHEET -
REVISION. FORM A.S. 430N - ORDNANCE ARTIFICERS
TRADE CERTIFICATE - INTRODUCTION.

Form A.S. 1246C has been revised. Old editions of this form should be disposed of as they are now obsolete.

2. Form A.S. 430N has been introduced.

3. Both forms are available on demand from the Superintending Naval and Air Store Officer, Sydney.

4. Initially sufficient copies of each form are to be demanded by ships and establishments concerned, to permit one of each to be placed in the Certificate of Service of all serving Ordnance Artificers. Subsequently these forms will be inserted in Certificates of Service at H.M.A.S. CERBERUS at the Recruit stage.

5. The preparation of Form A.S. 430N is to be in accordance with Q.R. & A.I., Article 1061.

(3526/12/1616)

SECTION 6 - SHORE ESTABLISHMENTS

929.

FIREFIGHTING IN NAVAL UNIFORMED ESTABLISHMENTS -
STANDARDISATION OF HAND-HELD PORTABLE FIRE
EXTINGUISHERS - SUPPLY ARRANGEMENTS.

The procedure for supply of portable Fire Extinguishers to shore (Uniformed) establishments has been reviewed with a view to achieving standardisation with similar equipment provided for H.M.A. ships. Agreement has been reached with the Department of Works to adopt the following procedure:

- a) Provision of initial equipment in buildings constructed by the Department of Works to remain the responsibility of that Department in accordance with its Functions Order.
- b) Extinguishers supplied as at (a) above to be Naval (Admiralty) Pattern obtained, if necessary, through the Naval Store Branch.
- c) Navy to be responsible for the maintenance and/or replacement of extinguishers subsequent to initial supply.

2. The four types of Extinguishers at present involved are:

	<u>Pat. No.</u>	<u>Description</u>	
a)	7272	Water (Gas Pressure)	2 gallon.
b)	4726	Foam	2 gallon.
c)	4723	C.T.C.	1 quart.
d)	4738	C.O.2.	12 lb.

3. Revised allowances of these four Standard types to establishments are set out in the Appendix to this Order.

4. Ordering action to build up stocks at Naval Store Depots to a level sufficient to replace non-standard types held by Uniformed shore establishments and to provide for future replacement, maintenance, etc., has been taken. The changeover is being implemented, in stages, as follows:

- a) Pattern 7272 - Water (Gas Pressure), 2 gallon.

Stocks are now available and Uniformed shore establishments should now adjust holdings to agree with the revised allowances, demands being lodged on the appropriate (Superintending) Naval Store Officer as necessary. Soda-acid extinguishers rendered redundant in consequence should be returned to the appropriate (Superintending) Naval Store Officer.

- b) Pattern 4738 - C.O.2, 12 lb.

The Department of Navy assumed responsibility for replacement of these extinguishers as from 31st March, 1956. Instructions have already been issued for Uniformed shore establishments to adjust holdings to agree with the revised allowances. The replacement of C.O.2 12 lb. extinguishers by C.O.2 2½ lb. has been approved in principle for H.M.A. ships, however, until the requirements for ships have been met, C.O.2 12 lb. extinguishers will remain as the standard item in shore (uniformed) establishments.

- c) Pattern 4726 - Foam, 2 gallon.
and
d) Pattern 4723 - C.T.C., 1 quart.

The replacement of these in H.M.A. ships by new types, viz: Dry Powder Extinguishers and C.O.2 2½ lb. extinguishers, respectively, is under consideration. However, pending a decision in this regard, the new procedure will now apply to Patterns 4723 and 4726 Extinguishers.

NOTE: Foam extinguishers when located against a white or cream background in Naval (Uniformed) shore establishments, are to be overpainted in blue, otherwise they are to be pale cream.

5. Attention is drawn to the following matters:

- a) Whilst under the new procedure Naval pattern extinguishers of the four types concerned will be provided from Naval Store Depots, the responsibility for the inspection of premises and deciding on the adequacy and suitability of firefighting equipment remains that of the Department of Works.
- b) The new procedure is not applicable in respect of large portable fire extinguishers such as 35 gallon foam extinguishers.
- c) Supply, replacement and maintenance of extinguishers for instructional and Reserve Training purposes will continue to be dealt with as previously, i.e., initial requirements to be submitted for Naval Board approval and supply effected by the appropriate (Superintending) Naval Store Officer.

(4505/84/174)

APPENDIX

ALLOWANCES OF PORTABLE FIRE EXTINGUISHERS TO NAVAL (UNIFORMED) SHORE ESTABLISHMENTS.

Establishments	Revised Allowance				Remarks
	Water (Gas Pressure) 2 Gallons Patt. 7272	Foam 2 Gallons Patt. 4726	C.T.C. 1 Quart Patt. 4723	C.O.2. 12 lb. Patt. 4735	
H.M.A.S. LONSDALE II	21	9	3	2	
H.M.A.S. LONSDALE	45	22	14	1	
FLINDERS NAVAL DEPOT	656	83	28	10	
H.M.A.S. HUON	24	12	6	2	
H.M.A.S. TORRENS	107	15	26	3	
H.M.A.S. TARANGAU	178	156	97	55	
NAVAL DEPOT, BRISBANE	38	7	2	1	Includes Kangaroo Point.
BOOM DEFENCE DEPOT, BRISBANE	20	11	5	-	
H.M.A.S. MELVILLE	72	55	63	7	
H.M.A.S. LEEUWIN	108	31	27	7	
BOOM DEFENCE DEPOT, FREMANTLE	9	5	7	-	
H.M.A.S. HARMAN	152	6	10	17	Includes No. 3R.S. but not including special extinguishers.
BELCONNEN W/T STATION	41	-	4	8	
H.M.A.S. PENGUIN	129	19	12	4	
H.M.A.S. NIRIMBA	48	59	6	1	Extinguishers on loan from R.A.A.F. to be returned.
R.A.N.A.S. NOWRA	554	311	17	21	
H.M.A.S. KUTTABUL	91	11	25	2	
H.M.A.S. RUSHCUTTER	54	10	14	-	
BOOM DEFENCE DEPOT, WAVERTON	25	10	4	-	
H.M.A.S. WATSON	47	16	51	8	

NOTE: Large portable fire extinguishers such as 35 gallon foam extinguishers, and other special extinguishers (e.g., 2½ lb. C.O.2, dry powder) are not included. Extinguishers for reserve training purposes also not included.

REPORTED

1911

REPORT

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE

Section	Area			Remarks
	Sq. Miles	Sq. Rods	Sq. Feet	
Section 1	1.00	256,000	2,237,000,000	...
Section 2	1.00	256,000	2,237,000,000	...
Section 3	1.00	256,000	2,237,000,000	...
Section 4	1.00	256,000	2,237,000,000	...
Section 5	1.00	256,000	2,237,000,000	...
Section 6	1.00	256,000	2,237,000,000	...
Section 7	1.00	256,000	2,237,000,000	...
Section 8	1.00	256,000	2,237,000,000	...
Section 9	1.00	256,000	2,237,000,000	...
Section 10	1.00	256,000	2,237,000,000	...
Section 11	1.00	256,000	2,237,000,000	...
Section 12	1.00	256,000	2,237,000,000	...
Section 13	1.00	256,000	2,237,000,000	...
Section 14	1.00	256,000	2,237,000,000	...
Section 15	1.00	256,000	2,237,000,000	...
Section 16	1.00	256,000	2,237,000,000	...
Section 17	1.00	256,000	2,237,000,000	...
Section 18	1.00	256,000	2,237,000,000	...
Section 19	1.00	256,000	2,237,000,000	...
Section 20	1.00	256,000	2,237,000,000	...

...

...

C. N. O.

C.N.Os. 930-942/56

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

29th September, 1956.

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.

SECTION 1 - ADMINISTRATIVE AND GENERAL

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930.

ECONOMY.

The Naval Board wishes to impress on all concerned the necessity for the exercise of strict economy in every sphere of Naval activity.

2. The total money available for expenditure in the 1956/57 financial year is £39,065,000, which is approximately £3,500,000 less than the amount which would have been required to continue on the basis of 1955/1956. The decrease in the purchasing power of the Australian pound and the increase in the rates of pay of both naval and civil personnel, which must be met from the reduced vote, further accentuate the financial difficulties which must be faced.

3. It is essential that authorities take all possible steps to reduce expenditure as the amounts allotted for 1956/57 must not be exceeded. The following are some of the items against which it should be possible to effect economies:

- a) Consumption of Stores.
- b) Use of Motor Transport.
- c) Consumption of electric power.
- d) Travelling on duty, especially by air.
- e) Postal and telephone services, especially trunk calls.
- f) Use of commercial freight.
- g) Stationery, printing and office requisites.

4. Instructions have been issued to reduce overtime payments to a minimum and authorities should therefore plan ships' movements so as to ensure that, except for special reasons, times of arrival and departure, replenishment programmes, etc., do not require the employment of civil personnel out of normal working hours.

5. Ships' programmes should also be carefully planned to reduce the consumption of oil fuel to the greatest extent and, when possible, below the 70 days per year approved by Navy Order 946 of 1955.

6. The necessity for reducing the number of civilians employed by the Department combined with the constantly decreasing numbers of ratings available for appropriation to ships and establishments may result in increased shortages in complement.

7. The decreased potential available to dockyards will be reflected by an inability fully to meet requirements for refitting the majority of the units of the seagoing fleet satisfactorily during the Christmas and mid-winter leave periods. Refitting programmes must therefore be arranged to employ the available labour to the best advantage throughout the year.

8. The Naval Board requests the co-operation and understanding of all concerned so that economies to be effected will interfere as little as possible with the fighting and seagoing efficiency of the Royal Australian Navy.

(Navy Order 946 of 1955)

(4803/102/4)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

931.

AIRCRAFT FIRE HAZARD WITH AVTUR, AVCAT AND AVTAG.

The attention of all aircrew, aircraft maintenance personnel and others concerned, is drawn to the fire hazard present with loose AVCAT, AVTUR and AVTAG.

2. The introduction of AVCAT into service has reduced, but not eliminated, fire hazards. When this fuel is mixed with lower flash point fuels such as AVTAG or AVTUR, the fire hazard of the lower flash point fuel must be assumed to exist. In addition, AVCAT is less volatile than the other named fuels and therefore when spilled remains a hazard for longer periods.

3. Several aircraft accidents resulting from fires and explosions are attributed to fuel leakage in particular caused by incorrectly fitted fuel tank filler caps.

4. Every precaution is to be taken when refuelling aircraft to ensure that no spillage takes place, as even a small quantity of surplus fuel may well penetrate to a fire danger area. Spillage in any area whence loose fuel might be drawn into the engine intakes is particularly dangerous since ignition of such fuel may take place in the compressor, causing a flash back.

(The foregoing is the unaltered text of A.F.O. 2089/1956.)

(Navy Order 562 of 1954 is cancelled.)

(4404/36/188)

932.

RADIO - FIRE HAZARD IN RADIO EQUIPMENT.

In recent years a number of fires have originated inside the panels of wireless and radar equipment. In some instances serious damage has resulted involving not only the equipment itself but also wiring and other fittings in the compartment.

2. There is inevitably some potential fire risk in radio equipment. This is particularly so in many of the sets still in use which were designed during the war period, and in which a high proportion of the components and fittings are combustible.

3. In new designs much attention is being given to this aspect and the larger new equipments will have built-in fire detection and alarm systems wherever possible; some retrospective modifications to reduce the fire risk in older sets have already been produced and others are being considered.

4. Arrangements are to be made to ensure that both users and maintainers are fully aware of the inflammable nature of radio equipment. It should also be ensured from time to time that ratings are aware of the need for prompt action on

discovering a fire inside a radio panel or cabinet. (The attention of all concerned is drawn to Chapter 3.4 of B.E.1257 (Ship Fire Fighting Manual) which discusses hand appliances in relation to electrical hazards.)

(The foregoing is the text of A.F.O. 2022/1956 altered to meet R.A.N. conditions.)

(Navy Order 536 of 1956 - Electrical Subjects (General)
Electronic Equipment - Routine Operation to Reduce
Deterioration.)

(4519/1/299)

933.

BALLISTIC SETTINGS - CALCULATION - REVISED INSTRUCTIONS.

The instructions for calculating ballistic settings have been revised, and are now presented logically and comprehensively in B.R.1898(10) Gunnery Manual, Volume 1, Part 10, Ballistic Corrections.

2. At the same time the range tables are being modified. While the basic information contained in the tables is the same as before, and the range table numbers are unchanged, the size of the books and the method of presentation has been altered.

3. A new form for calculating ballistic settings is being introduced in association with the book and range tables. Instructions for the use of the form are reproduced inside the cover of the pad in which the forms are made up.

4. While the book, range tables and form have been designed to accompany each other, each can be brought into use independently.

Issue.

5. B.R.1898(10) and revised range tables will be issued without demand when available, starting this year.

6. The new form carries the number S.1148(b) and is available in pad form for issue on demand. Ships are to demand these forms now, on the basis of one pad per T.S. or Calculating position. Form S.1148(b) is to be taken into use on receipt in place of Form S.1148(k).

(The foregoing is the unaltered text of A.F.O. 2090/1956.)

(4139/13/2002)

934.

EMBARKING AND DISEMBARKING CABLE - NON-USE OF COMPRESSORS.

A fatal accident recently occurred in the Royal Navy when embarking cable in a destroyer using a shore crane and a compressor. The full weight of the cable was taken by the crane before the compressor was released. The strop parted and the cable struck a rating.

2. Compressors are not to be used when using a crane for embarking or disembarking cable. The weight of the cable is to be taken by a pinch bar.

3. These instructions will be included in B.R.67(2/51).

(The foregoing is the text of A.F.O. 2030/1956 altered to meet R.A.N. conditions.)

(4227/1/13)

935.

ANTI-SUBMARINE - ASDIC HULL OUTFIT 7/7A - PROCEDURE WHEN UNDOCKING.

In H.M.A. ships fitted with Asdic Hull outfit 7/7A, with the dome in the fully-housed position, there is an aperture between the hull and the bottom of the dome. On occasions of undocking it is possible for objects to float up through this aperture, when flooding up the dock, and foul the raft.

2. As a preventative measure the dome should be lowered from the top seating approximately 18 inches in H.M.A. ships fitted with Hull outfit 7/7A on each occasion of undocking whilst the dock is flooding.

3. In each case the dome, when lowered as in paragraph 2 of this Order, will project approximately 12-in. below the line of keel. Flooding of the dock should be suspended when the water level is approximately 8-ft. 6-in. above the dock blocks, to permit housing of the dome and the checking of the hull outfit and raft-trunk joint for watertightness as follows:

- a) Exhaust the air from the trunk by means of the air vent cock(s).
- b) When water begins to flow from the cocks they should be closed.
- c) Check all joints and glands for leaks.
- d) Raise dome hard against top plate.
- e) Close pressure balancing cock (either one).
- f) Open air vent cock to allow pressure water to escape, after which flow should gradually cease (probably taking about 5 minutes).

4. The responsibility for ensuring that the foregoing procedure is carried out rests with the Commanding Officer of the ship and he is to report immediately to the Undocking Officer if any difficulty is experienced in carrying out these operations and to say when flooding may be continued. A report should always be made to the Undocking Officer when the dome has been housed.

5. Handbooks and relevant publications will be amended in due course.

(The foregoing is the text of A.F.O. 2031/1956 altered to meet R.A.N. conditions.)

(4276/2/117)

936.

ANTI-SUBMARINE - ASDIC TYPE 181 - A/S SYNTHETIC TRAINING DEVICE - INTRODUCTION.

Asdic Type 181 Towed Asdic Repeater Target Set has been designed to provide realistic training for Asdic Operators both at sea and in harbour and will shortly be brought into service.

Description.

2. Full details of the Set comprising Asdic Type 181 are given in Establishment List A/8 224. In the main the equipment comprises a towing wire connected to a depressor kite by a three-legged swivel span. To the third leg of the span a Towed Asdic Repeater Target Unit Pattern A3776 is joined by a specially-fitted 300 fathom nylon tow.

3. The Target Unit is a self-contained Repeater Target designed to give an echo response comparable with that of a submarine at all Asdic frequencies and ranges while being towed by a surface ship or a boat at speeds from 5 to 15 knots and at depths down to 300 feet, but see paragraph 15.

4. a) The target has a cylindrical body 7.7 inches in diameter and six and a half feet long with a hemispherical nose and a streamlined tail. The total weight is approximately 100 lbs.

b) Mounted flush with the body at the nose end are two hydrophones, one on each side of the target, and in the streamlined tail is a transducer.

c) Inside the body are two batteries, a switch, power pack and amplifier. The batteries supply L.T. to the power pack and amplifier and the power pack produces the necessary H.T. supply.

5. Asdic transmissions from the attacking ship are received in the hydrophone, amplified in the electronic system and re-transmitted by the tail unit at a level giving a signal comparable to a submarine echo.

6. Provided the 6 volt Vanner Type B.R.B. Batteries, Pattern 14242, are in good condition and fully charged, they will operate the target for approximately 10 hours. Replacement batteries are available under Class P, Group 2A, Part 1, and should be demanded from the nearest (Superintending) Naval Store Officer, to whom unserviceable batteries are to be returned. Although some batteries supplied initially for first fitting have been in a charged condition, future supplies will be in a dry, unformed and uncharged state with electrolyte supplied separately in polythene bottles. As such, they will have a maximum storage period of two years. Four batteries are allowed for each Type 181 on the basis of two for first fitting and two as spare.

Method of Towing.

7. a) In open waters the 1½ inch P.S.W.R. towing wire, depressor, Pattern 8967 and 300 fathoms nylon tow are used. The Target Unit and Nylon line are streamed first at about 2 - 4 knots. The depressor is veered at 2 knots. The depth of the depressor and hence the depth of the target unit should not exceed 300 feet nor should it exceed half the available depth of water. The towing wire is marked every 10 fathoms to facilitate adjustment of depth. Warning. See paragraph 15.

b) In shallow crowded waters such as harbours and anchorages a short towing wire should be used weighted with a half-hundred-weight sinker above which the target unit is attached by a 60-foot length of Log Line. These items should be provided and made up by Ship's Staff. The depth of water should not be less than three fathoms. The depth of the target unit should not exceed half the available depth of water.

8. Instructions for streaming, towing, recovering, and a graph showing the relation between the length of towing wire to be veered and the depth of the depressor are given in A/S.H.235 - Temporary Handbook of the T.A.R.T. Set Type 181. Method of carrying out attacks.

9. Since the strongest echoes are obtained on the beam of the target it is recommended that ships complete initial runs from this bearing in order to obtain a firm echo and a good range recorder trace, and to ensure that the target is functioning correctly.

Distribution.

10. Five T.A.R.T.'s are being obtained and will, upon receipt, be issued as follows:

P.O.C.A.P. 2 for D.10, and F.1

H.M.A.S. LEEUWIN

H.M.A.S. WATSON

Fitting in H.M.A. ships will be in accordance with Navy Order 566 of 1956.

11. It is the intention that the number of Type 181's available in a squadron shall remain as shown in the allocation list. When ships are relieved, therefore, Commanding Officers should ensure that the Type 181 held is transferred to their relief.

Handbooks.

12. Copies of A/S.H.235 will be distributed to authorities concerned on a scale of one handbook per set.

Maintenance and Defects.

13. Details of maintenance, fault finding and repairs are given in A/S.H.235. When the defects are beyond the capabilities of ship or depot ship staffs, the target unit Pattern A3776 should be returned to the nearest (Superintending) Naval Store Officer and a replacement demanded. If the defects are beyond local repair capacity, disposal instructions should be sought from Director of Naval and Air Stores.

Losses.

14. Losses of target units, which should be investigated, are to be reported to Navy Office through Administrative Authorities. Replacements should be demanded on the nearest (Superintending) Naval Store Officer detailing the items required.

Warning.

15. Until further notice target units are not to be towed at more than 8 knots, nor run at depths of more than 150 feet notwithstanding the instructions in A/S.H.235 and in paragraphs 3 and 7 of this Order. It is hoped to remove this restriction shortly.

(The foregoing is the text of A.F.O. 1488/1956 altered to meet R.A.N. conditions.)

(Navy Order 566 of 1956)

(4518/11/322)

937.

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

The following item is approved for A.S. Frigates (Converted Fleet):

Class List Item No. 535 Classification "A"

Item: "To fit carrier voice pipe between the Operations Room and Bridge Wireless Office in accordance with Drawing No. 199/347."

References: Navy Office letter No. 4283/129/5 (012613), dated 8th December, 1955.

G.M.G.I.D. memorandum No. 097, dated 12th March, 1956.

G.M.G.I.D. memorandum No. 0227, dated 21st June, 1956.

Navy Office letter No. 4280/108/6 (07528), dated 18th July, 1956.

NOTE: Separate action will be taken for H.M.A.S. QUIBERON during conversion.

(4283/101/95)

938.

ALTERATION AND ADDITION ITEM - H.M.A. SHIPS - TO FIT A DIMMER FOR MAST OBSTRUCTION LIGHT.

Navy Order 599 of 1956 is to be amended by inserting:

"A.S. Frigates (Sloop)

Item No. 513

Classification "A"

after "Item No. 512"

(Navy Order 599 of 1956)

(4276/4/402)

939.

NAVAL STORES (GENERAL) (CLASSES AND GROUPS B8E, E2C AND E11) - PUMPS "HERCULES", PATTERN 3134 - INTRODUCTION OF SPARES.

The following spares for Pumps "Hercules", Pattern 3134, used for trough, basin and W.C. clearance, have been introduced into the Rate Book and Authorised List of Naval Stores:

<u>Class/Group</u>	<u>Pattern</u>	<u>Description</u>	<u>Denom.</u>	<u>Ships' Accounting Classification</u>
E.20	7139	Round Cone, Rubber, Steel Reinforced, 5-in. dia.	No.	Consumable
E.20	7141	Stepped Washer, Rubber, 2½-in. dia.	No.	Consumable
E.11	7140	Pump Barrel Leathers 1-7/16-in. (2 No. per pump).	No.	Consumable

2. Ships in commission should forward demands to the appropriate (Superintending) Naval Store Officer for one set of spares for each Pattern 3134 Pump allowed. Pattern 7139 Round Cone and Pattern 7141 Stepped Washer are allowed additionally to those supplied with the pump on first issue.

3. Supply to ships under construction, modernisation and conversion should be arranged by Storing Yards in the normal manner.

4. The relevant publications will be amended.

(4505/84/194)

940.

TORCH, RUBBER-CASED - REPLACEMENT OF DEFECTIVE INSERTS.

In order that the effective life of the Rubber-Cased Electric Torch, "Upson Rugby", recently introduced for general issue, can be used to the fullest advantage, a stock of replacement inserts, for the rubber case, has been obtained.

2. These metal inserts, which hold the Dry Cells, should be demanded from the appropriate Naval Store Depots.

(4518/22/322)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

941.

BOOKS - B.R.1837(7) - VOCABULARY OF NAVAL ARMAMENT STORES (DIVISION J) - REVISED EDITION.

The abovementioned publication will shortly be distributed to holders of the 1953 edition - which it supersedes. On receipt, the previous edition is to be disposed of in accordance with instructions contained in B.R.1.

2. Navy Order 170 of 1955 is relevant.

(The foregoing is the text of A.P.O. 1256/1956 altered to meet R.A.N. conditions.)

(Navy Order 170 of 1955)

(4433/1/905)

942.

ELECTRICAL EQUIPMENT AND TRIALS UNIT - CORRESPONDENCE.

All correspondence for the Electrical Equipment and Trials Unit should in future be addressed as follows:

Electrical Equipment and Trials Unit,
H.M.A.S. KUTTABUL,
SYDNEY. N.S.W.

(4085/21/84)

CONFIDENTIAL - SECURITY INFORMATION

MEMORANDUM FOR THE DIRECTOR, FBI

The following information was received from [redacted] on [redacted] regarding [redacted] activities in [redacted] area.

[redacted] has been identified as [redacted]

The following is the list of [redacted] activities:

[redacted]

[redacted]

CONFIDENTIAL - SECURITY INFORMATION

MEMORANDUM FOR THE DIRECTOR, FBI

The following information was received from [redacted] on [redacted] regarding [redacted] activities in [redacted] area.

[redacted]

[redacted]

Com Spec

C.N.Os. 943-953/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

27th September, 1956.

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

By direction of the Naval Board,



Thos. P. 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

943.

HER MAJESTY THE QUEEN - DATE FOR OBSERVANCE OF OFFICIAL BIRTHDAY IN 1957.

In 1957, the birthday of Her Majesty The Queen will be officially observed on Thursday, 13th June.

2. Consolidated Orders and Regulations, Article 84, Clause 2, is relevant.

(4222/2/77)

944.

ACCIDENTS - DIVING - PRECAUTIONS WHEN USING SELF-CONTAINED BREATHING APPARATUS.

Accidents have occurred to personnel when diving in self-contained breathing apparatus due to neglect in the preparation of the equipment.

2. While it is within the diver's own interests to ensure that his equipment is correctly prepared and tested, the supervising officer must satisfy himself that:

- The reducer flow has been checked by the diver who will use the set.
- The gas cylinders have been charged with the correct gas.
- The gas pressure in the cylinders has been checked and is sufficient for the task in hand. If any appreciable interval elapses between their charging and their use, the pressure must be checked before diving starts.
- The CO₂ absorbent canister has been charged by the diver who will use the set, or that the date of charging is known to him. This should be within 24 hours of the intended use of the equipment.
- The set, when assembled, with all adjustments made, has been tested for leaks by immersion in water and any leaks found corrected.

(The foregoing is the unaltered text of A.F.O.2128/1956.)

(4227/99/11)

945.

NAVAL HEALTH BENEFITS SOCIETY.

The Management Committee of the Naval Health Benefits Society have decided to accept service in the Royal Navy as part of the aggregate service which will qualify a contributor to retain his membership on ceasing full-time employment, in accordance with paragraph 12(2)(a) and 12(2)(b) of the Constitution of the Society.

2. Service in other Navies of the British Commonwealth will be considered individually as they arise.

3. The Constitution of the Society was printed as an Appendix to Navy Order 509 of 1956.

4. The date of commencement of the Society is 14th September, 1956.

(Navy Order 509 of 1956.)

(3131/6/5)

SECTION 2 - PERSONNEL

946.

RESETTLEMENT IN CIVIL LIFE - THE ROYAL INSTITUTE OF CHARTERED SURVEYORS - CONCESSION TO OFFICERS OF THE ROYAL AND COMMONWEALTH NAVIES.

The Royal Institution of Chartered Surveyors is a professional association of qualified surveyors to secure the advancement of that knowledge which constitutes the profession of a surveyor and to promote the general interests of the profession and extend its usefulness for the public advantage. Its membership is comprised of Fellows (F.R.I.C.S.) and Associates (A.R.I.C.S.).

2. To assist officers of the Royal and British Commonwealth Navies in following a surveying career on retirement from the Services the Council of the Institution have agreed to make provision for hydrographic surveyors within the Land Surveying Division and the Land Surveying Section of the examinations.

3. The syllabus is based on a common First Examination with land surveyors. From that point, owing to the difference in the medium, namely, surveying afloat, the examinations will begin to diverge, although there is a certain amount in common between the actual subject matter of the Intermediate Examination for hydrographic surveyors and that of the present Intermediate Examination for land surveyors. The Final Examination for hydrographic surveyors will cater for both Royal Navy and Harbour Authority candidates by a combination of common and alternative papers.

4. Executive Officers in the Royal Navy and British Commonwealth Navies who have completed the various courses and examinations leading up to the rank of Lieutenant, and Merchant Navy Officers who hold foreign-going Master's Certificates, will be granted exemption from the Institution's Preliminary Examination (which is the educational test) and the First Professional Examination in the Land and Hydrographic Surveying Section.

5. The hydrographic surveying examinations will be governed, with the necessary modifications, by the same rules of examination as those which govern the Land Surveying Section. For example, candidates will not be allowed to sit for the hydrographic surveying examinations unless they are actively employed whole-time as hydrographic surveyors, either in Government Service, or by Harbour Authorities, or by approved companies preparing hydrographic surveys.

6. Full particulars of the objects, qualifications for membership and the examination regulations of the Institute may be obtained from the Secretary, The Royal Institution of Chartered Surveyors, 12, Great George Street, Westminster, S.W.1.

(The foregoing is the unaltered text of A.P.O. 1476/1956).

(3131/71/33)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

947.

AIRCRAFT - POSITION OF COCKPIT HOODS FOR AIRCRAFT TAKING-OFF AND LANDING.

Since the introduction of jet aircraft into the Fleet Air Arm certain customs have grown up regarding the position of the canopy during take-off and landing. Generally speaking during the piston engine era, aircraft landing on carriers were controlled by a D.L.C.O. and due to poor forward visibility were carrying out a curved approach. Under these circumstances the improved visibility gained by an open hood off-set the disadvantages of noise and air turbulence in the cockpit. With the current jet aircraft in service, the improved forward visibility and the straight-in-mirror approach, no improvement in visibility accrues from an open hood and wind noise and turbulence prove an added distraction.

2. However, from a safety point of view, there is no doubt whatsoever that if a ditching or forced landing occurs the pilot's chances of escape are very much improved if the hood is already jettisoned or locked open, whatever the type of aircraft, piston or jet.

3. While flying aircraft at low speeds and altitudes it may well be beyond the ability of the pilot to jettison the hood in the time available should an emergency arise. It is, therefore, strongly recommended during all take-offs, both ashore and afloat, that where possible the hood should be locked open. This safety aspect also applies to all landings, but in this case the added distraction of an open hood during a critical time on the approach may give rise to accidents and so the advantages of a more serene atmosphere in the cockpit probably outweigh the safety consideration, provided that an open hood is not needed for increased visibility or other reasons.

4. It is not possible to have the hood open in flight in certain types of aircraft. All aircraft with clamshell or crocodile type canopies must have them closed at all times during flight. In these types of aircraft the pilot and/or observer must be prepared for rapid jettisoning of the hood should an emergency arise during take-off and landing.

5. The danger attendant on taking-off or landing with the hood shut is that a ditching or forced landing may occur before the pilot can get rid of the hood. In these circumstances there is every possibility that the hand jettison mechanism will distort, rendering separation of the hood either difficult or impossible.

6. The advantages of taking-off with the hood shut are improved comfort and better jettisoning qualities of the canopy with improved chance of escape by low level ejection.

7. In general it is, therefore, recommended that if the hood can be operated in flight and is fitted with a robust open lock capable of withstanding 15 "g" free and catapult take-offs should be made with the hood locked open. It is also recommended that if an open hood is not needed for improved visibility or other reasons that airfield and deck landings should be made with the hood locked closed.

8. In the case of aircraft where the hood cannot be open or where no effective open lock is fitted and the hood is, therefore, kept closed, pilots should be prepared to jettison the hood before impact occurs during possible forced landings or ditchings.

9. These observations have been issued for the advice and guidance of all aircrew. It is not considered desirable to lay down hard and fast rules on this subject as so many variables such as aircraft modification state, weather, etc., can affect a decision. Commanding officers of Naval Air Squadrons are to bring this Order to the notice of all aircrew and to advise them of any local conditions which may affect their decisions.

(The foregoing is the text of A.F.O.2021/1956 altered to meet R.A.N. conditions.)

(3053/51/22)

948.

GUNS, 4.5-IN. MARK 5 - MODIFICATION TO AIR BLAST CONTROL BRACKET AND BREECH BLOCK: INTRODUCTION OF NEW TOOLS.

The following modification is approved:

Gun	.. ..	Q.F. 4.5-in. Mark 5.
Parts affected	.. ..	BP 004 MECHANISM, breech, left gun - Assembly. BP 017 MECHANISM, breech, right gun - Assembly. BP 092 BRACKET, control, air blast, left gun - Assembly. BP 105 BRACKET, control, air blast, right gun - Assembly. BP 001 BLOCK, breech - Assembly.
Purpose	.. ..	To provide improved means of securing certain items of the gun mechanism and to facilitate their removal when examination or replacement is necessary.
Nature of modification	..	(1) Modify air blast control bracket body to ensure clearance for wrench. After modification stamp with new Store Reference numbers BP 658 (for left gun) and BP 651 (for right gun). Fit new timing needle locking plate securing screw BP 660. (2) Modify air blast plate to take new hexagon socket headed screw BP 554. After modification stamp with new Store Reference number BP 734. Fit air blast plate fixing screw locking plate with new hexagon socket headed screws BP 647.

(3) Modify air blast seating preserving plate to take new hexagon socket headed screw BP 554. After modification stamp with new Store Reference number BP 747.

(4) Fit new air blast valve bracket fixing screws (BP 567).

Drawing N.O.D. 3175/73.

New parts required .. BP 554 SCREW, FIXING, air blast plate breech block and SCREW, FIXING, air blast seating preserving plate, breech block (2 No.) BP 567 SCREW, FIXING, air blast valve bracket (2 No.).

BP 647 SCREW, SECURING, air blast plate fixing screw locking plate breech block (1 No.).

BP 660 SCREW SECURING, timing needle locking plate, air blast control bracket (2 No.).

By whom to be done .. R.A.N. Armament depots.

When to be done .. As soon as possible.

2. Spare BP 001 BLOCK, BP 092 and BP 105 BRACKET, BP 201 PLATE on board H.M.A. Ships or in store are to be modified concurrently. Spare BP 004 and BP 017 MECHANISM and BP 331 PLATE in store are also to be modified.

3. BP 216 and BP 242 SCREW, FIXING and BP 270 and BP 450 SCREW, SECURING recovered are to be scrapped.

4. Schedule of modifications Part 1.

Q.F. 4.5-in. Mark 5 and Accessories.
Add Serial No. 24.

5. H.M.A. Ships are to be supplied with the following new accessories on the basis of 1 per turret.

AV 249 SCREWDRIVER.
AV 451 WRENCH B.M. N21 Mark 1
AV 464 WRENCH B.M. N22 Mark 1
AV 477 WRENCH B.M. N23 Mark 1
AV 361 WRENCH BARREL locking plate fixing screw, Mark N1.
AV 124 TOMMY No.2.

6. The following additional tools will be included in the establishment of Naval Stores for the ships concerned.

Spanner S.E. 1-in. B.S.W. Pattern No. H 2504
Spanner D.E. $\frac{3}{8}$ -in. x 11/16-in. B.S.W. Pattern No. H 2478 or D.E. $\frac{3}{8}$ -in. x $\frac{1}{2}$ -in. B.S.W. Pattern No. H 2479
Spanner D.E. $\frac{1}{2}$ -in. x 9/16-in. B.S.W. Pattern No. H 2477
Wrenches for hex. Socket headed screws.
1/16-in. A/F Pattern H.4264
3/32-in. A/F Pattern H.4266
3/16-in. A/F Pattern H.4270
3/8-in. A/F Pattern H.4274

7. AV 334, AV 347 and AV 360 WRENCH are to be withdrawn from H.M.A. Ships and scrapped.

(The foregoing is the text of A.F.O.1962/1956 altered to meet R.A.N. conditions.)

(4428/6/161)

949.

GUNS - Q.F., 40-MM., MARKS 4, 9, 10, 11 AND N1 SERIES
- DV 239 PLUNGER - MODIFICATION.

The following modification is approved:

Gun	.. ..	Q.F., 40-mm., Marks 4, 9, 10, 11 and N1 Series.
Part Affected	.. ..	DV 239 PLUNGER, check breech block.
Purpose	.. ..	To improve functioning and facilitate interchangeability between guns.
Nature of Modification	.. ..	(i) Remove metal from the wedge shaped end of the plunger. (ii) Bar out existing marking and stamp on "DV 811".
Drawing	.. ..	I.P. NOD 3138/627.
By whom to be done	.. ..	R.A.N. armament Depots.
When to be done	.. ..	As soon as possible.
R.A.N. Armament Depots	.. ..	Instructions have been issued separately.

2. H.M.A. ships are to return spare DV 239 PLUNGERS held and demand DV 811 PLUNGERS in lieu up to the authorised allowance.

3. Schedule of Modifications Part 1

Guns, Q.F., 40-mm., Mark N1 Series and Accessories.
Add Serial No.

Guns, Q.F., 40-mm., Mark 4 Series and Accessories.
Add Serial No.

Guns, Q.F., 40-mm., Mark 9 Series and Accessories.
Add Serial No.

Guns, Q.F., 40-mm., Mark 10 Series and Accessories.
Add Serial No.

Guns, Q.F., 40-mm., Mark 11 Series and Accessories.
Add Serial No.

4. The Vocabulary and the Proportion Book of Naval Armament Stores will be amended in due course.

(The foregoing is the text of A.F.O.2149/1956 altered to meet R.A.N. conditions.)

(4428/43/342)

950.

Q.F. 40-MM. MARK 11, TWIN GUN UNITS - BALANCING.

It has been reported that pairs of 40-mm. Mark 11 guns fitted in Bofors Mark 5 series mountings are occasionally found to be out of balance.

2. Ships concerned are to arrange with the appropriate R.A.N. Armament Depot for guns mounted to be checked at the next annual refit.

(4428/43/330)

951.

GUN MOUNTINGS - 40-MM. MARK 9* MOUNTING - MODIFICATION TO EMERGENCY SIGHT - MODIFICATION NO. 18.

- | | |
|--|---|
| a) Ships - Establishments and Authorities concerned. | All Ships, Fleet Shore Establishments, Gunnery Schools and Gunnery Stores and Depots holding stocks of these mountings. |
| b) Type and Mark of Gun Mounting. | 40-mm. Mark 9* Mounting. |
| c) Part of Mounting affected | Emergency Sight. |
| d) Purpose of Modification .. | To protect the eye shooting sights which are liable to suffer damage, especially when covering or uncovering guns. |
| e) Nature of Modification .. | To remove the small stop in the rear face of the emergency sight bracket, which limits the rotary travel of the sight bar, thus permitting the sight to be rotated downwards (clockwise) beyond the action position to a position below the level of the gyro gun sight.

A small section of the rear sight needs to be filed away so that the rear sight does not foul the gyro gun sight when in this alternative position.

When the sight is in this position it is completely protected by the gyro gun sight but cannot be damaged by depressing the gun to maximum depression. |

It should be noted that this modification applies ONLY to 40-mm. Mark 9^o Mountings. A similar stop is fitted to the sight brackets of the 40-mm. Mark 7 and 8^o series but the sight is liable to damage at maximum depression in these cases, and therefore this modification must NOT be applied.

- f) Drawing or Diagram Nil.
- g) By whom to be done .. Ships staff. Fleet Shore Establishments and Gunnery Equipment Stores and Depots.
- h) When to be done .. As soon as an opportunity permits.
- i) How to be treated .. As a defect.

(The foregoing is the text of A.P.C.2092/1956 altered to meet R.A.N. conditions.)

(4429/41/244)

952.

CORROSION OF STRUCTURE IN MACHINERY SPACES OF H.M.A. SHIPS.

H.M.A. Ships and Dockyards

Severe corrosion of the structure in the machinery spaces of a number of H.M.A. ships has occurred, and in some cases this has necessitated the renewal of portions of the plating, framing, etc.

2. Examination has revealed that this severe corrosion is mainly attributable to two factors, (i) Inaccessibility of the structure, and (ii) Electrolytic action.

3. *Inaccessibility of structure* - (a) This leads to lack of maintenance, accentuated in certain cases by inaccessible leaky steam joints, etc., keeping the plating hot and wet. Rust and dirt accumulate, limber holes become blocked and corrosion goes on unchecked. The problem of improving accessibility to auxiliary machinery and its piping in machinery spaces has been investigated and for small ships the structure beneath auxiliary machinery seats should be examined and painted at regular intervals and periodical inspections carried out as laid down in the regulations for the remainder of the hull structure.

b) 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.

c) 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, details being reported. Care is to be taken that the strength of the seats is not unduly impaired.

d) 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 machines. In such cases it is unlikely that the work of modifying the seats, if approved, will be undertaken until the following refit.

e) Conditions favourable to corrosion arise particularly in Destroyers and smaller ships on the upper surfaces of longitudinals or stringers in engine rooms, where water collects. In these positions, particularly where the hull is inaccessible, e.g., behind cable trays, the danger of corrosion going on undetected is increased. To improve such conditions, limber holes should be cut as found necessary on the first occasion that removal of fittings for other purposes allows this work to be done. Such limber holes should be 1½-in. x ½-in. in size, spaced approximately three holes per 5-ft. length of longitudinal. All plating in such inaccessible positions is to be treated as in paragraphs 6 and 7 of this Order.

4. *Electrolytic Action* - (a) Corrosion is also attributable to electrolytic attack set up by copper metal or salts deposited on the structure mainly by condensation or effluent from copper piping. Also copper piping in close proximity to the bottom plating is liable to be covered with bilge water, and under these conditions sufficient copper salts will be dissolved in the bilge water to cause accelerated attack of the steel plating with which it comes into contact. Where copper blow-off pipes are arranged with their exits pointing downwards, these will furnish a further source of copper contamination. Care should be exercised to see that articles of brass or other copper bearing alloy, such as nuts, bolts, etc., are not left on the bottom in contact with the plating as these articles are a dangerous source of this type of corrosion.

b) Minute quantities of dissolved copper, e.g. as little as one in a million, can initiate this action, and once it is started pitting will continue indefinitely, as long as moisture is present. Every endeavour should be made to keep bilges as dry as possible.

5. Wherever corrosion is found or suspected in inaccessible areas, all obstructions should be removed and defects found made good by replacement of plating or build-up by welding as considered necessary. Areas liable to attack in way of blow-off pipes should be reinforced by welding of patches.

6. After making good defects, the steel surfaces are to be freed from all corrosion products, thoroughly cleaned by scraping and wire brushing, and as far as possible all oil and grease removed. Thorough cleaning and drying of steel surfaces before applying paint is of paramount importance, as no painting system can be effective if applied to unclean or damp surfaces.

7. After proper preparation, the following paint systems are to be applied:

- a) Where adequate ventilation can be arranged, two coats of red oxide zinc chromate primer to specification SAA Int. 5A followed by two coats of interior fire resistant paint (white) to specification SAA Int. 229 (pattern like 374).
- b) Where adequate ventilation cannot be arranged, and spaces are confined, three coats of red oxide zinc chromate primer to specification SAA Int. 5A are to be applied.

8. Copper pipes in the vicinity of plating, frames, etc., are to have their surfaces roughened with fine emery paper and then wiped down with a cloth moistened with Naphtha. Two coats of Tretol sealing coat, Pattern 4317, are then to be applied.

9. Examination of the machinery spaces in small ships of the Reserve Fleet shows that where galvanised steel has not been used, there is, in many cases, excessive corrosion of plating, frames, stringers, etc. The thin plating in the lower strakes of certain main bulkheads has often been subject to excessive corrosion. Special care during survey should be given to this plating and where survey has confirmed that renewal of plating is necessary, the existing defective plates should be replaced by galvanised plating of the original thickness.

10. The time and labour involved in carrying out the work referred to is considerable, and preservation should be progressed at every available opportunity. Where Dockyard assistance is necessary, items should be included in the Defect Lists, specifying the defects. Though the difficulty of cleaning and preparing for such work is fully realised, particularly when other work is going on involving breaking of pipes, etc., it is desired to emphasise the importance of arresting corrosion and every effort should be made by all concerned to ensure that the problem is effectively tackled.

(The foregoing is the text of A.F.O.1491/1956 altered to meet R.A.N. conditions.)

(4273/1/57)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

953.

FORM A.S.75 - RETURN OF CASUAL CONDEMNATIONS OF
PROVISIONS.

In view of the very limited use required to be made by Ships and Establishments of Form A.S.75 - Return of Casual Condemnations of Provisions, it has been decided that this Form will not be reprinted.

2. Pending exhaustion of current stocks Forms A.S.75 may be utilised and, thereafter, a manuscript certificate, in duplicate, signed by the Supply Officer, or Officer appointed for the duties where no Supply Officer is borne, is to be prepared to cover all such transactions. The Captain is to approve the action taken to dispose of the stores and countersign the space provided on the certificate, which is to be drawn up in the following manner:

"H.M.A.S.

Casual Condemnations of Provisions for
the month of

1. Item and size of container.
2. Date on which condemnation took place.
3. Quantity.
4. Manufacturer.
5. Code marks or pack dates.
6. Reason for condemnation.
7. Ultimate method of disposal.

This is to certify that the provisions shown
above were condemned and disposed of, as
stated.

..... Supply Officer
..... or Victualling
..... Officer. Captain.
..... Date. Approved.
..... Date."

3. The original certificate is to be forwarded to the Director of Victualling at the close of each month with Form A.S.462 and the duplicate is to be retained on board to support the relevant entries in the Stock Ledger. Nil returns are not required.

4. Paragraphs 4 and 5(g) of Navy Order 877 of 1955 are to be notated accordingly, and Navy Order 942 of 1955 is hereby cancelled.

5. The necessary amendment to Consolidated Orders and Regulations, Article 440, will be promulgated.

(Navy Order 877 of 1955 refers.)

(Navy Order 942 of 1955 is cancelled.)

(3712/19/123)



C. N. O. s.

C. N. O. s. 954-966/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

2nd October, 1956.

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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964.	Naval Stores (General) (Class F, Group 5) - Photographic Equipment - Introduction of Camera, G.C.S. Recorder, Mark 3 Reference 14A/4196 and Unit Film Titling Reference 14A/4336.
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List of Admiralty Fleet Orders repromulgated as Commonwealth Navy Orders (Navy Order 104 of 1954).

RESTRICTED

3

954

SECTION 1 - ADMINISTRATIVE AND GENERAL

954.

NOMENCLATURE - DEFINITIONS OF TERMS USED IN DESCRIBING SHIP ELECTRONIC AND ALLIED EQUIPMENT.

To ensure uniformity in terminology, the following definitions are promulgated for use when describing ship electronic apparatus used in radar, wireless, sound reproduction, underwater-detection, weapon control and direction, compass, machinery control and instrumentation equipment:

Minor Component - An individual component, usually small, normally not considered to be repairable when defective.

Major Component - An individual component, generally large, considered repairable when defective and subject to defect list or S.331 procedure.

Chassis - The framework upon which components are mounted and wired to form a unit.

Sub-unit - A number of components mounted together, e.g., on a sub-chassis in or on the outside of a unit, which can be removed for repair or replacement, but which is not suitable for independent use without the unit.

Unit - A number of components and/or sub-units mounted on a chassis and housed in a drawer, case, cell or other enclosure. It may be suitable for mounting independently or grouped with other units in an assembly. (Note that the unit includes any sub-units which are mounted in or on it).

Cubicle (or Rack) - A framework, enclosed (cubicle) or not enclosed (rack), fitted to receive units which together form an assembly. (Note - The cubicle/rack includes components, terminals and wiring mounted on it, but excludes the units fitted into it).

Assembly - A group of units mounted in a cubicle or rack. (Note - Terms such as predictor, tracker, computer, etc., denote particular assemblies).

Outfit - Used when convenient for a group of assemblies, units and components. An outfit by itself will not necessarily perform a complete operational function.

Set - Comprises all the outfits, assemblies and units (excluding power supplies common to other services), necessary to the performance of a specific operational function.

System - A combination of assemblies, sets and outfits with their interconnecting wiring which together fulfil a complete operational function, e.g., control of a gun or A/S weapon. When applied to weapon control and direction equipment a system includes the radar or asdic and the R.P.C. of the system, but not the communications or any power supplies common to other services, associated with it.

Installation - Comprises the set or system together with all wiring and associated items necessary for a complete ship-fitting in accordance with the installation specification or approved wiring diagrams for the set or system and class of ship.

NOTES: (1) Words such as equipment, apparatus, gear, etc., should be used only in their dictionary sense.

(2) It should be noted that certain of the terms defined above are currently used with different meanings in other types of equipment, e.g., power-supply system.

(The foregoing is the unaltered text of A.F.O. 2183/1956.)
(4476/30/48)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

955.

40-MM. BOFORS SINGLE MK. 7 MOUNTINGS - PROVISION OF STOWAGE POSITION FOR CEASE-FIRE LAMP MODIFICATION NO. A.N. 3.

- | | |
|----------------------------|---|
| a) Authorities concerned | All ships and establishments holding above-mentioned mountings. |
| b) Purpose of Modification | To prevent damage to the Cease-Fire Lamp by providing a stowage position for use when the Gyro Sight is not fitted to the mounting. |
| c) Drawing | D.O.U.W. A/51158 (Navy Order 955 of 1956 diagram). |
| d) By whom to be done | Ships and establishments concerned are to raise a Defect List item to cover the work involved, quoting this Order as the authority. |
| e) When to be done | As soon as convenient. |

(4429/141/47)

956.

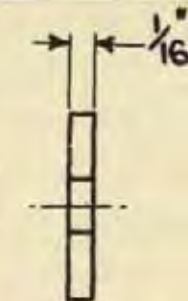
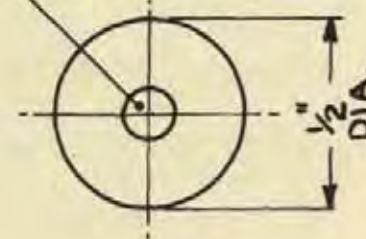
GUN MOUNTINGS - AUTO CONTROL AMPLIFIER E.M.V. 28 MK. 15H AND MK. 18H - MODIFICATION.

Navy Order 612 of 1956 is to be amended as follows: Wherever "Mk. 15H" appears add "and Mk. 18H".

(Navy Order 612 of 1956)

(4429/1/204)

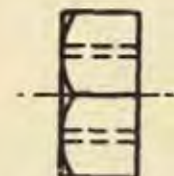
1 HOLE DRILL
No 30 ($\frac{1}{16}$ DIA.)



2-OFF

3

STANDARD $\frac{1}{4}$ " DIA. WHIT. NUT



2-OFF

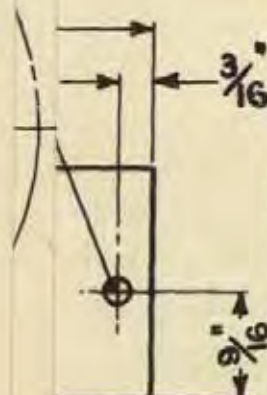
4

DIA.)

MATERIAL :-

ITEMS 1 to 4, MILD STEEL
CADMIUM PLATED.

ITEM 5, AL. ALLOY A.W.4.
ANODISED.



DRAWING No

D.O.U.W.

A/51158

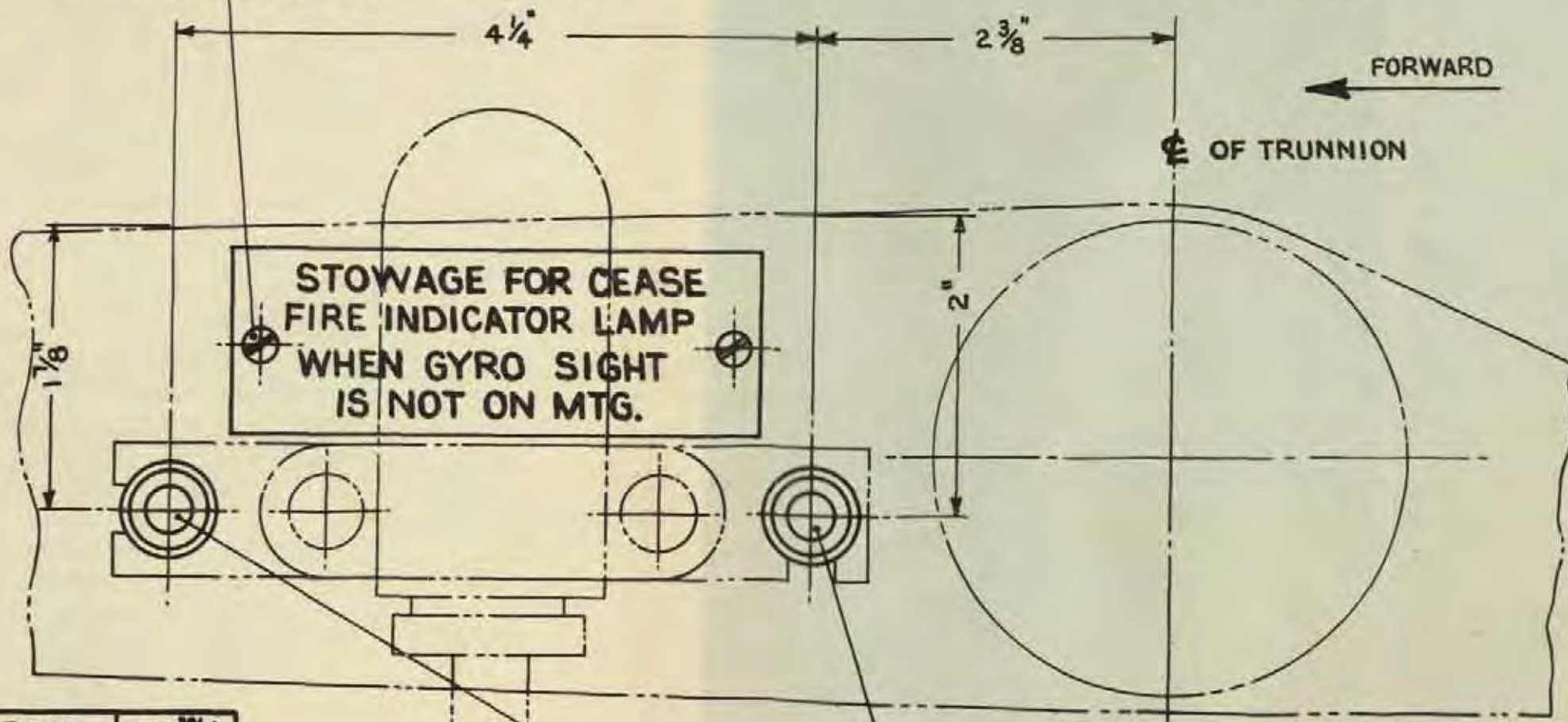
2-OFF

5

DRG. N^o D.O.U.W. A/51158
 40 M.M. BOFORS MK. 7.
 STOWAGE FOR CEASE FIRE INDICATOR
 LAMP WHEN GYRO SIGHT IS NOT ON MTG.
 SCALE :- 2 TO 1 & 1 TO 1.

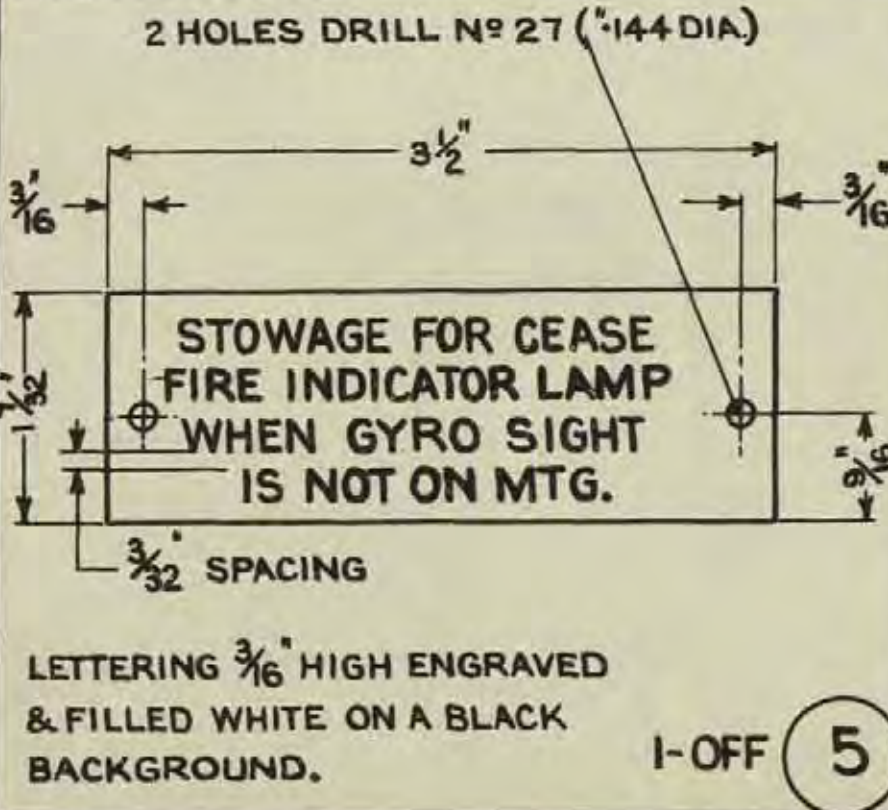
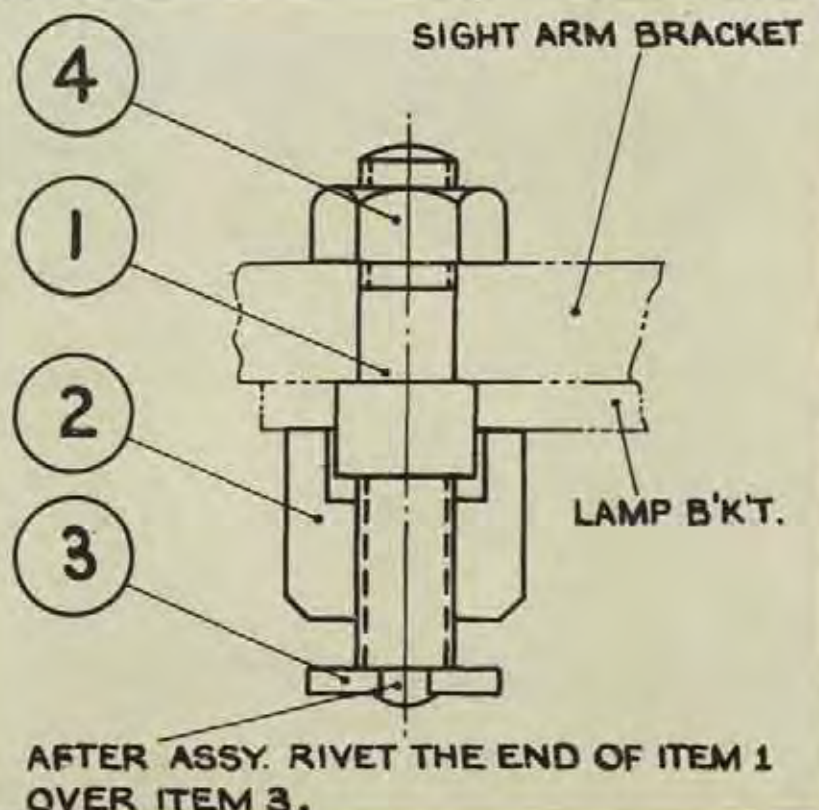
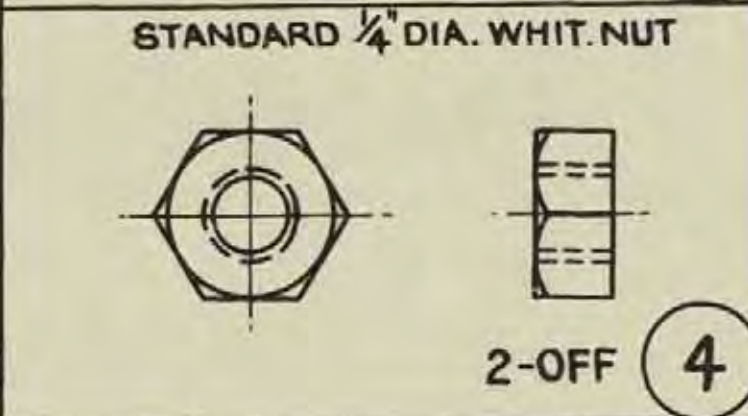
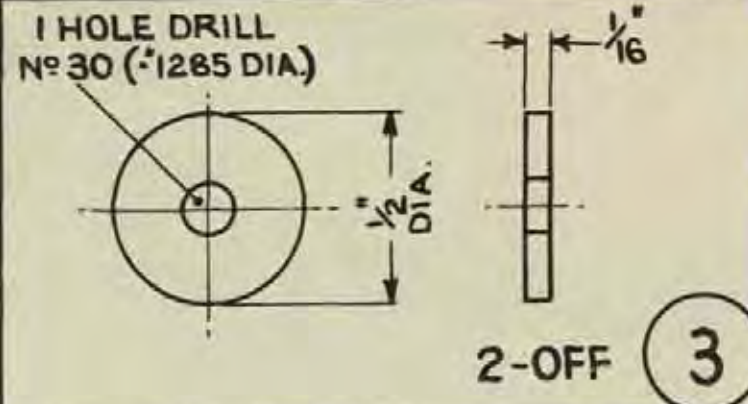
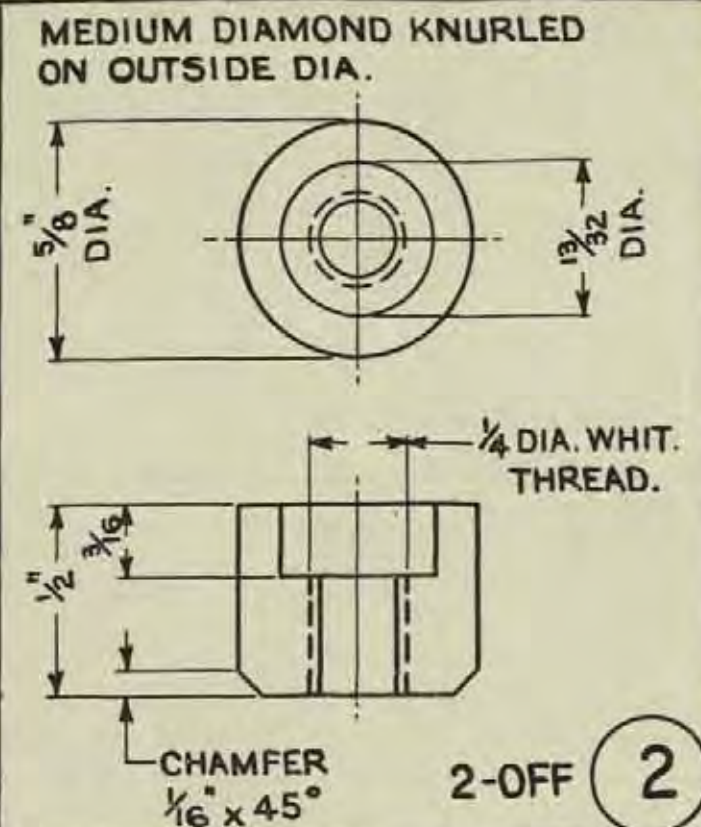
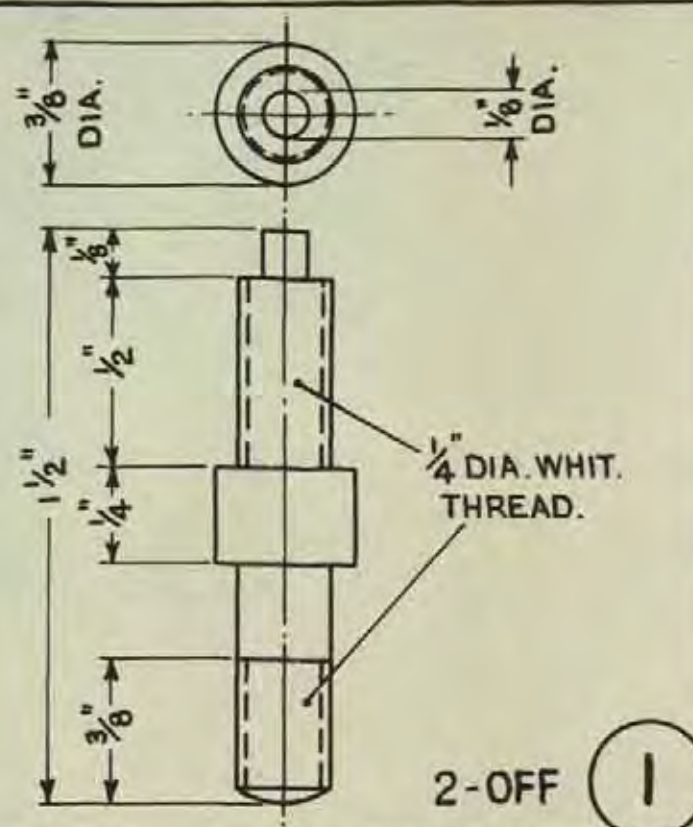
2 HOLES DRILL & TAP 4 B.A., IN SIGHT ARM
 B'K'T TO SUIT ITEM 5, FOR 4 B.A. R^o H^o
 SCREWS $\frac{3}{8}$ " LONG. (CADMIUM PLATED)

ARRGT. ON RIGHT
 HAND SIGHT ARM
 BRACKET.



DRAWN	J.K.B. 20/7/56
TRACED	Y.M.P.
CHECKED	[Signature]
PASSED	[Signature]
APPROVED	[Signature]

11483/56



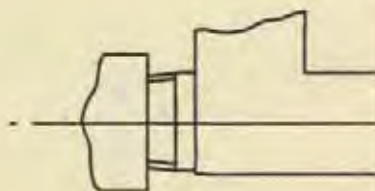
MATERIAL :-
 ITEMS 1 to 4, MILD STEEL
 CADMIUM PLATED.
 ITEM 5, AL. ALLOY A.W.4.
 ANODISED.

DRAWING N^o
 D.O.U.W.
 A/51158

AFTER ASSY. RIVET THE END OF ITEM 1
 OVER ITEM 3.

LETTERING $\frac{3}{16}$ " HIGH ENGRAVED
 & FILLED WHITE ON A BLACK
 BACKGROUND.

IDENTICAL WITH A.11



FITTING
TO B

45/56 N.C.

11483/56

957.

REPORT ON FAILURE OF FIRE CONTROL, DIRECTOR AND GUN
MOUNTING EQUIPMENT - FORM S.1148 SERIES.

A new form entitled "Report of Defective Material or Design" will be introduced shortly. This new form will replace certain existing forms for reporting material failures, including Form S.1148(R) and the instructions for compiling the new form will include the following:

"Security Classification".

In cases where details of a classified nature are inserted in the Report, the form is to be given the appropriate classified marking. It is not proposed to amend any existing forms in the S.1148 series at this stage, but all ships and establishments are to ensure that all future completed forms in the S.1148 series are given the appropriate classified marking.

(3526/12/1579)

958.

TEMPLEX LACKING FOR LOOSE BARRELS AND LINERS.

Navy Order 609 of 1956 is to be amended as follows:
Paragraph 4, Line 8 - delete "18-36-54-72" and
substitute "20-30-40-50".

(Navy Order 609 of 1956)

(4428/1/431)

959.

DIVING - BREATHING APPARATUS, PATTERN 5561A AND 5562A -
GUARDS, HANDWHEEL, CYLINDER VALVE, PATTERN 6244 -
INTRODUCTION.

In order to minimise the risk of accidental opening of Cylinder Valves of Breathing Apparatus, Pattern 5561A and 5562A a Guard has been devised to fit between the valve and the handwheel as illustrated in Navy Order 959 of 1956 Diagram.

2. This item is being introduced into the Rate Book and Authorised List of Naval Stores, under Class E, Group 5, as Guard, Handwheel, Cylinder Valve, Pattern 6244.

3. Two Guards are to be fitted to each set of Breathing Apparatus.

4. Supply will be effected, on demand, by the appropriate (Superintending) Naval Store Officer on receipt of stocks from the United Kingdom.

5. Guards will not be fitted to equipment in store, but should be demanded concurrently with the Breathing Apparatus by services.

(The foregoing is the text of A.F.O. 1245/1956 altered to meet R.A.N. conditions.)

(4512/50/403)

960.

FLYPLANE ELECTRIC PREDICTOR Mk. 2 MODIFICATION TO SECTION 8.

- | | |
|----------------------------|--|
| a) Authorities concerned | H.M.A. Ships ANZAC, TOBRUK and Flinders Naval Depot. |
| b) Purpose of modification | To simplify setting up and checking of retransmission cathode followers Mk. 2 C.F. |
| c) Drawings | Instruction Book No. 217
D.E.E. C.23313
" C.23314
" C.23315
" A.23316. |
| d) By whom to be done | Ships and establishments concerned are to raise a Defect List item to cover the work involved quoting this Order as authority. |
| e) When to be done | As soon as convenient. |

(4430/2/28)

961.

CORDAGE - STORAGE AND TESTS.

Storage Conditions. Cordage which has been tested in accordance with relevant specifications and accepted for Naval Service should be stored in dry, cool, well ventilated storehouses and not exposed to damp, draught, direct sunlight or allowed to come in contact with metals or water, or other substances which would have a tendency to cause deterioration. Ample air space should be arranged between the coils and the floors or the roofs of the buildings in which they are stored.

2. Periods between tests. Cordage should be tested after it has been stored for three years in Naval Store Depots. However, when any doubt exists as to the serviceability of any items, tests should be carried out within this period, as considered necessary.

3. All cordage returned from service is to be subjected to tests in accordance with instructions contained in paragraph 4 and dealt with in accordance with paragraph 5.

4. Tests of Cordage. (a) For cordage below 6-in. in circumference the breaking load of the cordage is to be determined by tensile test in accordance with British Standard 2052: 1953, paragraph 25 and Appendix B, paragraph (a)(ii).

b) For cordage of 6-in. in circumference and above the breaking load of the cordage may be determined by calculation from the yarn test in accordance with British Standard 2052: 1953, paragraph 26 and Appendix B, paragraph (b).

c) Where facilities exist the breaking load of cordage up to 8-in. in circumference should be determined by tensile test vide (a) above. Where facilities do not exist for carrying out tests of cordage, test samples should be forwarded to Garden Island Dockyard for tests as follows:

Up to 8-in. in circumference	4 fathoms
8-in. and above in circumference	5-ft.

5. Procedure after test. Except where otherwise directed, cordage of all sizes in stock in the dockyards and depots should be dealt with after test as follows:

- a) Cordage with breaking loads not less than standard or specified breaking loads should be issued for all services for which approved.
- b) Cordage with breaking loads below 7/8 standard breaking load should be condemned and reported on Forms A.D.68, which should be accompanied in every case by a statement showing the results of tests which should be reported to Navy Office as soon as practicable in order that a decision on the issue or disposal of the cordage may be promulgated. The coils should not be disposed of until Navy Office approval has been received.
- c) Cordage with breaking loads between standard and 7/8 standard breaking load should be dealt with in accordance with the following procedure:
 - 1) Labels giving standard and actual breaking loads and date of last test, also the services for which it should not be used (viz; boats' falls, ammunition whips, hawsers for ocean tug rescue work or other special operation) should be attached to the coils and further action taken as detailed in (ii).
 - ii) Demanding officers should be informed of the standard and actual breaking loads of cordage of the sizes required and requested to state whether it is acceptable for the service intended. If so, the cordage may be issued, and particulars at (c) (i) inserted in red in supply notes. Similar notes should be made on invoices issued in connection with transfers of such cordage between dockyards and depots.

(4510/15/65)

962.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART E, ETC.) - SPANNERS AND WRENCHES - REDUCTION OF THE NUMBER OF PATTERNS IN THE RATE BOOK AND AUTHORISED LIST OF NAVAL STORES.

Navy Order 452 of 1955 is to be amended as follows:

After "Class B, Group 11, Part E" insert "and Part F respectively".

(The foregoing is the text of A.F.O. 2352/1956 altered to meet R.A.N. conditions.)

(Navy Order 452 of 1955)

(4506/12/406)

963.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) - TRANSFERS, TRANSFLEX, SINGLE TRANSFER TO REPLACE PATTERNS 3892 AND 3892A.

Owing to the difficulty in differentiating between Transfers, Transflex, slide off, Patterns 3892 and 3892A, for marking valves, bulkhead doors, hatches, etc., a new transfer, Patterns 7879, has been introduced to replace both of these patterns.

2. Existing stocks of Pattern 3892 and 3892A, which are to be considered obsolescent, should continue to be issued until expended.

3. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O. 2155/1956.)

(4514/21/318)

964.

NAVAL STORES (GENERAL) (CLASS F, GROUP 5) - PHOTOGRAPHIC EQUIPMENT - INTRODUCTION OF CAMERA, G.G.S. RECORDER, MARK 3 REFERENCE 14A/4196 AND FILM TITLING REFERENCE 14A/4336.

Camera, G.G.S. Recorder Mark 3 Reference 14A/4196 has been introduced into Naval service by the Admiralty for use with Gyro gun sights. It is complete with Magazine 14A/4197 and Storage Case 14A/4284 and will be dealt with under Class F, Group 5 as an item of Permanent Naval Stores.

2. In the Royal Australian Navy the new recorder will replace the Mark 2 Reference 14A/3629 in Sea Fury F11 aircraft only.

3. To meet the requirements for titling films from the new G.G.S. Recorder camera Mark 3 (14A/4196) a Film Titling Unit, Reference 14A/4336 has also been introduced and will be added to the Rate Book and authorised list of Naval Stores under Class F, Group 5.

4. Allowances of the Camera and Titling Unit are as follows:

Ref. No.	Description	Cat.	Allowances		
			805 Sqdm.	R.A.N.A.S. Nowra	R.A.N. School of Phot.
14A/4196	Camera, G.G.S. Recorder Mark 3 complete with magazine 14A/4197 and storage case 14A/4284.	P.	16 No.	8 No.	1 No.
14A/4336	Unit, Film, titling for Camera, G.G.S. Recorder Mark 3.	P.	-	2 No.	-

5. On receipt of Mark 3 Recorders 14A/4196, and 14A/4336 Titling Units, supply of which will be made without demand, Mark 2 Recorders 14A/3629, Magazines 14A/4197 and Titling Units 14A/3656 should be returned to Superintending Naval and Air Store Officer, Sydney.

6. The Air Stores establishment (AP(N) 377/378 series), which will be amended by Admiralty Errata, should be noted accordingly.

(The foregoing is the combined texts of A.F.O. 1739/1954 and A.F.O. 1183/1956, altered to meet R.A.N. conditions.)

(4518/50/313)
(4518/50/324)

965.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 9) - LEAK INDICATOR KIT CT.106, REFERENCE 10S/16589, AND LEAK LOCATOR CT.105 REFERENCE 10S/16588 - INTRODUCTION.

Leak Indicator Kit CT.106, Reference 10S/16589, and Leak Locator CT.105, Reference 10S/16588, have been introduced under Class F, Group 9, for use with airborne radio equipment. These are complementary instruments designed for the detection and subsequently the physical location of air leakages in pressurised air radio equipment. The facilities provided are briefly described below:

a) Leak Indicator Kit CT.106 -

- 1) The Kit comprises a small metal case housing a differential sensitive pressure gauge, with a range of minus 3 to 20 lb. per square inch in 0.1 lb. steps, fitted with an air pipe and Schrader Valve Connector. Stowed in the case is an Adaptor, Type 312.

Reference LOAD/840, with which radio units may be pressurised from an expendable Capsule (Arcton), Reference LOAD/545, which is supplied separately. The Capsule is a small cylinder containing 95 per cent. carbon dioxide and 5 per cent. arcton gas at 1,000 lb. per square inch, and will charge a 10-in. diameter unit, 21-in. long, to approximately 3 lb. per square inch.

- ii) The purpose of the test equipment is to detect by means of the pressure gauge the presence of unacceptable leakage whose source may then be located physically with the aid of the Leak Locator CT.105 by means of the arcton gas tracer introduced from the capsule.
- iii) Full details of the equipment and its uses will be found in A.P. 2563BZ, Volume 1.
- b) Leak Locator CT.105 -
- i) The Leak Locator is a small portable unit embodying an "ozotron" sensitive element, which, in conjunction with a thyatron trigger valve, operates a warning buzzer when the presence of arcton gas is detected. Connected to the ozotron is a flexible rubber tube which draws in sample air via a suction fan and which may be used as a search probe to locate the origin of leakage from radio units containing arcton tracer gas. The unit requires a mains supply of 200-250 volts A.C. 50 cycles. Though the sensitive element is red hot in the operating condition, investigations have indicated that no fire risk exists in the normal usage of the equipment.
- ii) The efficiency of the CT.105, however, is seriously reduced when used in an inflammable or explosive atmosphere, and may even become zero, as the buzzer shows a tendency to operate continuously under such conditions. (See R.A.N.A.M.O/General/R.22). Furthermore, the ozotron will react to carbon tetrachloride, trichlorethylene and other halogen compounds which will desensitise the element if exposure over a long period is permitted.
- iii) Details of the Leak Locator and its operation will be found in A.P. 2563BX, Volume 1.

2. Allowances are as follows:

Service	Quantity		
	Leak Locator, CT.105, Ref. 108/16588	Leak Indicator Kit, CT.106, Ref. 108/16589	Capsule (Arcton) Ref. LOAD/545
H.M.A.S. MELBOURNE	2	4	192
R.A.N. Air Station, Nowra	2	9	432
Observers School, Nowra	-	1	48
Electrical School, Flinders Naval Depot	1	1	48
Civil Repair Organisation	-	2	96
Radio Test Room, Leichhardt	2	1	48

Issue will be effected by the S.N.S.O. Sydney, without demand, on receipt of supplies.

3. General - Pump, Pressurising, Mark 20/UP, Reference 1108B/123, or Pump, Pressurising, Reference 50/5435, and Pressure Gauge, Reference 48/2595, will also be used for first line pressurisation and tests of radio units. Leak Indicator Kit CT.106 with its more sensitive gauge can be used to check suspect aircraft units with leakage rates not easily measured by other appliances.

4. Air Stores establishments A.P.(N) 376 should be noted in respect of allowances for H.M.A.S. MELBOURNE and R.A.N. Air Station, Nowra, which differ from the allowances being promulgated in an Admiralty amendment list.

(The foregoing is the text of A.P.O. 1700/1956 altered to meet R.A.N. conditions.)

(4519/51/390)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

966.

FORM S.1151 SERIES - WEAPON EQUIPMENT LOG -
RETURNS.

With reference to Navy Order 562 of 1955, the distribution of the Weapon Equipments Logs was commenced approximately twelve months ago. Reports of the changeover to the new system received at Navy Office are far below the number due.

2. Commanding Officers of all ships and establishments are to ensure that initial reports, required by Appendix 2, paragraph 3 of Navy Order 562 of 1955, are rendered by 1st March, 1957, and subsequent yearly reports, vide Appendix 1, paragraph 8, on the due date.

(Navy Order 562 of 1955)

(3526/12/1733)

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

(FOR PREVIOUS REPRMULGATIONS OF ADMIRALTY FLEET ORDERS SEE STATEMENT IN ISSUE OF NAVY ORDERS 475-487 OF 1955 AND 452-463 OF 1956).

A.F.O.'s	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1954		
1191	-	675
2853	-	724
3248	-	745
1955		
287	-	749
844	584	-
877	-	694
924	-	582
929	-	557
1243	-	864
1443	-	631
1559	-	544
1922	-	560
1983	626	-
2230	-	474
2300	-	890
2384	-	543
2396	-	647
2449	-	919
2846	-	855
2858	-	554
2921	-	451
2987	526	-
3035	-	441
3051	446	-
3131	-	736
3137	-	738
3138	-	555
3258	-	487
3280	-	774
3377	-	467
3382	523	-
3436	-	473
3460	-	667
3462	-	443
3498	-	882
3526	460	-
1956		
34	-	754
46	-	879
64	-	881
172	-	608
174	-	744
176	-	621
182	-	737
184	-	633
207	-	709
234	-	593
245	-	632
278	-	454
287	-	472
288	-	449
294	488	-

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1956		
349	-	889
363	-	501
365	-	814
388	-	737
405	512	-
419	515	-
420	536	-
422	-	611
423	-	615
426	-	849
427	-	519
431	628	-
465	-	444
466	-	438
476	-	652
479	-	613
483	448	-
536	-	650
545	-	466
548	-	440
564	486	-
569	-	612
572	-	747
604	-	475
606	-	644
613	468	-
615	607	-
619	-	442
620	-	668
622	-	727
623	-	550
643	-	610
644	-	552
647	-	471
648	-	614
655	-	629
659	-	772
703	-	854
718	-	558
720	-	570
722	-	695
771	-	753
775	-	481
776	-	447
780	630	-
781	-	586
828	-	458
832	-	480
835	-	625
841	-	571
843	-	678
846	-	569
847	-	559
850	-	462
863	-	463
893	-	548
895	-	549
909	478	-
912	539	-
913	-	-
915	-	495
		564

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
916	-	609
917	-	617
918	-	470
919	-	496
920	-	616
922	-	541
924	-	619
925	-	635
927	568	-
928	489	-
948	514	-
975	-	540
976	-	579
979	-	636
980	-	788
982	-	546
1012	-	492
1039	538	-
1042	-	527
1043	-	656
1044	-	785
1046	-	545
1048	627	-
1054	-	790
1067	583	-
1077	682	-
1098	-	685
1103	-	688
1105	-	641
1106	-	691
1107	530	-
1111	634	-
1116	-	762
1117	-	739
1121	-	696
1166	-	689
1168	-	595
1169	528	-
1170	716	-
1171	-	690
1174	707	-
1175	-	757
1177	-	693
1180	-	836
1181	708	-
1182	-	517
1184	518	-
1256	-	941
1239	-	686
1241	-	687
1247	-	761
1310	-	618
1311	-	642
1312	580	-
1347	-	903
1351	-	665
1380	676	-
1421	-	666
1425	639	-
1434	703	-
1438	-	679
1439	-	787
1440	-	760

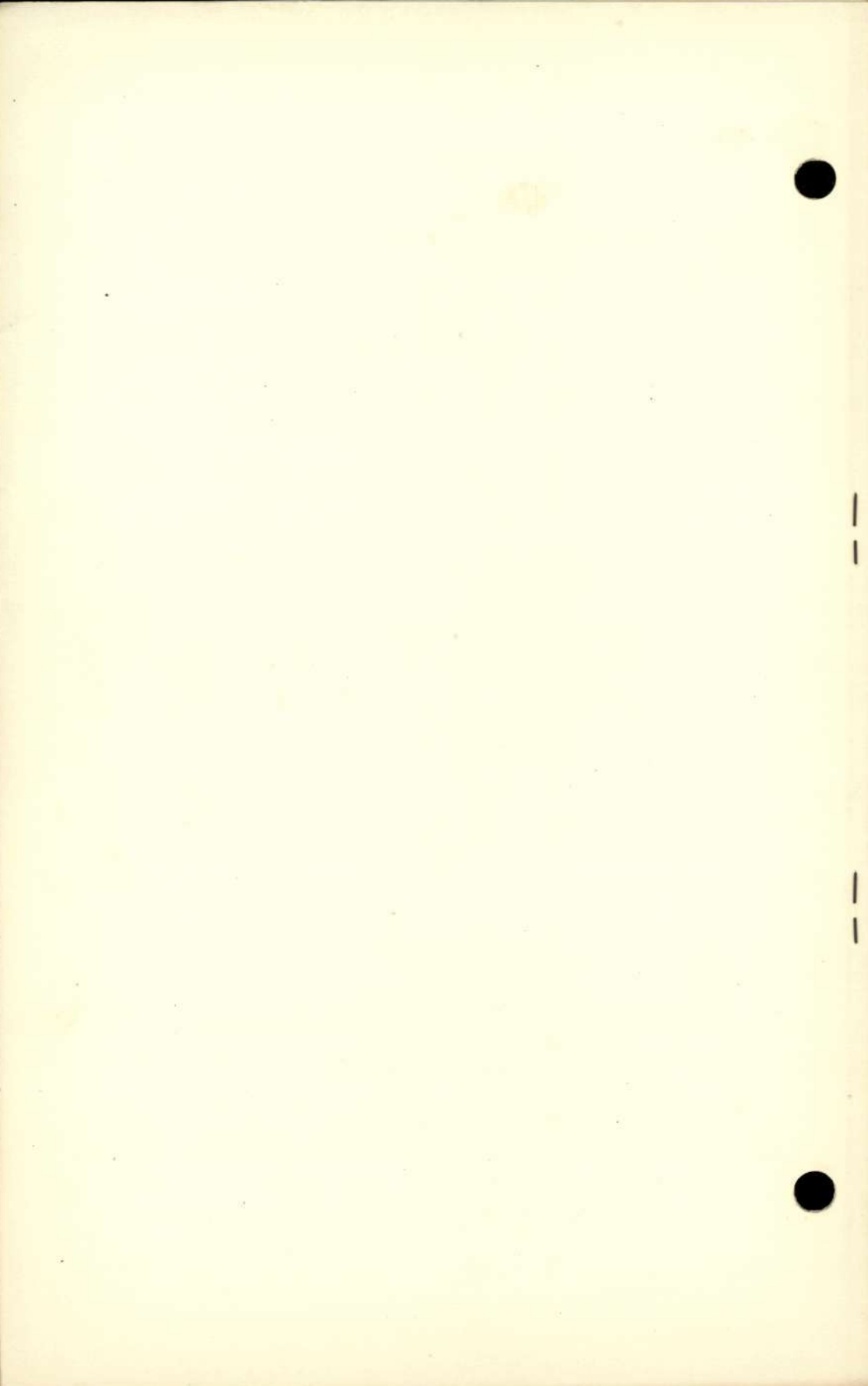
A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1441	-	759
1460	-	713
1463	-	841
1476	-	946
1484	-	755
1485	-	856
1486	718	-
1488	-	936
1489	-	719
1491	-	952
1495	801	-
1537	-	843
1539	886	-
1546	-	823
1547	-	822
1549	-	799
1550	-	872
1551	-	788
1552	-	861
1583	-	779
1584	714	-
1604	-	784
1606	-	819
1608	-	920
1611	895	-
1614	790	-
1617	-	848
1626	-	815
1682	-	844
1685	-	869
1689	818	-
1690	-	870
1691	-	913
1692	-	845
1697	-	915
1698	-	825
1702	860	-
1703	813	-
1740	-	780
1763	797	-
1764	-	873
1788	-	839
1810	-	912
1815	-	926
1817	858	-
1820	-	918
1838	-	837
1870	-	876
1874	-	911
1899	-	807
1961	-	887
1962	-	948
2007	-	910
2021	-	947
2022	932	-
2024	-	925
2027	888	-
2030	-	934
2031	-	935

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
2089	931	-
2090	933	-
2092	-	951
2128	944	-
2149	-	949

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 952 of 1956, dated 1st June, 1954, to 27th September, 1956).



C. N. O.

best office

C.N.Os. 967-982/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

5th October, 1956.

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.	Subject
<u>SECTION 2 - PERSONNEL</u>	

967. Examinations - Professional for Communications Branch.
968. Payments to Widows of Deceased Personnel.

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

969. Electrical Standard Amplifier Assemblies - Blanking Plates, Mark 2 BU.
970. Gun Mountings - 40-mm. Mark 7, 8*, 9 and 9* Mountings - Centre Pivot Lubrication Arrangements - Modification No. 54 (Mark 7), No. 6 (Mark 8*), No. 14 (Marks 9 and 9*).
971. Torpedo Components - Hydraulic Torpedo Bomb Trolleys - Allowances, Spares and Repair Procedure.
972. Alteration and Addition Item - A.S. Frigates (Converted Fleet).
973. Alteration and Addition Item - A.S. Frigates (Sloop).
974. Alteration and Additions - H.M.A.S. SYDNEY.
975. Drums for Foam Compound.
976. Naval Stores (General) - Spares for Pitometer Log (Type D) Equipment - Revised Allowances.
977. O.M.S. Vessels and Below - Galley Ventilation.

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

978. B.R. 1537 - Handbook for 21-in. Mark 9** Torpedo and Addenda.
979. Form A.S. 438 - History Sheet for Electrical Branch Ratings - Introduction - Abolition of Forms A.S. 435, A.S. 436, A.S. 437 and existing A.S. 438.
980. Form A.S. 536(L) - Qualification Sheet for the Rating of 1st Class Electrical Mechanic, Electrical Mechanic (Air), Radio Electrical Mechanic and Radio Electrical Mechanic (Air) - Introduction.
981. Census of Office Machinery.
982. Paper Fasteners, (Binders), Brass - Use of.

SECTION 2 - PERSONNEL

967.

EXAMINATIONS - PROFESSIONAL FOR COMMUNICATIONS BRANCH.

The attention of Communications Ratings is to be drawn to the following extract from A.F.O. 1522/1956 concerning the conduct of examinations. It is intended that the changes to the Signal Training Manual outlined in this paragraph will be adopted in the Royal Australian Navy at a future date which will be promulgated by general message.

2. Paragraph 15, A.F.O. 1522/1956:

"CONDUCT OF EXAMINATIONS GENERALLY

The following changes have been introduced in order to simplify the conduct of examinations and place more emphasis on essential subjects; the Signal Training Manual will be amended in due course:

- a) Communication Instructions and Cryptographic Instructions are to be combined to form one new subject to be known as General Signalling Instructions.
- b) Passing percentage for opposite subject is reduced to 60 per cent for all rates.
- c) Passing percentage for Leading Telegraphist in radio theory is to be reduced to 60 per cent.
- d) Separate organisation and procedure papers are to be set in the examinations for Petty Officer and Leading Telegraphist. The procedure paper will contain questions on A.T. procedure. There will no longer be a separate basic procedure paper as such.
- e) The V.S. Procedure paper for Yeoman and Leading Signaller will contain questions on A.T. procedure.
- f) Practical A.T. procedure will no longer be an examination subject for Petty Officer Telegraphist. Setting up and operation of R.A.F.T. equipment will be included in the Technical Practical examination for Petty Officer and Leading Telegraphist."

3. Remaining paragraphs of A.F.O. 1522/1956 will not be adopted in the Royal Australian Navy.

(4002/55/50)

968.

PAYMENTS TO WIDOWS OF DECEASED PERSONNEL.

The Naval Board is concerned at the delays which sometimes occur in effecting payments to widows of deceased personnel and desires to stress the need for the utmost promptitude in complying with existing instructions regarding action to be taken on the death of a member.

Consolidated Orders and Regulations, Article 544 and paragraph 17 of Navy Order 830 of 1954 are relevant in this regard. It should be noted that, even after receipt in Navy Office of all relevant information, the processes necessary

the full or a reduced rate. Full details of conditions governing the payment of Widow's Pensions are contained in a pamphlet issued by the Department of Social Services. An up-to-date copy of this pamphlet should be obtained from the city and

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Naval Staff Office,
PORT MELBOURNE.

17 April, 1957.

MEMORANDUM.

PAYMENTS TO WIDOWS OF DECEASED PERSONNEL.

Attention is directed to C.N.O. 968/56.

The Chaplain, H.M.A.S. LONSDALE is requested to take action required by paras. 4, 5, 6, 7, 8, 9 and 12 and the Base Supply Officer is requested to comply with para. 3.

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graph 8 are all where indicate:

(Sgd.) J.A. Walsh.
A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE
SOUTH EAST AUSTRALIAN AREA.

DISTRIBUTION.

CHAPLAIN.	B. S. O.	CAP. SEC.	1st LIEUTENANT.
B. L. O.	B. E. O.	B. G. O.	CIV SEC.
M. A. A.	M. S. O.	FILE.	

he signal rity rd by

tion required by paragraph 8;

On the occasion of the visit should inform the widow that it has been necessary to stop her allotment, but three fortnightly payments at the minimum allotment rate (at present £16. 7. 0. per fortnight) will be made as a grant by the R.A.N. Relief Fund. In addition she should be informed that an entitlement may exist to a Widow's Pension at either

date of despatch of the completed forms should be indicated, or, if not yet despatched, the reason for delay and expected date of despatch. This signal should also indicate whether, in the opinion of the local Naval authority, the widow is considered to be a suitable person to have the handling of a considerable sum of money, in cases where

Consolidated Orders and Regulations, Article 544 and paragraph 17 of Navy Order 830 of 1954 are relevant in this regard. It should be noted that, even after receipt in Navy Office of all relevant information, the processes necessary to comply with governing legislation and regulations (particularly as regards compensation) result in an unavoidable time lag in effecting payments, during which financial embarrassment may be caused to dependants. By strict and prompt adherence to all necessary requirements by all concerned it is hoped that the overall time lag will be reduced to an absolute minimum.

2. Payments which may normally be due to widows can include:

- a) balance of active pay due to the deceased;
- b) deferred pay (if no D.F.R.B. pension);
- c) money found in effects;
- d) D.F.R.B. pension (if a contributor);
- e) payment in lieu of furlough or extended leave (if eligible);
- f) compensation under the Commonwealth Employees' Compensation Act (if eligible).

3. The amounts involved in (a), (b) and (c) are included in the estate of the deceased and are payable subject to the terms of a Will (or legislation governing estates of deceased persons) on receipt in Navy Office of the deceased member's Pay Account Card. Amounts payable in respect of (d), (e) and (f) do not form part of the deceased's estate; they are payable to dependants in accordance with governing legislation as regards (d) and (f) and at the discretion of the Naval Board (after receipt of Pay Account Card) as regards (e). Local standing instructions therefore are to be issued to ensure the prompt completion and forwarding to Navy Office (by air mail where appropriate) of Pay Account Cards in all cases of death.

4. Initial action to secure completion of all necessary papers by the widow of a deceased member is to be taken as a matter of urgency by the local Naval authority ashore in the State in which the widow resides, provided that her place of residence is within a radius of fifty miles from a Naval establishment or Office. Action in cases beyond that radius will be initiated by Navy Office. To enable a local Naval authority to take action where necessary, that authority should be included as an action addressee of signals despatched in accordance with Consolidated Orders and Regulations, Article 544, clauses 7 or 8 (which should be endorsed accordingly).

5. On receipt of a signal as in paragraph 4, a local Naval authority is to arrange for the widow to be visited and supplied with all necessary papers (vide paragraph 8 of this Order) for completion. For this purpose a suitable officer should be made available to render necessary assistance, and the visit should be arranged at the earliest suitable opportunity, having due regard to a widow's natural distress at the time.

6. The officer making the visit should inform the widow that it has been necessary to stop her allotment, but three fortnightly payments at the minimum allotment rate (at present £16. 7. 0. per fortnight) will be made as a grant by the R.A.N. Relief Fund. In addition she should be informed that an entitlement may exist to a Widow's Pension at either

the full or a reduced rate. Full details of conditions governing the payment of Widow's Pensions are contained in a pamphlet issued by the Department of Social Services. An up-to-date copy of this pamphlet should be obtained from the office of that Department in the nearest capital city and made available to the interviewing officer.

7. It is important that a widow should not be misled as to the extent of her possible entitlements and for this reason the signals referred to in paragraph 4 should include necessary information to indicate as follows:

- a) compensation - whether paragraph 17 of Navy Order 830 of 1954 applies. In doubtful cases, this paragraph should be considered inapplicable, pending investigation by Navy Office; and
- b) payment in lieu of furlough or extended leave - in cases where details of a member's service necessary to determine entitlement under Instructions 261 or 262 of Interim Pay Instructions would not be available to the local Naval authority, the period of the deceased member's service in completed years and period of his current engagement or commission.

8. The following are the papers which it will be necessary for a local Naval authority (subject to the provisions of paragraph 7) to request the widow to complete:

- a) D.F.R.B. Pension: Forms 10 and 11, to be accompanied by Marriage Certificate and Birth Certificates of any children under sixteen years of age.
- b) Payment in lieu of furlough or extended leave: Form F of the First Schedule to Interim Pay Instructions.
- c) Compensation under the Commonwealth Employees' Compensation Act: Form B.

9. On completion, the forms referred to in paragraph 8 are to be promptly forwarded to Navy Office, by air mail where appropriate, under cover of a letter which should indicate:

- a) particulars of the widow's existing bank account, if any; branch of bank, and number of Pass Book, if a Savings Bank account; or
- b) bank nominated by the widow for the purpose of receiving payments of compensation and/or in lieu of furlough in cases where there is no existing account in the widow's name; in such event, two specimen signatures of the widow should be furnished.

10. Not later than three days after receipt of the signal referred to in paragraph 4, the local Naval authority responsible for action is to advise the Naval Board by signal of the progress of action required by paragraph 8; date of despatch of the completed forms should be indicated, or, if not yet despatched, the reason for delay and expected date of despatch. This signal should also indicate whether, in the opinion of the local Naval authority, the widow is considered to be a suitable person to have the handling of a considerable sum of money, in cases where

payments under (e) and/or (f) of paragraph 2 may be involved. Should the widow not be considered so suitable, reasons should be furnished in the covering letter referred to in paragraph 9.

11. In cases where widows are resident in the United Kingdom, the Royal Australian Naval Liaison Officer, London, is to be regarded as the local Naval authority for purposes of this instruction, and he will deal with all cases where next-of-kin are located in the United Kingdom.

12. In regard to the supply of forms referred to in paragraph 8, the position is as follows:

- a) Forms 10 and 11 in respect of D.P.R.B. Pension - supply will be made by Navy Office without demand; further requirements should be requested by letter;
- b) Form F of the First Schedule to Interim Pay Instructions is a pro forma to be produced locally;
- c) Form B under the Commonwealth Employees' Compensation Act should be demanded in accordance with normal procedure if supplies are not already held.

13. Consolidated Orders and Regulations, Article 544, will be amended in due course.

(Navy Order 830 of 1954)

(4822/2/49)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

969.

ELECTRICAL STANDARD AMPLIFIER ASSEMBLIES - BLANKING PLATES, MARK 2 BU.

Ships and Establishments concerned.

In order to avoid by-passing the air in force-ventilated standard amplifier assemblies, from which a spare amplifier unit has been removed for maintenance, a plate has been designed (a) to blank off the front of the vacated cell, and (b) to exclude the air from circulating to the cell concerned, by means of a spring loaded flap. The plate will be known as Blanking Plate, Mark 2 BU.

2. In the first instance, arrangements have been made to supply the plates upon demand to each ship fitted with A/S Mortar Mark 10, for use with Mark 12 AA and 15 AA assemblies on the basis of two plates per assembly, i.e., 6 for each ship fitted with two mortars.

3. In order to provide storage for the plates without modification to the Mark 12 AA and 15 AA assemblies, one pair is to be stowed in the space at the bottom of the Test Rack, Mark 16 AA, which is fitted adjacent to each amplifier assembly concerned.

4. Demands for the plates Mark 2 BU are to be raised on the basis stated in paragraph 2, in accordance with current procedure, and quoting this Order as the authority.

5. For all other assemblies of standard amplifiers, instructions for the provision of the blanking plates will be promulgated separately as and when necessary. Later assemblies will be supplied from the manufacturers complete with the blanking plates.

(The foregoing is the unaltered text of A.F.O. 1959/1956.)

(4431/44/64)

970.

GUN MOUNTINGS - 40-MM. MARK 7, 8*, 9 AND 9* MOUNTINGS - CENTRE PIVOT LUBRICATION ARRANGEMENTS - MODIFICATION NO. 54 (MARK 7), NO. 6 (MARK 8*), NO. 14 (MARK 9 AND 9*).

- a) Ships, Establishments and Authorities concerned.

All ships, Shore Establishments Gunnery Stores and Depots holding stocks of these mountings.

- b) Types and Mark of Gun Mounting.

40-mm. Mark 7, 8*, 9 and 9* Mountings.

- c) Part of Mountings affected.

Centre Pivot.

- d) Purpose of Modification.

To facilitate easy access to the lubricating nipple attached to the centre pivot. At present the nipple is not readily accessible and may be "screened" by nearby electrical cables, and cartridge disposal chute.

- e) Nature of Modification.

To exchange the existing nipple and adaptor by the adaptors and extension pipe shown on drawing D.N.O. 10606, in order that the lubrication point may be re-positioned and attached to the L.H. side frame. It should be noted that on the Mark 7 and 8* Mountings the training base plate is drilled and tapped 10-mm. to accommodate a metric size adaptor; however, it has been found that a 1/8 B.S.P. adaptor can be used instead, without modification, to the existing hole.

On the Mark 9 and 9* Mountings the training base plate is drilled and tapped 1/4 B.S.F. in this position, and it will therefore be necessary to use "Teealemit" connector No. I.E.4824.

NOTE: Where satisfactory arrangements have already been improvised on the basis of Navy Orders 226 of 1955 and 614 and 770 of 1956, further modification as above is not required.

f) Drawing or Navy Order Diagram.

Drawing No. D.N.O. 10606. Navy Order 970 of 1956 Diagram.

g) By whom to be done.

Ships Staff, Shore Establishments and Gunnery Equipment Stores and Depots.

h) When to be done.

As soon as opportunity permits, the pattern articles (A.P. 5734, A.P. N.870, A.P. 9630, A.P. 9632 and A.P. 4785) being obtained from the nearest (Superintending) Naval Store Officer, and the "Tecalmit" straight connector, Catalogue No. I.E. 4824 being demanded from the Gunnery Equipment Stores Officer.

i) How to be treated.

As a defect.

(Navy Orders 226 of 1955, 611, and 770 of 1956 are cancelled)

(The foregoing is the text of A.P.O. 2028/1956 altered to meet R.A.N. conditions.)

(4429/142/142)

971.

TORPEDO COMPONENTS - HYDRAULIC TORPEDO BOMB TROLLEYS - ALLOWANCES, SPARES AND REPAIR PROCEDURE.

General

Torpedo bomb trolleys are to be accounted for as follows:

H.M.A. Ships - In the Commander (Air's) List of Equipments, Portable Fittings, Spare Gear, etc.

Shore Establishments (including Training Schools) - In the Commander (Air's) List of Equipments, Portable Fittings, Spare Gear, etc.

2. Responsibility

The T.A.S. officer of the ship or establishment is responsible for the custody and stowage of T.B.T's. The air engineer officer is responsible for minor repairs within the capability of the ship's staff. Repairs beyond the capability of the ship's staff are to be dealt with under normal defect procedure.

3. Type

Two types of Hydraulic Torpedo Bomb Trolleys are in service, one made by Messrs. Alvis and the other by Messrs. Brockhouse. Except for minor differences, the trolleys are identical and spares are suitable for either type. This Order refers to these types of T.B.T. only.

4. Allowances

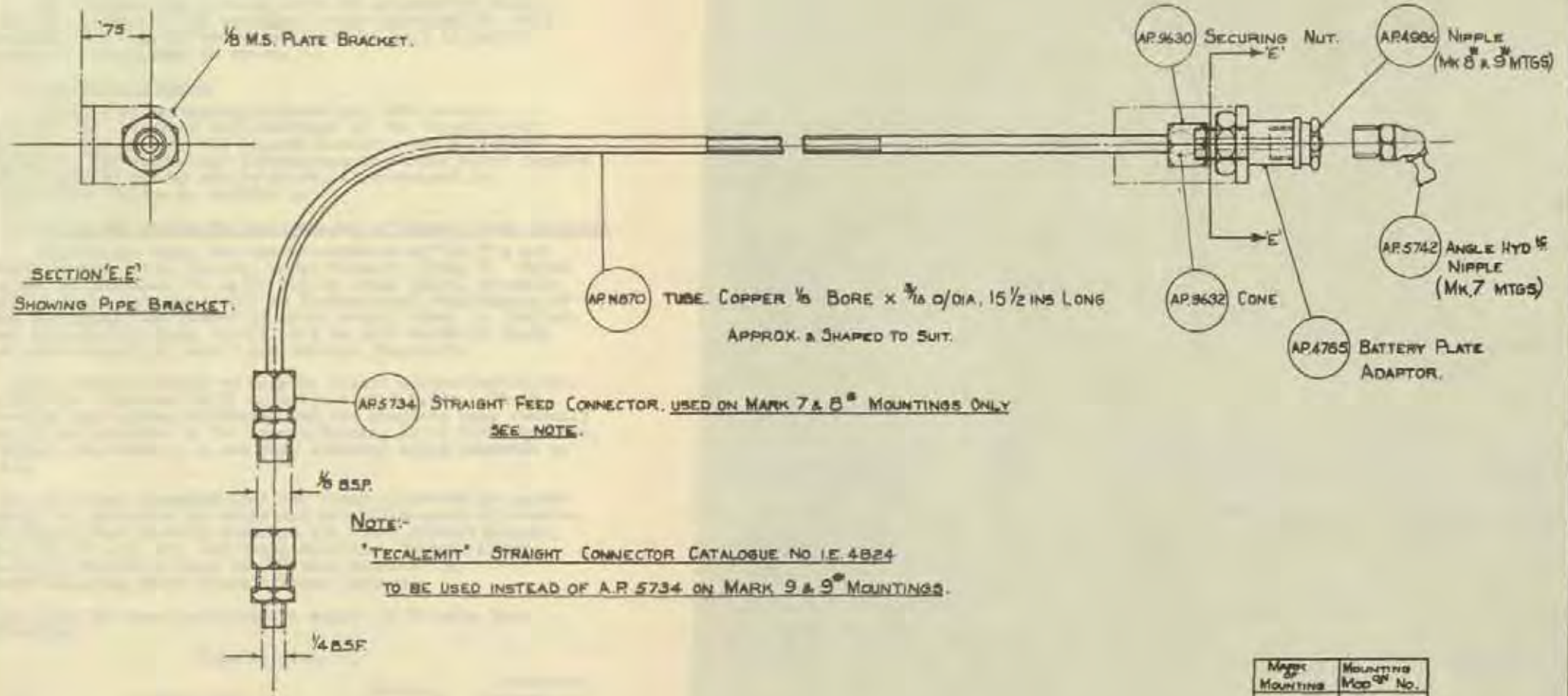
The allocation of Torpedo Bomb Trolleys is as follows:

Navy Order 970 of 1956 Diagram.

DRAWING NUMBER

D.N.O. 10606.

THIRD ANGLE PROJECTION



MARKS OF MOUNTING	MOUNTING MOD OR No.
7	54
8*	6
9 & 9*	14

MODIFICATION TO CENTRE
PIVOT LUBRICATION ARR.G. I
40MM MARKS 7-8-9 & 9* MTGS.

H.M.A.S. MELBOURNE	8
H.M.A.S. SYDNEY	4
H.M.A.S. WATSON	1
School of Aircraft Maintenance (Engineering)	1

5. Stocks

A small reserve of trolleys is held at the R.A.N. Central Machinery and Spares Depot, Sydney.

6. Transport. By Sea - Road or Rail

No torpedo bomb trolley is to be transported unless properly packed in the transport cases supplied for this purpose, and T.B.T's are normally to be kept in their transport cases when in store.

7. Servicing Routine

Details of servicing routines are laid down in B.R. 811(7). Complete part drawings of the Torpedo Bomb Trolleys are held by the General Manager, Garden Island Dockyard, but sufficient information to enable minor repairs to be carried out by ship's staff, is contained in A.P. 1644D, Volume 1, Section 4.

8. Tools and Spares for Maintenance of Torpedo Bomb Trolleys

Spares and tools for the maintenance of T.B.T's are dealt with as Naval Stores, under Class B, Group 8. Those marked by asterisk are major repair items which, normally, will only be made available to Professional Departments of the Dockyard. The number of major repair items is limited, and demands for these should only be made where it would be uneconomical to repair the damaged component.

9. No attempt should be made to repair unserviceable pump assemblies (Pattern 7417) by holders of T.B.T's. These involve very close tolerances and the complete pump assembly should be returned to the Superintending Naval Store Officer, Sydney, for repair - a new pump assembly being demanded in lieu.

10. It is not intended that any fixed allowance of spares should be allocated to ships and establishments; allowances of those items already shown in Air Store Establishments, A.P.(N) 377 and 378, are being deleted. Demands (Form A.S.134) should be made as and when required on Superintending Naval Store Officer, Sydney.

11. List of spare patterns for repair of Torpedo Bomb Trolleys:

Class B, Group 8,

Description	Drawing No.	Admiralty Pattern No.
* Frame assembly and tool box, complete with towing eye and rear elevating head stop	A.S.13847	7388
* Front wheel and brake assembly less towing bar	A.S.13869	7389
* Towing bar complete with buffer	Part A.S.13869	7393
* Assembly hydraulic ram	A.S.13926	7394
* Assembly elevating head	A.S.13995	7395

Description	Drawing No.	Admiralty Pattern No.
* Rear hub and brake assembly	A.S.14000	7396
* Rear brake hook-up arrangement	A.S.14004	7397
* Elevating gear less elevating head	A.S.14006	7398
* Assembly store attachment	A.S.14040	7399
* Outrigger assembly	A.S.14033	7400
Piston cap washer	A.S.14025	7403
Rem cylinder oil seal	A.S.14018	7404
Release valve spindle washer	A.S.13621	7405
Brake lining	A.S.13719	7406
Brake shoe spring	A.S.12995	7407
Front brake lever spring	A.S.13967	7408
Brake lever spring	A.S.13946	7409
Wheel nuts	A.S.1316	7410
Pip pins	Part No. A.807	7411
Pip pins	Part No. A.825	7412
Pump sub. assemblies	-	7417
Pinion oil seal	A.S.13613	7418
Pump handles	A.S.13620	7419
Filter assembly	A.S.13908	7420
Filter assembly	A.S.13609	7421
Traverse chain	A.S.14032	7422
Clamp assembly screw	-	7423
Grease nipple	C1862	7424
Ratchet pawl	A.S.13727	7425
Ratchet spring	A.S.13790	7426
Brake cam (front)	A.S.13996	7427
Brake cam O/S (rear)	A.S.13686	7428
Brake cam N/S (rear)	A.S.13687	7429
Brake cam return spring (front)	A.S.14042	7430
Brake cam spring (rear)	A.S.12996	7431
Tow bar	A.S.13640	7432
Class B, Group 10, Part H		
Deep groove ball journal	-	8203
Class B, Group 11, Part E		
Spanner C for hydraulic ram and nuts for Torpedo Bomb Trolley	-	7413
Spanner C for hydraulic ram and gland nut for Torpedo Bomb Trolley	-	7414
Class B, Group 11, Part F		
Wrench pipe chain, 3/4-in. - 4-in. capacity x 37-in. overall	-	H3017
Class EE, Group 2, Part B		
Tyres, 18-in. x 7-in.	-	1011
Inner tubes for above	-	4009
Class E, Group 6		
Grease	-	861
Class E, Group 9		
Hydraulic Fluid	-	4423

12. Test Schedule - For the guidance of holders of Torpedo Bomb Trolleys, a fully serviceable T.B.T. should comply with the following test schedule:

- a) The lifting mechanism shall raise a test load of 2,500 lbs. through the range of lift in three minutes with continuous operation, and remain in an elevated position for half an hour without more than 1/2-inch settling during this time.
 - b) The minimum and maximum heights for the range of lift are as follows:
 - Ground to underside of weapon 14 7/16-in. min.
 - Ground to underside of weapon 80-in. max.
 - c) The relief valve should be set to lift 336 lbs. on the quick lift large diameter pistons, and to change over to the small diameter high pressure pistons at loads 20 per cent. in excess of this.
 - d) The moving table shall operate satisfactorily over the full range of travel in both fore and aft, and port and starboard directions, the total travel to be 8-inch and 5-inch respectively, and be able to tilt 30° downwards towards the towing handle, and 17° downwards away from the towing handle. Rotation in azimuth 360° (i.e., when lifted clear of the tyres).
 - e) The table, when set parallel to the ground, shall maintain parallelism throughout its lift to within + 1°.
 - f) The steering mechanism shall operate without fouling, and the trolley shall be capable of turning in a circle equal to 9rt. 3-in. radius.
 - g) The braking system shall hold the trolleys on a slope of 1 in 4.
 - h) The trolley is to be tested for lifting with maximum working load. The load then to remain in an elevated position, and there is to be no more than 1/16-in. creep when measured at the cross head the ends of which protrude through the frame.
 - i) Functioning of the trolley, as to movement of the trolley as a whole, braking when the handles are released, and movement of the head in all directions to be quite free for maximum travel.
13. The trolley is to be subjected to the overload test in paragraph 12(a) (i.e., 25 per cent. in excess of the maximum working load) annually.
14. An amendment to B.R. 811 (Aircraft Torpedo Manual) and A.P. 1664D (Bomb and Torpedo Ground Handling Equipment) incorporating relevant points of this Order will be issued in due course.

(Navy Order 798 of 1954 is cancelled)

(The foregoing is the combined texts of A.P.O's 1490 and 1816/1956 altered to meet R.A.N. conditions.)

(3773/45/7)

972.

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

The following item is approved for A.S. Frigates (Converted Fleet):

Class List Item No. 538 Classification "A"

Item: "A 3/4-in. Salt Water Supply pipe to be led to the ship's company scullery for soaking of trays."

NOTE: Separate action will be taken for H.M.A.S. QUIBERON during conversion.

References: H.M.A.S. QUADRANT proposed alteration and addition item temporary distinguishing letter "U".

H.M.A.S. QUADRANT memorandum No. Q132/4/562 dated 6th May, 1956.

Captain (P) 1st Frigate Squadron memorandum No. P.132/6/941, dated 25th May, 1956.

P.O.C.A.F. memorandum No. A.F.848/1925/21, dated 25th June, 1956.

Navy Office letter No. 4283.1.250 (71697) dated 23rd July, 1956.

(4283/1/250)

973.

ALTERATION AND ADDITION ITEM - A.S. FRIGATES (SLOOP).

The following item is approved for A.S. Frigates (Sloop):

Class List Item No. 529 Classification "A"

Item: "To substitute existing S.R.E. System comprising A.P. W2835A receiver Type B.28, Pattern 4210 Phillips Amplifier and A.P.4048 Garrard Record player with an S.R.E. Minor set comprising A.P.67757 Receiver type 62B and A.P.32018 Microgram."

References: H.M.A.S. WARREGO proposed alteration and addition item, temporary distinguishing letter "I".

H.M.A.S. WARREGO memorandum No. 152/904, dated 28th June, 1956.

F.O.I.C.E.A. memorandum No. E.A.2431/505/23/2, dated 12th July, 1956.

2. As this item is not applicable to H.M.A.S. SWAN, action is to be taken in accordance with paragraph 1(d) of Part II of Navy Order 424 of 1953.

(Navy Order 424 of 1953)

(4282/1/13)

974.

ALTERATIONS AND ADDITIONS - H.M.A.S. SYDNEY.

The following decisions regarding alterations and additions outstanding in H.M.A.S. SYDNEY are promulgated for information and necessary action by authorities concerned:

a) Reclassified "A".

Item No. 134.

b) Reclassified "B".

Item Nos. 4, 8, 96, 148, 153, 167, 170, 178, 184, 185, 260, 272, 283, 285, 288, 296.

c) Reclassified "Ship's Staff".

Item No. 280.

d) Cancelled.

Item Nos. 11, 36, 43, 48, 53, 88, 94, 95, 97, 100, 101, 103, 106, 108, 120, 123, 145, 150, 158, 164, 173, 188, 189.

e) To retain existing Classification "A".

Item Nos. 9, 29, 30, 49, 89, 90, 107, 126, 152, 174, 177, 180, 187, 190, 263, 275, 277, 281, 282, 284, 287, 289, 290, 291, 292, 293, 294, 295.

f) To retain existing Classification "B".

Item Nos. 10, 28, 47, 65, 69, 79, 82, 91, 98, 99, 110, 112, 119, 121, 124, 156, 160, 161, 166, 168, 175, 253, 256, 259.

2. The decisions on outstanding items not included above will be promulgated in a further Navy Order.

(4278/3/753)

975.

DRUMS FOR FOAM COMPOUND.

Consequent on the withdrawal of Knapsack Tanks for Foam Compound, vide Navy Order 847 of 1956, the requirement for 2 gallon drums for the supply of foam compound has now lapsed. In future foam compound will be supplied in 5 gallon drums only. The total quantity of foam compound allowed to each ship will remain approximately the same.

2. Ships concerned are to include an item in their defect lists as a "deficiency in existing arrangement" to modify stowages for foam compound to accommodate 5 gallon drums.

3. 5 gallon drums of foam compound should be demanded from the (Superintending) Naval Store Officer. On receipt the 2 gallon drums should be returned to store.

(Navy Order 847 of 1956)

(3318/5/84)

976.

NAVAL STORES (GENERAL) - SPARES FOR PITOMETER LOG
(TYPE D) EQUIPMENT - REVISED ALLOWANCES.

Frigates, Ships of the "Daring" Class and Destroyers

The first outfit quantities of spares for Pitometer Log (Type D) Equipment in Frigates, Ships of the "Daring" Class and Destroyers have been revised and should be as shown in the Appendix to this Order.

2. Ships in commission should forward demands to the appropriate Storing Yard to complete to the new allowance.

3. Supply to ships under construction, modernisation and conversion should be arranged by the Warrant and Storing Yards in the normal manner. Initial supply of Pitometer Log (Type D) Equipment to such ships is normally made ex-Contract and the equipment includes a box complete with the appropriate spares shown in the Appendix.

(The foregoing is the text of A.F.O. 2034/1956 altered to meet R.A.N. conditions.)

(4518/36/426)

APPENDIX

SPARES FOR PITOMETER LOG (TYPE D) EQUIPMENT - REVISED
ALLOWANCES FRIGATES, SHIPS OF THE "DARING" CLASS
AND DESTROYERS

Pattern No.	Description	Den.	Qty.
Permanent Stores			
F. 3A			
2167	Clock for clock-controlled speed and distance transmitter, Pattern 2161	No.	A
2128	Clock for clock-controlled speed and distance transmitter, Pattern 2124	No.	A
For Bellows Type Differential Controller:			
2165	Chambers, static bellows, complete	No.	1
2166	Chambers, impact bellows, complete	No.	1
Consumable Stores			
B. 10H			
8240	Ball bearings, Hoffman Type, L.S.5	No.	1B
8366	Ball bearings, Hoffman Type, 110	No.	2B
8420	Ball bearings, Hoffman Type, S.1	No.	2B
8421	Ball bearings, Hoffman Type, S.3	No.	2B
8529	Ball bearings, Hoffman Type, V.109	No.	1B
8765	Ball bearings, Hoffman Type, 5/8 E.W.	No.	1B
8995	Ball bearings, Hoffman Type, 4666	No.	6B
F. 2A			
2259	Brushes, carbon	No.	4
8686	Brushes, carbon	No.	6B
F. 3A			
For Bellows Type Differential Controller:			
2260	Screws, contact for follow-up	No.	4
-	Spring, conical, compression	No.	1

Pattern No.	Description	Den.	Qty.
For Speed Indicators, Pattern 2162 and Combined Speed Indicator and Distance Register, Pattern 2127			
2261	Glasses with rubber joints	Set	4C
For Combined Speed Indicator and Distance Register, Pattern 2127			
2122	Spring, for driving pawl	No.	4C
2123	Spring, for driving lever	No.	4C
For Distance Register, Pattern 2273			
2274	Spring for driving pawl	No.	4C
2275	Spring for driving lever	No.	4C
2276	Spring for pinion positioning arms	No.	12C
2277	Spring for throw out arm	No.	4C
2278	Spring for first wheel	No.	4C
A = One of appropriate pattern as spare to ships so fitted.			
B = These items are not initially supplied in box, but must be demanded separately. Space is arranged for their stowage.			
C = Only to be demanded if the appropriate main components, e.g., Speed Indicators, Pattern 2162, etc., are fitted.			

977.

O.M.S. VESSELS AND BELOW - GALLEY VENTILATION.

As the result of a fire in the galley of one of H.M. ships, action has been taken to make certain modifications to the galley ventilation in H.M.A. ships above ocean minesweepers.

2. Owing to the comparatively simple nature of the galley arrangements and ventilation in smaller ships and craft the full measures - which include a grease trap in the exhaust trunking - are not considered necessary.

3. However, in order to reduce the fire hazard and prevent, as far as possible, an extension of a galley fire into another compartment, the galley ventilation is to be examined in ocean minesweepers and below with a view to making it conform, as far as practicable, to the principles outlined below.

4. In cases where it is considered some modification to the ventilation arrangements is required, the work is to be put in hand at the first suitable opportunity and treated as a defect.

5. As much of the work as possible is to be done by Ships' Staffs.

6. The general principles to be followed are:

- 1) A section of the exhaust trunking between the fan and the terminal over the cooking range should be readily removable for frequent cleaning of the inside surfaces.
- 11) A hinged baffle-plate should be fitted in the exhaust trunking at a convenient position between the fan and the cooking range so that it can be closed quickly in an emergency and so prevent fire spreading along the trunk.
- 111) The fan controller and jointing material are to be in accordance with Navy Order 695 of 1956.

(Navy Order 695 of 1956)

(4276/4/408)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

978.

B.R. 1537 - HANDBOOK FOR 21-IN. MARK 9** TORPEDO AND ADDENDA.

B.R. 1537 - Handbook of 21-in. Mark 9* N.A.B. Torpedoes and Addenda 1, 2 and 3, have been rewritten and printed as B.R. 2115 - Handbook of 21-in. Mark 9** Mod. 1 Torpedo.

2. Distribution of B.R. 2115 is as follows:

<u>Destination</u>	<u>No. of Copies</u>
Navy Office	2
P.O.C.A.F.	1
P.O.I.C. E.A.	1
C.S.T., F.N.D.	1
D.10	1
P.1	1
H.M.A.S. TOBRUK	1
H.M.A.S. ANZAC	1
H.M.A.S. ARUNTA	1
H.M.A.S. WARRAMUNGA	1
R.A.N.T.E.	1
WATSON	10.

3. On receipt, all copies of B.R. 1537, together with Addenda, should be returned to the S.N.S.O., Sydney, as a stock of this book is to be retained for issue if required.

(The foregoing is the text of A.P.O. 2732/1955 altered to meet R.A.N. conditions.)

(4139/13/1714)

979.

FORM A.S. 438 - HISTORY SHEET FOR ELECTRICAL BRANCH RATINGS - INTRODUCTION - ABOLITION OF FORMS A.S. 435, A.S. 436, A.S. 437 AND EXISTING A.S. 438.

It has been decided to amalgamate into one the four History Sheets at present existing for the Electrical Branch viz. A.S. 435 (Electrical), A.S. 436 (Radio Electrical), A.S. 437 (Electrical (Air)) and A.S. 438 (Radio Electrical (Air)).

2. The new History Sheet is entitled - History Sheet for Electrician, Electrician (Air), Radio Electrician, Radio Electrician (Air) - and bears the number A.S. 438.

3. The new form is to be enclosed in the Certificate of Service of every new entry Electrical Branch rating during recruit training at H.M.A.S. CERBERUS in readiness for use after rating's advancement to the Able rate. The new form is also to be used as a continuation sheet for serving ratings when existing sheets are filled.

4. This form will be available on demand from the Superintending Naval and Air Store Officer, Sydney.

5. Forms A.S. 435, A.S. 436, A.S. 437 and the present A.S. 438 are rendered obsolete and existing stocks should be destroyed or pulped if numbers warrant this.

6. Having regard to paragraph 3 of this Order a further new form, viz., A.S. 536(L) - Qualification Sheet for the rating of Electrical Mechanic 1st Class, Electrical Mechanic (Air) 1st Class, Radio Electrical Mechanic 1st Class, Radio Electrical Mechanic (Air) 1st Class - has also been introduced vide Navy Order 980 of 1956.

(Navy Order 980 of 1956)

(3526/12/1535)

980.

FORM A.S. 536(L) - QUALIFICATION SHEET FOR THE RATING OF 1ST CLASS ELECTRICAL MECHANIC, ELECTRICAL MECHANIC (AIR), RADIO ELECTRICAL MECHANIC AND RADIO ELECTRICAL MECHANIC (AIR) - INTRODUCTION.

A new Form A.S. 536(L) has been introduced in the Electrical Branch for the purpose of recording ratings' progress through training, together with results obtained, time gained awarded and recommendations for advancement to the Able rate.

2. The new form is to be commenced for every New Entry Electrical Branch rating during recruit training in H.M.A.S. CERBERUS.

3. Form A.S. 536(L) is available on demand from the Superintending Naval and Air Store Officer, Sydney.

(3526/12/1535)

RESTRICTED

981-982

18

981.

CENSUS OF OFFICE MACHINERY.

A census of office machinery is to be taken as at 31st December, 1956.

2. All ships and establishments are to furnish statements for individual machines as listed in Appendix A and in accordance with Appendix B of Navy Order 191 of 1953. It will not be necessary to reproduce special forms for this purpose nor to show the heading for each item of information required. Information should be set down strictly in the order shown however and each item should be numbered as shown, "n.a." being stated where a particular item is not applicable to the machine in question.

(Navy Order 191 of 1953)

(3911/1/94)

982.

PAPER FASTENERS, (BINDERS), BRASS - USE OF.

The use of Brass Paper Fasteners (Binders), two-prong, is to be discontinued when existing stocks are exhausted. No further purchases of these items are to be made.

2. When it is desired to attach several sheets of paper together, Pins, Steel Plated, "Short White" or "Lille", are to be used. Where the number of sheets of paper to be attached together precludes the use of pins, Fasteners, Paper, Steel Plated, of the "Koala", "Tower" or "Grip" type and of the appropriate size are to be used.

3. Sheets of paper fastened together for enveloping are to be fastened with "Pins Lille" or "Steel Plated Paper Fasteners". Pins "Short White" are not to be used. Care is to be taken to ensure that the ends of paper fasteners, where used, are firmly pressed down to preclude any possibility of the points thereof protruding through the envelope.

(3911/99/130)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

9th October, 1956.

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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SECTION 2 - PERSONNEL

983.

PROGRAMME OF PROFESSIONAL EXAMINATIONS - 1957.

The programme of professional examinations to be conducted from Navy Office during 1957 is as follows:

EXAMINATION	DATE OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Commissioned Electrical Officer (L), (R), (AL) and (AR)	Wednesday, 30th January Thursday, 31st January	7th January
Commissioned Air Engineer	Monday, 4th February Tuesday, 5th February	11th January
Acting Sub-Lieutenant (L)	Tuesday, 12th February Wednesday, 13th February Thursday, 14th February	25th January
Leading Wran Sick Berth Attendant	Tuesday, 19th February	14th January
Petty Officer Wran Sick Berth	Tuesday, 19th February	14th January
Leading Writer	Tuesday, 5th March Wednesday, 6th March	8th February
Leading Wran Writer (GD)	Tuesday, 5th March Wednesday, 6th March	8th February
Leading Wran Writer (Pay)	Tuesday, 5th March	8th February
Leading Wran Writer (SH)	Tuesday, 5th March	8th February
Leading Stores Assistant (V)	Tuesday, 5th March Wednesday, 6th March	8th February
Leading Stores Assistant (S)	Tuesday, 5th March Wednesday, 6th March	8th February
Leading Wran Stores Assistant (V)	Tuesday, 5th March	8th February
Leading Wran Stores Assistant (S)	Tuesday, 5th March	8th February
Leading Writer R.A.N.R.	Wednesday, 6th March Wednesday, 13th March Wednesday, 20th March	8th February
Leading Stores Assistant (V) R.A.N.R.	Wednesday, 6th March Wednesday, 13th March Wednesday, 20th March	8th February
Leading Stores Assistant (S) R.A.N.R.	Wednesday, 6th March Wednesday, 13th March Wednesday, 20th March	8th February
Leading Steward	Tuesday, 19th March	22nd February
Leading Steward R.A.N.R.	Wednesday, 20th March Wednesday, 27th March	22nd February

EXAMINATION	DATE OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Leading Wran Steward (G)	Tuesday, 19th March	22nd February
Leading Dental Assistant	Tuesday, 19th March	15th February
Petty Officer Dental Assistant	Tuesday, 19th March	15th February
Petty Officer Writer	Tuesday, 9th April Wednesday, 10th April	15th March
Petty Officer Wran Writer (GD)	Tuesday, 9th April Wednesday, 10th April	15th March
Petty Officer Wran Writer (Pay)	Tuesday, 9th April Wednesday, 10th April	15th March
Petty Officer Writer, R.A.N.R.	Wednesday, 10th April Wednesday, 17th April Wednesday, 24th April Wednesday, 1st May	15th March
Stores Petty Officer (V)	Tuesday, 9th April Wednesday, 10th April	15th March
Stores Petty Officer (S)	Tuesday, 9th April Wednesday, 10th April	15th March
Petty Officer Wran Stores (V)	Tuesday, 9th April Wednesday, 10th April	15th March
Petty Officer Wran Stores (S)	Tuesday, 9th April Wednesday, 10th April	15th March
Stores Petty Officer (V) R.A.N.R.	Wednesday, 10th April Wednesday, 17th April Wednesday, 24th April Wednesday, 1st May	15th March
Stores Petty Officer (S) R.A.N.R.	Wednesday, 10th April Wednesday, 17th April Wednesday, 24th April Wednesday, 1st May	15th March
Petty Officer Steward	Tuesday, 9th April Wednesday, 10th April	15th March
Petty Officer Steward R.A.N.R.	Wednesday, 10th April Wednesday, 17th April Wednesday, 24th April	15th March
Petty Officer Wran Steward (G)	Tuesday, 9th April	15th March
Commissioned Wardmaster	Tuesday, 16th April Wednesday, 17th April	15th March
Leading Sick Berth Attendant	Tuesday, 21st May	15th April
Sick Berth Petty Officer	Tuesday, 21st May	15th April
Sick Berth Chief Petty Officer	Tuesday, 21st May	15th April
Commissioned Ordnance Engineer	Tuesday, 13th August	12th July

EXAMINATIONS	DATE OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Acting Sub-Lieutenant (E)	Tuesday, 20th August Wednesday, 21st August	22nd July
Leading Wran Sick Berth Attendant	Tuesday, 20th August	15th July
Petty Officer Wran Sick Berth	Tuesday, 20th August	15th July
Leading Writer	Tuesday, 3rd September Wednesday, 4th September	5th August
Leading Wran Writer (GD)	Tuesday, 3rd September Wednesday, 4th September	5th August
Leading Wran Writer (Pay)	Tuesday, 3rd September	5th August
Leading Wran Writer (SH)	Tuesday, 3rd September	5th August
Leading Writer R.A.N.R.	Wednesday, 4th September Wednesday, 11th September Wednesday, 18th September	5th August
Leading Stores Assistant (V)	Tuesday, 3rd September Wednesday, 4th September	5th August
Leading Stores Assistant (S)	Tuesday, 3rd September Wednesday, 4th September	5th August
Leading Wran Stores Assistant (V)	Tuesday, 3rd September	5th August
Leading Wran Stores Assistant (S)	Tuesday, 3rd September	5th August
Leading Stores Assistant (V) R.A.N.R.	Wednesday, 4th September Wednesday, 11th September Wednesday, 18th September	5th August
Leading Stores Assistant (S) R.A.N.R.	Wednesday, 4th September Wednesday, 11th September Wednesday, 18th September	5th August
Leading Steward	Tuesday, 10th September	12th August
Leading Steward R.A.N.R.	Wednesday, 11th September Wednesday, 18th September	12th August
Leading Wran Steward (G)	Tuesday, 10th September	12th August
Leading Dental Assistant	Tuesday, 17th September	15th August
Petty Officer Dental Assistant	Tuesday, 17th September	15th August
Petty Officer Writer	Tuesday, 15th October Wednesday, 16th October	16th September
Petty Officer Wran Writer (GD)	Tuesday, 15th October Wednesday, 16th October	16th September
Petty Officer Wran Writer (Pay)	Tuesday, 15th October Wednesday, 16th October	16th September
Petty Officer Writer R.A.N.R.	Wednesday, 16th October Wednesday, 23rd October Wednesday, 30th October Wednesday, 6th November	16th September

EXAMINATION	DATE OF EXAMINATION	RETURN OF CANDIDATES DUE AT NAVY OFFICE
Stores Petty Officer (V)	Tuesday, 15th October Wednesday, 16th October	16th September
Stores Petty Officer (8)	Tuesday, 15th October Wednesday, 16th October	16th September
Petty Officer Wran Stores (V)	Tuesday, 15th October Wednesday, 16th October	16th September
Petty Officer Wran Stores (8)	Tuesday, 15th October Wednesday, 16th October	16th September
Stores Petty Officer (V) R.A.N.R.	Wednesday, 16th October Wednesday, 23rd October Wednesday, 30th October Wednesday, 6th November	16th September
Stores Petty Officer (8) R.A.N.R.	Wednesday, 16th October Wednesday, 23rd October Wednesday, 30th October Wednesday, 6th November	16th September
Petty Officer Steward	Tuesday, 15th October Wednesday, 16th October	16th September
Petty Officer Steward R.A.N.R.	Wednesday, 16th October Wednesday, 23rd October Wednesday, 30th October	16th September
Petty Officer Wran Steward (G)	Tuesday, 15th October	16th September
Commissioned Wardmaster	Tuesday, 22nd October Wednesday, 23rd October	16th September
Leading Sick Berth Attendant	Tuesday, 12th November	15th October
Sick Berth Petty Officer	Tuesday, 12th November	15th October
Sick Berth Chief Petty Officer	Tuesday, 12th November	15th October
Commissioned Writer Officer	Tuesday, 26th November Wednesday, 27th November	1st November
Commissioned Stores Officer	Tuesday, 26th November Wednesday, 27th November	1st November
Commissioned Engineer and Commissioned Mechanician	Wednesday, 4th December	1st November

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.

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

(Navy Order 882 of 1955 is cancelled)

(4007/3/170)

984.

PROMOTION FROM THE LOWER DECK TO COMMISSIONED RANK
(BRANCH LIST) - EDUCATIONAL QUALIFICATIONS.

Except in the case of candidates for Commissioned Cookery Officer and Commissioned Catering Officer (see paragraph 2), the educational qualification for Commissioned Rank (Branch List) is the possession of a Higher Educational Certificate, including passes in prescribed subjects as stated below, except that candidates may be exempt from some or all of the Higher Educational test as detailed in paragraphs 4 to 7 of this Order.

- | | |
|---|--|
| a) Commissioned Gunner
Commissioned Gunner (T.A.S.)
Commissioned Boatswain (P.R.) | } Practical Mathematics |
| b) Commissioned Boatswain
Commissioned Pilot
Commissioned Airman
Commissioned Observer | |
| c) Commissioned Communication Officer | } English and Navigation |
| d) Commissioned Ordnance Officer
Commissioned Engineer
Commissioned Mechanician
Commissioned Air Engineer
Commissioned Electrical Officer (L), (R), (A.L.), (A.R.)
Commissioned Shipwright | } Practical Mathematics and either
Mechanics
or
Electricity and Magnetism |
| e) Commissioned Writer Officer
Commissioned Stores Officer | |
| f) Commissioned Cookery Officer
Commissioned Catering Officer | } (See paragraph 2) |
| g) Commissioned Master-at-Arms
Commissioned Wardmaster
Commissioned Bandmaster
And all other branches | } No special requirements |

2. Candidates for Commissioned Cookery Officer and Commissioned Catering Officer will not be required to obtain the full Higher Educational Certificate. The educational qualifications for Commissioned Rank (Branch List) in these two categories are as follows:

- A First class pass (75 per cent) in either English or General Knowledge in the Higher Educational Test.
or
- A second class pass (55 per cent) in either English or General Knowledge and one other subject, or in both English and General Knowledge, in the Higher Educational Test.

3. Although Practical Mathematics is not a compulsory subject for candidates for Commissioned Boatswain, a good knowledge of Mathematics is required in order to pass the Professional Examination, and candidates are advised in their own interests, to study this subject.

4. Ratings in possession of civilian educational qualifications equivalent to or higher than the Leaving Certificate of Victoria may be granted exemption at the discretion of the Naval Board from all or part of the H.E.T. examination for the purposes of promotion to commissioned rank on the Branch List.

5. Exemption in respect of a Leaving Certificate will usually be granted on a basis of subject for subject, but in view of the diversity of civilian certificates involved each case will be determined on its merits by the Naval Board.

6. Requests for exemption are to be made to Commanding Officers who are to forward them to Navy Office for decision, supported by the actual Certificate in respect of which exemption is claimed.

7. Exemptions will not lead to the award of a Higher Educational Certificate. This Certificate will be awarded only to candidates at the H.E.T. examination who pass in four subjects of that examination.

(The foregoing is the text of A.F.O. 1474/1956 altered to meet R.A.N. conditions.)

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

(Navy Orders 14 and 879 of 1955 are cancelled)

(4006/36/38)

985.

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

Appendix 'A' of Navy Order 743 of 1956, page 16, is to be amended by inserting the following note after the words "Recruit (Wran Communications Branch)".

"Note:

Use of W.R.A.N.S. and WRANS.

The term "Wran" or "Wrans" is only to be used in correspondence when referring to women holding that particular rating.

The term W.R.A.N.S. (not WRANS) is to be used in the same sense as R.A.N."

(4002/51/101)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

986.

RADIO - COMMON NAVAL RADIO TEST EQUIPMENT - PROVISION.

Attention is drawn to Navy Order 658 of 1955, as amended by Navy Orders 291 and 806 of 1956, which shows authorised allowances of C.N.R.T.E. to R.A.N. ships and establishments. Arrangements are being made for the provision of the equipment required to meet these allowances, and issue will be effected progressively as supplies are received from the United Kingdom.

Instrument Requirements

2. Each instrument in the range is introduced against a firmly established requirement and in no case merely on the grounds that such an item might be thought desirable in a well-equipped radio workshop. These requirements are unlikely to change basically over long periods of time though the instruments provided to meet them are expected to be improved slowly over the years as techniques progress. In broad principle, the number and types of instruments allocated to any vessel are adequate to enable maintenance operations within the capabilities of the staff to be satisfactorily performed, bearing in mind the physical and other limitations likely to be experienced. C.N.R.T.E. outfits for different classes of ships are established to provide the minimum number of items and types of test gear to do the work efficiently, rather than by overcrowding ships with the huge variety of test gear that is available in the market.

3. Testing operations may be conveniently listed under the following general headings:

- a) Performance checking.
- b) Monitoring.
- c) Tests concerned with repair.

It must be appreciated that these are not always separate and sharply defined and a clear distinction between various operations cannot always be made. In future designs it is the aim, as far as possible, that instruments required for both performance checking and monitoring shall be "built in" as an integral part of all major equipments, and may in many cases be available for user tests to indicate whether a set is working satisfactorily. Where separate instruments peculiar to the set concerned, are required for monitoring purposes, they will be provided with the specific radio equipment and included in the relevant "E" List. Instruments for general use are included in C.N.R.T.E. outfits as shown in "E" List E.1115. Instruments in the C.N.R.T.E. outfits are supplied primarily for tests concerned with repair purposes which include fault location, workshop testing and tuning, though they may on occasion be used to supplement those specifically provided for purposes (a) and (b).

4. It should be noted that for certain major centimetric radar equipments specialised test gear will be supplied with each set. Dockyard radio centres are supplied, in addition, with certain items of proprietary test gear which it would be uneconomic to introduce into the C.N.R.T.E. range.

5. An important feature of the philosophy governing testing practice is the intention to standardise as far as practicable the techniques for performance check, fault location, tuning, calibration, etc., of similar classes of equipment such as: wireless receivers, wireless transmitters, radar displays, radar receivers. A certain amount of progress has already been made and work is continuing.

Numbers and Classes of Instruments

6. The C.N.R.T.E. range to date comprises a total of 40 instruments, of which 25 are in service in the Royal Navy. Development is complete on a further 10 which will shortly be available for distribution, whilst the remaining five are still in the development stages, though they should be available during 1958. Whilst a few of these instruments are exclusively naval, the majority have been adopted by the United Kingdom Ministry of Supply for joint-service use and it is the policy wherever possible to aim at joint-service utilisation. A commercial type instrument may in some cases be modified to service standards for inclusion in the range.

7. The application of C.N.R.T.E. instruments to the maintenance requirements of equipment currently under development is now considered part of the individual project. Application to the older equipments in service requires separate consideration and this quite large task is now in hand. The team organising this work belongs to A.S.R.E. and the co-operation of both the Training and E. and T. sections of H.M.S. COLLINGWOOD is being given. Test methods devised and performance data obtained will probably be issued in the test equipment handbooks and in some cases as amendments to existing equipment handbooks.

Repair and Calibration

8. The provision of a large quantity of test gear of varying complexity creates the need for repair and calibration facilities. Arrangements are being made to provide these in H.M.A. Dockyards and further instructions will be issued when these facilities are available. In the meantime defective items should be dealt with by A.S. 331/A.S.134 procedure.

Radio Frequency Signal Sources

9. Provision will be made to cover all bands and ranges over which the ships' equipment operates, either by signal generator or test oscillator. The former is the more refined instrument and the increasingly stringent needs in accuracy, screening and output level of recent years have made this a most complex and expensive unit. The provision of high grade signal generators is therefore limited and test oscillators are widely provided for comparative, rather than absolute, measurement (for such operations as fault finding and alignment, but not for very accurate frequency check). It must be noted, however, that the modern test oscillator is quite as good as the typical signal generator of a few years ago.

Audio/Video Frequency Test Equipment

10. Until comparatively recently, the range of 0-15 kc/s or thereabouts was considered adequate for the testing of audio equipment, but it is now appreciated that control of response, and therefore measurement, is required over a much wider range; thus future instruments will cover higher frequencies than at present. Measurement of total noise

and distortion is required to check the performance of audio amplifiers and other audio equipment - including speech modulators in wireless sets. Design of a suitable instrument is in hand. For video work, particularly where pulse type signals are concerned, the upper limit of frequency should be in the region of four megacycles - and whilst there are available R.F. instruments to cover this range, they do not provide adequate output; further a self-sufficient video instrument in one box is needed. Investigation is proceeding on this subject. Such an instrument is at present envisaged as being mainly applicable to dockyards.

Oscilloscopes

11. In view of the fact that most major equipments are provided with specialised oscilloscope facilities as part of the test gear built into or provided peculiar to the set, there is need only for a limited range of general purpose oscilloscopes. The facilities provided by the three models in current use are reasonably adequate, though the G302 is of old design and has certain limitations which indicate the need for early replacement. A new version is under investigation. There appears to be little need for a slow speed oscilloscope in the radio field, though the desirability of such an item in other applications has been raised recently.

Inductance, Capacitance and Resistance Measurements

12. Two instruments for general L, C and R measurements are considered necessary - one of high grade, which may be fixed, and the second less refined but of simple robust construction and readily portable. The former is met by the facilities provided in the Fixed Electronic Test Outfit. There is no justification for further provision for radio use. The latter is catered for at present by the Pattern W5000 Bridge. However, this is no longer regarded as being adequate and a replacement is in the early stages of development. The need for Wee Megger and Bridge Megger requires no comment and the necessity to be able to carry out insulation tests at least to the highest equipment working voltage is self-evident. Since such voltages are increasing continually an E.H.T. test-set with an upper limit of 80 kV is now under investigation.

Meters

13. To cover full requirements in respect of sensitivity, accuracy, robustness, range and use in high impedance circuits several instruments are necessary. The inappropriately low internal resistance of the Pattern 47A Avometer is well known and action to replace this with the Avometer 7X (500/1,000 ohms per volt) is in hand. Other meters listed are considered adequate for the present.

Miscellaneous Instruments

14. The Range Calibrator, Design 2, is not considered entirely satisfactory for the range calibration of time bases of modern displays, although it can still be usefully employed. A suitable replacement is under consideration. The current Fluxmeter, Pattern WY0023 requires replacement with a more versatile and accurate instrument, but since cases of faulty operation due to reduced magnetron field strength are rare, the priority is not high. A new fluxmeter of entirely new design is under consideration as a Joint-Service requirement.

E.M.R. Power Supplies

15. There is a well acknowledged requirement for the installation in the E.M.R. of a variable voltage power pack with stabilised output to connect up units and panels removed from the parent equipment for test or repair. A suitable commercial pack is being adapted for the purpose.

Rationalisation of Ships Outfit of Instruments

16. Where instruments in the C.N.R.T.E. range have applications in electronic fields other than radio, or vice versa, consultation takes place between departments concerned during the development stage.

Completion of Original C.N.R.T.E. Plan

17. It is the intention that all ships and establishments shall be in possession of complete and reasonably adequate test outfits in the approved C.N.R.T.E. range by the end of 1958. This will mark the completion of the C.N.R.T.E. programme as originally conceived. The continuing progress in both electronic and testing techniques will call for a lesser but none-the-less essential effort to develop replacements for obsolete instruments and cover new requirements. Thus the introduction of new and the deletion of old instruments will be a continuous process.

18. Detailed information on individual items of C.N.R.T.E. can be found in the instrument handbooks in the B.R. 1771 series and summarised information is shown in the C.N.R.T.E. "E" List - E.1115 and in B.R. 333. It is the intention to include instructions on the use of instruments for maintenance applications in various equipment handbooks where this has not already been done.

19. In the Appendix to this Order are listed all instruments included in the C.N.R.T.E. range to date, with brief details of the present state of development in the United Kingdom in the case of those not yet available for issue to the Fleet. Consideration is now being given to the replacement of certain older instruments, not necessarily with similar items but with instruments which will cover the facilities required in as efficient a manner as possible, plus such up-to-date requirements as may be needed. A further small number of instruments - not listed - is in the early stages of consideration/development. Details of these will be published when the need for them has been firmly established and production can be arranged.

(The foregoing is the text of A.P.O. 1304/1956 altered to meet R.A.N. conditions.)

(Navy Orders 658 of 1955, 291 and 806 of 1956)

(4519/1/287)

APPENDIXC.N.R.T.E. PROGRAMME SUMMARY

The instruments listed have been grouped under functional headings as follows:

- A. Radio Frequency Test Equipment.
- B. Audio/Video Frequency Test Equipment.
- C. Oscilloscopes.
- D. Inductance, Capacitance, Resistance and Impedance Measuring Equipment.
- E. Meters.
- F. Miscellaneous Instruments.

NOTE: a) Only instruments definitely accepted into the range have been shown. A small number of additional instruments are in the early stages of consideration/development.

- b) Abbreviations: I.S. - In Service.
N.K. - Not Known.

Pattern Number	Joint-Service Ref. Number	Description	Date Available in Service in U.K.	Remarks	Interim Instrument Provided at Present
ZD.00784	CT.212(XT.43)	<i>Radio Frequency Test Equipment</i> Test Oscillator (85 kc/s-32 Mc/s) Test Oscillator (5-225 Mc/s)	Early 1956 Late 1956	- In lieu of Signal Generator CT.53, which will not now be generally distributed. Prototype expected early 1956.	W.2508 Wavemeter G.73. 54705 Signal Generator. W.5001A Signal Generator.
54704A	-	Signal Generator (15 kc/s-8 Mc/s)	I.S.	-	-
108/16780	CT.218 (XT.40)	Signal Generator (85 kc/s-30 Mc/s)	Early 1956	-	54704 Signal Generator.
WD.3942	XT.42	Signal Generator (13.5-216 Mc/s)	Late 1957	Development model expected from M.O.S. early 1956.	-
	XT.67	Signal Generator (200-400 Mc/s)	N.K.	Requirement under review. May not now be distributed.	-
61354	CT.215 (XT.78)	Signal Generator, Pulse Modulated (5-75 Mc/s)	Early 1958	First development model undergoing tests.	-
54707 or WY.0658	-	Ganging Oscillator (60 kc/s-20 Mc/s) (Frequency Swept Oscillator)	I.S.	No further provisioning. Replacement under consideration.	-
61335	CT.202 (XT.81)	Frequency Swept Oscillator (7-70 Mc/s)	I.S.	-	-
67166	CT.82 (XT.75)	Noise Generator (15 kc/s-100 Mc/s)	I.S.	-	-

14

63451	CT.207 (XT.76)	Noise Generator (100-600 Mc/s)	I.S.	-	-
63729	CT.214 (XT.77)	Test Set, R.F. Power and Modulation (30-400 Mc/s)	Late 1956	-	62635 Test Set, Des. 17 (supplied with Type 691).
62274	CT.216 (XT.80)	Reflection-Coefficient Meter (3-30 Mc/s)	Late 1957	-	-
62275	CT.217 (XT.105)	Reflection-Coefficient Meter (125 and 280 Mc/s)	Early 1956	-	-
53059	-	Wavemeter G.92 (100 kc/s-87 Mc/s)	I.S.	-	-
ZD.01831	CT.45	Test Set, Deviation, F.M. (2.5-100 Mc/s) <i>Audio/Video Frequency Test Equipment</i>	I.S.	-	-
ZD.0247	CT.44	Wattmeter, Absorption, A.F. (50 c/s-20 kc/s)	I.S.	Will replace Pattern 54708 when stocks of latter are exhausted.	54708 Wattmeter, A.F.
ZD.00022	-	Decibel Meter (200 c/s-120 kc/s)	Early 1956	-	-
W.7252	-	Oscillator G.205 (20 c/s-15 kc/s) or "Advance" Audio Sig. Gen. Type J1	I.S.	Replacement under consideration will include noise and distortion meter.	-
100321	-	Attenuator A.F. (0-100 kc/s) <i>Oscilloscopes</i>	I.S.	-	-
55870A	-	Wavemeter, G.302	I.S.	Replacement under consideration.	-
108/831	-	Oscilloscope, Type 13A	I.S.	-	-
68622	CT.52	Oscilloscope, Miniature	I.S.	-	-

15

Pattern Number	Joint-Service Ref. Number	Description	Date Available in Service in U.K.	Remarks	Interim Instrument Provided at Present	986
		<i>L, C, R and Impedance Measuring Instruments</i>				
54709 or ZD.00254 W.5000	-	Analyser	I.S.	-	-	
	-	Impedance Bridge	I.S.	-	-	
	-	Capacity Inductance Bridge	I.S.	No further provisioning. Replacement under consideration.	-	
100320 6496 12924	-	Q-meter (50 kc/s-50 Mc/s)	I.S.	-	-	
	-	Bridge Megger	I.S.	-	-	
	-	Woo Megger	I.S.	-	-	
	CT.318	Tester, Insulation (500-15,000V)	Late 1956	-	W.2445 Cable Insulation Test Set.	16
	XT.322	Tester, Insulation (10-80kV)	N.K.	First development model completed tests. Second model awaited.	-	
		<i>Meters</i>				
	-	Avometer Model 7X	Late 1956	Pattern 47A will be retained in service in addition to Model 7X until handbook test figures are amended.	47A Avometer.	
48A	-	Avometer Test Set	I.S.	-	-	
	-	Avometer Model 88X	1957	Electrically similar to Pattern 12945.	-	
67921 W.3332 W.5079	CT.54	Valve Voltmeter	I.S.	-	-	
	-	Voltmeter, E.S. 6kV	I.S.	-	-	
	-	Voltmeter, E.S. 15kV	I.S.	-	-	

	XT.319	Voltmeter, E.S. 30kV	N.K.	Second model under construction. Sphere-gap type instrument may be supplied in lieu for general use.	-	
		<i>Miscellaneous</i>				
61761 57880	CT.160	Valve Tester	I.S.	-	-	
	-	Range Calibrator, Des. 2	I.S.	Replacement under consideration.	-	
WY.0023	-	Fluxmeter	I.S.	Replacement under consideration.	-	
	-	Variable Voltage Power Pack	1957	-	-	

987.

RADIO - MOUNTINGS, SHOCK/VIBRATION, PATTERNS 66651,
66652, 66653 AND 61321.

The current standard patterns of shock/vibration mountings and corresponding securing clips are shown on the left-hand side of the table below. The right-hand side shows the corresponding older design resilient mounts, packing pieces and clips.

New Mountings and Securing Clips		Existing Mountings, Packing Pieces and Securing Clips		
Mounting	Securing Clips	Mounting	Packing Pieces	Securing Clips
66653	57733(2)	W.3083	66659	57733(1)
66652	57734(2)	W.3114	66658	57734(1)
66651	57735(2)	W.3115	66657	57735(1)
61321	57736(2)	W.3116	-	57736(2)

Note A.- Not to be used in Type 262 Radar.

Except when individually specified, Patterns W.3083, W.3114 and W.3116 will be issued as long as stocks are available, in lieu of the later designs. Due to slight differences in size, Pattern 66652 is unsuitable as a replacement for Pattern W.3114 in Patterns 54208 and 66753 Blower Units for Type 262 Radar, and for the same reason, Pattern W.3115 will continue in use in Type 262 equipment.

2. Old and new type mounts are not to be fitted in the same piece of equipment.

3. Apparatus supported by these mountings is to be efficiently earthed by copper or aluminium tape (in accordance with Installation Specification for Abatement of Radio Interference in H.M. Ships, B.786) run between the earthing terminal of the apparatus and a direct earth connection. Where the apparatus is not provided with an earth terminal, the tape is to be secured between a securing clip and the mounting. Sufficient slack is to be allowed in the earth tape so as not to restrict the movement of the mount.

(The foregoing is the text of A.F.O. 2202/1956 altered to meet R.A.N. conditions.)

(Navy Order 5 of 1955 is cancelled)

(4519/11/1379)

988.

GUNS - Q.F. 40-MM. MARKS 4, 9, 10, 11 AND N1 SERIES -
DV 239 PLUNGER - MODIFICATION.

The following modification is approved:

Gun Q.F. 40-mm. Marks 4, 9, 10, 11
and N1 Series.

Parts Affected	DV 239 PLUNGER, check, breech block.
Purpose	To improve functioning and facilitate interchangeability between guns.
Nature of Modification	(1) Remove metal from the wedge-shaped end of the plunger. (11) Bar out existing marking and stamp on "DV 811".
Drawing	I.P. N.O.D. 3138/627.
By whom to be done	R.A.N. Armament Depots.
When to be done	As soon as possible.
R.A.N. Armament Depots	Instructions have been issued separately.

2. H.M.A. ships are to return spare DV 239 PLUNGERS held and demand DV 811 PLUNGERS in lieu up to the authorised allowance.

3. Schedule of Modification Part 1.

Guns Q.F. 40-mm. Mark N1 Series and Accessories.	Add Serial No. 38
Guns Q.F. 40-mm. Mark 4 Series and Accessories.	Add Serial No. 58
Guns Q.F. 40-mm. Mark 9 Series and Accessories.	Add Serial No. 28
Guns Q.F. 40-mm. Mark 10 Series and Accessories.	Add Serial No. 38
Guns Q.F. 40-mm. Mark 11 Series and Accessories.	Add Serial No. 30

4. The Vocabulary and the Proportion Book of Naval Armament Stores will be amended in due course.

(The foregoing is the text of A.F.O. 2340/1956 altered to meet R.A.N. conditions.)

(Navy Order 949 of 1956 is cancelled)

(4428/43/342)

989.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) -
SUPPLY OF FLUID DISINFECTANT.

Future purchases of Fluid, Disinfectant, for use in the Royal Australian Navy shall conform to the Australian Military Forces Specification S.X.56-C "Phenyle".

2. This material will be accounted for as a non-pattern item in Class E, Group 12, and will be described as "Fluid Disinfectant, Phenyle to A.M.F. Spec. S.X.56-C".

3. Stocks of Fluid Disinfectant Black to Specification BG.2462 will continue to be issued until exhausted.

(Navy Order 1103 of 1955 is cancelled)

(4514/21/213)

990.

NAVAL STORES (TECHNICAL) (CLASS F, GROUP 1(c) - PART 3) -
SOUND-POWERED TELEPHONE EQUIPMENT - REPAIR - CAPACITORS
0.14 MFD. AND 0.21 MFD.

H.M.A. Ships

Requests have been received for the supply of capacitors 0.14 mfd. and 0.21 mfd. required to replace defective capacitors, which were incorporated as components of the undermentioned sound-powered telephone equipment:

Pattern	Description	Remarks
1192A	Telephones, Mark 10*, Breast Transmitter	0.21 mfd. capacitor to T.M.C. Drg. No. S.21396 fitted in terminal box of breastplate.
12500A	Telephones, Mark 10**, Headset	
12501A	" Mark 10***, Headset	
12588	" Mark 10A, Headset	
12590	" Mark 10B, Breast Transmitter	0.14 mfd. capacitor to T.M.C. Drg. No. S.21397 (A.P.W.8293) fitted in Handset A.P. 13220.
12625	Telephones, Mark 21, Headset	
12571	" Mark 22, Headset	
1193A	" Mark 11, Headset	
12622	" Mark 11*, Headset	
12589	" Mark 11A, Headset	
13224	" Mark 13, Headset	
13225	" Mark 14, Headset	
13231A	" Mark 15, Headset	
13734A	" Mark 15*, Headset	
13232A	" Mark 16, Headset	
13233A	" Mark 17, Headset	
13735A	" Mark 17*, Headset	
13235	" Mark 18, Headset	
13343	" Mark 19, Headset	
13344	" Mark 20, Headset	
13152	" Field	

2. Originally, these capacitors were considered necessary to correct the effects of inductance on speech in large sound-powered telephone groups, but experience has shown that the fitting of such components (0.14 mfd. in handsets, or 0.21 mfd. in terminal boxes of breastplates for handsets, or breast transmitters) was not of real practical value.

3. As capacitors 0.14 mfd. (A.P.W.8293) and 0.21 mfd. are no longer required for the repair of any sound-powered telephone equipment and are not being incorporated in the telephones detailed in paragraph 1 now in current production, no provision is being made to stock capacitors 0.14 mfd. (A.P.W.8293) or to obtain capacitors 0.21 mfd. Capacitors Pattern W.8293, is obsolete and stocks have been disposed of.

4. Capacitors, 0.14 mfd., fitted in handsets A.P.13220, and 0.21 mfd., fitted in the terminal boxes of breastplates for handsets, or breast transmitters, which become defective

in service, are to be removed from these items. Similar action is to be taken to remove these capacitors when the telephone equipment detailed in paragraph 1 is received in Dockyards, etc., for repair.

5. B.R. 268(11/52) - Telephone Handbook (non-automatic), will be amended.

(The foregoing is the text of A.P.O. 1704/1956 altered to meet R.A.N. conditions.)

(4518/15/425)

991.

REMOVAL OF KEDGE ANCHORS.

It is not now intended to supply ships with a light type anchor for general purposes in lieu of kedge anchors which have been landed.

2. The additional 330 lbs. referred to in paragraph 3 of Navy Order 18 of 1954 will therefore be allowed as compensating weight for future Alterations and Additions.

3. Naval Board approval is to be sought quoting this Order, should any of H.M.A. ships have a specific requirement for a kedge anchor.

(Navy Order 18 of 1954 is cancelled)

(4505/40/240)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

992.

FORM S.304A - ELECTRICAL LOG AND PROGRESS BOOK - CONTINUED USE OF.

Some doubt is known to exist concerning the need to continue to keep the various records required by the Electrical Log and Progress Book, Forms S.304(A) series.

2. At present consideration is being given to the overall material documentation of the Fleet, and in this connection the various records under Sections II and III will be reviewed. It is anticipated that records under Section I, and possibly those under II (b) will be included among "divisional" records, while those under Section II (c) and (d) and Section III (a), (b) and (c), for ships holding the Electrical Register (1952) are covered by this document. Records under Sections II (a) and III (d) are no longer required and separate arrangements are likely to be made for records of publications held (Section III (e)).

992-993

3. Pending the outcome of these considerations and the introduction of any replacement records, ships with an Electrical Register (1952) should continue to use Section I and Section II (b) of S. 304A; those without the Register should use, in addition, Sections II (c) and (d) and Section III (a), (b) and (c).

(The foregoing is the text of A.P.O. 1324/1956 altered to meet R.A.N. conditions.)

(3526/12/1619)

SECTION 6 - SHORE ESTABLISHMENTS

993.

MOTOR TRANSPORT - SUPPRESSION OF RADIO INTERFERENCE.

All R.A.N. vehicles (including carrier-borne vehicles) fitted with gasoline engines should be suppressed against radio interference.

2. The following action should be taken in regard to installation of suppressors:

- a) Coil Ignition Systems - Two pattern 19435 suppressors should be inserted in series with the high voltage lead, one adjacent to the distributor. Diagram (1) shows the method of fitting to the distributor; the fitting to the ignition coil is similar.
- b) Magneto Ignition systems - One Pattern 19435 suppressor should be inserted in each plug lead adjacent to the distributor cover on the magneto and one Pattern 19434 suppressor in each lead adjacent to the sparking plug. Diagram (2) shows the method of attachment.

3. Requirements of suppressors Patterns 19434 and 19435 should be demanded from the appropriate (Superintending) Naval Store Officer quoting this Order as authority.

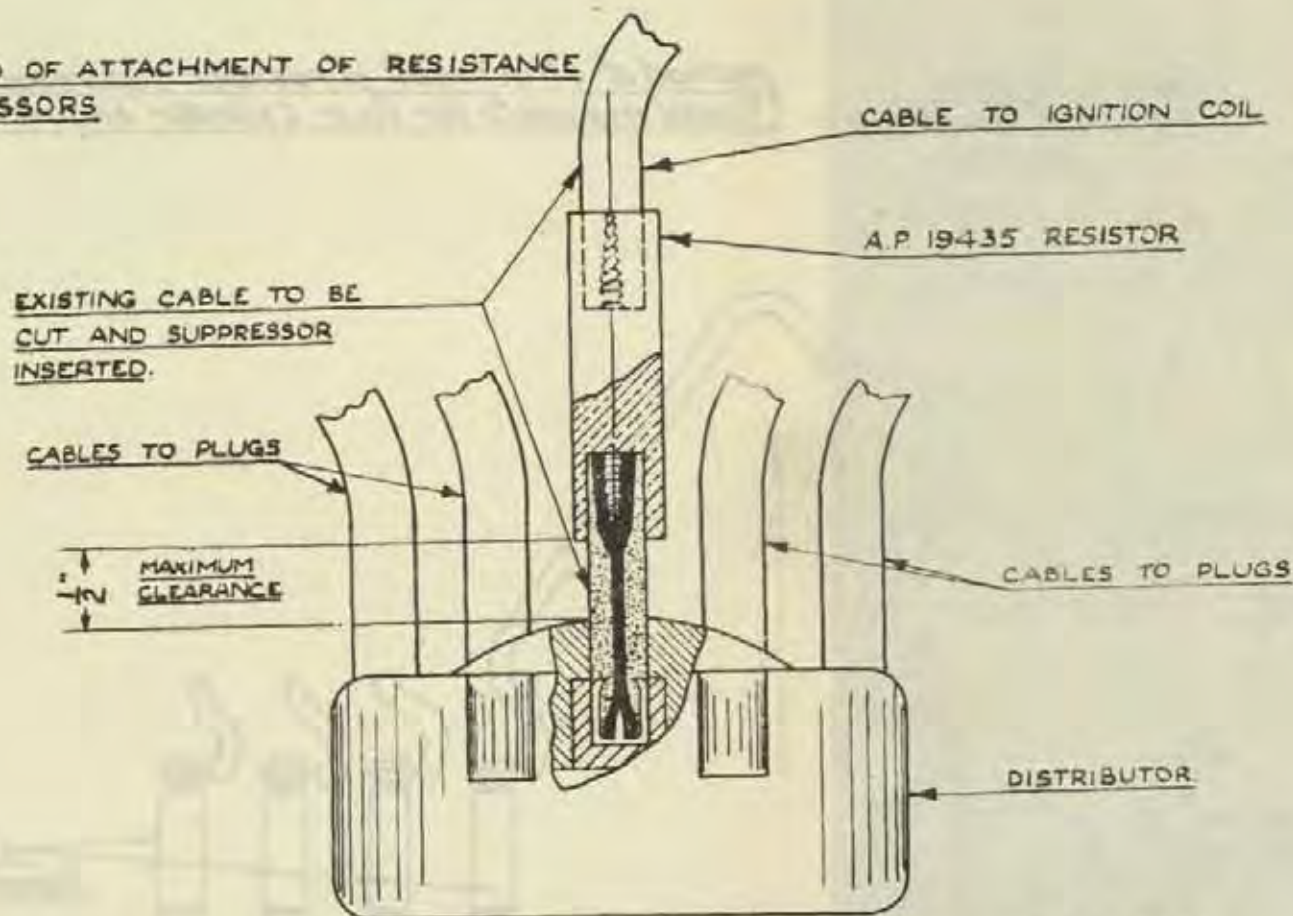
4. Where vehicles are already fitted with a higher degree of suppression, no action should be taken to remove surplus suppressors to comply with this Order.

(The foregoing is the text of A.P.O. 1043/1954 altered to meet R.A.N. conditions.)

(4737/4/527)

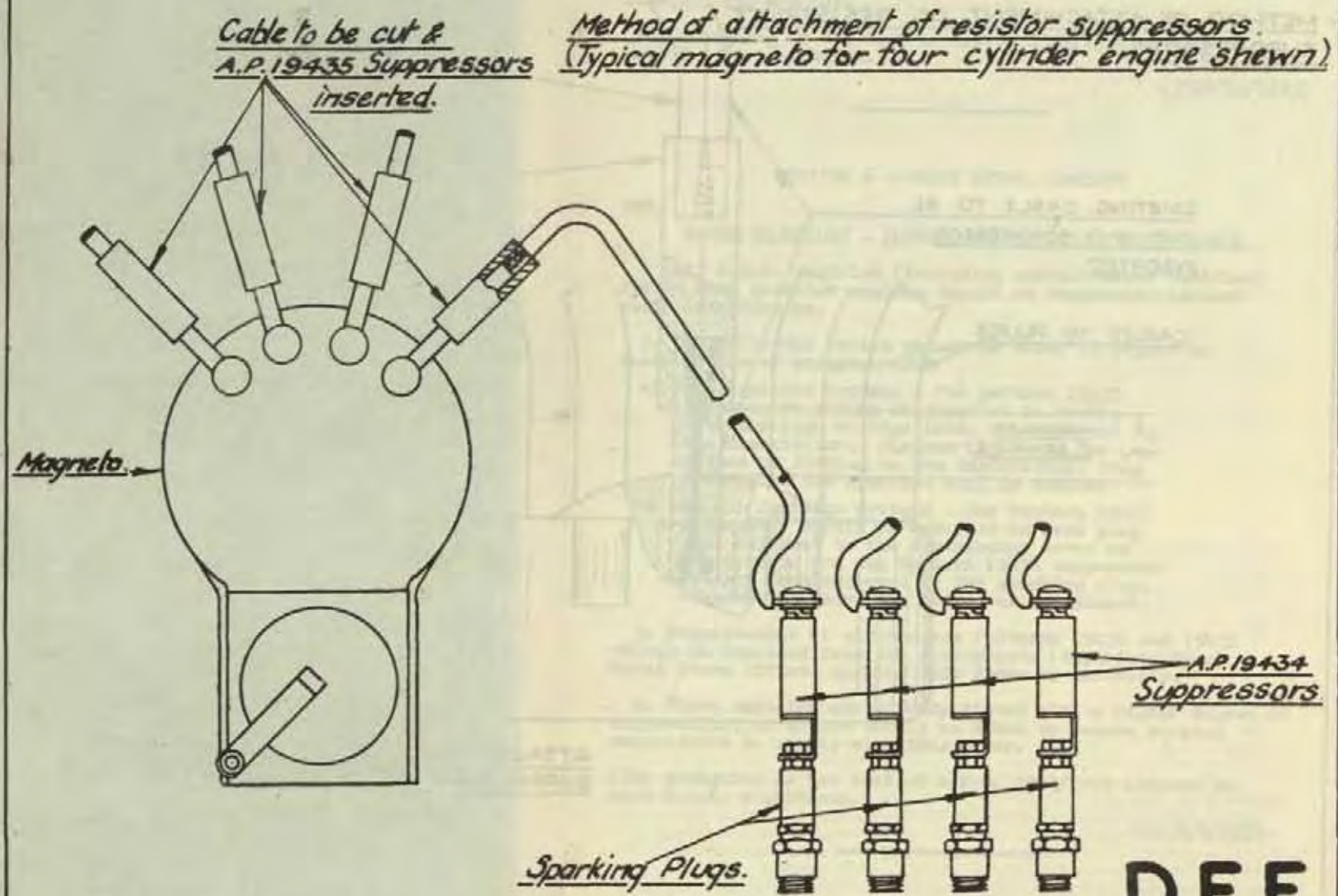
Photo-lithographed, by Authority:
W.M. HOUSTON, Government Printer, Melbourne.

METHOD OF ATTACHMENT OF RESISTANCE SUPPRESSORS



ATTACHMENT OF A.P. 19435 SUPPRESSOR AT DISTRIBUTOR.

D.E.E.
11068 $\frac{R}{3}$



D.E.E.
14981.

iron 121.

Method of ...
... ..



D.E.E.

14981.

Cw Jbc

Ceak Miller

C.N.Os .994-1005/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

11th October, 1956.

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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SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

994.

RADIO - COMMON NAVAL RADIO TEST EQUIPMENT - PATTERN 60875, BOX, STOWAGE, WITH FLEXIBLE CONNECTORS FOR CT82 - INTRODUCTION OF ADDITIONAL CONNECTORS.

Use of the box of connections, Pattern 60875, at sea has shown that two of the flexible connections (Patterns 60862 and 60863) contained in it, for Receivers B.40 and B.41, are liable to failure; also that there is a requirement for a connector terminating in a Pattern 60046A common plug.

2. Accordingly the following connectors have been introduced:

- | | |
|---------------|--|
| Pattern 64959 | .. Connector, flexible, screened, 4 ft. long with 2.560044 and 10H/1123 sockets. |
| Pattern 64960 | .. Connector, flexible, screened, 4 ft. long with 2.560044 and 2.560110 sockets. |
| Pattern 64961 | .. Connector, flexible, screened, 6 ft. long with 2.560044 socket and Pattern 60046A plug. |

Ships and services holding the box of flexible connections Pattern 60875, should demand the new connectors from their normal storing yards. Issue will be effected on receipt of supplies from the United Kingdom.

3. The new connectors should be fitted into the box of flexible connections. Flexible connections, Patterns 60862 and 60863, for which there are no further requirements are hereby declared obsolete. They should be removed and returned to the nearest (Superintending) Naval Store Officer, who should arrange disposal in accordance with current instructions. The pattern number of the box of flexible connections should then be amended to read "PATTERN 60875A". H.M.A. Ships and Shore Establishments should adjust their naval store accounts in accordance with B.R.4 (Naval Store-keeping Manual), Article 109 (g).

4. (Superintending) Naval Store Officers are to arrange for Pattern 60875 boxes of flexible connections held in store to be modified in accordance with the preceding paragraph.

(The foregoing is the text of A.P.O.639/1956 altered to meet R.A.N. conditions).

(4519/1/274)

**BOILERS - REGISTERS AND FITTINGS - NOMENCLATURE
AND ALLOWANCES.**

*All ships with Admiralty designed Furnace Fuel Oil
Combustion Equipment.*

The variety of designs of combustion equipment at present in service has necessitated a revision of the nomenclature used, to avoid ambiguity. The new nomenclature is given in the table, Appendix I, for all equipment of design later than 1930 now in or coming into service in the Royal Australian Navy.

2. To assist in identification of the various parts and fittings, illustrations of Admiralty designed equipment are given in Navy Order 995 of 1956 Diagram. The components common to different types of Registers are identified by numbers, the key to these being given in Appendix II.

3. The new nomenclature given is to be used on all future occasions when reference to combustion equipment is made.

4. 3-in. Extension Pieces for use with Sprayer Bodies, Patterns 13 and 25 are being added to the Rate Book and Authorised List of Naval Stores under Class B, Group 12.D, as Pattern No. 6313. The fitted quantities are to be accounted for in accordance with the procedure approved for portable fittings and the quantities provided as spares accounted for as Permanent Sea stores.

5. Tip Plate Swirlers, 4 3/4-in. are also being added to the Rate Book for Naval Stores under Class B, Group 12D, as Pattern 6312 and have been classified as "Consumable". They are for use in lieu of Tip Plates Patterns 6307, 6308 and 6309, to improve the stability and quality of fuel oil combustion. They are being fitted in Daring Class Ships and trials are being carried out in H.M.A. Ships SYDNEY and TOBRUK with the view to their adoption if results prove satisfactory.

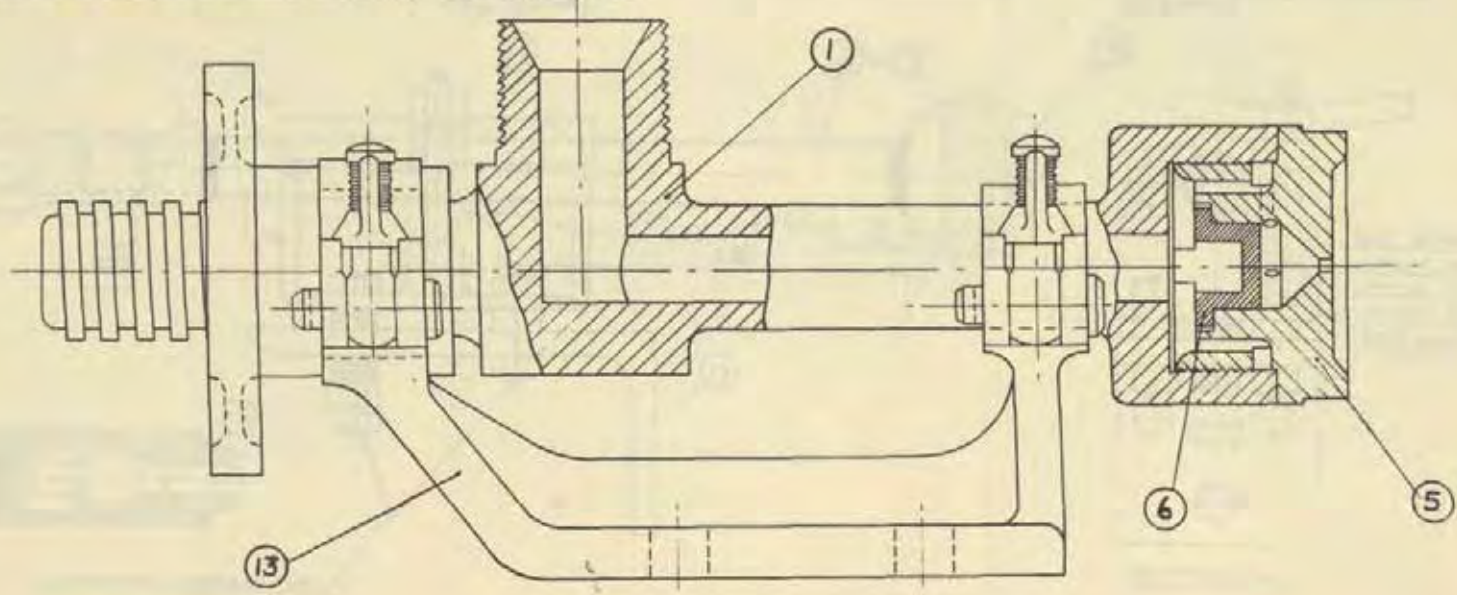
6. The revised allowances of spare fuel oil sprayer components are as shown in Appendix III. Tip Plates have been reclassified as "Consumable" for ships accounting purposes.

(The foregoing is the combined text of A.F.O's 2528/1954, 1708/1955 and 2523/1955 altered to meet R.A.N. conditions.)
(4506/22/47)

**APPENDIX I
REGISTERS IN USE AND THEIR FITTINGS**

Old Title	Basic Type (Abbreviated Title)	Variations		Fittings	Admty Patt. No.	Where Fitted	Navy Order Diagrams (1-9) Ref. Nos.
		Description	Designa- tion				
15 3/8-in. Admiralty closed front register.	Small Admiralty Enclosed Register (Small A.E. Register)	As designed	Mark 1	Sprayer body Radiation shield Sprayer carriage	13 27 13A	1. Sloops SWAN & WARREGO. 2. Ocean Mine-sweepers	(1) Sprayer (7) Register
17 7/8-in. Admiralty closed front register.	Large Admiralty Enclosed Register (Large A.E. Register)	As designed	Mark 1	Sprayer body Radiation shield Sprayer carriage	13 27 13A	1. Tribal Class Destroyers 2. Cruiser HOBART 3. River Class Frigates	(1) Sprayer (7) Register 5
1941 Modified open front register	Admiralty open Register (A.O. Register)	12-in. Extension tube fitted on front of register	Mark 1	Sprayer body Radiation shield Sprayer carriage	13 27 13A	1. Frigates Converted Fleet	(1) Sprayer (7) Register
6-in. Pilot Register	-	As designed	Mark 1	Sprayer body 3-in. Extension piece (any. and lighting-up only) Radiation shield Silvo-flex hose Sprayer carriage	25 6313	1. SYDNEY	(2) & (3) Sprayer (8) Register
12-in. 1946 Modified Closed Front Register	Small Admiralty Improved Enclosed Register. (Small A.I.E. Register)	-	-	Sprayer body Swirl plate 4 3/4-in. Silvo-flex hose Sprayer carriage	27 2080 6301	1. Daring Class	-
16-in. 1946 Modified Closed Front Register	Large Admiralty Improved Enclosed Register. (Large A.I.E. Register)	Sprayer body lengthened to eliminate 4-in. extension piece. Tip plate replaced by swirl plate.	-	Sprayer body Swirl plate Silvo-flex hose Sprayer carriage	6312 - - - 6312 2080	1. Daring Class	(4) & (5) Sprayer (Body lengthened 4-in. like pattern 6300) (9) Register
8 1/2-in. 1950 Admiralty Register	Small Admiralty suspended flame 1 register (small A.S.F.1 register)	As designed	-	Sprayer body Tip plate Silvo-flex hose Sprayer carriage 4-in. extension piece.	6300 6308 2080 - -	1. Battle Class Destroyers	(4) & (6) Sprayer. (9) Register
12-in. 1950 Admiralty Register	Large Admiralty suspended flame 1 register (large A.S.F.1 register)	Sprayer body lengthened to eliminate 4-in. extension piece. Tip plate replaced by swirl plate.	-	Sprayer body Swirl plate Silvo-flex hose Sprayer carriage	6312 2080 - -	1. Daring Class	(4) & (6) Sprayer. (Body lengthened 4-in. like pattern 6300) (9) Register
	Small Admiralty suspended flame 1 register (small A.S.F.1 register)	-	-	Special	-	1. A.S. Frigates - Type 12.	-
	Large Admiralty suspended flame 1 register (large A.S.F.1 register)	-	-	Special	-	1. A.S. Frigates - Type 12.	-
	14-in. Admiralty suspended flame wide range register	-	-	Special	-	1. MELBOURNE	-

SPRAYER BODY PATT. 13 WITH
SPRAYER CARRIAGE PATT. 13A
AND ADMIRALTY SPRAYER CAP.

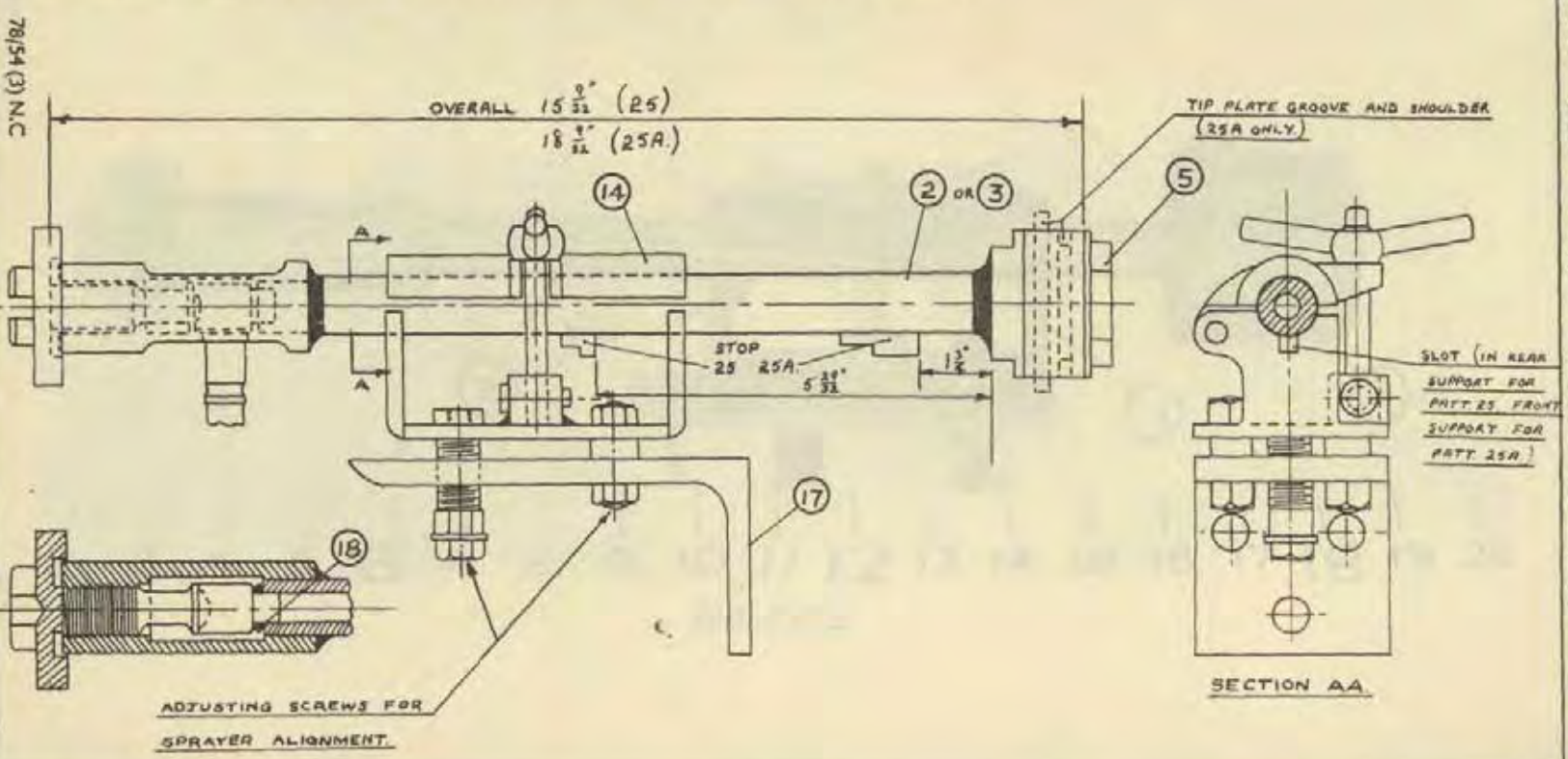


11912-3

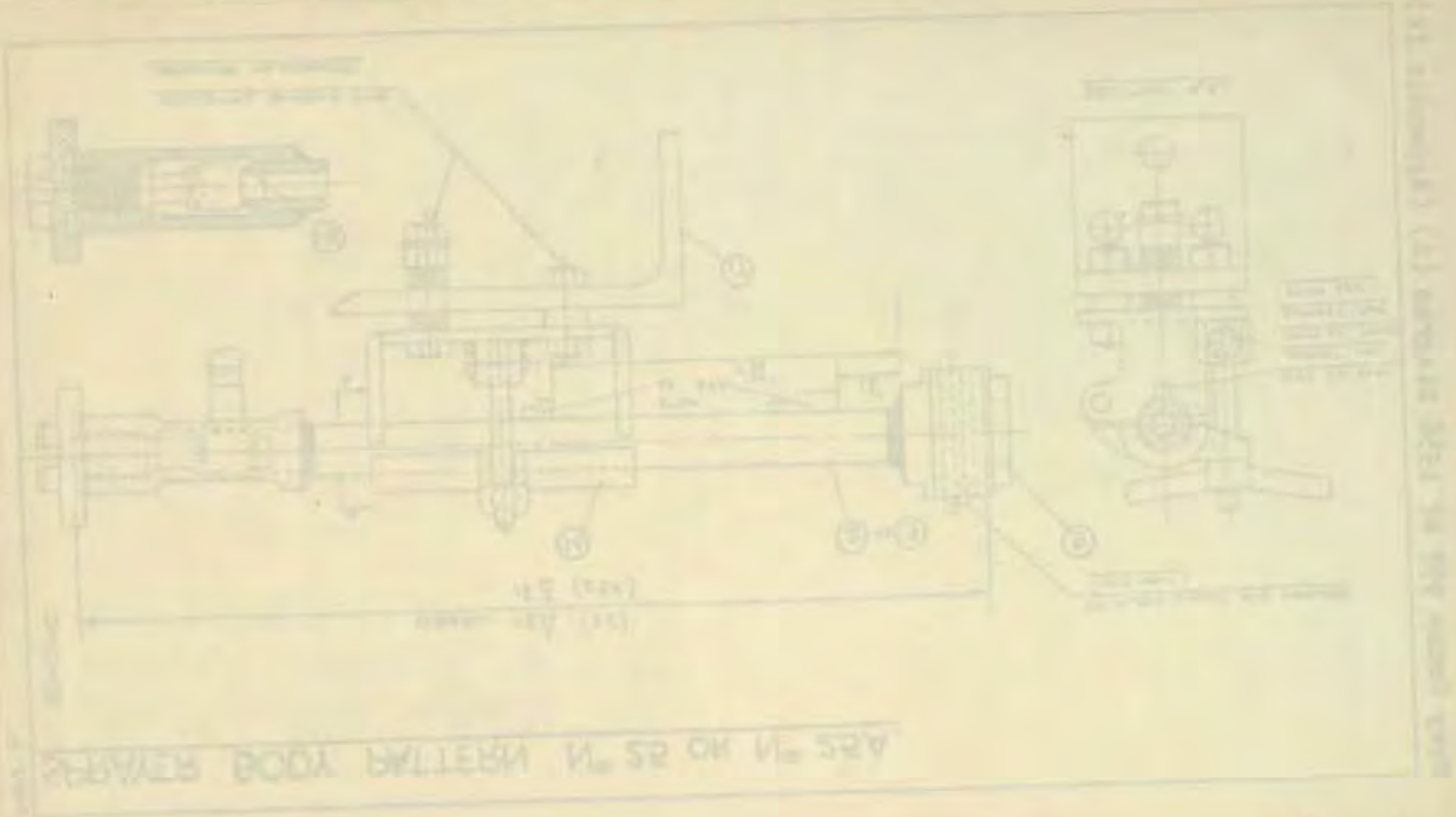
78/54 (1) N.C.

11912-4

SPRAYER BODY PATTERN N° 25 OR N° 25A.



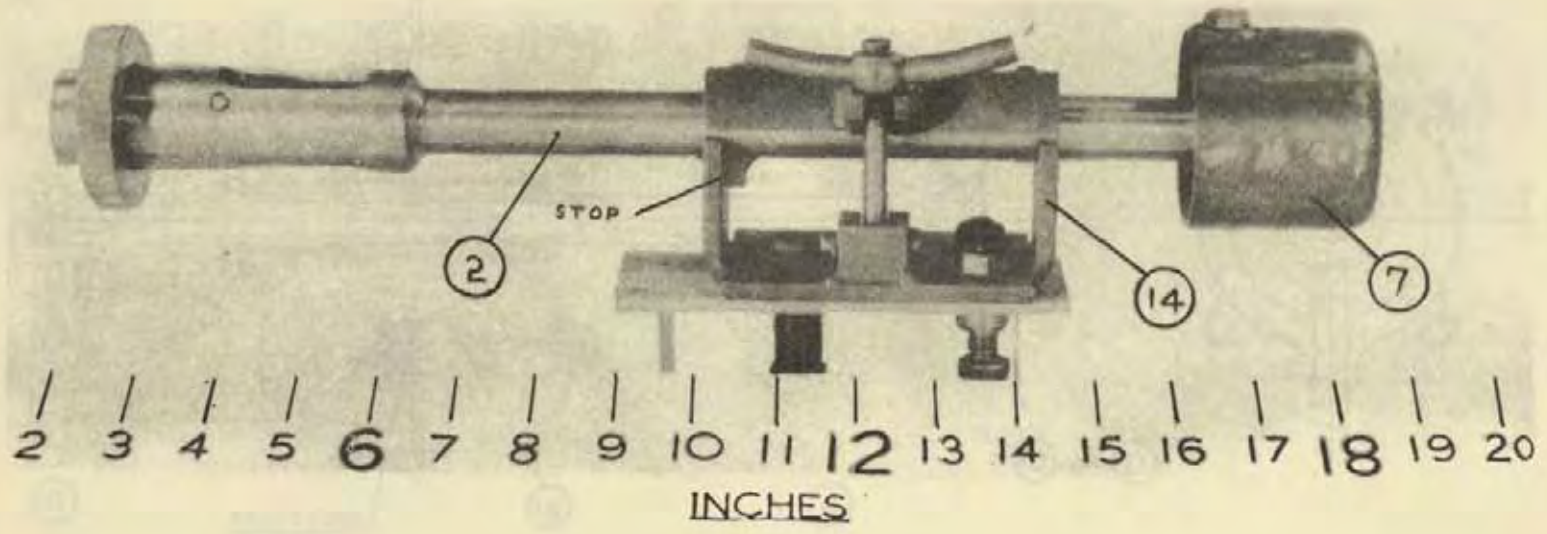
Navy Order 995 of 1956 Diagram (2) (Appendix IV).



SPRAYER BODY PAT. 25 IN CARRIAGE

SPRAYER BODY PAT. 25 IN CARRIAGE

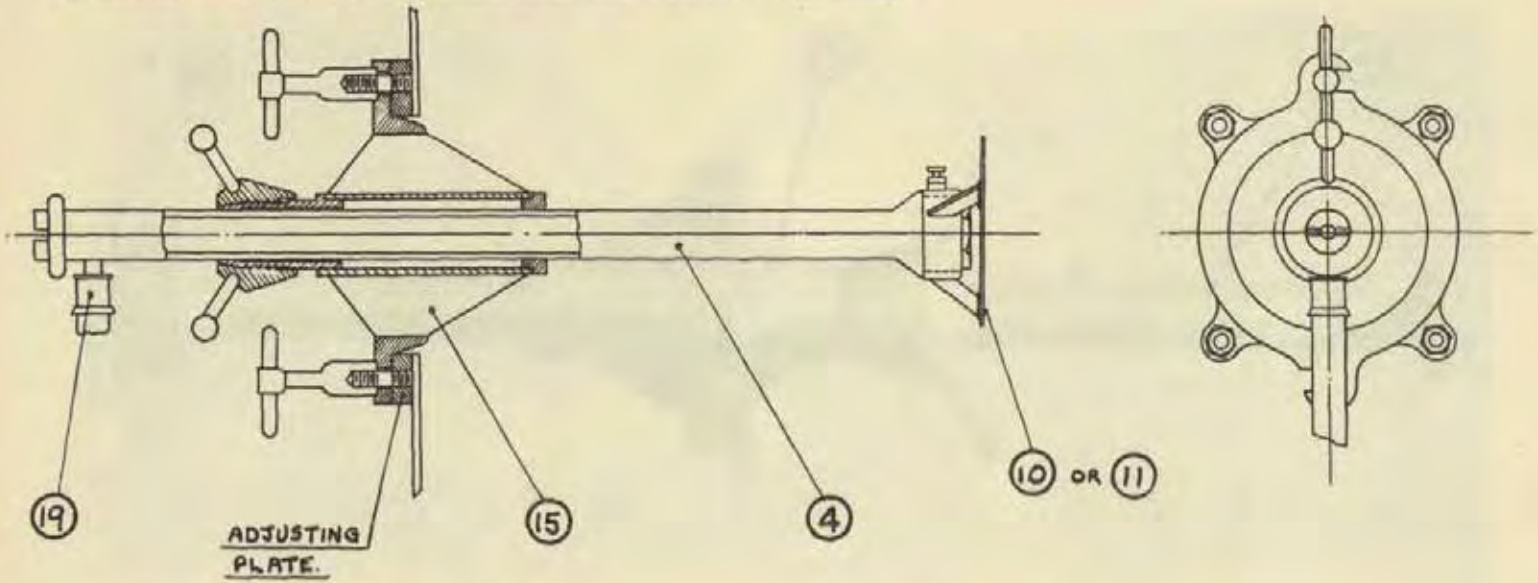
SPRAYER BODY PAT. 25 WITH
SPRAYER CARRIAGE PAT. 630



78154 (4) N.C.
11912-5

Navy Order 995 of 1956 Diagram (3) (Appendix IV).

SPRAYER BODY PATT 6300 WITH
SPRAYER CARRIAGE PATT 6311.



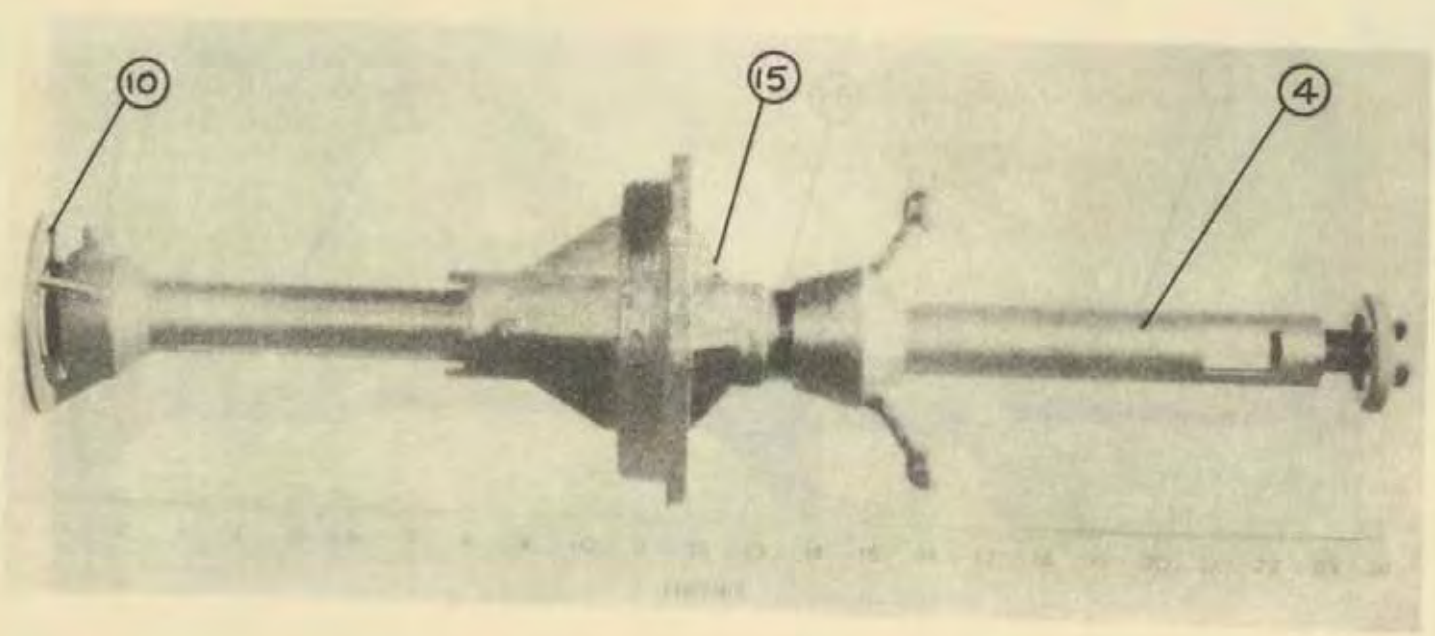
ADJUSTING
PLATE.

11912-4
78154 (6) N.C.



SPRAYER CARRIAGE PART 6311
 SPRAYER BODY PART 6300 WITH

PATT. 6300 SPRAYER BODY IN CARRIAGE
FOR SMALL A.I.O. REGISTER.

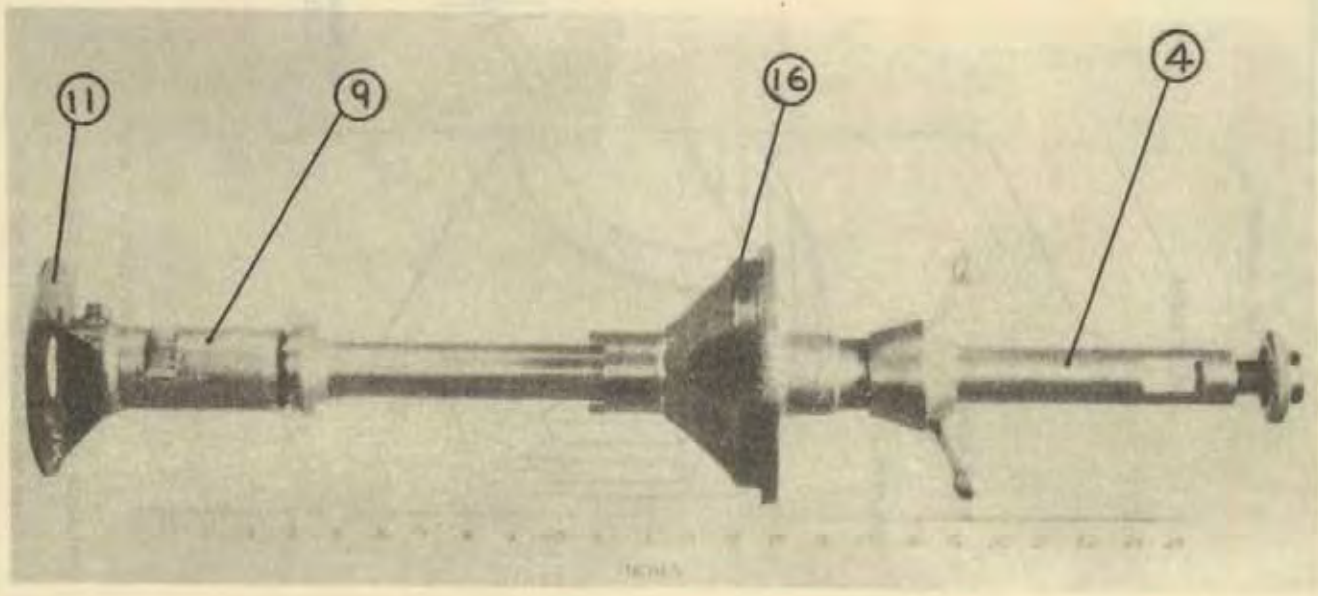


78/54 (7) N.C.
119/2-7



PATT. 6300 SPRAYER BODY IN CARRIAGE
FOR SMALL A.I.E. REGISTER

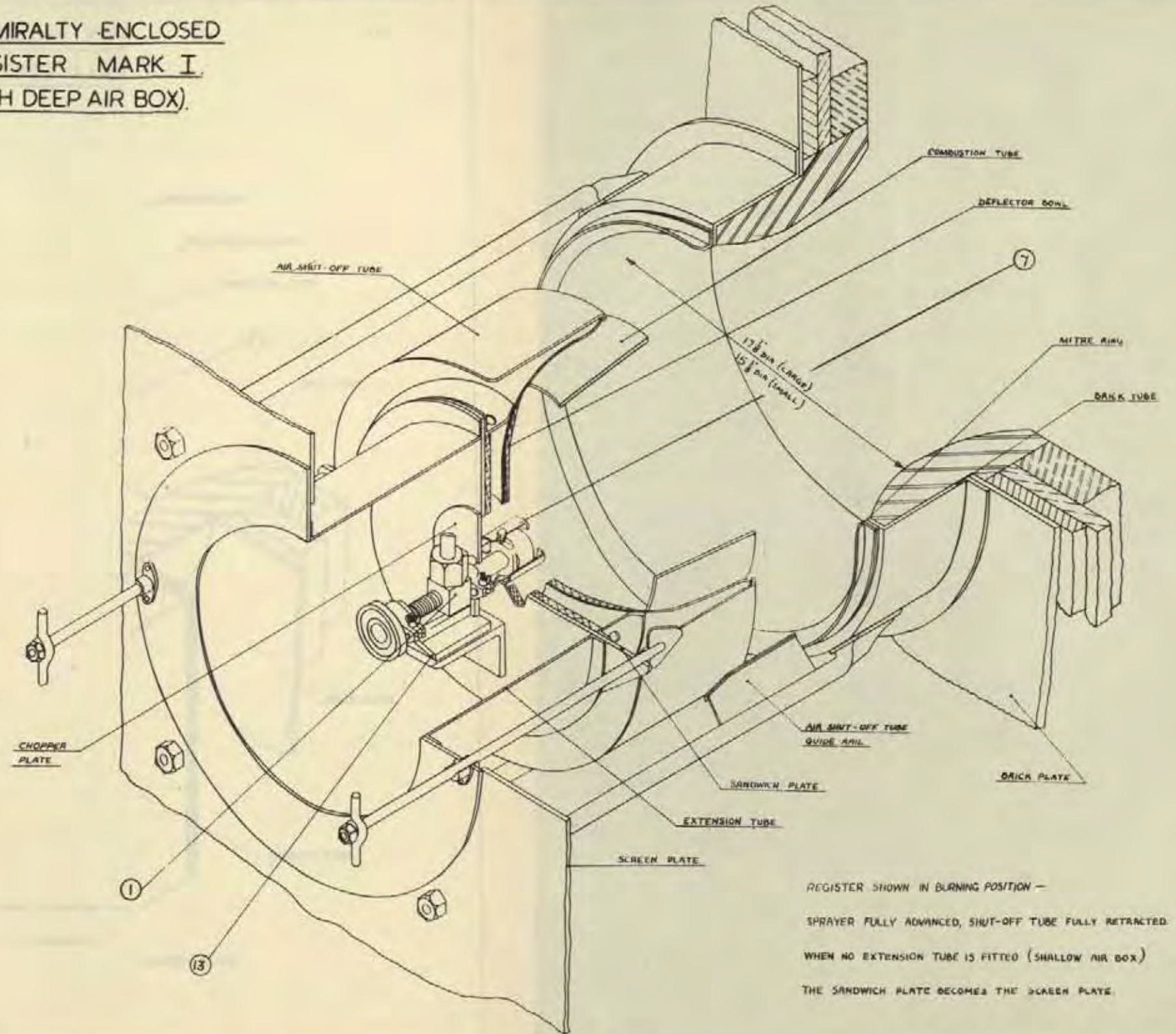
PATT. 6300 SPRAYER BODY IN CARRIAGE
FOR LARGE A.I.E. REGISTER.



78/54 (8) N.C.

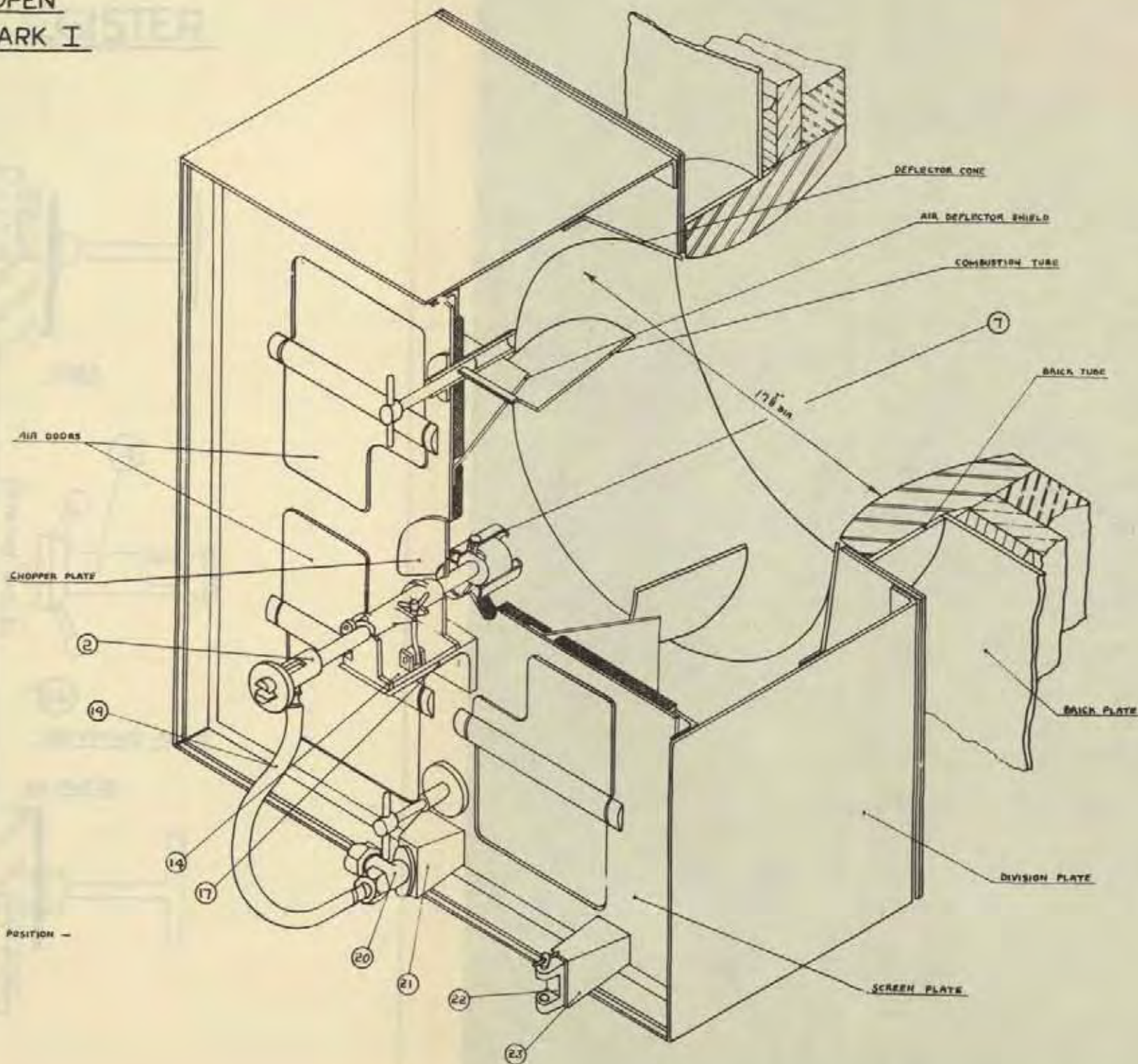
11912-8

ADMIRALTY ENCLOSED
REGISTER MARK I
(WITH DEEP AIR BOX).



REGISTER SHOWN IN BURNING POSITION —
 SPRAYER FULLY ADVANCED, SHUT-OFF TUBE FULLY RETRACTED.
 WHEN NO EXTENSION TUBE IS FITTED (SHALLOW AIR BOX)
 THE SANDWICH PLATE BECOMES THE SCREEN PLATE.

ADMIRALTY OPEN
REGISTER MARK I

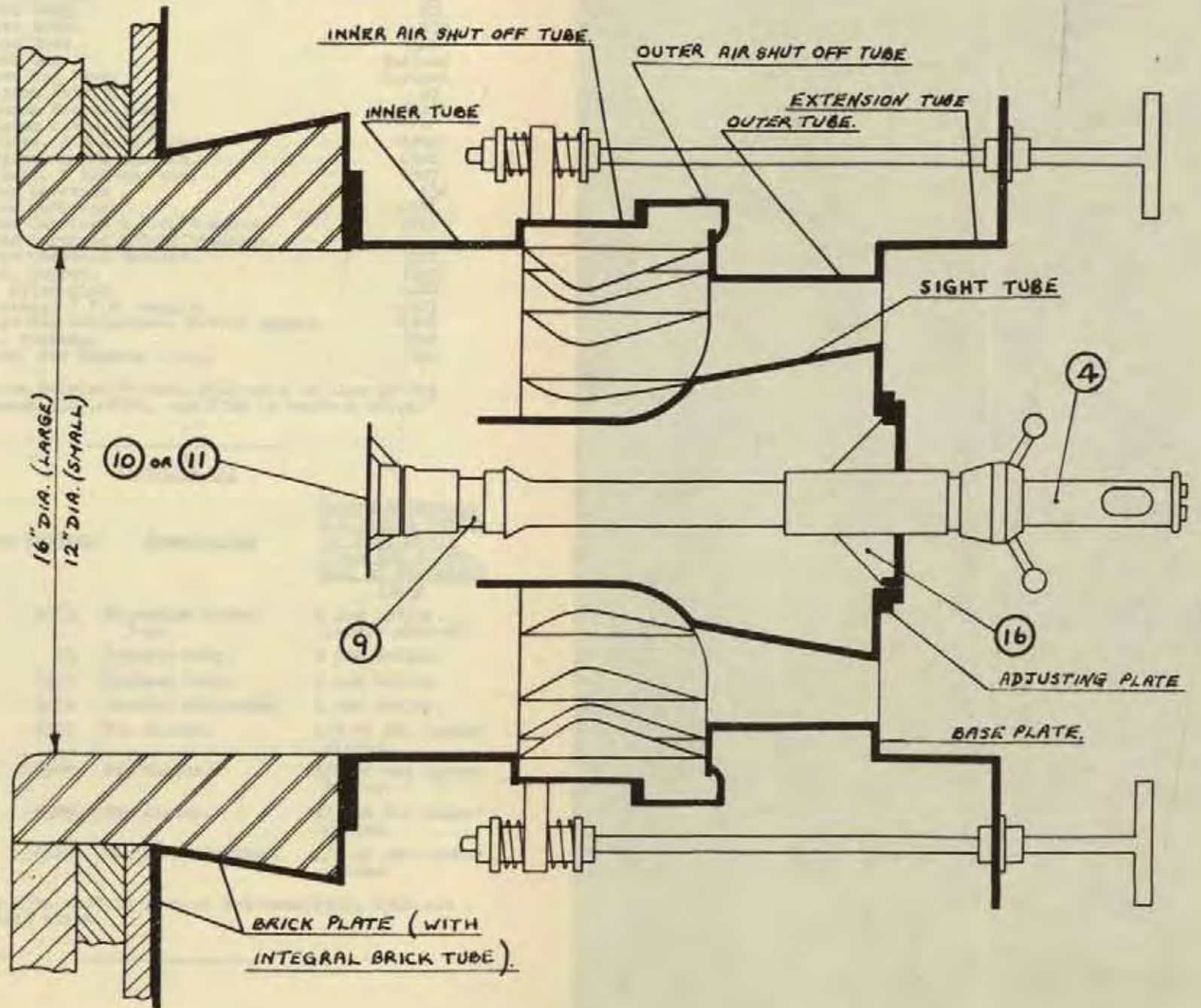


REGISTER SHOWN IN SHUT OFF POSITION -
SPRAYER FULLY RETRACTED

78/54 (12) N.C.

11912-10

ADMIRALTY IMPROVED ENCLOSED REGISTER.



APPENDIX IIKEY TO COMPONENTS IN COMMONWEALTH NAVY ORDER DIAGRAMS

<u>No.</u>	<u>Name</u>	<u>Pattern No.</u>
1	Sprayer Body.	13
2	Sprayer Body.	25
3	Sprayer Body.	25A
4	Sprayer Body.	6300
5	Sprayer Cap.	Various
6	Sprayer Cap Plug.	Various
7	Radiation Shield.	27
8	Extension Piece, 3-in.	6313
9	Extension Piece, 4-in.	-
10	Tip Plate, 3 3/4-in. dia.	6309
11	Tip Plate, 4 3/4-in. dia.	6308
12	Tip Plate, 5 1/4-in. dia.	6307
13	Sprayer Carriage	13A
14	Sprayer Carriage	6301
15	Sprayer Carriage A.I.O. Register.	6311
16	Sprayer Carriage A.I.E. Register.	-
17	Sprayer Carriage Bracket.	6302
18	Washer, Copper.	6150
19	Hose, Silvo-flex.	2080
20	Connection, F.F.O. Supply.	6305
21	Bracket for connection, F.F.O. Supply.	6306
22	Clamp, Parking.	6303
23	Bracket, for Parking Clamp.	6304

NOTE: Tip Plate Swirler Pattern 6312 used in lieu of tip plates Patterns 6307, 6308, and 6309 in certain ships.

APPENDIX III

<u>Classification</u>	<u>Pattern</u>	<u>Description</u>	<u>Spares Allowance i.e. First Outfit of Consumable Items and Allow- ance of Permanent Items</u>
P	6313	Extension Piece 3-in.	2 per boiler (where fitted).
P	25	Sprayer Body.	2 per boiler.
P	6300	Sprayer Body.	2 per boiler.
P	6311	Sprayer Carriages.	1 per boiler.
C	6307	Tip Plates.	1/3 of the number fitted.
C	6308	Tip Plates.	1/3 of the number fitted.
C	6309	Tip Plates.	1/3 of the number fitted.
C	6312	Tip Plate Swirler.	1/3 of the number fitted.

NOTE: Pattern 6312 used in lieu of Patterns 6307, 6308 and 6309 in certain ships.

996.

**AIRCRAFT - CARTRIDGES, OPERATING FIRE EXTINGUISHER,
ELECTRIC - INTRODUCTION.**

The following stores are hereby introduced into service:

<u>Naval Ref.</u>	<u>Store</u>	<u>New R.A.F. Ref.</u>	<u>Old R.A.F. Ref.</u>
KJ 703	Cartridges, Operating, Fire Extinguisher, Electric No.1 Mark 1 (2 pin).	12K/1248	27 N/103
KJ 716	Cartridges, Operating, Fire Extinguisher, Electric No.1, Mark 1 (3 pin)	12K/1249	27 N/104

2. These stores, which are described in A.P.957C, Vol. 1, 2nd Edition, Part I, Section 3, are used, one KJ 703 Cartridge per single head extinguisher Types 12A, 13A and 20A and one of each KJ 703 and KJ 716 Cartridges per dual head extinguisher, Types 14A or 17A.

3. Initially, the cartridges will be issued to service, packed one per cardboard carton, 40 of which will be packed in one box H.47. A special package is being developed for later supplies which will be packed 20 in each box. They have been classified as Group 6, Category X for storage and transport ashore and afloat.

4. The cartridges have been allocated a provisional life of two years from the date of filling. On reaching this age limit they will be withdrawn from service.

5. The fire extinguishers are normally removed from aircraft at each maincheck 4 or maincheck 5 for servicing, and in addition, for aircraft on a 24-week servicing cycle, they are to be removed at each maincheck 3 in order to ascertain the date of filling of the cartridge. On each occasion of removal in the case of aircraft on a 24-week servicing cycle the cartridge is to be checked and if the life remaining is less than 3 months the cartridge is to be renewed. On each occasion of removal in the case of aircraft on a 16-week servicing cycle the cartridge is to be checked and if the life remaining is less than 4 months the cartridge is to be renewed. Cartridges which are within three months of the age limit are to be returned to R.A.N. Armament Depots for disposal.

6. A description of this store will in due course be incorporated in A.P.(N) 84 and allowances will be shown in C.B.4485 B.

(The foregoing is the text of A.F.O.2145/1956 altered to meet R.A.N. conditions.)

(1443/11/63)

997.

**AMMUNITION - ROCKET FLARES - HEADS ROCKET FLARE 2-IN.
NO. 3 - PARACHUTE FAILURES - INTRODUCTION OF HEADS
MARK N5.**

Investigations in the Royal Navy into failures of Heads Rocket Flare 2-in. No.3 has revealed that failures are attributable to:

- a) The 32-in. parachute sticking to the copal varnished housing and failing to open correctly.
- b) The Escape Hole Disc situated in the pressure relief slot of the Head not being blown clear, thereby causing early ejection.

2. The following steps have been taken to overcome these defects:

With regard to (a) -

- i) Later Lots of Mark N2 heads (production of which will shortly cease) have the 32-in. parachutes packed in electro-tinned, instead of copal varnished, housings.
- ii) Mark N3 heads (production of which has now commenced) will all be fitted with electro-tinned parachute housings and 32-in. parachutes.
- iii) Successful trials have been carried out with heads assembled with 27-in. parachutes in electro-tinned housings, and this smaller parachute will be incorporated into new production heads when stocks of 32-in. parachutes are exhausted. Heads assembled with 27-in. parachutes will have the mark advanced from N3 to N5. Performance of the heads will not be altered. (Mark N4 was allocated to N2 type heads assembled with 27-in. parachutes, but none of these will now come into service.) Store Reference No. LD.054 will cover both N3 and N5 heads.

With regard to (b) -

- iv) The Escape Hole Disc is being omitted.
- v) To prevent ingress of moisture, heads will be tape banded; this tape will be removed when heads are assembled onto rocket motors. It is desirable that similar taping should be applied at the junction of the head and motor when assembled rounds are not likely to be fired for some time and there is a possibility of them being exposed to damp conditions. The tape MUST BE REMOVED BEFORE FIRING.

3. Heads Mark N2 have two settings, medium and long range, and the Marks N3 and N5 heads have three, a short range setting also being incorporated. Apart from the extra setting (and the difference in parachute assemblies) the latter types of head are similar in all respects to the Mark N2 heads now in service.

4. Heads Marks N2 and N3 will remain in service until stocks are exhausted.

5. Heads Marks N3 and N5 are fully interchangeable, but should not be mixed in outfit with Mark N2 heads. Where demands for replenishment of Mark N2 heads cannot be met, those remaining on board should be landed and a complete outfit of Marks N3 or N5 heads drawn in lieu.

6. Elevations to be used, when firing with short setting from Mark 3P and Mark 5 launchers, will be published in a later instruction.

(The foregoing is the text of A.F.O.2265/1956 altered to meet R.A.N. conditions.)

(4444/5/29)

998.

MAGAZINE LOGS - WET AND DRY TEMPERATURES - RECORDING NO LONGER REQUIRED.

As no use can be made for Fire Control purposes or by the Naval Board of the figures of wet and dry temperatures recorded in the magazine log, their recording is to cease. B.R.862 - Naval Magazine and Explosives Regulations will be amended.

2. Where air conditioning machinery or static dehumidifiers are fitted, hygrometers must still, however, be retained.

3. A separate Order will be issued covering other uses of the wet and dry thermometer, and the disposal of surplus instruments.

(The foregoing is the text of A.F.O.2341/1956 altered to meet R.A.N. conditions.)

(4427/61/23)

999.

A/S WEAPONS - A/S MORTAR, MARK 10 MOUNTING FRAME - PROVISION OF DRAINAGE HOLES.

- | | |
|--|---|
| a) Ships, Establishments, and Authorities concerned. | Ships concerned, H.M.A. Dockyards, Gunnery Equipment Depots and Repair Bases. |
| b) Type and Mark of Mounting | A/S Mortar, Mark 10. Serial Nos. 6T to 33T inclusive, 34V to 64V inclusive, 73F to 110F inclusive, 111B to 122B inclusive and all mortars where drain holes are not already drilled. |
| c) Part of Mounting affected | Frame, ends "A" and "B". |
| d) Purpose of Modification | To provide drainage holes. |
| e) Nature of Modification | End "A". Inside access hole and below roll gear-box are two plates sloping downwards to the centre line of the frame, and welded. Drill 2 in No. 1/2-in. diameter holes centred 1/2-in. either side of centre line of weld in order just to clear the weld, and 12 1/4-in. from the inside edge of the vertical plate of the access hole. |

- | | |
|---------------------------|---|
| e) cont'd. | End "B". As above, but below the pitch gear-box and 8 inches from the inside edge of the vertical plate of the access hole. |
| f) Drawings or Diagram .. | Nil. |
| g) By whom to be done .. | Ships' staffs, with Dockyard assistance if required. Authorities concerned. |
| h) When to be done .. | As soon as possible. |
| i) How to be treated .. | As a defect. |

NOTE: To be recorded as Mounting Modification Number 5.

(The foregoing is the text of A.F.O.2267/1956 altered to meet R.A.N. conditions.)

(4431/44/66)

1000.

DIVING - INVESTIGATION OF ACCIDENTS - COMPOSITION OF BOARDS OF INQUIRY.

It is of the greatest importance to ascertain the precise cause of diving accidents, and guidance on the composition of Boards of Inquiry held to investigate such accidents is given in paragraph 7 of Navy Order 915 of 1956 (Diving - Accidents and Unusual Incidents - REPORTS).

2. Suitably qualified diving officers are:

- For Accidents in Self-Contained Diving Equipment - A qualified Clearance Diving Officer.
- For Deep-Diving Accidents - An officer qualified in deep diving.
- For Other Accidents - An officer qualified in deep diving or an Instructional Diving Officer.

3. Fleet and Command Medical Officers can advise on the selection of Medical Officers suitably experienced in underwater physiology.

(The foregoing is the text of A.F.O.2206/1956 altered to meet R.A.N. conditions.)

(Navy Order 915 of 1956).

(3383/27/13)

1001.

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

The following item is approved for A.S. Frigates (Converted Fleet).

Class List Item No. 539.

Classification "A"

Item: To increase present allowance of Sea Stores to enable replenishment of Furnace Fuel Oil at sea to be effected through forward and after positions simultaneously, the following additional items are to be supplied:

Ships	Elbows		Adaptors	Spanners "C"
	Pattern 6023	Pattern 6005	Pattern 6015	Pattern 6006
QUADRANT and QUICK-MATCH 6-in. Deck Conn.	1	-	1	2
QUEENBOROUGH 5-in. Deck Conn.	-	1	1	2

These stores are to be stowed on the lower deck when not in use.

Note: Separate action will be taken to supply the above items, as for H.M.A.S. QUEENBOROUGH, to H.M.A.S. QUIBERON during current conversion.

References: Captain (F), 1st Frigate Squadron, memorandum No. P.131/19/805, dated 5th May, 1956.
F.O.C.A.F. memorandum No. A.F./695/1979/8 dated 21st May, 1956.
Navy Office memorandum No.4523/7/115 (17663) dated 7th August, 1956.

(4523/7/115)

1002.

ALTERATION AND ADDITION ITEM - BATTLE CLASS DESTROYERS.

The following Alteration and Addition Item has been approved for Battle Class Destroyers:

Class Item No. 103. Classification "A".

Item: Battery charging arrangements to be totally enclosed and fitted with a 5-in. Exhaust Fan.

References: a) Captain, 10th Destroyer Squadron, memorandum 20189/3 dated 9th February, 1956.
b) F.O.C.A.F.'s memorandum A.F.208/1806/7 dated 8th March, 1956.
c) Navy Office memorandum 73064 dated 2nd August, 1956.

(4280/1/304)

1003.

NAVAL STORES (AIR) - HANDLING AND FITMENT OF FRICTION PLATES FITTED TO R.A.N. SEA VENOM AND GANNET AIRCRAFT.

Navy Order 736 of 1956 is to be amended as follows:

For "Naval Stores (Air) - Sea Venom Mk. 21 - Brake Unit Spares" read "Naval Stores (Air) - Handling and Fitment of Friction Plates fitted to R.A.N. Sea Venom and Gannet Aircraft".

(4404/4/316)

1004.

NAVAL STORES (GENERAL) (CLASS B, GROUP 13) - SCRAP METALS - MIXED FERROUS SCRAP, LIGHT - OLD CASKS AND DRUMS.

Pattern number 107 has been allocated to old casks and drums at present included under Pattern 41, "Mixed ferrous scrap, light, less than 1/8-in. thick, including old casks and drums", and the description of Pattern 41 is amended accordingly.

2. Old casks and drums, Pattern 107 should be disposed of locally when possible; if not, they should be dumped.

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

(The foregoing is the unaltered text of A.F.O.1973/1956).

(4506/22/52)

1005.

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

Usage data received by Admiralty relating to electronic spares clearly show that stocks maintained on board ships are vastly in excess of actual usage, and action has been taken to initiate a review of the allowances of individual items and of 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 carried has also been considered and appropriate remedial measures are being adopted. For instance, the allowances of capacitors of various tolerances are being replaced by capacitors of closer tolerance with a consequent reduction in range and quantity.

2. This need for drastically reducing the quantities of electronic components carried as spares is greater because of the 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 store rooms.

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

4. The following procedure is therefore to be continued:

- a) Whenever a new radio equipment is fitted in ships in commission or shore establishments, 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 to the equipment, 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 normal basis, (as specified in the relevant F.E. Lists) subject to the revised reduction factor indicated below. The reduction factor is also to be applied to the allowance of spares held by parent ships and bases in respect of the ships attached. The revised allowance will also be applicable to electronic spares (i.e., items shown in Class/Groups F.1A, Part 1 and F.4 of the Rate Book of Naval Stores) for equipments other than radio equipments. In all instances, however, the quantity supplied after application of the reduction factor will be not less than the greatest number allowed for any one equipment.

Permanent Stores

(except valves)

Consumable Stores

(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	2	
13-20	3	4-6	3	
Over 20	4	7-10	4	
		11-20	5	
		21-40	8	
		41-70	10	
		71-100	12	
		101-200	15	
		201-300	20	
		Over 300	30	

(maximum allowances)

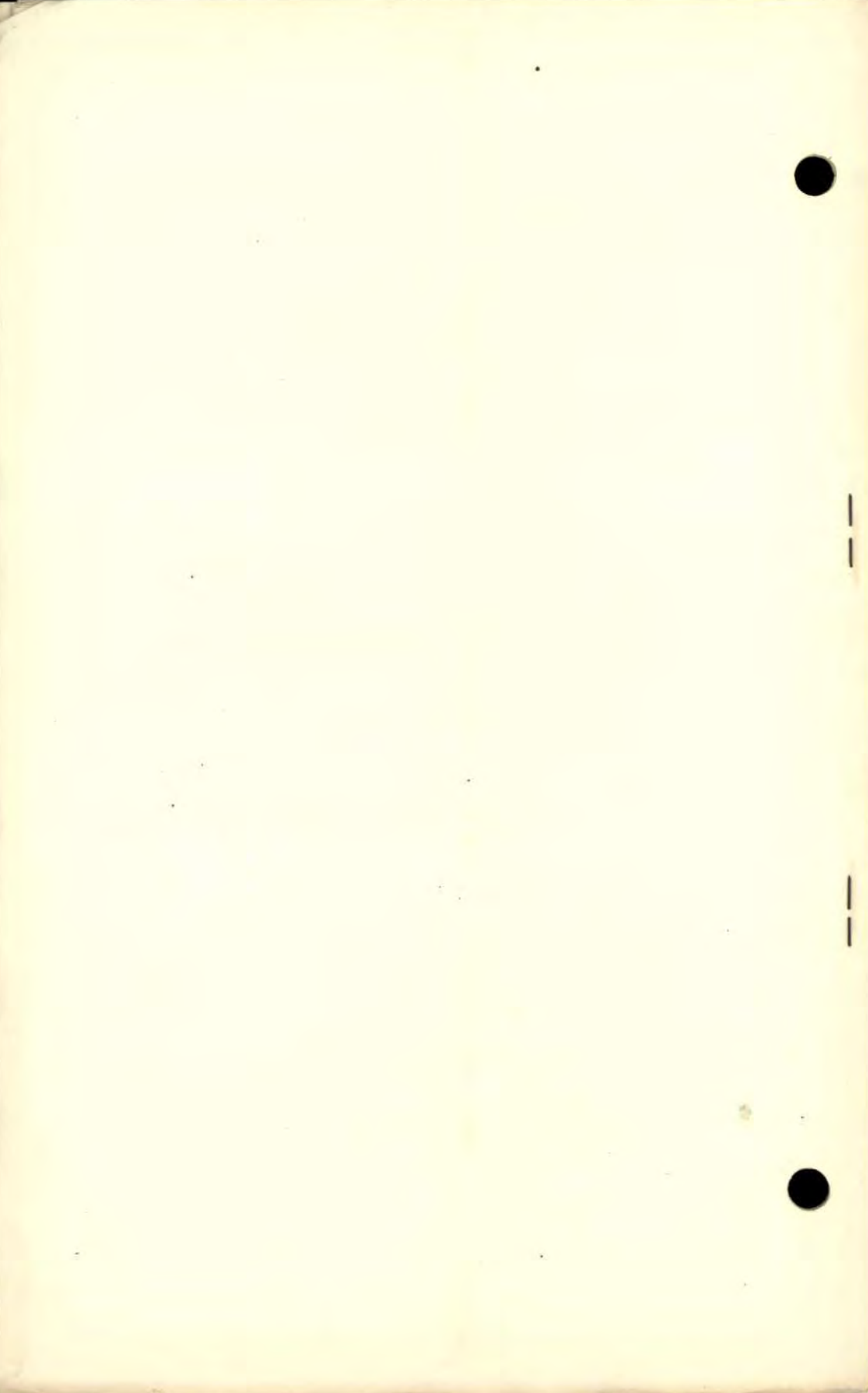
NOTE: For ships on detached service where the total allowance of any valve is less than 3 No. it shall be increased to 3 No.

- c) Ships in Commission and Shore Establishments should reduce stocks held to conform to the reduced allowances referred to at (b), in order to relieve congestion in storerooms.

(The foregoing is the text of A.P.O.1553/1956 altered to meet R.A.N. conditions.)

(Navy Order 558 of 1955 is cancelled)

(4501/2/152)



C. N. O.
29/11

Cent. Admin.

C. N. O. 1006/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

12th October, 1956.

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,
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
1006	Books - Distribution of Non-Accountable Publications During August, 1956.

N.0281.

1006.

**BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS
DURING AUGUST, 1956.**

The non-accountable publications and amendments to A.P.'s, B.R.'s, Miscellaneous publications etc., contained in the Appendix to this Order have been distributed to Ships and Services during August, 1956. Navy Order 110 of 1954 is relevant.

2. Copies of A.P.O. "P" Series Amendments, referred to in the Appendix to this Order, are available for supply, on demand, to holders of personal copies of Books of Reference in accordance with Navy Order 1004 of 1955.

(Navy Orders 110 of 1954 and 1004 of 1955).

(4139/3/129)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

<u>Publication</u>	<u>Date</u>
"Aeroplane"	25th May, 1956.
"Aeroplane"	1st June, 1956.
"Aeroplane"	8th June, 1956.
"Aircraft" Vol. 34, No.11.	August, 1956.
Fibres, Vol. 17, No.6.	June, 1956.
Flight	25th May, 1956.
Flight	1st June, 1956.
List of Propellant Lots	Amendment 27.
Post Office Guide Suppt. No.8.	February, 1956.
Suppt. No.9.	March, 1956.
Suppt. No.10.	April, 1956.
Suppt. No.11.	May, 1956.
Suppt. No.12.	June, 1956.
United Nations Review, Vol. 2, No.12.	June, 1956.

AMENDMENTS TO AIR PUBLICATIONS

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
113	A.L. 114
830 Vol.2 (2nd Edition)	A.L. 28, 29, 30, 31 and 32.
957C Vol.1 (2nd Edition)	A.L. 16.
1086 Book 2 (2nd Edition)	A.L. 60, 61 and 62.
1086 Book 3 Part 1 (2nd Edition)	A.L. 46 and 47.
1086 Book 3 Part 2 (2nd Edition)	Pages 2 and 2A to A.L. 58 A.L. 64.
1086 Book 4 Part 3 (2nd Edition)	A.L. 64.

A.P. NO.

A.L. or LEAFLET

1086 Book 5 (2nd Edition)	A.L. 54.
1086 Book 7 (2nd Edition)	A.L. 55.
1086 Book 8 Part 1 (2nd Edition)	A.L. 37.
1086 Book 9 (2nd Edition)	A.L. 73 and 74.
1086 Book 11 (2nd Edition)	A.L. 89.
1086 Book 12 (2nd Edition)	A.L. 81, 82, 83 and 84.
1086 Book 13 (2nd Edition)	A.L. 76, 77, 78 and 79.
1093F Vol.1	A.L. 7.
1181 Vol.1 & Vol.6 Pt.1	A.L. 50, A.I.L. 1/56.
1181 Vol.2	(A.L. 23)-B. 27, (A.L. 24)-B. 29, (A.L. 22)-B. 15.
1182A Vol.1	A.I.L. 1/56, A.L. 138, 139, 140 and 141.
1182A Vol.2 Part 1	G. 7, C. 16, D. 3, C. 17, D. 4.
1182C Vol.1	A.L. 93.
1182C Vol.4 Parts 2 and 6	A.L. 8.
1182C Vol.6	A.L. 20.
1182E Vol.1	A.L. 58.
1182E Vol.2	(A.L. 39)-D. 15 (Alt. 1).
1182E Vol.4 Parts 2 and 6	A.L. 4 and 5.
1275A Vol.1	A.L. 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515 and 516.
1275A Vol.2 Part 1	(A.L. 247)-B. 23, (A.L. 248)- B. 24, (A.L. 249)-B. 25, (A.L. 253)-B. 26, (A.L. 246)- J. 33, (A.L. 252)-J. 35 (Alt. 1), (A.L. 250)-L. 12, (A.L. 251)-L. 13.
1275B Vol.1	A.L. 250, 252, 253, 254, 255 and 256.
1275B Vol.2 Part 1	(A.L. 160)-A. 24 (Cano.)
1275E Vol.1	A.L. 67.
1275E Vol.4 Part 6	A.L. 7 and 8.
1275G Vol.1	A.L. 23.
1275G Vol.2 Part 1	(A.L. 77)-C. 7 (Alt. 1), (A.L. 78)-C. 10.
1275T Vol.1	A.L. 21, 22, 23, 24, 25, 26 and 27.
1355 Vol.2 Part 1	(A.L. 100)-D. 128, (A.L. 99)- G. 129.
1355A Vol.1	A.L. 54.
1355C Vol.1	A.L. 46.
1355F Vol.1	A.L. 9.
1374B Vol.2 Part 1	(A.L. 55)-A. 5.
1374C Vol.2 Part 1	(A.L. 49)-C. 3.
1374C Vol.2 Part 1	RAN/1 (Mod. N. Rotax P. 5227).

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
1374E Vol.3 Part 1 Sect.4/2	A.L.1.
1374E Vol.4 Part 6	A.L.6.
1455	A.L.244.
1464D Vol.1	A.L.160.
1500 Vol.2 Part 2	A.L.12.
1538D Vol.2 Part 1	209.
1538D Vol.6 Parts 2 and 4	A.L.49.
1538E Vol.2 Part 1	127.
1538J Vol.1	A.L.36.
1538L Vol.1 & Vol.6 Part 1	A.I.L.1/56.
1538L Vol.2	(A.L.14)-B.12, (A.L.15)- B.13.
1641F Vol.1 Parts 1 and 3	A.L.26.
1641F Vol.2 Part 1	C.11, C.13 (Canc.), M.24, M.25.
1641P Vol.1 Part 2 & Vol.5	A.L.36.
1641P Vol.2 Parts 1 and 3	A.L.55 (A.L.54 not applic- able).
1661 Vol.2 Part 1	B.18 (A.L.1), B.22, E.9, F.3.
1661 Vol.2 Part 3	A.L.11.
1661B Vol.1	A.L.68.
1661C Vol.1	A.L.60.
1661D Vol.1 (2nd Edition)	A.L.101 and 102.
1661E Vol.1 (2nd Edition)	A.L.54.
1661D Vol.1 (2nd Edition)	A.L.102.
1664A Vol.1	A.L.106, 108 and 109.
1664A Vol.2 Part 1	A.50.
1664C Vol.2 Part 3	A.L.21.
1803 Vol.2 Part 1	B.35 (A.L.1), D.88, D.88 (A.L.1), E.79, F.47, F.47 (A.L.1), P.56 (A.L.1), S.17.
1803A Vol.1	A.L.48.
1803B Vol.1	A.L.135.
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1803B Vol.2 Part 3	A.L.17.
1803C Vol.1	A.L.46 and 47, A.I.L.1/56, A.I.L.2/56.
1803D Vol.1 Book 1	A.L.20.
1803D Vol.1 Book 4	A.L.31 and 32.
1803D Vol.2 Part 2	A.L.143 and 144.
1803D Vol.2 Part 3	A.L.182.
1803E Vol.1	A.L.77.
1803E Vol.2 Part 2	A.L.48.

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
1803E Vol.2 Part 3	A.L.62.
1803F Vol.1	A.L.128.
1803F Vol.2 Part 2	A.L.35.
1803G Vol.1	A.L.8.
1803J Vol.2 Part 2	A.L.16.
1803J Vol.2 Part 3	A.L.22.
1803T Vol.1	A.L.23.
2039M.L.	A.L.2.
2102H Vol.2 Part 1	E.14.
2111A Vol.1 & Vol.5 (2nd Edition)	A.L.17.
2240A Vol.1 Book 1	A.L.114 and 115.
2240A Vol.2 Part 1	No.73 (A.L.1).
2240A Vol.6 Parts 2 and 4	A.L.63, 64, 65, 66, 67 and 68.
2306M Vol.1 and Vol.6	A.L.14.
2337 Vol.1	A.L.138 and 139.
2337 Vol.2	(A.L.84)-C.27 (Canc.), (A.L.88)-C.28 (Canc. and Correction), (A.L.87)-C.30, (A.L.85)-C.33, (A.L.89)- C.34.
2438G Vol.1 and Vol.6	A.L.8.
2440M.L.	A.L.3.
2463 Vol.1	A.L.108.
2517A Vol.1	A.L.7.
2527B Vol.1 Parts 1, 2 and 3	A.L.74.
2527C Vol.1 Parts 1, 2 and 3	A.L.13.
2533C Vol.2 Part 1	No.7.
2534E Vol.3 (2nd Edition)	A.L.5.
2536C Vol.1 Part 1	A.L.12.
2538H Vol.2 Part 1	No.25.
2538HA Vol.2	(A.L.48)-B.21 (Alt.1), (A.L.50)-B.26 (Alt.2), (A.L.52)-B.28 (Alt.1), (A.L.45)-B.30 (Alt.1), (A.L.49)-B.31, (A.L.46)-B.38, (A.L.47)-B.39, (A.L.51)-B.40.
2538HA Vol.6 Part 2 (2nd Edition)	A.L.19.
2552J Vol.2	(A.L.9)-B.6, (A.L.10)-B.7, (A.L.11)-B.8.
2552L Vol.1	A.L.19, 20 and 21.
2552L Vol.2	(A.L.7)-B.5.
2552L Vol.5	A.L.4 and 5.
2656A Vol.1	A.L.68 and 69.
2817A Vol.1 and Vol.6 Part 1	A.L.124.

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
2850A Vol.1 and 6 Part 1	A.L.104, 105, 106 and 107.
2876B Vol.2 Part 1	(A.L.3)-B.2.
2898D Vol.1	A.L.9.
2912K Vol.1 Parts 1 to 3	A.L.28.
3153 (M.C.A.P.21) (2nd Edition)	A.L.6 and 7.
3153A (M.C.A.P.22) (2nd Edition)	A.L.6.
3192C	Military Aviation Notices: Correction C.24 (15/6/56) " C.25 (22/6/56) " C.26 (29/6/56).
3193C	Amendment 43C (22/6/56).
3323	Military Aviation Notice Correction 8.8 (22/6/56).
4089A	A.58 (Issue 2).
4089D	D.473 (Issue 2).
4099J Vol.2	(A.L.175)-B.6 (Alt.1), (A.L.171)-D.8, (A.L.173)-D.9, (A.L.180)-G.3, (A.L.169)-H.18, (Alt.1), (A.L.177)-H.19, (A.L.179)-J.10 (A.L.2), (A.L.176)-J.14, (A.L.178)- J.19, (A.L.170)-J.21, (A.L.174)-M.12, (A.L.172)- Q.8.
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4099J Vol.5 Part 2 (Card and Paper Edition)	A.L.8.
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4282B Vol.6 Part 3	A.L.3.
4282C Vol.6 Parts 2 and 4	A.L.6.
4288A Vol.1	A.L.47 and 48.
4288N Vol.1	A.L.16.
4303C Vol.1	A.L.81.
4320B Vol.2	(A.L.63)-F.5, (A.L.62)-G.11 (Alt.1), (A.L.64)-I.5 (Alt.1), (A.L.65)-Q.6.
4340 Vol.2	(A.L.6)-B.2.
4343 Vol.1	A.L.87.
4343A Vol.1	A.L.39.
4343B Vol.1	A.L.178.

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
4343B Vol.2	(A.L.52)-E.4, (A.L.43)-G.2, (A.L.41)-N.1, (A.L.50)-P.4 (Alt.1), (A.L.47)-P.5, (A.L.48)-P.6, (A.L.45)-P.7, (A.L.46)-P.8, (A.L.51)-Q.1, (A.L.44)-V.2, (A.L.49)-V.3, (A.L.42)-X.4.
4343B Vol.4 Part 6	A.L.13.
4343D Vol.1	A.L.112.
4343D Vol.2	(A.L.15)-A.3, (A.L.17)-T.2, (A.L.16)-2.7.
4343D Vol.6	A.L.45.
4343X Vol.2	(A.L.15)-G.3.
4360B Vol.1	A.L.29 and 32.
4360B Vol.5 Pt.2 (N) Issue 2	A.L.3.
4360C Vol.1	A.L.21 and 23.
4360C Vol.2	A.3 (A.L.1), A.12 (A.L.1), A.16 (A.L.1), A.17, A.18, A.19, A.21, A.22, A.24, B.2 (A.L.1), B.9 (A.L.1), B.11, B.12, B.13, B.14, B.15, C.3, D.5 (A.L.1), D.7, F.8, P.8 (A.L.1), G.1.
4360C Vol.2	H.3 (A.L.2), H.5 (A.L.1), H.8, H.9, H.10, H.11, J.6 (A.L.1), J.7 (A.L.1), J.8 (A.L.1), J.10 (A.L.1), J.12, J.13, J.14, J.15, K.4, M.1 (A.L.2), M.3 (A.L.1), M.8, O.1 (A.L.1), P.11 (A.L.1), P.13, P.14, Q.5, V.2.
4361 Vol.6 Part 4	A.L.10.
43610 Vol.1	A.L.27.
4389 Vol.6 Part 2	A.L.2.
4389A Vol.6 Part 1	A.L.21.
4389A Vol.6 Part 4	A.L.16.
4487 Vol.6 Part 2	A.L.10.
4487A - P.N.	A.L.2.
4487A - G.H.N.	A.L.7.
4487A Vol.1	A.I.L.1/56, A.I.L.2/56, A.L.40 and 42.
4487A Vol.2	B.2 (A.L.1), B.3, C.4 (A.L. 1 inc.), G.15, F.19 (A.L.1), J.5 (A.L.1), J.7 (A.L.1), J.14, J.15, J.16, K.10, K.11, O.1, P.1, Q.6 (A.L.2), V.1.
4487A Vol.4 Pt.3 (N) (Office and Working)	A.L.2.
4487A & B Vol.5 Part 2 (N) Issue 2	A.L.2.

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
4487B - P.N.	A.L.1.
4487B Vol.1	A.L.29.
4487B Vol.2	B.1 (A.L.1), B.2, C.3, C.5, C.7, D.2, D.3, F.10 (A.L.1), J.5, J.6, J.8, J.9, K.4, O.1, Q.1 (A.L.2), Q.2, V.1.
4602A Vol.1	A.L.17.
A.P.(N) 376	A.L.39.
A.P.(N) 377	A.L.93 and 94.
A.P.(N) 377 (F1)	A.L.71.
A.P.(N) 378	A.L.93, 94 and 95.
A.P.(N) 383	A.L.89, 90 and 91.
A.P.(N) 400 (V.N.)	A.L.2 and 3.
A.P.(N) 1023 (6)	A.L.13.
A.P.(N) 1023 (7)	A.I.L. 3/55.
A.P.(N) 1025	A.L.9 (with Correction Slip).
S.A.L. 383	A.L.91 and 92.
A.P.(RAN) 7 Vol.2	F.1 (Mod. No. Vampire RAN/2), H.4 (Mod. No. Vampire V.681).
N.A.M.O. ENGINES	A.L.24 (2 Leaves) E.2 (Issue 16) 12/4/56. L.1 (Issue 13) 13/4/56. P.4 (Issue 7) 19/4/56. X.43 8/4/56. RANAMO/E.8 (Issue 2) (June, 1956), RANAMO/Leonides/4 (June, 1956) RANAMO/SI/Griffon P.P./RAN.2 (June, 1956).
N.A.M.O. GANNET	A.L.4, X 10 (17/4/56), STI/21 (5/4/56), STI/22 (9/4/56), STI/23 (5/4/56), STI/24 (27/3/56), RANAMO/R.1 (June, 1956) RANAMO/X.4 (May, 1956) RANAMO/X.6 (May, 1956) RANAMO/X.7 (June, 1956) RANAMO/STI/RAN.21 (May, 1956) RANAMO/STI/RAN.22 (May, 1956) RANAMO/STI/RAN.22 (Issue 2) (June, 1956)
N.A.M.O. GENERAL	A.L.40, A.4 (Issue 4) (July, 1956), A.7 (1955), A.18 (April, 1956), A.20 (Issue 2) (July, 1956), A.66 (24.3.56), G.14 (September, 1955) I.6 (September, 1955) I.7 " " I.8 " " I.9 " " I.10 " " I.11 " " I.13 " " I.22 (October, 1955) I.31 (July, 1956)

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
N.A.M.O. GENERAL	L.9 (September, 1955) L.10 " " L.11 " " L.12 " " L.14 " " L.15 " " L.16 " " L.19 " " L.20 " " L.21 " " L.22 " " L.23 " " L.24 " " L.25 " " L.26 (October, 1955) L.33 (Issue 2) (July, 1956) L.37 (July, 1956) L.79 (6.4.56) Q.10 (July, 1956) R.20 (September, 1955) R.21 " " R.22 " " R.23 " " R.24 " " R.25 " " R.26 " " R.27 " " R.28 " " R.29 " " R.34 (July, 1956) R.54 (16.4.56) W.9 (April, 1956) X.4 (October, 1955) X.79 (19.4.56) STI/Electrical/100 (5.4.56) " " 102 (24.3.56) " " 102 Diagram, " " 103 (7.4.56) STI/Instruments/56 (24.3.56) STI/RAA/73 (5.4.56) " " 74 (5.4.56) STI/Airborne Assy./RAN.15 (August, 1955) STI/Electrical/RAN.6 (September, 1955) STI/Electrical/RAN.7 (September, 1955) STI/Electrical/RAN.15 (October, 1955) STI/Electrical/RAN.16 (October, 1955) STI/Electrical/RAN.21 (May, 1956) STI/Electrical/RAN.23 (June, 1956) STI/Electrical/RAN.26 (July, 1956) STI/Electrical/RAN.28 (July, 1956) STI/Flying Clothing/RAN.2 (May, 1956) STI/Instruments/RAN.3 (September, 1955).

A.P. NO.A.L. or LEAFLET

N.A.M.O. GENERAL

STI/Instruments/RAN.4
(September, 1955)
STI/Instruments/RAN.5
(September, 1955)
STI/Miscellaneous/RAN.10
(May, 1956)
SI/Electrical/RAN.5 (October,
1955)
SI/Electrical/RAN.6 (October,
1955)
SI/Electrical/RAN.7 (October,
1955)
SI/Miscellaneous/RAN.7 (May,
1956)
SI/Miscellaneous/RAN.8 (June,
1956)
RANAMO/A.20 (May, 1956)
" O.2 (" ")
" G.15 (June, 1956)
" L.31 (May, 1956)
" L.33 (June, 1956)
" R.33 (June, 1956)
" Q.13 (May, 1956)
" Q.14 (June, 1956)
" STI/Instruments/RAN.10
(June, 1956)
" STI/BAA/RAN.18 (May,
1956)
" SI/Electrical/RAN.3
(September, 1955)
" SI/Instruments/RAN.8
(May, 1956).

N.A.M.O. MISCELLANEOUS

STI/Westland Whirlwind/8
(24.3.56)
SI/Dragonfly/11C (5.4.56)
SI/Meteor/68 (23.3.56)
SI/Meteor/68 Diagram
SI/Meteor/67A (20.3.56)
SI/Meteor/67A Diagram.

N.A.M.O. SEA VAMPIRE

A.L.8.

N.A.M.O. SEA VENOM

A.L.5, X.19 (28/3/56),
X.21 (16/4/56), X.21 Diagram,
STI/111 (6/4/56), STI/112 (2
Leaves) (7/4/56), STI/112
Diagram, STI/116 (9/4/56).

R.A.N.A.M.O. DOUBLE MAMBA

No.2 (July, 1956), No.3 (July,
1956).

R.A.N.A.M.O. GANNET

R.1 (Issue 2) (July, 1956),
X.10 (July, 1956),
STI/RAN/7 (May, 1956)
STI/RAN/8 (May, 1956)
STI/RAN/15 (May, 1956)
STI/RAN/19 (May, 1956)
STI/RAN/20 (Issue 2) (June,
1956)
STI/RAN/23 (June, 1956)
SI/RAN/10 (June, 1956)

R.A.N.A.M.O. SEA FURY

STI/RAN/30 (April, 1956)
STI/RAN/28 (October, 1955)
SI/RAN/26 (April, 1956).

A.P. NO.A.L. or LEAFLET

R.A.N.A.M.O. SEA VENOM

X.5 (July, 1956).

R.A.N.A.M.O. SYCAMORE

SI/RAN/12 (May, 1956),
SI/RAN/15 (June, 1956).

R.A.N.A.M.O. VAMPIRE TRAINER

STI/RAN/9 (September, 1956)
STI/RAN/10 (April, 1956).

AIR GLUES

February, 1956, March, 1956.

AIR PICTORIAL

February, 1956, March, 1956.

Alvis Leonides Operation
Maintenance and Overhaul
Handbook

A.L.6, 7 and 11.

Department of Air Operation
Instructions (Air Traffic
Control)

Instruction No.1/1956
Instruction No.2/1956.

D.C.A. Publications No.6

A.L.2.

D.C.A. Aeronautical Informa-
tion Publications

R.A.C./3 Amendment List No.1
(1/6/56)
A.G.A. Amendment List (1/5/56)
General Amendment List No.12
(10/6/56)
R.A.C./3 Amendment List No.2
(10/6/56).

D.C.A. Airways Operations
Instructions Part 1

A.L.4 and 8.

D.C.A. Airways Operations
Instructions Parts 2 and 3

A.L.10.

D.C.A. Notices to Airman
(Class 2)

Notams No.2/56 (24/5/56)
No.3/56 (12/6/56).

D.C.A. Publications
(Miscellaneous)

Operations Instruction (A.T.C)
No.1/1956
Operations Letter A.T.C.-168-
Com.92 (11/6/56).

De Havilland Goblin Opera-
tion, Maintenance and
Overhaul Handbook

A.L.30.

R.A.N. Aircraft Inspection
Leaflet

No.22 (July, 1956).

Sea Venom Mark Applicability
Chart

A.L.23.

Sperry Instruction Manual
for the Directional Gyro
Type D.L.2

A.L.2.

Sperry Sales Service News

Vol.10 No.1 (February, 1956)
Vol.10 No.2 (March, 1956).

Smiths Aircraft Instruments

Mod. Sheet No.151 (27/4/56).

A.A.P. No.2 Table of Contents
(11th Edition)

Sub A.L.65 (A.L.7449).

A.A.P. No.2 Group A Section
17 (4th Edition)

Sub A.L.15 (A.L.7375).

<u>A.P. NO.</u>	<u>A.L. OF LEAFLET</u>
A.A.P. No.2 Group D Section 1A (7th Edition)	Sub A.L.51 (A.L.7570).
A.A.P. No.2 Group D Section 1B (7th Edition)	Sub A.L.48 (A.L.7386).
A.A.P. No.2 Group D Section 1C (8th Edition)	Sub A.L.53 (A.L.7383).
A.A.P. No.2 Group E Section 7B (9th Edition)	Sub A.L.25 (A.L.7422).
A.A.P. No.2 Group F Section 3 (11th Edition)	Sub A.L.41 (A.L.7520).
A.A.P. No.2 Group F Section 4 (8th Edition)	Sub A.L.27 (A.L.7407).
A.A.P. No.2 Group G Section 5U Vol.1 (4th Edition)	Sub A.L.9 (A.L.7439).
A.A.P. No.2 Group G Section 6D (7th Edition)	Sub A.L.24 (A.L.7367).
A.A.P. No.2 Group G Section 6J (4th Edition)	Sub A.L.9 (A.L.7274).
A.A.P. No.2 Group G Section 6P (2nd Edition)	Sub A.L.15 (A.L.7441).
A.A.P. No.2 Group H Section 28 (6th Edition)	Sub A.L.21 (A.L.7399).
A.A.P. No.2 Group H Section 128F Vol.2 (2nd Edition)	Sub A.L.24 (A.L.7391).
A.A.P. No.2 Group H Section 128F Vol.4 (2nd Edition)	Sub A.L.19 (A.L.7393).
A.A.P. No.2 Group H Section 128F Vol.6	Sub A.L.17 (A.L.7432).
A.A.P. No.2 Group I Section 1 Vol.1 (3rd Edition)	Sub A.L.15 (A.L.7401).
A.A.P. No.2 Group K Section 2 (11th Edition)	Sub A.L.21 (A.L.7413).
A.A.P. No.2 Group K Section 3 (9th Edition)	Sub A.L.24 (A.L.7435).
A.A.P. No.2 Group K Section 8 (8th Edition)	Sub A.L.10 (A.L.7415).
A.A.P. No.2 Group N Section 18 (2nd Edition)	Sub A.L.6 (A.L.7434).
A.A.P. No.2 Group P Section 1	Sub A.L.6 (A.L.7416) Sub A.L.7 (A.L.7555).
A.A.P. No.2 Group T Section 25A (8th Edition)	Sub A.L.15 (A.L.7560).
A.A.P. No.2 Group W Section 4C (9th Edition)	Sub A.L.33 (A.L.7403) Sub A.L.34 (A.L.7567).
A.A.P. No.2 Group W Section 4OB	Sub A.L.3 (A.L.7430).
A.A.P. No.2 Group W Section 4K Vol.1	Sub A.L.2 (A.L.7404).
A.A.P. No.2 Group Y Section 10E (9th Edition)	Sub A.L.27 (A.L.7336).

<u>A.P. NO.</u>	<u>A.L. OF LEAFLET</u>
A.A.P. No.2 Group Y Section 110C	Sub A.L.13 (A.L.7426).
A.A.P. No.2 Group Y Section 110U (5th Edition)	Sub A.L.5 (A.L.7446).
A.A.P. No.2 Group Y Section 110UB (3rd Edition)	Sub A.L.5 (A.L.7447).
A.A.P.716:10 Vol.3 Part 1	A.L.3.
A.A.P.750:00 Vol.2 Part 2	A.L.17.
A.A.P.850	A.L.26.
R.A.A.F. Aircraft Safety Equipment Orders	A.L.7 and 8.
R.A.A.F. Accessory D.T.S. Special Instructions	Instruction 17.
R.A.A.F. Armament Special Instructions	Instruction Aircraft Armament Installations/9 Instruction R.P. Equipment/4 Instruction Bombs and Components/10 Instruction Bombs and Components/11.
R.A.A.F. Electrical D.T.S. Special Instructions	Instruction 116, 117.
R.A.A.F. Helicopter D.T.S. Special Instructions	Instruction 32.
R.A.A.F. Instrument D.T.S. Special Instructions	Instruction 188, 189.
R.A.A.F. Merlin Instructions	A.L.33.
R.A.A.F. Merlin Orders	A.L.48.
R.A.A.F. Merlin P.P. Orders	A.L.15, 16 and 17.
R.A.A.F. Radio Facility Charts Aust. & N.Z. (Area 'D')	Military Aviation Notices: Serial No.27D (2/7/56) " No.28D (9/7/56) " No.29D (16/7/56) " No.30D (23/7/56) " No.31D (30/7/56) " No.32D (6/8/56) " No.33D (13/8/56) " No.34D (20/8/56).
R.A.A.F. Repair & Maintenance General Instructions	A.L.172, 173, 174, 177, 178, 179, 180, 181, 182, 183 and 184.
R.A.A.F. Summary of Aircraft Accidents	July-September, 1955.
R.A.A.F. Twin Wasp Instructions	A.L.41, 42 and 45.
R.A.A.F. Vampire D.T.S. Special Instructions	Instruction No.112.

AMENDMENTS TO B.R.'S ETC.

<u>Publication</u>	<u>Amendment No.</u>
B.R.4	201, 202
B.R.70	April Suppl.
B.R.125	Suppl. No.12 and new Entries June, 1956
B.R.128(1)	Suppl. No.8
B.R.819(5)	Admiralty Letter AS/AC 470, 28/10/55
	Admiralty Letter AS/AC 315, 23/11/49
	Admiralty Letter AS/AC 476, 16/2/56
	Admiralty Letter AS/AC 478, 16/3/56
	Admiralty Letter AS/AC 481, 9/4/56
B.R.1232	8
B.R.1257	12, 13
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B.R.1703(1)	1
B.R.1705(2)	4
B.R.1705(50)	4
B.R.1771(12)	1
B.R.1797	18, 19.
B.R.1837(1)	17, 18.
B.R.1841	3
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B.R.1891	7, 8
B.R.1913(1)	8
B.R.1921	43, 44
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"E" List PA.3	Errata 2
"E" List FE.601	Errata 2
"E" List FE.678	Errata 4
"E" List FE.678	
App.	Errata 4
"E" List FE.846	Errata 1
"E" List FE.846	
App.	Errata 1
"E" List FE.850	Errata 6
"E" List FE.850	
App.	Errata 6
"E" List E.913	Errata 4
"E" List FE.952	Errata 6
"E" List FE.952	
App.	Errata 6
"E" List E.985	Errata 6
"E" List E.988	Errata 1

<u>TITLE</u>	<u>DATE</u>
Lloyds Shipping Index	7th August, 1956.
" " "	13th " "
" " "	20th " "
" " "	27th " "



Cover Page

*① N. Haynes ② 21/11
To amend No. 1021
vide 1021.*

C.N.Os. 1007-1021/56.

② Sent Adkins

RESTRICTED

7.23/11

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

16th October, 1956.

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 2 - PERSONNEL

1007.

**INSTRUCTIONAL FILMS AND FILM STRIPS - SA550,
"UNDERWATER CUTTING" (PARTS 1 AND 2) -
DISTRIBUTION.**

Copies of the new instructional film strip Serial No. SA550, "Underwater Cutting" (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. Naval Establishments</u>	<u>No. of Copies</u>
Flinders Naval Depot (for Engineering School)	1
H.M.A.S. NIRIMBA	1
H.M.A.S. WATSON	1
R.A.N. Film Library, Sydney.	1

2. Details of the film strip are as follows:

Part 1. The Gas Torch.

This strip explains the principles of the gas torch and describes the apparatus and its operation with the aid of diagrams and photographs. It is suitable for both officers' and ratings' classes. Issued with 43 frames.

Part 2.

This strip describes the principles and the apparatus used in oxy-arc-cutting, with diagrams and photographs. It is suitable for both officers' and ratings' classes. Issued with 19 frames.

(The foregoing is the text of A.F.O.1871/1956 altered to meet R.A.N. conditions.)

(Navy Order 549 of 1956 is cancelled).

(4518/61/644)

1008.

SIGNAL TRAINING CENTRE IN SYDNEY.

In order to achieve and maintain a higher standard of training among Communication ratings, a Signal Training Centre has been established in the East Australian Area, and is located at the Signal Centre, Collins Avenue, Potts Point, Sydney.

2. This Training Centre which is directly affiliated with H.M.A. Signal School, will undertake the following:

- a) Practical V.S. and W/T exercises for ships and establishments.
- b) Cryptographic refresher courses.
- c) Training for Reserve communication ratings.
- d) Short courses for V.S. and W/T ratings in preparation for examination for Signaller and Telegraphist.
- e) Examinations for Signaller and Telegraphist.

3. Applications for course or examination should be made to the Flag Officer-in-Charge, East Australian Area.

(4002/55/47)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1009.

ELECTRICAL REGISTER - INTRODUCTION OF COMBINED MAINTENANCE RECORDS AND INDEXES.

Owing to the large increase in quantity and complexity of electrical and electronic equipment fitted in H.M.A. Ships and Establishments the old Electrical Register S319 is no longer suitable for recording electrical equipment and maintenance and a new system using flat visible binders and loose leafed sheets is being introduced. An article published in the Naval Radio and Electrical Review dated July, 1951, illustrates the principle involved.

2. The compilation of the new register requires considerable work and a register section - a function of the Electrical Equipment and Trials Unit vide Navy Order 16 of 1955 - has been established at Navy Office. This section will undertake the compilation of the register with such assistance as may be required of the ship or establishment concerned.

3. It will be some time before H.M.A. Fleet and Shore Establishments are equipped with the new register - the order of priority for its provision is as follows:

- a) New Construction.
- b) Modernisation.
- c) Other Fleet Units.
- d) Shore Establishments.

4. Ships and Shore Establishments are to continue to use the old Electrical Register or improved index system until supplied with the new register.

5. Each Ship and Shore Establishment will be informed by Navy Office when its register is going to be prepared and will be given full details and instructions concerning the assistance to be afforded to the register section of the E.E. & T.U.

(The foregoing is the text of A.F.O.3328/1955 altered to meet R.A.N. conditions.)

(Navy Order 16 of 1955)

(3526/12/1514)

1010.

GUNS - Q.F. 40-MM., MARKS 4, 9, 10 AND 11, AND N1 SERIES - MODIFICATION TO ARM, EXTRACTOR SPINDLE AND SPRING, EXTRACTOR.

The following modification is approved:

Gun

- a) Q.F. 40-mm., Marks 4, 9, 10, 11 and N1/4.
- b) Q.F. 40-mm., Marks 4, 9, 10, 11 and N1 Series.

Parts affected

- a) DT 391, ARM, Mark 3, Extractor Spindle, LH.
DT 404, ARM, Mark 3, Extractor Spindle, RH.
- b) DV 324 SPRING, Extractor and SPRING, Extractor releasing lever.

Purpose

- a) To facilitate assembly of the extractor spring to the extractor spindle arm in Marks 4, 9, 10, 11 and N1/4 gun.
- b) To minimise risk of distorting the extractor spring when used with DT 391 and DT 404 ARM, in Marks 4, 9, 10, 11 and N1/4 guns.

Nature of Modification

- a) Countersink (90° x 1 + .5mm, deep) on both sides the 2-mm. hole at the end of the extractor spindle arm.
- b) Remove metal by grinding from the loop of the extractor spring which fits on the extractor spindle arm.

Drawing

I.P. NOD.3138/625, Sheets 1 and 2.

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 Series and Accessories, add Serial No. 37.
Q.F. 40-mm., Mark 4 and Accessories, add Serial No. 57.
Q.F. 40-mm., Mark 9 and Accessories, add Serial No. 27.
Q.F. 40-mm., Mark 10 and Accessories, add Serial No. 37.
Q.F. 40-mm., Mark 11 and Accessories, add Serial No. 29.

3. R.A.N. Armament Depots: Loose stocks of these components are to be modified as soon as possible and in any case before issue. Spare components held by H.M.A. ships are to be modified or exchanged when those fitted to guns mounted are modified.

(The foregoing is the text of A.F.O.2091/1956 altered to meet R.A.N. conditions.)

(4428/43/341)

1011.

TORPEDO RECOVERY WITHOUT USING BOATS.

Torpedo recovery trials have been carried out to permit torpedo firing under weather conditions which would preclude recovery by the methods advocated in the Seamanship Manual.

2. The alternative method described below may be used in rougher weather. It is only suitable with the following types of torpedoes and heads, owing to the strain imposed:

- 21-in. Mark 8** S.F.P. with Collision or Blowing Head.
- 21-in. Mark 8** with Blowing Head.
- 21-in. Mark 9** with Blowing Head.

3. Hazelwood fenders are secured horizontally below the torpedo davit, clear of the waterline. If preferred, scrambling nets may be used, with coir fenders secured inside the nets.

4. The recovery ship manoeuvres so as to stop to windward of the torpedo, lying beam to wind, and is then allowed to drift on to the torpedo so that the latter is within easy reach of the davit position. The nose line is hooked on, using a recovery hook, Pattern 8722, and a retractable stave, and the torpedo is hauled over against the fenders.

5. A three-in. luff, secured to the eyebolt on the davit head, is passed through the ribbon strop and hooked on to the nose bolt of the torpedo. It is essential that the moving block should be fitted with a swivel and a spring hook. If it is undesirable that a man should be sent over the side at this stage, a recovery hook Pattern 8722 and retractable stave should be used to hook on.

6. The torpedo should be hoisted until its top lug is clear of the water. The ribbon strop is then placed in position on the torpedo and hooked on to the purchase wire. When the latter has the weight, the tackle is checked until the torpedo is horizontal. The tackle can then be removed and the torpedo hoisted and turned inboard in the normal manner.

7. Admiralty has advised that B.R.67 (2/51), and B.R.1944 (1) will be amended in due course.

(The foregoing is the text of A.P.O.2403/1956 altered to meet R.A.N. conditions.)

(3386/32/8)

1012.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT FLEET CARRIER - H.M.A.S. SYDNEY.

The following Alteration and Addition Item has been approved for Majestic Class Light Fleet Carrier H.M.A.S. SYDNEY.

Class Item No. 300

Classification "A"

Item: "Drifter Ladder and Ammunition and Stores Hoist to be fitted Port and Starboard sides in accordance with Navy Office Drawing 205/327 and Fly.

- References:
- i) H.M.A.S. SYDNEY's proposed Alteration and Addition Item. Temporary Distinguishing Letter "P".
 - ii) F.O.C.A.F. memorandum A.F.657/1902/159 dated 21st December, 1955.
 - iii) Navy Office memorandum 61208 dated 19th April, 1956.
 - iv) Captain, H.M.A.S. SYDNEY memorandum 333/4 dated 26th May, 1956.
 - v) F.O.C.A.F. memorandum A.F.796/1902/159 dated 7th June, 1956.
 - vi) Navy Office memorandum 76797 dated 4th September, 1956.

(4278/3/757)

1013.

GASTIGHT MUSHROOM TOP VENTILATORS.

Following successful trials at sea, the new type gas-tight mushroom top ventilators fitted in H.M.A.S. WARRAMUNGA and SWAN are to be adopted as standard fittings in future construction, conversions, and major refits of all H.M.A. Ships.

2. Details of the construction of these new type mushroom top vents, of various sizes, are shown on Garden Island Drawing No.589/192 (Navy Office Drawing No.158/W.857) held by refitting authorities.

3. The fitting of new type ventilators in ships in commission and ships coming forward from reserve for refit will be a gradual process and is to be undertaken by Alteration and Addition action. Class List Alteration and Addition items will be promulgated in due course.

4. In ships in which the new type ventilators are fitted, the spindles of the vents are to be greased at least once every month.

(4276/4/421)

1014.

NAVAL STORES (AIR) - SECTIONS 37F AND 36WW - CHANGE OF PART AND REFERENCE NUMBERS.

Double Mamba modification No. 67, classified C/4, deletes the undermentioned items from the starter unit, reference 37F/10001 or 10009 and transfers them to the Double Mamba engine change unit. All stocks of the items held under Section 37F should be transferred to the new section, reference and part numbers as shown:

Old Ref. No.	Old Part No.	Description	New Ref. No.	New Part No.
37F/10194	N.113209	Union	36WW/1772	8J 205508
37F/10195	N.113210	Tubwasher ..	36WW/1774	8J 205511
37F/10193	N.113208	Banjo Connection	36WW/1775	8J 205513
37F/10196	N.108623	Lockwasher ..	36WW/1773	8J 205510

2. Turbo starters, reference 37F/10001 and 10009, should be examined and, where necessary, the above mentioned parts removed and returned to R.A.N. Air Store Depot, Randwick, for absorption into stock.

(The foregoing is the text of A.F.O. 2344/1956 altered to meet R.A.N. conditions.)

(4404/45/264)

1015.

NAVAL STORES (AIR) - TYPE "Z" SAFETY HARNESSSES.

Revised allowances for Type "Z" Safety Harnesses and Component Spares are detailed in the Appendix to this Order.

2. Requirements to complete to these allowances are to be demanded from the Naval Store Officer (Air), R.A.N. Air Store Depot, Randwick, quoting this Navy Order.

(4403/15/693)

APPENDIX

Ref. No.	Description	Pitment	Allowances	Remarks
62/244	Harness, Safety Type Z	Sycamore		
245	Harness, Safety Type ZB	Gannet		
246	Harness, Safety Type ZC	Firefly		
249	Lap Strap Type Z	Sea Fury		
275	Adjustable Nylon Portion of Ref. 249, 287 and 288	Gannet		
287	Lap Strap (Port) C/W Ref. 275	Firefly		
288	Lap Strap (Stbd) C/W Ref. 275	Vampire		
247	Release Box	Sea Venom		
251	Shoulder Strap Type ZB, complete	Component of Refs: 244, 245 and 246		
252	Shoulder Strap Type ZC, complete	Component of Ref. 245		
296	Adjustable Nylon Portion of Refs: 251 and 252	Component of Ref. 246		

Remarks

Only to be demanded when non-recurring requirements, e.g., initial outfit for an aircraft, arise.

Only to be demanded when required to assemble complete harnesses.

To be used when adjustable nylon portions require replacement.

To be used when fixed part of left hand lap strap or pad requires replacement.

To be used when fixed part of right hand lap strap or pad requires replacement.

To be used when fixed portion of Ref. 251 requires replacement. To be used when fixed portion of Ref. 252 requires replacement. Portions of Refs. 251 and 252 require replacement.

Allowances

These items are not allowed by A.S.E.

8 No. to Stations
2 No. to Carriers

2 No. to Stations
Nil to Carriers

2 No. to Stations
1 No. to Carriers

2 No. to Stations
1 No. to Carriers

5 No. to Stations
3 No. to Carriers

10 No. to Stations
4 No. to Carriers

10 No. to Stations
4 No. to Carriers

4 No. to Stations
2 No. to Carriers

Pitment

5
2
1
1
2
2
1
2
1
2
Component of Refs: 244, 245 and 246

Component of Refs: 244, 245 and 246
Component of Ref. 245
Component of Ref. 246

1016.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART E) -
FIREFIGHTING EQUIPMENT - WITHDRAWAL OF PATTERN
7242 FOAM-MAKING KNAPSACK TANKS.

The following amendment is to be made to the title of
Navy Order 847 of 1956:

Delete: Pattern 7244
Insert: Pattern 7242

(Navy Order 847 of 1956)

(4505/84/190)

1017.

NAVAL STORES (GENERAL) (CLASS B, GROUP II, PART E) -
REAMERS, PATTERN W. 5836 - OBSOLETE.

Reamers, Pattern W.5836, under Class B, Group II, Part
E, are now obsolete and are being deleted from the Rate Book
and Authorized List of Naval Stores.

2. The relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2277/1956).

(Navy Order 847 of 1956)

(4505/84/190)

1018.

NAVAL STORES (GENERAL) (CLASS D, GROUP 3) - NYLON/WORSTED
BUNTING AND TERYLENE SEWING THREAD 40/3, PATTERN 8042 -
INTRODUCTION.

Nylon/worsted bunting in 19-in. and 38-in. widths has
been introduced under Class D, Group 3 as trials have proved
it to be considerably stronger than woollen bunting. The
38-in. breadth has been introduced in addition to the 19-in.
breadth as a measure of economy.

2. All patterns of woollen bunting have been made obsoles-
cent but should continue to be used until stocks are expended.
In view however of the variance in strength between the two
materials they should not be used together. Some months will
elapse before flags made of the new material will be in
service.

3. Flax thread, Pattern 33 is of insufficient strength and
durability for use with nylon/worsted bunting and has been
made obsolescent but should continue to be used with woollen
bunting only until stocks are expended. Terylene sewing
thread 40/3, Pattern 8042 has been introduced in lieu under
Class D, Group 3.

4. Synthetic textile materials tend to build up electro-
static charges by induction and old nylon/worsted bunting
should not therefore be used as rags for cleaning.

5. Nylon/worsted bunting should be manufactured to Specifica-
tion DEF/1127 and terylene sewing thread 40/3, Pattern 8042
to Specification DNC/P/12.

6. Descriptions and pattern numbers of the nylon/worsted
bunting together with details of the pattern numbers made
obsolescent are given in the Appendix to this Order.

7. The relevant publications will be amended.
(The foregoing is the text of A.F.O.2275/1956 altered to
meet R.A.N. conditions.)

(Navy Order 677 of 1956 is cancelled)

(4510/13/104)

APPENDIX

Bunting Nylon/worsted - OC Class 8305

Pattern No. 19-in. width	Specification Pattern No.
424533	Black T.1137
424534	Azure Blue T.1138
424535	Intermediate Blue T.1139
424536	Navy Blue T.1141
424537	Royal Blue T.1140
424538	Crimson T.1142
424539	Green T.1143
424540	Red T.1144
424541	White T.1145
424542	Yellow T.1146
38-in.	
424543	Black T.1137
424544	Azure Blue T.1138
424545	Intermediate Blue T.1139
424546	Navy Blue T.1141
424547	Royal Blue T.1140
424548	Crimson T.1142
424549	Green T.1143
424550	Red T.1144
424551	White T.1145
424552	Yellow T.1146

The following patterns have been made obsolescent.

Pattern No.	Description
Bunting:	
T.811	Black Broad 19-in. Width
T.812	Azure Blue Broad 19-in. Width
T.813	Intermediate Blue Broad 19-in. Width
T.814	Royal Blue Broad 19-in. Width
T.815	Blue Broad 19-in. Width
T.816	Crimson Broad 19-in. Width
T.817	Green Broad 19-in. Width
T.818A	Red Broad 19-in. Width
T.819	White Broad 19-in. Width
T.820	Yellow Broad 19-in. Width

1019.

NAVAL STORES - SAFEGUARDING OF ITEMS WHICH CAN BE USED FOR OTHER THAN AUTHORISED PURPOSES.

There is a current need for greater vigilance on the part of officers and others who have in their custody stores which can be used for other than authorised purposes, particularly when the stores are issued in bulk to Issue Centres and Ready-use Stores. The rule that ready-use stocks are to be kept to a minimum must be strictly observed. Valves suitable for private receivers, for example, are particularly liable to misappropriation.

2. The following precautions are to be taken to safeguard such stores where these are not already being observed:

- a) Departmental Officers are to scrutinise demands and expenditure closely, especially for items dealt with in bulk.
- b) The issue of Storeroom keys after working hours is to be strictly controlled by the Naval Storekeeping Officer, who is to peruse the key register periodically.
- c) Naval Storekeeping Officers should make spot checks on the contents of cartons in storerooms.

(The foregoing is the text of A.P.O.2211/1956 altered to meet R.A.N. conditions.)

(4501/30/40)

1020.

NAVAL STORES - STOCKHOLDING BY H.M.A. SHIPS.

With reference to paragraph 3 of Navy Order 131 of 1956 a revised first outfit schedule of general Consumable Naval Stores for R.A.N. Frigates (Converted Fleet, Sloop and River Classes) has now been prepared, and copies distributed to the ships and authorities concerned.

2. On receipt of the revised schedule in R.A.N. Frigates in commission, Storekeeping Officers are to take action as indicated in the above quoted Navy Order.

3. In the case of items where the quantity shown in the revised schedule is necessarily based on requirements for initial outfitting on commissioning, e.g. water bottles and tumblers, signal flags, brooms and brushes, etc., care should be taken that only those quantities necessary for replacements for the authorised storing period are included in subsequent replenishment demands.

(Navy Order 131 of 1956)

(4501/2/140)

SECTION 6 - SHORE ESTABLISHMENTS

1021.

FURNITURE IN OFFICIAL RESIDENCES - INSTRUCTIONS.

The following amendments are to be made to Navy Orders 1043 and 1077 of 1955:

Navy Order 1043 of 1955.

Paragraph 7(a) line 13 - Amend "A.D.508 No. 2" to read "A.D.508 No. 1a". ✓

Navy Order 1077 of 1955.

Appendix A - Additional items supplied if used as -
(a) Morning Room or Study. Item 14, amend "Desk" ✓
to read "Desk".

Appendix A - Kitchen. Item 5, column 3, delete "C" ✓
and insert "P".

(3541/12/1773)



Cw Sec

C.N.O. 1022/56.

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.
22nd October, 1956.

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
1022.	The New Officer Structure.

In view of the wide application of the contents of this Order,
additional copies are being distributed.

RESTRICTED

2

1022

1022,

THE NEW OFFICER STRUCTURE.

Introductory Message from the Naval Board.

The accompanying Order gives details of the new Officer Structure which is being introduced into the Royal Australian Navy.

2. For some time the Naval Board has been associated with the Board of Admiralty in considering the sort of officer and Officer Structure which will be needed to compete with the revolutionary advances in ships, aircraft and weapons which are now beginning to take their place in the modern Navy and which will become more and more apparent in the Navy of the future.

3. The Naval Board has had the advantage of studying the reports and recommendations of an Admiralty Committee which over a two-year period examined this problem, and the conclusions of the Board of Admiralty vide A.P.O. 1/56 and subsequent A.P.O's. Officers were made aware in Item Message 024 of 26th January, 1956, that the full details of the new Officer Structure in the Royal Navy, were under consideration by the Naval Board.

4. The Naval Board agrees with the Admiralty conclusion that, in the Officer Structure of the Navy of the future, certain disadvantages which are inherent in the conditions which exist today must be eradicated. Particularly in mind here are the following three points:

- a) For many years the tendency has been for the executive officer to become more and more technical and for the technical officer to increase in numbers and, at the same time, to become more and more executive. To put it bluntly, gone are the days when the executive officer told off the bulk of the hands for their day's work, allocating a small proportion to the technical departments as he saw fit. Today a very high proportion of the daily work of any ship's company is quite rightly controlled by the (E), (L) or (S) officer concerned. The Naval Board believes that this process will continue.
- b) There is no doubt that today full use is not being made of the experience and knowledge of the senior officers in the technical branches. Given the chance of more experience in the junior ranks outside their special technical fields, the Naval Board believes that senior officers of the (E), (L) and (S) branches could and must play a more important part in the higher administration of the future Navy.
- c) The present chances of promotion to Commander offer insufficient career prospects to attract into the Navy the young men required for future officers. Any new structure must offer better prospects of promotion to Commander and must allow for the best candidate, be he Seaman, Engineer or Electrical or Supply Branch, to reach the higher ranks.

5. Accordingly, in common with the Board of Admiralty and the New Zealand Naval Board, the Naval Board has decided to form officers of the present separate Executive, Engineer, Electrical and Supply and Secretariat lists into a single General List. This will take effect on and from 1st January, 1957. It has been decided that every Cadet Midshipman shall enter the Navy as "an officer" - which is his prime function - and that to the greatest possible extent, his early training shall be common, whether he is eventually to become a Seaman, an Engineer, an Electrical or a Supply specialist. After special training for his specialisation every junior officer will take a part in the day-to-day duties of running a ship in harbour or a shore establishment.

6. This raises the problems of "command". The Naval Board, in conformity with the practice to be adopted in the Royal Navy, has decided that only a seaman officer will be appointed to command seagoing ships. For other normal command situations, all officers of the four specialisations will be placed on a similar footing.

7. These decisions were foreshadowed by Item Message 024 of 26th January, 1956, where it was stated that it can be expected that much of the new R.N. Officer Structure, where practicable and appropriate to the R.A.N., would be introduced. The Naval Board, like the Board of Admiralty, wishes to assure officers that these decisions have been taken solely because it is convinced that the interdependence in action of one department and another in warships of the future will be such that the officers must be still more "all of one company".

8. The necessity to ensure that officers who will ultimately exercise higher operational responsibilities have the full measure of sea experience in command, requires the division of Seamen into Post and General List officers. It is intended, therefore, to divide existing Commanders of seniority of 30th June, 1954 and below, and future Commanders on promotion to that rank. Commanders not so divided will on promotion to Captain be placed on the Post or the General List. The Naval Board wishes to make it clear to all such officers placed on the General List that the establishment of General List posts for Commanders, Captains and Rear-Admiral will allow valuable and interesting careers where the prospects of promotion are comparable with Post List officers. The proportion of Post to General List in the splitting of the list is expected to be of the order of 7 to 4.

9. Regarding promotion, it will be realized that the chances of promotion must be governed largely by the arithmetical relationship between the number of senior officers required for a Navy of a given size and the number of junior officers entered. One way to increase the chances of promotion, therefore, is to limit the number of Cadet Midshipmen entries. This limiting will be based on an estimate of the number of Commanders needed in the Navy of about 18 years ahead, so that a Cadet Midshipman or a future Upper Yardman will, as a Lieutenant-Commander on the General List, have not less than six chances out of ten of being promoted to Commander.

10. To offset the smaller number of officers who will be borne on the General List, it is hoped that the creation of a new structure, enhanced status, and more extensive duties will result in more candidates than hitherto coming forward from the Lower Deck to fill the vacancies which will become available to Special Duties officers. Thus the present Branch List will be expanded into a new Special Duties List of Sub-Lieutenants, Lieutenants, and Lieutenant-Commanders. These officers whilst not possessing the wider qualifications of the junior General List Officers, will nevertheless fill a large number of more specialised junior complement billets.

11. It is also intended to create a Supplementary List of officers, which will consist of direct entry officers enrolled to fill vacancies in any specialisation as and when they occur. Pilots and Observers now serving on short service commissions, and (E) and (L) officers on short service commissions, will be placed on this List, but it will be used as a means of meeting shortages which may develop in any of the four specialisations, including seamen specialists if necessary.

12. Only some of the changes can be made effective quickly. There must necessarily be an extensive transitional period.

13. The Board of Admiralty has stated it is most anxious that officers of the Royal Navy should realise that the new Officer Structure outlined in A.P.O. 1/56 is the best possible answer for the Navy of the future with its guided-weapon ships and atomic-powered submarines, its revolutionary new aircraft and its ever-increasing call for highly trained staff and administration officers to manage so complex an organisation.

14. The composition of Her Majesty's Australian Fleet of the future cannot accurately be forecast but undoubtedly, in a smaller but similar way to the Royal Navy, it will consist of forces embodying the revolutionary advances of the future and will require a new Officer Structure. The Naval Board believes that this structure, as outlined in more detail in this Order, is the best possible answer for the Royal Australian Navy.

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I. SCOPE OF THIS ORDER.

1. The arrangements described in this Order apply to officers of the present Executive, Engineer, Supply and Secretariat, and Electrical branches of the Royal Australian Navy. Except where specifically stated, they do not apply to the Medical and Dental branches, the Instructor branch or the Bandmaster branch.

II. CAREER PROSPECTS.

2. Prospects of promotion are governed inescapably by the relation between the entry rate and the number of higher appointments. The number of higher posts must be governed solely by requirements as assessed by proper processes of complementing for a Navy of a given size. An improved relation between entry and higher appointments can therefore be achieved chiefly by reducing the entry. It has, in consequence, been decided that future entries to the General List shall be restricted. In the past, the annual rate of entry has been regulated by reference to requirements of officers as a whole and, in consequence, requirements in the rank of Lieutenant and Lieutenant-Commander have been the main factor determining the calculation of the entry rate. The entry rate has also tended to fluctuate according to relatively short-term changes in requirements, particularly of junior officers. For the future, the entry rate will be calculated in direct relation to the expected number of Commanders' appointments, on a long-term basis, with the object of providing a stable rate of entry with reasonably assured career prospects. There must be uncertainty in these calculations and no precise guarantee can be offered that any particular rate of promotion will be achieved. But the aim will be to regulate future entries to the R.A.N. College so that, on the best possible forecast of future requirements, such officers may have an expectation that not less than six out of ten of them who reach the average age of promotion to Commander can be promoted to that rank.

3. The policy of restricting entries to the General List will produce a deficiency of officers below the rank of Commander, and it will be necessary to provide a means for meeting this deficiency. The revised structure outlined below provides in the new Special Duties and Supplementary Lists the necessary means for producing a source of officers to supplement the resources available on the General List; in consequence, it makes possible a reduction of the size of the General List in these lower ranks.

Upper Yardman Promotion

4. It is not the intention to restrict the number of promotions to Commissioned rank through Upper Yardmen in consequence of the new scheme. In assessing the rate of entry into the Naval College full allowance will be made for Upper Yardmen promotions and also promotions to Commander.

Entries to the General List from other Sources

5. It follows, however, that the policy of restricting the size of the General List necessarily involves a limitation on the numbers of transfers to the General List from sources other than the Upper Yardman Scheme and any transfers from the Special Duties or Supplementary Lists (other than Pilots and Observers) will be exceptional only.

III. THE NEW GENERAL LIST.

Formation of a Single General List

6. The present division of the list of naval officers into the Executive, Engineer, Supply and Secretariat, and Electrical branches will be abolished, and in place of these four branches, there will be formed a single General List of officers. These changes will have effect on and from 1st January, 1957.

7. These changes do not apply to Branch List officers or Short Service officers, whose revised conditions of service are contained in parts XI and XII of this Order.

Specialisation within the General List

8. Officers of the new General List will specialise in one of the following four specialisations:

Seaman
 Engineer
 Supply and Secretariat
 Electrical.

Within each specialisation, officers will sub-specialise as necessary (e.g., in Gunnery, Aeronautical Engineering, etc.) under broadly the same conditions as apply at present.

Titles - Non-Executive Branches

9. The use of the suffixes (E), (L) and (S) to denote General List officers who are Engineer, Electrical and Supply and Secretariat specialists will cease with the introduction of the General List on 1st January, 1957. However, as a temporary measure to simplify office work, the branch to which an officer belongs should be indicated in all official correspondence, including signal communications. This should be done by adding the appropriate abbreviation after the name, viz.:

Seaman Branch	Lieutenant A. Brown (X)
Engineer Branch	Lieutenant C. Dent (E)
Supply and Secretariat Branch	Lieutenant E. Fish (S)
Electrical Branch	Lieutenant G. Harp (L)

IV. CADET MIDSHIPMAN ENTRY AND JUNIOR OFFICERS' TRAINING.

Cadet Midshipmen - Common Entry

10. The present scheme of entry of Cadet Midshipmen (Normal and Matriculation Entry) will continue. However, the number of Cadet Midshipmen entered will be adjusted to produce increased prospects of promotion to Commander. This will commence from the entry in January, 1958.

Cadet Midshipmen - Training

11. The new scheme of training commenced in January, 1956, when Normal and Intermediate entries commenced Phase II training in H.M.A.S. SWAN. Under this scheme Cadet Midshipmen complete a course of training divided into three phases as follows:

Phase I - Consisting of (a) Normal Entries - 3 years; and
 (b) Matriculation Entries - 2 terms at the Naval College during which Cadet Midshipmen continue to undergo common training of a primarily academic nature according to their individual needs.

Phase II - Consisting of one term during which all Cadet Midshipmen receive practical training at sea and a short air course at the Naval Air Station, Nowra.

Phase III - Consisting of four terms at the Royal Naval College, Dartmouth, with cruises to sea in the Dartmouth Squadron.

12. On completion of Phase II Cadet Midshipmen will be promoted to Midshipmen and will be allocated by the Naval Board to specialise in the Seaman, Engineer, Supply and Secretariat or Electrical specialisations. In meeting requirements, the Board will take account of individual preferences and aptitudes.

13. It is expected that, as in 1956, Admiralty will be unable to accommodate all R.A.N. Cadet Midshipmen due to commence the May terms of Phase III in 1957, 1958 and possibly 1959. This will necessitate some of the Cadet Midshipmen remaining in Phase II for an additional four months. However, all R.A.N. Cadet Midshipmen will be considered for promotion to Midshipmen after four months' training in Phase II. But irrespective of actual seniority held, they will be treated and regarded as Midshipmen-on-promotion on arrival at Dartmouth. Those whose actual seniority would normally entitle them to be considered for promotion to Acting Sub-Lieutenant before completing Phase III will be considered for promotion on leaving Dartmouth. Promotion will then be back-dated for both seniority and pay.

14. During Phase III, Midshipmen of all specialisations will receive a common grounding in basic naval professional subjects but the instruction given to each group will be adapted to the required degree to include the necessary initial training in their particular specialist subject. A Midshipman Electrical specialist and a Midshipman Engineer specialist will follow the same curriculum during Phase III. Details of the syllabus will be promulgated separately.

Upper Yardmen

15. The present arrangements for training of candidates for commissioned rank through the Upper Yardman scheme will continue; some modification of the syllabus of training is, however, being considered to bring its scope more into line with that of the new Cadet Midshipman entry. Officers who reach commissioned rank through the Upper Yardman scheme will be commissioned as officers of the General List and will specialise as Seamen, Engineer, Supply and Secretariat or Electrical specialists in the same way as Naval College entrants.

Junior Officers' Training

16. On successful completion of Phase III, Midshipmen will be promoted to Acting Sub-Lieutenant and will all be appointed to sea for general service as Acting Sub-Lieutenants.

17. Seaman specialists, except Pilots and Observers, will complete two commissions at sea totalling three years during which they will be required to obtain Bridge Watchkeeping Certificates. Seamen who are selected to sub-specialise as Pilots or Observers will serve a shorter period at sea and will then proceed to flying training. They will also be required to obtain Watchkeeping Certificates.

18. Engineer specialists will be appointed for one commission of approximately 18 months at sea. Six months of this will be devoted to upper-deck work during which the officer will be required to obtain a Certificate of Competence; and he may, if circumstances permit, qualify for a Bridge Watchkeeping Certificate. The remainder of the period will be devoted to engineering training during which the officer will be required to obtain an Auxiliary Watchkeeping Certificate, Boiler Room Certificate and Unit Certificate and finally an Engine Room Watchkeeping Certificate for one class of ship. On successful completion of this period of training the officer will proceed to the Royal Naval Engineering College, Manadon, for a professional course on the same lines as at present.

19. Supply and Secretariat specialists will serve for one commission at sea during which they will be required to obtain Watchkeeping Certificates or Certificates of Competence. Officers whose eyesight precludes them from actually taking charge of the watch at sea will nevertheless be required to qualify by acting as Second Officer of the Watch. During the last six months of this commission at sea, officers will undergo practical supply training.

20. Electrical specialists will carry out sea training to obtain watchkeeping experience as prescribed for officers of other specialisations but will serve at sea for a shorter period of approximately four months. In January of the following year they will be given a period of pre-university refresher training at Flinders Naval Depot in preparation for their university course commencing in March of that year.

Lieutenants' War Course

21. Officers of all specialisations will attend the Lieutenants' War Course. Those returning to the United Kingdom to sub-specialise will normally complete the War Course before undergoing courses, and the remainder where possible will proceed to the United Kingdom for the War Course followed by exchange service.

Seaman - Sub-Specialisation

22. The reduction in the number of junior officers on the General List will make it necessary for an increased proportion of Seaman General List officers to sub-specialise; it may be that all will need to do so. Allocation of officers to sub-specialisations will be made by the Naval Board, wherever possible in accordance with the preference of individual officers.

V. THE NEW GENERAL LIST - ASSIMILATION OF OFFICERS NOW SERVING.

23. Upon the introduction of the new General List on 1st January, 1957, all officers on the Active List of the Royal Australian Navy (other than Short Service officers and Branch List officers) serving as Executive, Engineer, Supply and Secretariat and Electrical officers will become General List officers on a single seniority list, retaining their existing seniority.

VI. POWERS OF COMMAND.

24. The present definitions of command are based on the concentration of military command in the Executive branch. They are, therefore, not appropriate to the situation which will arise on the merging of the separate branches into a single General List in which officers of all specialisations are of equal status. In consequence, the definitions will be revised to provide that the general power of military command will be extended equally to all General List officers. The specific function of command of sea-going ships will, however, now be distinguished from the general function of military command, and will be necessarily limited to officers fully qualified by training and experience.

25. At present a distinction is made between:

- a) "Command" - which is the authority exercised by all officers and ratings over subordinates within their own Branch; and
- b) "Military Command" - which includes the command of ships and aircraft, and the direction of work requiring the co-operation of different branches.

See Q.R. and A.I., Explanation of Terms.

26. Under the revised definitions, which are given in Appendix A, the distinction will be between:

- a) "Command" - as at present.
- b) "Military Command" - essentially as at present except that it will not include the power to command sea-going ships. Military Command will include command of aircraft and boats, and will be exercised by all General List officers, and by Seaman specialists of the Special Duties and Supplementary Lists.
- c) "Sea Command" - which will, in addition to the authority given in (b), include authority to command sea-going ships. Sea Command can be exercised by:
 - i) Post List officers.
 - ii) General List officers appointed "for Seaman duties".
 - iii) Seaman specialists of the Special Duties and Supplementary Lists appointed "for Seaman duties".

27. The term "appointed for Seaman duties" means appointed as a member of the complement of a sea-going ship for duty as a Seaman. Sea command is not, therefore, the exclusive prerogative of any one list or specialisation, but its exercise by a non-seaman specialist requires a specific appointment "for Seaman duties" or a specific direction from superior authority. The term "Seaman duties" includes flying duties. No change in practice will result in the present arrangements governing command in the air.

Chain of Command

28. Changes in the present arrangements governing the chain of command which result are set out in Appendix B.

Command of Boats

29. All officers borne on the new General List on its formation, will be deemed to be qualified to command boats.

Courts Martial

30. Subject to amendment of the Naval Discipline Act, all R.A.N. officers will be enabled to sit on Courts Martial. Authorities will be informed if and when the Naval Discipline Act has been amended.

Presidency of Wardroom Mess

31. The officer appointed as Executive officer of a ship will be President of the Wardroom Mess; in his absence his place will be taken by the senior officer borne for ship's duties, i.e., not additional or for staff duties.

Disciplinary Powers

32. The Board has considered carefully whether it would be appropriate, as a result of the formation of the new General List and the extension of wider powers of command to non-Seaman officers, to delegate more widely to Heads of Departments the powers of summary punishment. It has been determined, however, that the balance of advantage lies in the maintenance of a single standard of justice in the administration of Naval discipline in ships and establishments; in consequence, it has been decided that powers of summary punishment should not be delegated more widely than at present. Furthermore, to conform with this principle, the special authority conferred by Q.R. and A.I., Article 1924, on officers holding the post of Commander (Air) shall no longer apply, being amended to conform with the powers exercised by other Heads of Departments.

Relative Seniority

33. Officers of the General List, Special Duties List, and Supplementary List will take rank and command (within the definitions of command) according to their rank and date of seniority. Where officers of different lists are of equal seniority, they will take rank and command in the following order:

- General List
- Special Duties List
- Supplementary List.

VII. GENERAL LIST OFFICERS - APPOINTMENT AND EMPLOYMENT.

Administration and Appointing

34. The merging of the four separate branches into a single General List does not necessitate re-organisation of existing machinery respecting officers' appointments.

General List Officers - Appointments and Employment

35. Under the new scheme of junior officers' training, all officers of the General List will, in their initial training, acquire a qualification to exercise the responsibility of

command of boats. During their service at sea as Acting Sub-Lieutenants, all General List officers will obtain full Watchkeeping Certificates or modified certificates. During their subsequent service as Lieutenants, officers other than Seamen will, within the limits of what is practicable, receive appointments outside the normal course of their specialisations. Some officers will receive appointments for Seaman duties; this will more frequently be possible for Supply specialists than for other non-Seaman specialists. General List officers other than Seamen will, in future, be eligible for appointment as Executive Officers of shore establishments.

36. In addition to the wider experience to be given to specialists other than Seamen by extending the field in which they can receive appointments, it is intended to provide that the scope of their duties in normal appointments appropriate to their specialisation should be extended to cover a wider field, by their undertaking more general duties outside their own departments. At sea they will be encouraged to play a larger part in activities such as management of ships' boats, ceremonial matters, landing parties and other activities of this kind, and to take turns of duty, as directed by the Captain and when they can be spared from their specialist duties, as Officer of the Watch or Officer of the Day in ships in harbour. Ashore, they will take turns of duty as directed by the Captain and as their specialist duties permit, as Duty Commanding Officer and Officer of the Day according to their rank and seniority.

Application to Existing Officers

37. It is intended that the above arrangements for giving wider experience to non-Seaman officers should be introduced as soon as practicable. They will begin to come into full operation as officers come through the new training schemes. It will not be possible to apply them fully to officers entered and trained under the old scheme; but the practice of appointing non-Seaman General List officers, of all ranks and seniorities, to a wider range of employment will be developed gradually as found practicable. Officers of all specialisations, particularly junior officers, should be given the opportunity and be encouraged to take a wider part in the general activities of ships and establishments outside their own specialisation. Although no formal requirements are laid down as a condition of transfer of existing officers to the General List, they should, by practice and study, take all reasonable steps to qualify themselves fully for the exercise of the new responsibilities they may be called upon to perform as General List officers.

VIII. THE GENERAL LIST - PROMOTION AND CONDITIONS OF SERVICE.

The General List, promotion to Commander

38. Up to the rank of Commander (inclusive), complements and establishments will be laid down separately for each of the four specialisations. In consequence, selections for promotion to the rank of Commander will be made separately for each of the four specialisations, in accordance with the requirements of that specialisation. It will, however, be the aim to arrange entries so that the prospects of promotion to Commander are, as nearly as practicable, the same for all four specialisations. It is also the intention that the zones of promotion shall be so regulated that there is no marked difference between the average age of promotion to

Commander on the General List in the four specialisations. Variations must, of course, be expected in practice, both in the percentage of officers achieving promotion, and in the ages at which promotion is achieved, in accordance with the merits of individuals and fluctuations in complements.

Division of Seaman into Post and General List Officers

39. At the stage of promotion to Commander, the Seaman specialisation will divide. Seaman specialists will be selected for promotion to Commander, either as Post List or as General List officers.

40. Appointments in the rank of Commander and above in command of H.M.A. ships at sea, or as Second-in-Command at sea, or as Commander (Air) at sea, and higher appointments carrying operational responsibilities will be reserved for Post List officers. Certain shore appointments requiring recent experience in command at sea will also be restricted to Post List officers. The number of such shore appointments will, however, be kept to the minimum. Many shore appointments will be interchangeable between Post and General List officers according to the suitability and availability of officers; in particular, in considering the appointment of Commanders newly promoted to the General List, due account will be taken of the fact that many of these will have exercised recent responsibility in command at sea as Lieutenant-Commanders.

41. The number of officers to be selected for the Post List will necessarily be restricted in relation to the expected number of Post List sea appointments available. It is necessary to ensure that officers who will ultimately exercise higher operational responsibilities have the required full measure of sea experience in command; the object will be to ensure that the average time served afloat by Post List Captains will be three years, and by Post List Commanders two and a half years.

42. The selection of Seaman specialists as Post or General List officers will be governed by consideration of the capacity in which each officer can best give continued service to the Navy. Appointments on the General List will be of a varied nature, and will include many in command ashore, and a certain number of staff appointments at sea; there is moreover a need to provide for the requirements of future promotion to the higher ranks on the General List. Officers who have distinguished themselves in sea appointments may therefore well receive promotion on the General List rather than on the Post List. The selection made at the stage of promotion to Commander will be final; from this stage Post and General List officers will follow separate careers; only in wholly exceptional circumstances will transfers after promotion to Commander be possible.

Surveying Officers

43. Surveying officers promoted to the rank of Commander will be included in the General List (Seaman Specialist). There will be no alteration in the present practice under which surveying ships and units are commanded only by Surveying specialists. Surveying officers appointed for surveying duties in surveying ships or units afloat, whether in command or not, will be competent in all respects to exercise the function of sea command in accordance with their rank and seniority.

Relationship between Post and General Lists

44. Post List and General List officers will continue to be shown in the Navy List as a single list of officers; that is, there will be no separate "Post List". The term "Post List" is used as a matter of convenience to indicate those General List officers who are eligible for Post List sea appointments. In its broad sense, therefore, the term "The General List" includes Post List officers.

45. The division of Seaman specialists into Post List and General List officers will have the effect of regulating the appointments to which officers of each list are appointed. It does not affect their relative seniority, and officers of each list rank in relation to each other solely by date of seniority; officers of equal seniority rank in relation to each other in accordance with their seniority in their previous rank. The promotion of a Seaman specialist to General List Commander does not affect or diminish his power of exercising sea command, should he at any time be appointed to a post in which the exercise of sea command is required.

The General List (Captain)

46. Seaman specialists not selected for the Post List will continue, with officers of the other three specialisations, to form a single General List. Ultimately, all Commanders of all four specialisations except Post List officers will be considered together for promotion to the rank of Captain, promotions to this rank being based on relative merit, and not being regulated by quota according to specialisation. There will be a number of General List appointments for Captain and above which will necessarily be filled by officers with particular specialist or technical experience; but there will be a sufficient degree of interchangeability in the higher General List appointments, and officers of this rank on the General List will have had a sufficiently broad experience, to enable selections for promotion to Captain to be made as from a single list. It must be recognised that this interchangeability of posts will operate in both directions, that is, Engineer, Supply and Secretariat, or Electrical specialists may be appointed to posts of a nature previously held by any of these three specialisations, or by Executive officers; General List Seaman officers may be appointed to such posts as have previously been held by Engineer, Supply and Secretariat, or Electrical officers and which do not require particular specialist knowledge.

47. This is, however, a process which cannot come into immediate operation. Promotion to Captain will necessarily be regulated by quota for each specialisation for some years to come. The pooling of promotions will be introduced gradually, and will at first be over a limited area, which will gradually be extended. In the meanwhile, any suitable opportunity will be taken as seems appropriate for extending the range of senior appointments available to specialists other than seamen.

The General List - Flag Rank

48. There will be no immediate division of the Flag List as between Post and General List. It is not intended to distinguish them until Captains so divided on promotion are promoted to Rear-Admiral.

Promotion Prospects

49. As stated above, one of the aims of the new scheme is to regulate entries so as to produce a satisfactory promotion factor to the rank of Commander. Promotion factors to higher ranks must be governed by the relationship between the number of posts for Commander and for officers of higher rank, which can be determined only in the light of the requirements of the time. Promotion prospects in each specialisation will be kept under constant review. Above the rank of Commander, no reliable forecast of promotion possibilities can be given. However, the aim of the Naval Board is that the prospects of promotion to Captain and above should be better, if practicable, and certainly not less than at present. It is also the intention that the splitting of the list into Post and General Lists shall not reduce the existing prospect of the officers concerned of attaining promotion to Captain or to Flag Rank. Prospects of promotion on the Post and on the General Lists will be similar, except that the post of Chief of Naval Staff will be open only to officers on the Post List.

50. For all four specialisations promotion to Lieutenant-Commander on the General List will be at eight years' seniority as Lieutenant. Promotion to Commander and above on the Post and General Lists will continue to be by selection within zones as at present.

Retirement

51. The present retiring ages are:

Vice Admiral	60 years
Rear Admiral (other than Seaman specialist)	60 "
Rear Admiral (Seaman specialist)	57 "
Captain	55 "
Commander	50 "
Lieutenant-Commander	45 "

It is not intended to change the retiring ages for officers on the Post or General Lists at present but this question will be reviewed at a later date.

The Navy List

52. The Navy List will show all Post List and General List officers in a single list by rank and seniority. Specialisation, and where appropriate, sub-specialisation, will be shown by symbols in front of the officer's name, in two columns. The following symbols will be used:

Seaman, Post List	Crossed swords
Seaman (other than Post List)	X
Engineer	E
Supply and Secretariat	S
Electrical	L

53. The symbol *crossed swords* will be used only in the Navy List for the purpose of distinguishing Post List officers; for other purposes, such as the Weekly List of Appointments, or in official correspondence where it is necessary to identify the officer's specialisation, the symbol for the Seaman specialisation (X) will continue to be used for Seamen whether on the Post List or not.

54. In the transitional period, when the division of Seaman officers as between Post List and General List applies only within certain ranges of rank or seniority, the Navy List will specify within which ranges of rank or seniority the symbol of Post List applies. Seaman officers who have not been allocated as between Post and General List will continue to be shown by the symbol X. These symbols do not form part of an officer's title; they will be shown in the Navy List, and may be used in official correspondence only, solely for the purpose of enabling the officer's specialisation to be identified for official purposes. In the Navy List they will be shown with sub-specialist symbols before the name, only for printing convenience; in correspondence they should be shown, where necessary, after the name. Other symbols such as "A" "Al Fr" at present shown in the Navy List before the name will, in future, be shown after the name. The symbol "M" indicating the award of a war medal will be discontinued.

55. The symbol *crossed swords* has hitherto designated war service rank, for which another symbol will be substituted.

IX. NAVAL AVIATION.

56. It is necessary that a greater proportion of General List officers should in future sub-specialise in naval aviation, both as Pilot and as Observer. It is also intended that there should be adequate arrangements for ensuring that General List officers sub-specialising in aviation receive sufficient general naval experience to qualify them for promotion into appointments having a general operational or administrative responsibility. Engineer specialists qualified as Pilot will continue to be employed as in the past.

57. Candidates for service as Pilot or as Observer will continue to be selected for training during their service at sea as Sub-Lieutenant or Lieutenant, i.e., after having obtained watchkeeping and promotion certificates, vide Q.R. and A.I., Article 0307.

58. Arrangements will be made for officers who sub-specialise in aviation, both Pilots and Observers, to receive one non-flying appointment at sea during their service as Lieutenant, and another during their service as Lieutenant-Commander, in ships other than carriers as far as is practicable. A small proportion of these officers will transfer to General Service after seven years' sub-specialisation as Pilot or Observer; this proportion will be dictated by the requirements of the service at the time. Those who continue in aviation, and those who transfer after seven years to General Service will be equally eligible for consideration for promotion both as Post List and as General List officers.

59. Pilots or Observers who have completed their two General Service commissions in non-specialist appointments will be regarded as fully qualified for sea appointments in the rank of Commander; in considering such promotions, importance will be placed on the officer's performance in a senior sea-going

appointment. Officers who transfer after seven years to non-flying duties will normally, but not necessarily, cease to sub-specialize.

X. OFFICERS FROM SOURCES OTHER THAN THE CADET MID-SHIPMAN ENTRY AND UPPER YARDMEN.

60. The restriction of the entry into the General List will eventually produce a substantially lower proportion of officers in the rank of Lieutenant-Commander and below in relation to the total size of the General List, than at present. When the higher promotion factors begin to operate, the number of Lieutenant-Commanders over the zone of promotion available to fill Lieutenant-Commanders' posts will be lower than at present. Both of these factors make it necessary to develop other means of meeting any future shortage of officers of the rank of Lieutenant-Commander and below.

61. The first means of meeting this requirement for junior officers will be an expansion of scope of the employment of the present Branch List, which will ultimately call for an increased rate of promotion from the Lower Deck. The second means will be the creation of a new list of officers, to be known as the Supplementary List. This will replace the present list of officers entered for short service as Pilot or as Observer and those entered for short service in the Engineer or Electrical branches, and will extend, as required, over a wider field.

XI. THE BRANCH LIST REVISED TITLE AND STRUCTURE.

62. The Board has fully reviewed the duties and structure of the Branch List, and has decided that a new title and rank structure would more appropriately reflect the responsibilities borne by Branch List officers; this change in title and status will not, however, affect their position as regards pay, emoluments, deferred pay and D.F.R.B. contributions and benefits.

The Special Duties List

63. The title "Branch List" is to be abolished; it will be replaced by the title "Special Duties List".

Rank Structure

64. The titles, "Commissioned Officer" and "Senior Commissioned Officer" are to be abolished. The new rank structure will be as follows:

Old Style	New Style
Commissioned Officer	Sub-Lieutenant
Senior Commissioned Officer	Lieutenant
Lieutenant	Lieutenant-Commander.

All officers serving on the Active List on the 1st January, 1957, will adopt the new style of rank; that is, Commissioned Officers will become Sub-Lieutenants, Senior Commissioned Officers will become Lieutenants, and Lieutenants will become Lieutenant-Commanders. Branch List officers serving as Lieutenant-Commanders will remain Lieutenant-Commanders; Branch List officers serving as Commanders will remain Commanders.

Seniority on Adoption of New Ranks

65. Branch List officers who receive a step in rank under the new scheme will be promoted to Sub-Lieutenant, Lieutenant or Lieutenant-Commander with a common seniority of 1st January, 1957. The Navy List will, however, show seniority in previous Branch List rank, and officers with the common seniority of 1st January, 1957, will rank among themselves according to their previous seniority in Branch List rank. They will continue to reckon their previous service in Branch List rank for the purpose of qualifying for consideration for promotion to the next rank. For example, a Senior Commissioned Officer of five years' seniority as such will reckon for the purposes of pay, deferred pay (if applicable) and promotion as a Lieutenant (Special Duties) of five years' seniority and service. An officer who already holds the rank of Lieutenant-Commander (Branch List) will reckon his previous service as Lieutenant for the purpose of assessing his entitlement to pay as Lieutenant-Commander (Special Duties), e.g., a Lieutenant-Commander with eight years' service as Lieutenant (Branch List) and one year's service as Lieutenant-Commander (Branch List) will reckon for pay as Lieutenant-Commander (Special Duties) of nine years' seniority.

Promotion to the Special Duties List

66. Promotion to the Special Duties List will be generally in accordance with the present regulations governing promotion to the Branch List. The age limits for promotion from the Lower Deck will eventually be between the age of 25 and 34 in all branches of the Special Duties List. However the present exceptions will continue for the time being to apply to promotion to the Special Duties List. These exceptions permit Executive branch Upper Yardmen candidates not selected for promotion to Acting Sub-Lieutenant to become eligible for promotion to Branch rank at the age of 23 years; and they also remove the upper age limit for promotion to Branch rank in the Bandmaster, Wardmaster and Supply and Secretariat branches.

Special Duties List - Promotion

67. Promotion within the Special Duties List will ultimately include promotion to the rank of Commander; and at all stages selection will be within zones. Initial appointment will be as Sub-Lieutenant and will be probationary for the first year. Promotion from Sub-Lieutenant to Lieutenant will be within the zone of from five to nine years' seniority as Sub-Lieutenant; the average seniority at which promotions are made will be approximately seven years.

68. Promotion from Lieutenant to Lieutenant-Commander will be within the zone of from five years' seniority up to the age of 52½ years. The figures will, however, for a transitional period differ for the Regulating, Wardmaster and Supply branches for whom special arrangements already apply, vide Navy Order 1088 of 1955 - Promotion (Officers) - Zones for promotion from Senior Commissioned Officer (Branch List) to Lieutenant. For all Branches promotion from Lieutenant-Commander to Commander will be within the zone of from three years' seniority as Lieutenant-Commander up to the age of 54 years.

69. It is not possible to guarantee any specific promotion factors to the various ranks, particularly as there must be variations between branches. It is, however, the aim of the Naval Board that the prospects should be better, and certainly not less than at present.

Retirement

70. The age of retirement for all Special Duties List officers will remain at 55 years.

Direct Promotion to Lieutenant (General List) - Abolition

71. The Naval Board have decided that the present scheme of direct promotion to Lieutenant on the General List cannot effectively continue as part of the new Officer Structure. The amalgamation of the present Executive, Engineering, Supply and Secretariat and Electrical branches into a single list and the revised arrangements for the training and employment of General List officers will be considerably broader than at present, and they will be expected to be adaptable to a wider range of duties. The Naval Board consider that officers promoted to the rank of Lieutenant on the General List whose previous training and experience have been more of a specialist kind, would be at a great disadvantage in competing for promotion with other General List officers. However, a greater opportunity for promotion to Commander on the Special Duties List should become available with the expected expansion of this List and more extensive duties of Special Duties officers. The scheme for direct promotion to Lieutenant has therefore been discontinued. The Upper Yardman scheme of promotion will, however, be retained.

Exceptional Transfers to the General List

72. As indicated in paragraph 5, transfers to the General List from the Special Duties List will be approved by the Naval Board in exceptional cases only.

Titles and Uniforms

73. Special Duties officers will wear the same uniform and marks of rank as officers of the corresponding ranks of the General List.

74. Titles of Special Duties officers in the Seaman's specialities will carry the suffix "S.D." and a sub-specialist symbol, e.g., Lieutenant (S.D.) White (G). Titles of non-Seamen will carry a prefix and where applicable a sub-specialist symbol, e.g., Supply Lieutenant Black (W). These titles will be used only for official purposes; in private correspondence and for social purposes, officers will be described simply as, e.g., Lieutenant White or Lieutenant Black. The new titles of rank are listed in Appendix C.

Bandmaster Officers

75. The revised structure will apply to Bandmaster officers. Commissioned Bandmasters will become Bandmaster Sub-Lieutenants, Senior Commissioned Bandmasters will become Bandmaster Lieutenants, and Bandmaster Lieutenants will become Bandmaster Lieutenant-Commanders. The provisions of the preceding paragraphs of this chapter regarding pay, emoluments, seniority on adoption of new ranks, promotion and retirement, will apply to Bandmaster officers on adoption of the new titles.

76. No change will be made to existing uniforms of Bandmaster officers.

Wardmasters

77. The revised structure will apply to the Wardmaster branch, subject to the transitional provisions in paragraphs 66 and 68. The new titles are listed in Appendix C of this Order. The changes in rank and status of Wardmaster

officers will not alter their existing relationship with Medical and Dental officers. Regardless of the ranks and seniorities of the individual officers concerned, Wardmaster officers when on duty, will at all times conform to the accepted professional relationship between members of the medical auxiliary professions and qualified Medical and Dental officers.

Commissioned Mechanician - Merging with Commissioned Engineer

78. It has been decided that the Engineering and Mechanician branches of the Branch List shall be merged into a single Marine Engineering specialisation of the new Special Duties List. This change will become effective on 1st January, 1957, when officers of each branch will assume the appropriate ranks and titles shown in Appendix C of this Order. Future promotions of E.R.A. and Mechanician ratings will continue to be governed by the rules at present in force.

Confirmation in Rank

79. The conditions for confirmation in rank of all Acting Sub-Lieutenants (Special Duties List), will remain as at present with the exception of (G), (TAS), (E), (QDD), (PR) and (O) officers for whom confirmation in rank will be subject to award of Certificates of Competence and of Watch-keeping Certificates. This will be the subject of a separate Navy Order. Acting Sub-Lieutenants (S.D.) of (C) and (AV) specialisations will require, from a date to be advised, a Certificate of Competence or its equivalent to be eligible for confirmation in rank. This in no way prevents officers of these specialisations obtaining the certificates in the meantime.

Special Duties List - Pay, D.F.R.B. and Emoluments

80. The present scales of pay for Commissioned Officer and Senior Commissioned Officer are already substantially in excess of the scales of pay for Sub-Lieutenants and Lieutenants on the General List; the promotion of Commissioned Officers and Senior Commissioned Officers to Sub-Lieutenant and Lieutenant under the new scheme calls therefore for no adjustment at present rates of pay. In consequence, the new scale of pay for Special Duties Sub-Lieutenants will be the same as the existing rate of pay for Commissioned Officers; the new rate of pay for Special Duties Lieutenants will be the same as the existing rate of pay for Senior Commissioned Officer. The scales of pay for Branch List Lieutenant and Lieutenant-Commander will be merged into a single scale for the Lieutenant-Commander (Special Duties) and the effect, on present pay scales is as follows:

Old Scales (Branch List)		New Scale (Special Duties List)	
	£ s. d.		£ s. d.
Lieutenant		Lieutenant-Commander	
On promotion	3.14. 9	On promotion	3.14. 9
After 2 years	3.17. 0	After 2 years	3.17. 0
After 4 years	3.19. 3	After 4 years	3.19. 3
After 6 years	4. 1. 6	After 6 years	4. 1. 6

	£ s. d.		£ s. d.
<i>Lieutenant-Commander</i>			
On promotion	4. 6. 1	After 8 years	4. 6. 1
After 2 years	4. 9. 8	After 10 years	4. 9. 8
After 4 years	4.13. 3	After 12 years	4.13. 3.

The scale of pay for Commander (Special Duties), including existing Branch List Commanders assimilated, will remain as at present.

81. The same principle applies to deferred pay, D.P.R.B. contributions and benefits, and emoluments. The change in titles of officers of the Branch List in no way confers upon such officers rights or entitlements under Acts, Regulations or Instructions applicable to General List officers of equivalent rank. The relevant Acts, Regulations and Instructions will be amended at an early date.

Reloading Gratuities

82. Officers of the Special Duties List promoted under the provisions of paragraph 65 will be eligible for payment of Reloading Gratuities. Separate instructions in this regard are being issued.

The Navy List

83. Special Duties officers will be shown in the Navy List separately from General List officers; this will be a change from the present practice by which certain Lieutenants (Branch List) and above are shown with Lieutenants of the General List.

XII. THE NEW SUPPLEMENTARY LIST.

Scope and Objects

84. Although the deficiency of officers below the rank of Commander which will ultimately result from a restricted General List will in large part be made good by increased promotion to the Special Duties List and the wider employment of Special Duties Officers, there remain certain duties which cannot be met by the employment of such officers; at the same time it is not expected that the Special Duties List will be able to meet the full extent of the deficiencies in all branches. It has therefore been decided to create a new list to be known as the Supplementary List, with the object of providing a source of supply of junior officers for:

- a) service as Pilot or Observer;
- b) other duties for which there is not a sufficient supply of General List and Special Duties List officers.

85. The new Supplementary List will replace the present arrangements for the entry of Pilots and Observers on short service engagements; in the immediate future, the main function of this list will be to provide for the necessary entry of officers for air crew duties to supplement the numbers of Pilots and Observers provided by the General List. Direct Entry Engineer and Electrical officers entered under conditions of Navy Order 28 of 1956 will also be placed on the Supplementary List. The scope of the Supplementary List will also be able to be expanded to provide for Supplementary

officers of the Seaman and Supply and Secretariat branches. The Naval Board hope, however, that promotions from the Lower Deck to the Special Duties List will obviate the necessity for entering a large number of Supplementary List officers, except for those entered as Pilots or Observers.

Supplementary List - Conditions and Terms of Service

86. The essential conditions which the Supplementary List has to meet are that it must provide for greater flexibility than the General List in meeting fluctuations in officer requirements. It is necessary, therefore, for the initial engagement to be for a relatively short period of service. Provision will be made for limited transfers by selection to the General List. Conditions will be laid down for each short service as the need arises.

Conditions and Terms of Service - Pilot and Observer - Navy Order 63 of 1956

87. Officers serving under Navy Order 63 of 1956 as Pilot or Observer on Short Service Commissions will be placed on the Supplementary List and the provisions of that Navy Order will continue to apply.

Conditions and Terms of Service - Direct entry Engineers and Electrical Officers for Short Service - Navy Order 28 of 1956

88. Officers serving under Navy Order 28 of 1956 as Direct Entry Engineer and Electrical officers for Short Service will be placed on the Supplementary List and the provisions of that Navy Order will continue to apply.

Pay and Gratuities

89. There will be no change in the existing scales of pay, allowances, gratuity, and conditions of entitlement to officers entered for Short Service as Pilot or as Observer under Navy Order 63 of 1956, or as Direct Entry Engineer and Electrical officers under Navy Order 28 of 1956, in consequence of the change of title from Short Service to Supplementary List. In the event of officers being entered for other forms of Short Service, pay, allowances, gratuity and emoluments will be laid down for each particular entry.

Titles and Uniform

90. Supplementary List officers will wear the same uniform as General List officers of the same rank. The titles of Seaman officers will carry the suffix "SL" and a sub-specialist symbol, e.g., Lieutenant (SL) Brown (P). Titles of non-Seaman will carry a prefix, e.g., Engineer Lieutenant Green. These suffixes and prefixes will be used only for official purposes; in private correspondence and for social purposes officers will be described simply as, e.g., Lieutenant Brown or Lieutenant Green.

Application to Existing Short Service Officers

91. It will be necessary, on 1st January, 1957, for all R.A.N. officers in the branches concerned to become members of either the General List or the Special Duties List or the Supplementary List. In consequence, all Short Service officers serving in the Executive, Engineer, or Electrical branches will, on the 1st January, 1957, become officers of the Supplementary List. They will, however, apart from this change, retain their existing conditions of service. In particular, officers entered on the existing scheme as

Pilots or as Observers vide Navy Order 63 of 1956 and as Direct Entry Engineer and Electrical Officers vide Navy Order 28 of 1956, will retain their existing right to be considered for a permanent commission and transfer to the General List.

The Navy List

92. Officers of the Supplementary List will be shown in the Navy List separately from General List and Special Duties List officers, in a form similar to the latter.

XIII. THE INSTRUCTOR BRANCH.

93. The contribution of the Instructor branch to the efficiency of the naval service, and the general effectiveness of the branch, have greatly increased over recent years as a result of the wider part taken by the branch in the life, organisation, and work of ships and establishments, over and above their particular functions in connection with education and instruction, and their responsibilities in connection with Action Information Organisation and meteorology. It is considered that this tendency to broaden the role of the Instructor officer should continue. Commanding Officers should therefore make full use of their powers to delegate responsibilities for general duties in ships and establishments to Instructor officers.

94. It is considered, however, that the special responsibilities and role of the Instructor branch set it apart from the main officer structure and preclude it from forming part of the new General List. It will, in consequence, continue to form a separate list, and the title "Instructor" will continue to be used as part of the officer's title of rank. Instructor officers will, however, wear the same uniform as General List officers and will reckon for all purposes except that of command, as the equivalent by rank and seniority of General List officers.

XIV. THE RESERVES.

95. The reasons which have led to the decision to form a single General List of officers of the Permanent Naval Forces do not apply to the Reserve Forces. The foundations of a single General List of the Permanent Naval Forces are the broad and comprehensive initial training, and the wide service experience of General List officers, both of which will be beyond the reach of most Reserve officers, whose naval training must be superimposed on a career in the Merchant Service or on shore. There will, in consequence, be no single General List of the R.A.N.R.(S), R.A.N.R. and R.A.N.V.R., which will continue to be divided, as at present, into the various Specialist branches (Seaman, Engineer, Supply and Secretariat, and Electrical). As with the Permanent Naval Forces, the use of the term "Executive" is, however, no longer appropriate as a description of the Seaman specialisation.

Powers of Command

96. Officers of the R.A.N.R.(S), R.A.N.R. and R.A.N.V.R. will exercise military and sea command on the same basis as officers of the Supplementary List of the Permanent Naval Forces. That is, officers of the Seaman branch will exercise military command at all times; those suitably qualified and appointed for Seaman duties in sea-going ships will exercise sea command. Officers of the Air branch will exercise military command and command in the air. Officers of the Engineer, Supply and Secretariat, and Electrical branches will not exercise military command unless specifically appointed to do so.

Relative Rank

97. The present rules governing the relative rank of Reserve officers for purposes of rank and command will continue to apply. That is, Reserve officers will continue to rank above P.N.F. officers of lower rank, but below P.N.F. officers of the same rank, except that Reserve officers with the full status of "qualified officer" will rank, according to seniority, with P.N.F. officers of the same rank. It is necessary for this distinction between Reserve officers and P.N.F. officers to continue to apply, owing to the impossibility in peace time for Reserve officers in general to obtain the necessary breadth of training and experience to enable them to be appointed to serve immediately on mobilisation in full substitution for P.N.F. officers of their rank and seniority.

98. Where officers otherwise rank as being of equal seniority, the order will be:

- 1) Permanent Naval Forces.
- 1i) Royal Australian Naval Reserve (sea-going).
- 1ii) Royal Australian Naval Reserve and the Royal Australian Naval Volunteer Reserve.

Titles and Uniform

99. There will be no change in the uniforms of Reserve officers except Branch List officers. The use of suffixes (E), (L) and (S) will cease on 1st January, 1957. However, as a temporary measure to simplify office work, the branch to which an officer belongs should be indicated in all official correspondence, including signal communications. This should be done by adding the appropriate abbreviation after the name, viz.:

Seaman branch	Lieutenant A. Burton (X) R.A.N.R.
Engineer branch	Lieutenant C. Dore (E) R.A.N.V.R.
Supply and Secretariat branch	Lieutenant E. Fort (S) R.A.N.V.R.
Electrical branch	Lieutenant G. Harry (L) R.A.N.R.

100. On 1st January, 1957, all Branch List officers of all ranks including Lieutenants and above will be transferred to the Special Duties List of their particular Reserve and will adopt the new titles and uniform as for Special Duties List officers of the Permanent Naval Forces, vide paragraphs 63, 64, 73, 74, 75, 82 and Appendix 'C' of this Order. Pay and emoluments will be unaltered, vide paragraph 62.

Navy List

101. Small changes will be necessary in the Navy List in the list of Specialist officers of (E), (S) and (L) Branches in the R.A.N.R.(S), R.A.N.R. and R.A.N.V.R., each group being headed by the branch name and the suffixes removed from the various rank headings in each group.

102. The present Branch List R.A.N.R. and R.A.N.V.R. of the Navy List will be altered and titles will be amended. A heading "Special Duties List" will be added. Officers of the Seaman branch will be grouped in order of seniority, with the appropriate sub-specialist symbol against each name; other officers will be grouped under their individual branches and sub-specialist symbols included.

Instructor Branch

103. There will be no change in the organisation of the Instructor branch of the R.A.N.R. and R.A.N.V.R.

XV. EMERGENCY LIST OFFICERS.

104. The instructions contained in this Order will apply, where appropriate, to Emergency List officers whether or not on full-time service with the Permanent Naval Forces. Payment of relacing gratuity will only be made to officers serving in the Permanent Naval Forces on 1st January, 1957.

105. The Emergency List will be divided in the same way as the Active List, i.e., General List, Special Duties List, Supplementary List, Medical, etc.

106. Officers who become General List and Special Duties List officers under paragraph 105 will retain their seniority in previous confirmed rank. Seaman officers of the present Branch List will form a single list on the new Special Duties List and other Branch List officers will be listed in separate sections of each non-Seaman specialisation.

107. Short Service officers ex R.N. will be transferred to the Supplementary List with their normal seniority.

108. Short Service officers (Pilots and Observers vide Navy Order 63 of 1956 and Direct Entry Engineer and Electrical Officers vide Navy Order 28 of 1956) who have obligatory service on the Emergency List, and officers in any future Supplementary List schemes with similar provisions, will be placed on the Supplementary List of the Emergency List on completion of their active service.

XVI. RETIRED LIST OFFICERS.

109. The instructions regarding titles and uniform will apply where appropriate to officers of the Retired Lists of the Permanent Naval Forces and Reserve Forces. The lay-out of the Retired Lists of the Permanent Naval Forces and Reserve Forces will be similar to those of the Emergency List and Reserve Lists respectively. Unless officers are serving in the Permanent Naval Forces, relacing gratuity will not be paid.

XVII. AUXILIARY SERVICES.

Naval Dockyard Police

110. The titles of officers of the Naval Dockyard Police will not be altered. Their relative ranks are:

Sub-Inspector	Sub-Lieutenant (S.D.)
Inspector	Lieutenant (S.D.)
Superintendent	Commander (General List).

Shore Wireless Services

111. Apart from the automatic step in rank, adjustment of seniority and payment of relacing gratuity, there will be no change in the present arrangements.

112. The Navy List will be amended accordingly.

(Navy Orders 1088 of 1955, and 28 and 63 of 1956)

(4002/121/70)

APPENDIX A

DEFINITIONS OF COMMAND

SEA COMMAND

1. The authority vested in officers of the Post List and, according to their training, in officers of the General List and other Lists (including the R.A.N.R.(S), R.A.N.R. and R.A.N.V.R.) borne for Seaman duties in sea-going ships, and in the ratings shown in Q.R. and A.I., Article 0183, to command one or more ships, aircraft or boats and to direct any work or undertaking which requires the co-operation of different branches of the Service. It may be conferred on other officers and ratings by appointment or by direction of superior authority entitled to Sea Command.

MILITARY COMMAND

2. The authority vested in officers of the Post List, in officers of the General List, in seaman specialists of the Special Duties List, of the Supplementary List and of the R.A.N.R.(S), R.A.N.R. and R.A.N.V.R., and in ratings shown in Q.R. and A.I., Article 0183, to command one or more non-sea-going ships or naval establishments or, according to their training and duties, aircraft or boats, and to direct any work or undertaking which requires the co-operation of different branches of the Service. It may be conferred on other officers and ratings by appointment or by direction of superior authority.

APPENDIX B
CHAIN OF COMMAND

1. In sea-going ships, the chain of sea command will descend by seniority through those officers entitled to exercise sea command.

2. In shore establishments command will descend first to the officer appointed as Executive Officer of the establishment, and then by seniority through those entitled to exercise military command.

3. In air stations the chain of command will descend as follows:

1. Captain.
2. Executive Officer or Commander (Air), whichever is the senior.
3. Executive Officer or Commander (Air), whichever is the junior.
4. Other officers entitled to exercise military command in order of seniority.

4. In shore establishments with a sea-going element, the officer appointed as Executive Officer will, if not otherwise entitled, have the power of sea command specially conferred on him for the purpose of commanding the sea-going element of his establishment. In the absence of both the Captain and the Executive Officer, command will if necessary divide, the senior officer entitled to military command commanding the shore establishment, and the senior officer entitled to sea command commanding the sea-going element.

APPENDIX C
ROYAL AUSTRALIAN NAVY - SPECIAL DUTIES
LIST

Existing Title	New Title	Sub-Specialist Symbol
Commissioned Gunner	Sub-Lieutenant (S.D.)	(G)
Senior Commissioned Gunner	Lieutenant (S.D.)	(G)
Lieutenant	Lieutenant-Commander (S.D.)	(G)
Commissioned Gunner (T)	Sub-Lieutenant (S.D.)	(T)
Senior Commissioned Gunner (T)	Lieutenant (S.D.)	(T)
Lieutenant	Lieutenant-Commander (S.D.)	(T)
Commissioned Gunner (T.A.S.)	Sub-Lieutenant (S.D.)	(TAS)
Senior Commissioned Gunner (T.A.S.)	Lieutenant (S.D.)	(TAS)
Lieutenant	Lieutenant-Commander (S.D.)	(TAS)
Commissioned Boatswain	Sub-Lieutenant (S.D.)	(B)
Senior Commissioned Boatswain	Lieutenant (S.D.)	(B)
Lieutenant	Lieutenant-Commander (S.D.)	(B)
Commissioned Boatswain (Q.D.D.)	Sub-Lieutenant (S.D.)	(QDD)
Senior Commissioned Boatswain (Q.D.D.)	Lieutenant (S.D.)	(QDD)
Lieutenant	Lieutenant-Commander (S.D.)	(QDD)
Commissioned Boatswain (P.R.)	Sub-Lieutenant (S.D.)	(PR)
Senior Commissioned Boatswain (P.R.)	Lieutenant (S.D.)	(PR)
Lieutenant	Lieutenant-Commander (S.D.)	(PR)
Commissioned P.T. Officer	Sub-Lieutenant (S.D.)	(PT)
Senior Commissioned P.T. Officer	Lieutenant (S.D.)	(PT)
P.T. Lieutenant	Lieutenant-Commander (S.D.)	(PT)
Commissioned Communication Officer	Sub-Lieutenant (S.D.)	(C)
Senior Commissioned Communication Officer	Lieutenant (S.D.)	(C)
Communication Lieutenant	Lieutenant-Commander (S.D.)	(C)
Commissioned Master-at-Arms	Sub-Lieutenant (S.D.)	(REC)
Senior Commissioned Master-at-Arms	Lieutenant (S.D.)	(REC)
Lieutenant-at-Arms	Lieutenant-Commander (S.D.)	(REC)
Commissioned Pilot	Sub-Lieutenant (S.D.)	(P)
Senior Commissioned Pilot	Lieutenant (S.D.)	(P)
Lieutenant	Lieutenant-Commander (S.D.)	(P)
Commissioned Observer	Sub-Lieutenant (S.D.)	(O)
Senior Commissioned Observer	Lieutenant (S.D.)	(O)
Lieutenant	Lieutenant-Commander (S.D.)	(O)
Commissioned Air Control Officer	Sub-Lieutenant (S.D.)	(AC)
Senior Commissioned Air Control Officer	Lieutenant (S.D.)	(AC)
Lieutenant	Lieutenant-Commander (S.D.)	(AC)
Commissioned Airman	Sub-Lieutenant (S.D.)	(AV)
Senior Commissioned Airman	Lieutenant (S.D.)	(AV)
Lieutenant	Lieutenant-Commander (S.D.)	(AV)
Commissioned Photographer	Sub-Lieutenant (S.D.)	(PHOT)
Senior Commissioned Photographer	Lieutenant (S.D.)	(PHOT)
Photographer Lieutenant	Lieutenant-Commander (S.D.)	(PHOT)
Commissioned Shipwright	Shipwright Sub-Lieutenant	
Senior Commissioned Shipwright	Shipwright Lieutenant	
Shipwright Lieutenant	Shipwright Lieutenant-Commander	

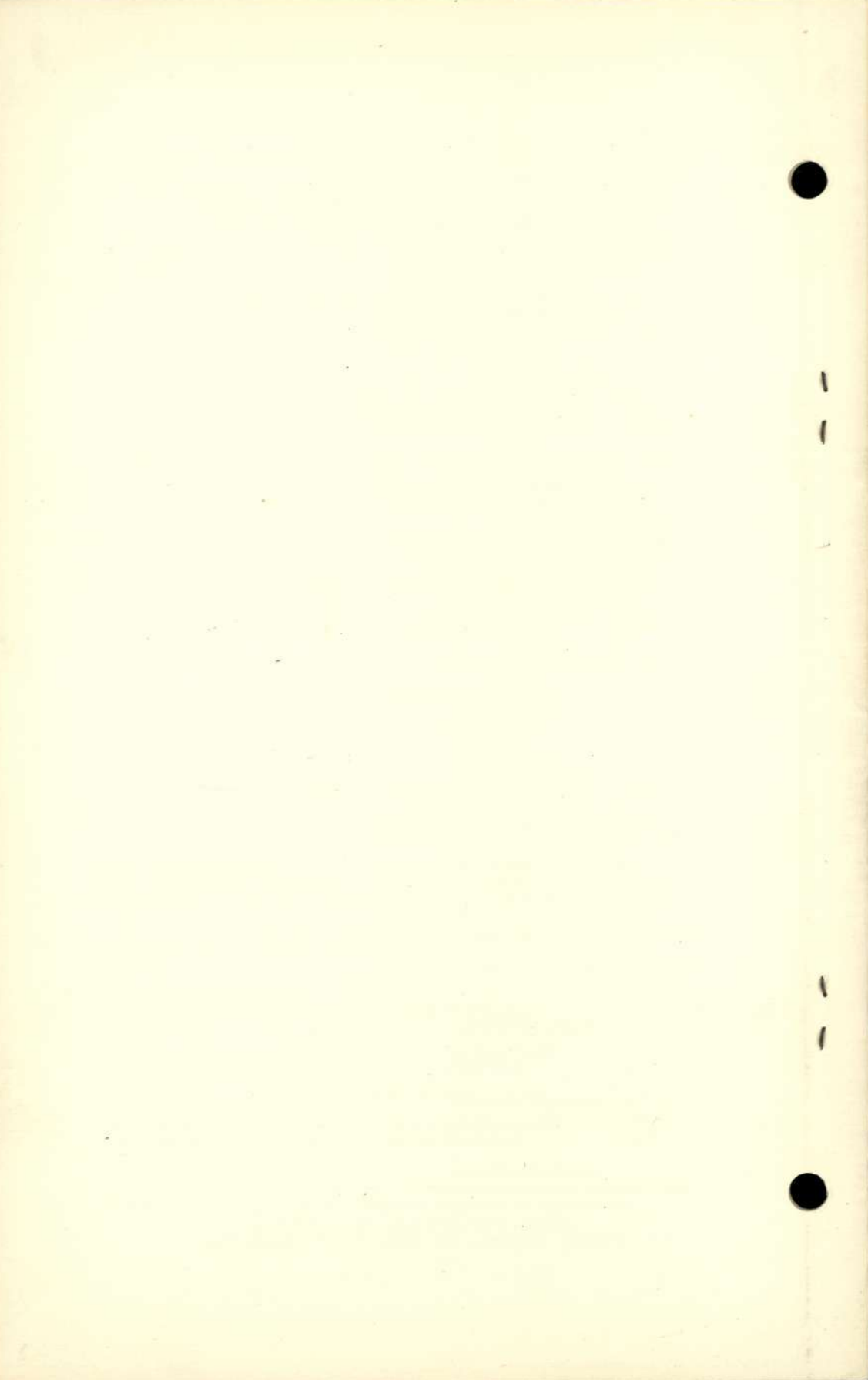
Existing Title	New Title	Sub-Specialist Symbol
Commissioned Engineer	Engineer Sub-Lieutenant	(M.E.)
Senior Commissioned Engineer	Engineer Lieutenant	(M.E.)
Lieutenant (E)	Engineer Lieutenant-Commander	(M.E.)
Commissioned Mechanician	Engineer Sub-Lieutenant	(M.E.)
Senior Commissioned Mechanician	Engineer Lieutenant	(M.E.)
Lieutenant (E)	Engineer Lieutenant-Commander	(M.E.)
Commissioned Air Engineer	Engineer Sub-Lieutenant	*(A.E.) or (A.O.)
Senior Commissioned Air Engineer	Engineer Lieutenant	
Lieutenant (E)	Engineer Lieutenant-Commander	
Commissioned Ordnance Engineer	Engineer Sub-Lieutenant	(O.E.)
Senior Commissioned Ordnance Engineer	Engineer Lieutenant	(O.E.)
Lieutenant (E), (O/E)	Engineer Lieutenant-Commander	(O.E.)
Commissioned Electrical Officer (L)	Electrical Sub-Lieutenant	(L)
Senior Commissioned Electrical Officer (L)	Electrical Lieutenant	(L)
Lieutenant (L)	Electrical Lieutenant-Commander	(L)
Commissioned Electrical Officer (R)	Electrical Sub-Lieutenant	(R)
Senior Commissioned Electrical Officer (R)	Electrical Lieutenant	(R)
Lieutenant (L)	Electrical Lieutenant-Commander	(R)
Commissioned Electrical Officer (AL)	Electrical Sub-Lieutenant	(AL)
Senior Commissioned Electrical Officer (AL)	Electrical Lieutenant	(AL)
Lieutenant (L)	Electrical Lieutenant-Commander	(AL)
Commissioned Electrical Officer (AR)	Electrical Sub-Lieutenant	(AR)
Senior Commissioned Electrical Officer (AR)	Electrical Lieutenant	(AR)
Lieutenant (L)	Electrical Lieutenant-Commander	(AR)
Commissioned Wardmaster	Wardmaster Sub-Lieutenant	
Senior Commissioned Wardmaster	Wardmaster Lieutenant	
Wardmaster Lieutenant	Wardmaster Lieutenant-Commander	
Commissioned Writer Officer	Supply Sub-Lieutenant	(W)
Senior Commissioned Writer Officer	Supply Lieutenant	(W)
Lieutenant (S)	Supply Lieutenant-Commander	(W)
Commissioned Stores Officer	Supply Sub-Lieutenant	(S)
Senior Commissioned Stores Officer	Supply Lieutenant	(S)
Lieutenant (S)	Supply Lieutenant-Commander	(S)
Commissioned Cookery Officer	Supply Sub-Lieutenant	(CK)
Senior Commissioned Cookery Officer	Supply Lieutenant	(CK)
Lieutenant (S)	Supply Lieutenant-Commander	(CK)
Commissioned Catering Officer	Supply Sub-Lieutenant	(CA)
Senior Commissioned Catering Officer	Supply Lieutenant	(CA)
Lieutenant (S)	Supply Lieutenant-Commander	(CA)

* i.e., "Air Engineer" or "Air Ordnance Engineer" as appropriate.

RESTRICTED

Existing Title	New Title	Sub-Specialist Symbol
Commissioned Bandmaster	Bandmaster Sub-Lieutenant	
Senior Commissioned Bandmaster	Bandmaster Lieutenant	
Bandmaster Lieutenant	Bandmaster Lieutenant-Commander	
<u>AUXILIARY SERVICE - S.W.S.</u>		
Communication Lieutenant (S.W.S.)	Communication Lieutenant-Commander	(S.W.S.)

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Can. J. A.

Cont. Order

C.N.Os. 1023-1039/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS


Navy Office, Melbourne.

23rd October, 1956.

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

1023.

CLAIMS FOR PILOTAGE.

Navy Order 338 of 1956 is to be amended as follows:

Paragraph 2 - Amend "Naval Officer in Charge, Sydney" to read "Flag Officer in Charge, East Australian Area".

Paragraph 5 - Delete "and Appendix to this Order".

Paragraph 6 - Amend to read -

"Where it is considered that exceptional circumstances warrant the payment of pilotage in cases other than those mentioned in paragraph 5 hereof, pilotage claims for the port concerned should be rendered on a separate Form A.S.454 to the Senior Naval Officer under whose orders the services were performed, for his remarks, and for onward transmission to Flag Officer in Charge, East Australian Area".

Appendix - Delete paragraph 1 of Appendix and List of ports.

Renumber paragraph 2 of Appendix Paragraph 1.

(Navy Order 338 of 1956)

(4822/4/18)

SECTION 2 - PERSONNEL

1024.

INSTRUCTIONAL FILMS AND FILM STRIPS - A581, AIRCRAFT GAS TURBINE FUEL SYSTEMS (PART 1) - DISTRIBUTION.

Copies of the new instructional film Serial No. A581, "Aircraft Gas Turbine Fuel Systems" (Part 1) entitled "Basic Systems" 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>
H.M.A.S. SYDNEY	1
H.M.A.S. NIRIMBA	1
School of Aircraft Maintenance (Engineering), Nowra	1

2. This film, which is in colour, illustrates by means of animated diagrams, the basic requirements to be met by any gas turbine aero engine fuel system and explains the functions of the essential components in pressure control and flow control systems. It is intended as an introduction to later parts which will deal with fuel systems of specific aero engines. Running time 16 minutes. 1 spool.

(Navy Order 398 of 1956 is cancelled)

(4518/61/636)

1025.

DISCHARGE ON COMPLETION OF ENGAGEMENTS - TIME IN DISCHARGE DEPOTS.

Approval has been given for ratings to spend the following time in their Discharge Depots prior to final discharge on completion of engagement:

- 1) Ratings completing 6 years service - 2 weeks
- 2) Ratings completing 8 years service - 3 weeks
- 3) Ratings completing 12 or more years service - 4 weeks

2. On becoming due for discharge, ratings will be appropriated to their Discharge Depot, the date of the appropriation, being adjusted to allow service in accordance with paragraph 1.

(4016/6/10)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1026.

ELECTRIC KETTLES - USE OF - IN H.M.A. SHIPS AND SHORE ESTABLISHMENTS.

A fire which recently occurred in one of H.M.A. Ships was found to have been caused by the overheating of the flexible lead to the electric kettle, consequent upon a defective element.

2. It is not practicable to fit cut-outs in electric kettles similar to the "new" type of automatic cut-out for electric hot water urns referred to in Navy Order 908 of 1955 and therefore the following precautions are to be observed when using electric kettles:

- a) the kettle is to be stood on a mat of fire resistant material, secured to a firm structure;
- b) the kettle is never to be left unattended when switched on, thereby ensuring that the kettle does not boil dry or overturn.

(Navy Order 908 of 1955)

(3513/1/77)

1027.

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 444	SC 122	B.L.6-in; Q.F.4.7-in; Q.F.4.5-in.
RNC 555XB	SC 109	B.L.6-in; Q.F.4.7-in.
RNC 442 } RNC 560XB }	SC 103	B.L.6-in; Q.F.5.25-in; Q.F.4.5-in; Q.F.4-in.
RNC 446	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. (FA); Q.F.3-in. 20 cwt.
RNC 555XB	SC 048	Q.F.4.7-in (SL); Q.F.4-in; Q.F.3-pdr.
MA 636 } EA 147 } RC 1074 } RC 1075 }	NH 025	Q.F.40-mm.

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.2338/1956 altered to meet R.A.N. conditions.)

(4433/51/310)

1028.

GUNMOUNTINGS - S.T.A.A.G.'s AND C.R.B.F. DIRECTORS.

A case has recently occurred in which expensive material damage was caused when a mounting was moved in power with lining-up pins left inserted after the carrying out of testing routines.

2. To prevent this recurring, ships are to ensure that, before a mounting is operated in power all lining-up pins for the particular mounting or director under test are mustered clear of the equipment and that the parts are free to move.

(4276/4/422)

1029.

GUNNERY EQUIPMENT SPARE GEAR PUBLICATIONS - B.R.226B, PART 66 - 40-mm. BOFORS TWIN R.P.50 MARKS 5 AND 5* (BRITISH) AND R.P.50 MARK 5 (CANADIAN).

This part 66 which is a composite list for British and Canadian manufacture mountings supersedes the existing parts 66 and 67 and preliminary pamphlet marked PF/MAY '56.

2. Part 66 will be issued by the Superintending Naval and Air Store Officer, Sydney, to ships and establishments concerned without demand as supplies become available.

3. This list will come into force for storekeeping demands on the 1st December, 1956.

4. Superseded lists are to be dealt with in accordance with B.R.1.

(4139/13/1944)

1030.

AMBIGUITY IN ECHO SOUNDINGS.

A warning is issued every year, in Australian Notice to Mariners No. 17 (and remarks to the same effect are contained in the Supplement to H.D. 282), that false echo soundings may often be obtained in deep water due to reception of the echo after the transmission interval has been completed one or more times. For example, with an E/S set having a total phasing value (corresponding to a complete revolution of the stylus-arm) of 1,200 fathoms, a reading on the scale at 50 fathoms might in fact be a sounding of 50, 1,250, or even 2,450 fathoms. Similarly, a reading obtained with the recorder phased to "+200", and showing on the scale at 50 fathoms might be a sounding of 250, 1,450, or 2,650, or 2,850 fathoms. The same applies equally when using the shallow scale.

2. If the apparent depth is within range of wire sounding equipment it is, of course, more effectively proved or disproved by this means, but beyond the range of the wire the true depth can be determined only by the use of the transmission ON/OFF switch.

3. In surveying ships this effect has for long been turned to advantage for obtaining deep soundings beyond the scale limits of the E/S recorder, and, as mentioned in Navy Order 100 of 1955 (Ocean Passage Observations by the Fleet), paragraph 3.(b), it is the intention that advantage should also be taken of it by the Fleet to build up knowledge of the ocean depths. Navy Order 459 of 1955 and 1031 of 1956 (Oceanic Soundings) are also relevant.

4. When sounding continuously seawards from shallow water (e.g. when following down the slope of the Continental shelf), there is no ambiguity since the deepening echoes can be followed through successive "phases" and the value of each "phase" added to the sounding shown. This phasing process can be repeated indefinitely, past zero and round again, until the echo becomes too weak to record. It is only necessary to keep count of the number of "phases" used.

5. If, however, sounding is commenced in deep water, without any knowledge of the approximate depth, the value of the echo received from the sea-bed is ambiguous, and it is clear from recent experience that the Fleet is not fully aware of the measures necessary to resolve this ambiguity.

6. To obtain the true depth, the transmission ON/OFF switch (which in the Type 765 series is built into the base of the recorder) should be used as follows:

- a) Let the recorder run, with the transmission switched off, until the trace disappears.
- b) Just before the transmitter contacts are due to operate, switch on the transmission.

Note.- Transmission takes place about 45° before the stylus passes the zero of the phasing dial (not to be confused with the zero on the scale), and this is the point from which revolutions should be counted. It is also indicated by an audible "click" of the contacts.

- c) Count the number of complete revolutions of the stylus until an echo is recorded on the paper. Where V is the total phasing value of the set (corresponding to a complete revolution of the stylus arm), R is the number of stylus revolutions completed, and S is the "face-value" of the sounding (i.e., scale reading + phase in use), the true depth is $S + VR$.
- d) Repeat the above operation to check the first result.

7. Examples:

- a) The total phasing value of the set is 1,200 fathoms (represented by six steps of 200 fathoms). Echo appears against 50 on the recorder-scale, with phasing dial set at +400. Switch is put to OFF till echoes disappear. Switch is put to ON and the set transmits when stylus next passes the "contact point". Revolutions are counted from here and echo appears after about $1\frac{1}{2}$ revolutions (i.e., after only one complete revolution). True depth is $(400 + 50) + 1,200 \times 1 = 1,650$ fathoms.
- b) As above, but echo appears on the first traverse of the paper: True depth is then $(400 + 50) + 1,200 \times 0 = 450$ fathoms.
- c) As above, but echo appears on the third traverse of the paper, i.e., after about $2\frac{1}{2}$ revolutions.
True depth is $(400 + 50) + 1,200 \times 2 = 2,850$ fathoms.

8. When carrying out the above operation, to ensure that the first echo is clearly detected, it is helpful if the manual overdrive on the paper-drive mechanism is used, so that on successive revolutions the stylus will traverse a path well separated from the previous one. The front of the recorder should be open whilst counting the revolutions.

9. As is stated in the Supplement to H.D. 282, false echoes may be caused in many other ways; the above remarks apply only to one of the more common causes ("once or twice round the clock"). A cast of the lead is still the best method of proving or disproving a doubtful shoal sounding.

(The foregoing is the text of A.F.O. 2398/1956 altered to meet R.A.N. conditions.)

(Navy Orders 100, 459 of 1955 and 1031 of 1956)

(4595/102/13)

1031
1031.

OCEANIC SOUNDINGS.

The following amplifying instructions are issued for guidance in complying with paragraph 3 of Navy Order 100 of 1955 (Ocean Passage Observations by the Fleet) and with Fleet Notice to Mariners No.122 of 1953.

2. Soundings taken on coastal passages, and fixed primarily by land bearings, should be plotted and rendered on a tracing of the chart used - normally the largest-scale chart available. Tracings should be forwarded under cover of a Hydrographic Note (Form H.102).

3. Soundings taken on ocean passages, and fixed primarily by astronomical or radio means, should be plotted and rendered on Mercatorial Plotting Sheets D.6321 - 6343.

4. Plotting sheets should be forwarded when convenient (e.g. at the end of a long cruise, or when full up, or worn out) and not necessarily at the end of a single sounding-run. They should be covered by a brief letter in which it would be appropriate for the commanding officer to comment on any features of unusual interest. (N.B. - Hydrographic Notes are NOT to be used as covering letters for this purpose.)

5. In deciding on the method of rendering soundings taken on passage which are partly coastal and partly oceanic, commanding officers should be guided by the above principles, bearing in mind that soundings not definitely related to charted objects are better rendered on the Plotting Sheets.

6. New dangers to surface or submarine navigation revealed by the soundings should be reported immediately by Hydrographic Note (see Annual Australian Notice to Mariners No.17). In the case of paragraph 2 the report may be made on the Form H.102 used for forwarding tracings.

7. Soundings of over 100 fathoms should be corrected for sound-velocity from the tables in H.D. 282. If for any reason they have not been corrected, this fact should be stated.

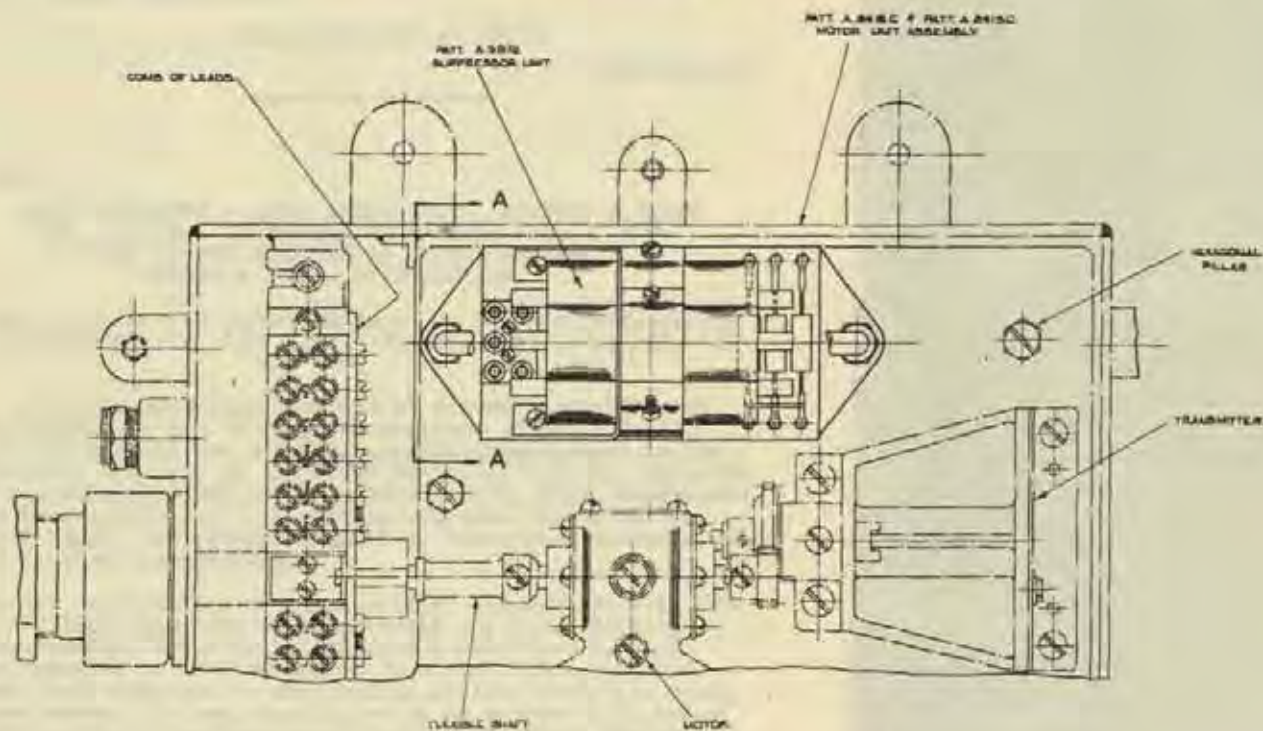
8. The practice of forwarding uncharted soundings (or merely E/S traces accompanied by extracts from the navigational log) as a routine measure, is to cease. S.O.H.S. staff is inadequate to deal with the plotting work involved, and it invariably leads to queries which only the ship can answer and which would have been avoided by plotting onboard in the first instance.

9. Soundings of particular interest, or those likely to form the subject of further investigation and research, should be supported by the relevant portion of the E/S trace, properly annotated in accordance with paragraph 5 of Australian Annual Notice to Mariners No. 17. Otherwise E/S traces are not required.

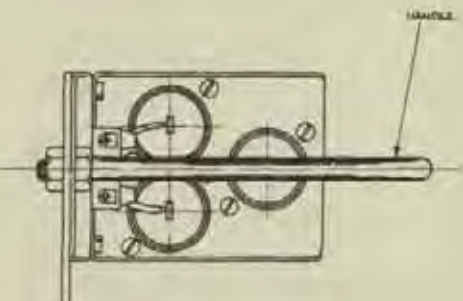
10. The procedure in paragraphs 2-5 applies equally to the rendering of non-oceanic soundings (i.e., those taken on the continental shelf, or inside the 100-fathom line).

ASDIC TYPES (032, 145, 149, 129.) SERIES 138F, 127A & C SERIES 168, 169, 169A, 164A, 164 B, 164 BZ, 167, 174. FITTING OF SUPPRESSOR UNIT, PATT. A 3972.

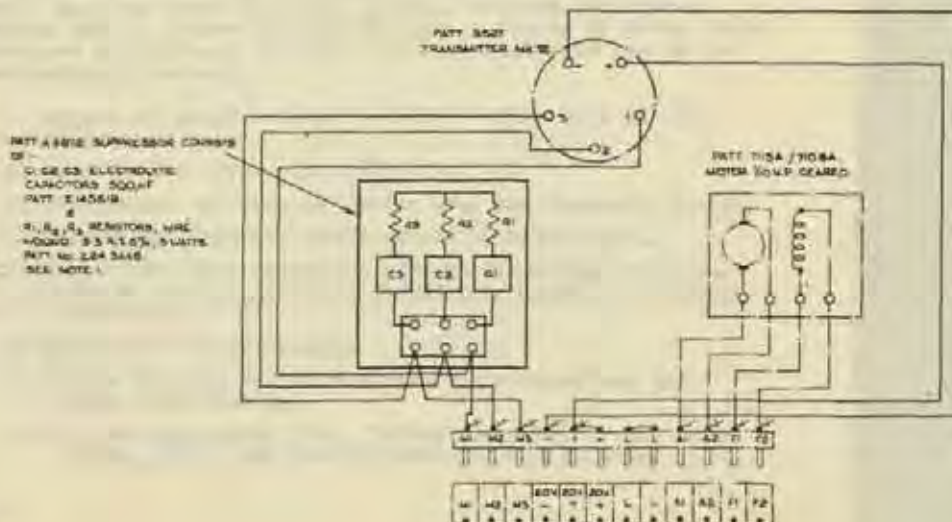
PLAN VIEW



SECTION AT A-A.



WIRING DIAGRAM



NOTES:-

- 1 REMOVE THE BASK OF THE 500UF CAPACITORS IN THE MOTOR UNIT AND FIT THE SUPPRESSOR UNIT PATT 3972 IN A SIMILAR POSITION BY USING THE EXISTING HANDLE AS A MEANS OF SECURING IT
- 2 MODIFY THE WIRING IN ACCORDANCE WITH THE WIRING DIAGRAM HEREWITH
- 3 ——— EXISTING EQUIPMENT CHAIN DOTTED ——— NEW EQUIPMENT FULL LINE

A TO BE WIRED WITH PATT 1057 PLEX CANE. OTHER WIRING TO BE IN BOND TWINE COVER WIRE RUN IN BOND GRADE INSULATING SLEEVING

11. Such soundings are not required under Navy Order 100 of 1955, paragraph 3, but if opportunity offers in poorly charted areas they should continue to be obtained provided they can be rigidly fixed.

(The foregoing is the text of A.F.O. 2964/1955 altered to meet R.A.N. conditions.)

(Navy Order 100 of 1955)

(4595/102/13)

1032.

ANTI-SUBMARINE - ASDIC MOTOR UNITS, PATTERN A.2412B AND A.2413B - CONVERSION TO PATTERN A.2412C AND A.2413C BY THE ADDITION OF SUPPRESSOR UNIT, PATTERN A.3972 - INTRODUCTION.

Ships fitted with Asdic Equipment of the following series, 127A and C, 129, 132, 138F, 145, 149, 164, 167, 168, 169 and 174.

Reports have been received of excessive sparking at the brushes of the "M" type transmitter in Motor Units, Patterns A.2412B and A.2413B, causing interference in the receiving circuits of the Asdic equipment fitted. In order to overcome this defect, a Pattern A.3972, Unit, Suppressor, has been introduced into service and when fitted to the Motor Units, the pattern numbers of the latter become A.2412C and A.2413C respectively.

2. As Motor Units, Patterns A.2412C and A.2413C will not be available for some months, except for First Fitting requirements, Motor Units Patterns A.2412B and A.2413B incorporated or held as spares in ships fitted with the Asdic sets detailed in the heading of this Order (in which these motors are components) are to be converted by ships' staff, with the assistance of Base staff where necessary, in accordance with the instructions contained in paragraph 3 of this Order in conjunction with Navy Order 1032 of 1956 Diagram. For this purpose, Suppressor Units, Pattern A.3972, are to be demanded, as necessary, from the Superintending Naval and Air Store Officer, Sydney, to whom additional stocks are in course of distribution. Stocks of Motor Units, Patterns A.2412B and A.2413B, held at Dockyards are to be similarly converted.

3. Method of Modification (see Navy Order 1032 of 1956 Diagram):

- a) Remove cover from the motor unit.
- b) Disconnect the comb of leads from the terminal blocks.
- c) Detach the flexible shaft from the motor shaft.
- d) Remove the four hexagonal pillars securing the baseplate and withdraw the baseplate, using the handles provided.
- e) Remove the larger handle.
- f) Remove the six 0.5 micro-farad capacitors and the associated wiring.
- g) Fit the Suppressor Unit, Pattern A.3972, to the baseplate, using the handle removed in (e) above.

- h) Connect the suppressor unit to the transmitter and comb of leads as shown in Navy Order 1032 of 1956 Diagram.
- j) Re-assemble the baseplate in the motor unit and re-connect the flexible shaft and comb of leads.
- k) Amend the pattern number on the label plate on the cover to read A.2412C or A.2413C as requisite. Replace the cover.

4. The relevant handbooks and Establishment Lists will be amended in due course. Motor, Patterns A.2412B and A.2413B, will be marked "O" in the Rate Book.

(The foregoing is the text of A.F.O.2032/1956 altered to meet R.A.N. conditions.)

(4518/11/335)

1033.

ALTERATION AND ADDITION ITEM - A.A. AND A.S. FRIGATES (MODIFIED RIVER) AND A.S. FRIGATES (SLOOP).

The following items are approved for H.M.A. Ships of the classes shown:

A.S. FRIGATES (MODIFIED RIVER)

Class Item No. 597 Classification "A"

A.A. FRIGATES (MODIFIED RIVER)

Class Item No. 548 Classification "A"

Item: To provide an "Elin" type portable electric welding set, length 3'8" width 1'10" height 3'1" on wheels, or 2'5" without wheels. The welding set is to be permanently stowed at the after end of the Canteen Flat at lower deck level beneath the ladder descending from the Upper Deck.

References: F.O.C.A.P. memorandum No. A.F.1462/1850/28, dated 26th August, 1954.

Navy Office memorandum No. 3780/18/6 (28854), dated 31st October, 1955.

H.M.A.S. CONDAMINE memorandum No. 3/E/1, dated 18th May, 1955.

H.M.A.S. SHOALHAVEN memorandum No. 136/39/2901, dated 19th May, 1955.

Captain P's memorandum No. P/196/15/6018, dated 11th June, 1955.

A.S. FRIGATES (SLOOP)

Class Item No. 526. Classification "A"

Item: To provide an "Elin" type portable electric welding set, which is to be permanently stowed in the Main Refrigeration Machinery Compartment, starboard side, Lower Deck.

References: Navy Office memorandum No. 3780/18/12 (63224), dated 7th May, 1956.

H.M.A.S. WARREGO memorandum No. 108/674 dated 22nd May, 1956.

H.M.A.S. SWAN memorandum No. 151/6 dated 31st May, 1956.

(4283/1/267)

1034.

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

The following item is approved for Destroyers (Battle and Modernised Tribal Classes) and A.S. Frigates (Converted Fleet):

Item: To fit a bracket on a convenient position on a forward screen bulkhead near the centre line of the ship, to allow the watch bell to be shifted forward during fog.

DESTROYERS (BATTLE CLASS)

Class List Item No. 102 Classification "A"

DESTROYERS (MODERNISED TRIBAL CLASS)

Class List Item No. 535 Classification "A"

A.S. FRIGATES (CONVERTED FLEET)

Class List Item No. 536 Classification "A"

Note: This item is applicable to Daring Class Destroyers and Frigates type 12 and will be carried out during construction.

2. Separate action will be taken for H.M.A.S. QUIBERON during conversion.

(4505/91/131)

1035.

MACHINERY - BEARINGS, BALL AND ROLLER - REMOVAL OF PROTECTIVES BEFORE USE.

Ball and roller bearings, except shielded or sealed bearings and certain special bearings for gyro-compasses, supplied as spares, are normally preserved with PX.11, Pattern 1061, Preservative Mineral Jelly - Beeswax, to Specification C.S.2296A, and the information below (in paragraphs 2-6) relates to such bearings. Shielded or sealed bearings are supplied pre-packed with the grease which is to serve as the lubricant in use, and normally preserved externally with the same material; in this case no attempt should be made to clean them before fitting, apart from wiping any grit-contaminated grease from the outside, or removing mechanically any over-coat of mineral jelly type protective that may have been applied.

2. The mineral jelly type protectives, especially the stiffer grades, are not suitable lubricants in themselves for bearings; in some cases complete removal is essential before fitting the bearings, in others some relaxation is permitted as regards initial cleaning.

3. Complete cleaning before fitting is necessary under such conditions as the following:

- a) Where taper roller bearings are used (whether oil or grease-lubricated) to allow correct end-play when fitting.
- b) Where the use of an anti-freezing lubricant is specified, since preservative will become exceedingly stiff at low temperatures.
- c) Where the properties of the lubricant would be seriously altered by admixture with the preservative - e.g. where there is only a small quantity of oil and it might be gelled or have its pour point unduly raised by a proportion of preservative, or where detached particles of preservatives in the lubricant might choke holes or filters before going into solution.
- d) 1) Where grease-lubricated bearings are to be subject to heavy duty, either due to high load and speed conditions or due to high ambient temperatures, i.e. under the conditions under which a soda base grease such as "Energrease HBB" or other high drop point grease is normally required.
- 11) Where, in moderate-duty, grease-lubricated bearings, the construction is such that grease cannot easily be pushed into the working region without first removing the preservative. This applies particularly to bearings having cages located on the inner or outer races. The blocking by preservative of the small clearance between the cage and the race on these bearings may prevent entry of the lubricant and give rise to early cage wear.

4. There are many cases where complete cleaning is not essential, however, and this relaxation is in fact desirable where cleaning is difficult having regard to the risks of contamination and consequent deterioration of the bearing unless meticulous care is taken in cleaning it. The following notes apply to two groups of such cases:

- a) Many oil-lubricated bearings present no problem. The preservative will gradually mix with the lubricating oil and disperse without ill effect. The preservative will, however, normally be cleaned off the outer and inner races for fitting.
- b) In moderate-duty, grease-lubricated bearings, a small amount of preservative left round the balls or rollers and cage will not be likely to be deleterious, as it will work into the lime-base grease which is commonly used as a lubricant under these conditions; in particular, if the bearing is grease fed by a gun at intervals, the mixture will gradually be replaced by fresh grease (see, however, paragraph 3 (d) (11) of this Order.

5. Methods of cleaning are as follows:

- a) The preferred method is to dip the bearings in oil at 160-200 deg. F. (70-90 deg. C), with agitation to disperse the melted preservative. A low viscosity oil is the most suitable (say OM-13), but any new clean mineral oil, up to the viscosity of OMD.110, will be satisfactory. The oil film remaining, particularly if a draining period is allowed, will not interfere with grease subsequently applied.
- b) Trichlorethylene vapour degreasing will also be effective when plant is available. Oiling or greasing (see paragraph 6) should follow whilst the bearing is still warm.
- c) Cleaning in white spirit (or coal tar naphtha, or other solvent) is not so easy or satisfactory, but will often be the only method available. Mechanical disturbance of the film is necessary to help disperse the preservative in the solvent. The lubricant (see paragraph 6) should be applied after allowing a few minutes for draining of the solvent.

6. It is essential for treatment (with new clean mineral oil, new clean grease or the normal Service lubricant specified) to be carried out while the bearing is still warm (paragraph 5 (b)) or as soon as drained of solvent (paragraph 5 (c)) to ensure some preservation of the bearing pending its installation in an equipment for service.

7. Ball and roller bearings packaged at the R.A.N. Central Machinery and Spares Depot are lightly packed with grease L.G.280 and then dipped in Hot Dip Strippable Coating (Gloss-coat). They should be treated before use in a similar manner to bearings preserved with P.X.11.

(The foregoing is the text of A.F.O. 3128/1955 altered to meet R.A.N. conditions.)

(3774/11/40)

1036.

NAVAL STORES (GENERAL) (CLASS F, GROUP 1, PART C) -
BOILER TUBE CLEANING APPARATUS, ELECTRICALLY
DRIVEN - INCREASE IN ALLOWANCE.

To ensure uninterrupted progress of boiler cleaning by the use of two units in one boiler it has been decided to increase the allowances of power driven boiler tube cleaning apparatus to all Ships in Commission fitted with water tube boilers to 2 No. complete sets of a voltage to suit the ships power supply.

2. Where, as in the case of Destroyers, Destroyers and Frigates, this represents an increase of 1 set, the additional allowance is to be treated as a R.A.N. Special Allowance of Naval Stores.

3. Ships in Commission should lodge demands with the appropriate (Superintending) Naval Store Officer to complete to the revised allowance.

(4518/17/232)

1037.

NAVAL STORES (GENERAL) (CLASS E, GROUP 8) - FENDERS.

Introduction of New Design.

It has been decided to introduce a new type of fender pattern 10057, for supply to ships and craft referred to in the Appendix to this Order. Pattern 10057 fenders are in addition to the present allowance of coir fenders pattern 308.

2. The new design fender has a filling of sheet rubber and fabric cuttings contained in a coir matting cover. In use, it resists the tendency to sag, is more resilient, and has a longer life than the pattern 308 fender. However, it has been found to be too solid for use against a small ship's side plating and it must be used only against frames. Handling requires two men who must be under constant surveillance.

3. Coir fenders, pattern 308, will continue to be supplied for ships to which allowed.

4. Supply will be effected to H.M.A. Ships in commission without demand, by the appropriate (8) N.S.O. Demands for pattern 10057 fenders for use on yard craft should be lodged by appropriate Administrative Authority to complete to allowances shown in the Appendix. Dormant demands for H.M.A. Ships in reserve should be prepared by storing yards concerned in the normal manner.

(Navy Order 859 of 1956 is cancelled)

(4512/81/120)

APPENDIX

Ocean Minesweepers
General Purpose Vessels
Tugs
H.M.A.S. WOOMERA
Motor Store Lighters
Motor Water Lighters
Motor Refrigerated Lighters

2 No. each.

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1038.

REVISION OF FORMS.

The undermentioned forms have been revised. When stocks of the existing form are exhausted supply of the new form will be effected on demand.

S.1551B - Report Form for V.H./P, D/P, Calibration.
(3526/12/1639)

A.S.109 - General Mess Menu.
(3526/12/1537)

A.S.244 - Naval Patrol Report.
(3526/12/1669)

A.S.218 - List of Men Recommended for Medal.
(3526/12/1629)

A.S.287 - Firing Point Register.
(3526/12/1670)

A.S.542 - Route Order and Travelling Expense Claim.
(3526/12/1650)

A.S.226 - Form for Assessing the Efficiency of Pilots.
(3526/12/1542)

R.A.N.R.(N.S.) 2 and 2A - Certificate of Service.
(3526/31/81)

A.S.1148J - Report of Failure of Shell above 20 MM,
A/S and Hedgehog Projectiles and Fuzes.
(3526/12/1642)

R.A.N.R.(N.S.) 4 - Certificate of Training - National
Service Act.
(3526/31/75)

A.S.539 - Application for Leave of Absence (Officers)
(3526/12/1612)

2. The following form has been revised. Supply will be effected on demand. On receipt of the new form the existing form is to be destroyed:

S.1325 - Daily Remarks of Mustering Signal Books
(3526/12/1572)

3. The following form has been revised. First supply will be effected without demand. On receipt of the new form the existing form is to be destroyed:

R.A.N.R. 69A White - Record of Service - Officers -
R.A.N.R.
(3526/31/70)

(3526/10/75)

SECTION 6 - SHORE ESTABLISHMENTS

1039.

NAVAL STORES (MOTOR TRANSPORT) - USE OF PLASTIC POLISH FOR PERSPEX WINDOWS IN LAND ROVER VEHICLES.

Investigations of recent accidents in which Land Rovers were involved, reveal that, in some instances poor visibility due to the dulling of the perspex windows was considered a contributing factor.

2. Action should be taken therefore to examine all Land Rovers held in ships and establishments to ensure that vision through the perspex windows is kept clear.

3. In this regard Plastic Polish, Pattern No.1205, referred to in Navy Order 108 of 1956, should be used to reburnish the perspex

(Navy Order 108 of 1956)

(4737/4/535)

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On file

Lord Nelson

C.N.Os. 1040-1053/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

24th October, 1956.

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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1043.	Vaccination and Immunisation.

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SECTION 6 - SHORE ESTABLISHMENTS

1053.	Lifting Appliances - Ropes - Examination.
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RESTRICTED

3

1040-1041

SECTION 2 - PERSONNEL

1040.
INSTRUCTIONAL FILMS AND FILM STRIPS - E820, "NEVADA TESTS" - DISTRIBUTION.

Copies of the Pathe Newsreel item Serial No. E820 "Nevada Tests" 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 Copies</u>
Flinders Naval Depot	1
H.M.A.S. PENGUIN	1
H.M.A.S. LEEUWIN	1.

2. This film shows the effects of heat and blast of an Atomic Weapon exploded in the Nevada Desert. Running time 5 minutes, 1 spool.

(The foregoing is the text of A.P.O. 2250/1956 altered to meet R.A.N. conditions.)

(4518/61/660)

1041.
INSTRUCTIONAL FILMS AND FILM STRIPS - MN. 9318A, MN. 9318B, AND MN. 9318C, "MEDICAL ASPECTS OF HIGH INTENSITY NOISE" (PARTS 1 TO 3) - DISTRIBUTION.

Copies of the U.S. Navy instructional film Serial Nos. MN. 9318A, B and C "Medical Aspects of High Intensity Noise" (Parts 1 to 3) 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>
H.M.A.S. MELBOURNE (for use between the two carriers)	1
R.A.N. Air Station, Nowra	1.

2. Details of the film are as follows:

Main Title - "Medical Aspects of High Intensity Noise"

Sub-Titles -

- MN. 9318A (Part 1) - General Effects.
- MN. 9318B (Part 2) - Prevention of Hearing Losses.
- MN. 9318C (Part 3) - Ear Defence.

(4518/61/656)

1042.

OFFICERS AND RATINGS OF THE T.A.S. BRANCH - AURAL STANDARDS AND AURAL CARE.

Navy Order 727 of 1956 is to be amended as follows:

Paragraph 2. After "T.A.S. specialist qualifications" insert "(U.C. rates only)".

Paragraph 3. After "T.A.S. Branch" insert "(U.C. rates only)".

2. Navy Order 475 of 1953 is hereby cancelled.

(Navy Order 457 of 1953)

(4002/12/67)

1043.

VACCINATION AND IMMUNISATION.

Paragraph 1 of Navy Order 830 of 1955 is to be amended as follows:

For "Q.R. & A.I., Articles 1464 and 1465" read "Q.R. & A.I., Articles 4264 and 4265".

(4018/5/129)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1044.

CLINOMETERS FOR GUNNERY AND UNDERWATER WEAPON PURPOSES.

The Appendix to Navy Order 828 of 1956 is to be amended as follows:

In column 3 alongside H.M.A.S. KUTTABUL delete "-" and substitute "Nil".

In all columns under (For Tuning and Testing Team) add:

1	2	3	4	5
C.S.T., F.N.D. (for "L" and "G" Schools)	-	1 each	-	-

(4429/99/114)

1045.

TORPEDO PERFORMANCE REPORT - TORPEDOES, MARK 9**.

It has been decided that reports of unsatisfactory running of Mark 9** Torpedoes now rendered on Form A.S. 1613 are no longer required, except as in paragraph 2.

2. If local investigation does not reveal the cause of an unsatisfactory run a report is to be rendered through the Administrative Authority to the Naval Board for D.O.U.W. with a copy to the Captain, H.M.A.S. WATSON, which is to include the following details:

- Identification of Torpedo and Head fitted.
- Narrative of incident.
- Opinion as to cause of incident.

3. Loss of Torpedo.- It is emphasised that the above arrangements refer to incidents of unsatisfactory running only; should a torpedo be lost the present procedure, including the rendering of Form A.S. 1613, is to be followed. Reports on this form should be classified RESTRICTED.

4. Other Marks of Torpedo.- The present arrangements for reporting on the performance of torpedoes other than Mark 9** are to remain in force.

5. Admiralty has advised that B.R.1699(3/51) will be amended in due course.

(The foregoing is the text of A.F.O. 2476/1956 altered to meet R.A.N. conditions.)

(4431/14/35)

1046.

TORPEDO STORES - DRUM ST. NO. T625 AND TUBE ST. NO. T626 - INTRODUCTION.

A tail oil catcher has been introduced into service; it has been designed to prevent oil splashes round the torpedo compartments during the running of torpedo engines in the course of routines carried out on board H.M.A. ships.

2. The tail oil catcher consists of a tube and a drum. One end of the tube fits into the tail of the torpedo and the other end into the drum.

3. The items will be accounted for as follows:

Section II

DRUM, exhaust oil, tail St. No. T625.
TUBE, for use with drum (St. No. T625) St. No. T626.

4. Issues to service will be made as indicated below, viz:

Drum St. No. T625 and Tube St. No. T626

1 of each to each -

Cruiser
Destroyer.

5. Demands to complete to the approved allowances should be made on the nearest Torpedo Depot.

(The foregoing is the text of A.F.O. 2150/1956 altered to meet R.A.N. conditions.)

(4427/721/38)

1047.

ACTION MESSING RESERVE STOWAGES.

An Action Messing Reserve consisting of 10 days' requirements of Tinned Meat, Biscuit, and Tinned Fruit is to be carried, dispersed above the Datum Deck, by all H.M.A. ships in war.

2. Allowances are based on a daily ration of 8 ounces Preserved Beef, 8 ounces Biscuit, and 1/4 tin of Fruit per man.

3. In war, the following stowages are to be provided:

- a) TRIBAL CLASS DESTROYERS. A total of 210 cubic feet, in 4 in No. wire mesh lockers, one on the Galley Flat, Upper Deck forward, abaft the Main Wireless Office, one in the After Superstructure Lobby, Upper Deck, forward of the Medical Store, one on the starboard side of the air cooling unit on the after upper mess deck, frames 47-48, and one inside the door port side of the Metadyne Room, frames 165-166.
- b) BATTLE CLASS DESTROYERS. A total of 200 cubic feet in 2 in No. wire mesh lockers, one on port side upper deck against screen of Diesel Maintenance Workshop, the other abreast the funnel on Upper Deck.
- c) A.S. FRIGATES - TYPE 15 - CONVERTED FLEET. A total of 150 cubic feet, portion stowed in the V/8 Spare Gear Store, frames 42 1/2-43 1/2 starboard Forward Superstructure Deck, the remainder in a new wire mesh locker 53 1/2-56 1/2 centre line, Forecastle Deck.
- d) A.S. FRIGATES - MOD. RIVER. A total of 110 cubic feet in new wire mesh locker to be built in the after port corner of the old D/C Workshop, 95-97 Upper Deck.
- e) A.A. FRIGATES - MOD. RIVER. A total of 150 cubic feet in 2 in No. wire mesh lockers, one at 91-93 1/2 starboard, Upper Deck, the other at 42-44 starboard, Forecastle Deck.
- f) A.S. FRIGATES - SLOOP. A total of 94 cubic feet in 2 in No. wire mesh lockers, one at frame 77 starboard, Upper Deck immediately aft of new E.R.A.'s Mess, the other at frames 58 1/2-60 centre line, Forecastle Deck.
- g) DARINGS. A total of 240 cubic feet in 12 lockers, each of 20 cubic feet capacity, fitted in Crew's Dining Halls and Sleeping Spaces, Upper Deck.
- h) H.M.A.S. SYDNEY. A total of 1000 cubic feet in 4 in No. wire mesh lockers, each 8'-0" x 8'-0" x 4'-0" on Hangar Deck.
- j) H.M.A.S. MELBOURNE. A total of 1150 cubic feet in 4 in No. wire mesh lockers, each 9'-0" x 8'-0" x 4'-0" on Hangar Deck.
- k) O.M.S. A total of 60 cubic feet in 2 in No. wire mesh lockers, each 5'-0" x 3'-0" x 2'-0", one at Forecastle Deck level in Captain's Lobby, starboard side, the other at Upper Deck level, port side aft, below ladder leading from mine-sweeping deck to boat deck.

- l) BOOM WORKING VESSELS. A total of 34 cubic feet in 2 in No. wire mesh lockers, each of 17 cubic feet capacity, under port and starboard ladders from Upper Deck to Bridge Deck.
- m) H.M.A.S. KOOKABURRA. A total of 20 cubic feet in 2 in No. wire mesh lockers, each of 10 cubic feet capacity, sited on Upper Deck.
- n) FLEET TUGS. Existing 24 cubic feet capacity locker on Upper Deck.

4. Commanding Officers are to include arrangements in their organisation for war to meet the above requirements.

5. In view of the additional weight of Action Messing Reserve provisions, compensation or ballasting will be required in all H.M.A. ships. Instructions in this regard will be issued when necessary.

(4275/1/16)

APPENDIX I

ACTION MESSING RESERVE

Based on D.G.S. Recommendation dated 17/7/56.

1047

1	2	3	4	5	6	7	8	
Class	War Complement	Cub. Ft. Stowage at 67 Cub. Ft. per 100 men	Gross Weight at 1800 lbs/67 Cub. Ft.	Estimated Weight of Lockers or Battsens, etc.	Total Weight Lbs.	Location	Height A.B.L. - Feet	
Tribals	309	208	5580	420 lbs.	6000	On upper deck in 4 in No. lockers: 1 Galley Flat 1 After upper mess deck 1 After Superstructure Lobby 1 After Metadyne Room	26.5	
Battles	294	201	5400	400	5800	68 1/2-70 P. Upper Deck 65 1/4-66 1/2 Upper Deck abreast funnel	26	
A.S. Frigates (Converted Fleet)	220	148	3960	1320	100	1420	V/8 Spare Gear Store 42 1/2-43 1/2 S. For'd S/S Deck.	39.5
				2340	210	2550	55 3/4-56 1/2 centreline fore. deck.	33

A.S. Frigates (Mod. River)	161	107	2880	270	3150	After P. corner in old D/C workshop 95-97 upper deck.	21.5	
A.A. Frigates (Mod. River)	219	148	3960	1980	200	2180	91-93 1/28. upper deck	20.5
				1980	200	2180	42-448. FX deck	28
A.S. Frigates (Sloop)	135	94	2520	1260	150	1410	778. Upper deck	20.5
				1260	150	1410	58 1/2-60 centreline FX deck	27.5
Darings	327	220	5940	670	6610	12 lockers each 20 cub. ft. fitted in crew's dining halls and sleeping spaces, upper deck	26	
H.M.A.S. SYDNEY	1440	965	25,920	4000	29,920	4 lockers each 8'-0" x 8'-0" x 4'-0" hangar deck	41.5	
H.M.A.S. MELBOURNE	1620	1086	29,160	4200	33,360	4 lockers each 9'-0" x 8'-0" x 4'-0" hangar deck	41.5	

1047

1	2	3	4	5	6	7	8
Class	War Complement	Cub. Ft. Stowage at 67 Cub. Ft. per 100 men	Gross Weight at 1800 lbs/67 Cub. Ft.	Estimated Weight of Lockers or Battsens, etc.	Total Weight Lbs.	Location	Height A.B.L. - Feet
O.M.S.	90	60	1620 810	90	900	2 in No. lockers 5'-0" x 3'-0" x 2'-0". One at PX deck level in captain's lobby stb'd. side, the other at upper deck level below ladder, port side aft, leading from mine-sweeping deck to boat deck.	24 16
Room Working Vessels	45	34	900	90	990	2 in No. lockers each 17 cub. ft. under P & B ladders from upper deck to bridge deck.	18
KOCKABUERA	25	20	540	60	600	2 in No. lockers 3'-6" x 3'-0" x 1'-0" on upper deck.	16.5
Fleet Tugs	45	Use existing 24 cubic feet capacity locker on upper deck vide H.M.A.S. SPRIGHTLY letter 2/2/13 dated 21/9/54 which states NIL compensation required.	600	NIL	600		

1048.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) - TAPES, RUSTLESS STEEL, FOR SOUNDING WATER TANKS.

Rustless steel tapes, 20 ft. long, weighted at one end, for sounding water tanks are to be accounted for as Pattern Number 12268 in future.

2. The existing allowances to H.M.A. ships remain unaltered.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 1974/1956 altered to meet R.A.N. conditions.)

(4506/12/397)

1049.

NAVAL STORES (GENERAL) - HAND TOOLS AND PORTABLE POWER TOOLS.

In order to review the allowances and quality of hand tools and portable power tools supplied to H.M.A. ships, shore establishments and dockyards a Hand Tools and Portable Power Tools Committee has been formed comprising the following:

Staff Officer (E) to P.O.I.C., E.A. (Chairman)

Fleet Engineer Officer

Representative of G.M., G.I.D.

Eng. Officer, Reserve Ships, Sydney

O.I.C., C.M.S.D.

Representative of S.N.S.O., Sydney

2. The terms of reference of this Committee are as follows:

- To advise the Naval Board on the policy for, and all matters pertaining to hand and portable power tools for use in H.M.A. ships, dockyards and shore establishments.
- To examine and propose any changes considered desirable in type, allowance and stowage of hand and portable power tools at present in use in the R.A.N.
- To review existing Specifications and propose amendments or prepare new Specifications where considered necessary.
- To acquaint themselves with new development and designs of hand and portable power tools and arrange for practical tests where necessary before recommending the adoption of such tools.
- To make recommendations for rationalising and standardising hand and portable power tools. In this capacity they will collaborate with the Working Party on the standardisation and rationalisation of hand tools of the Standardisation Committee of the Joint War Production Committee.

3. Tools which have proved defective under conditions which may be considered fair and normal to the type of tool concerned should be returned to the Superintending Naval and Air Store Officer, Sydney, and a report forwarded to the Secretary, Hand Tools and Portable Power Tools Committee, Garden Island, with the following details:

- a) Pattern No. and description of defective item.
- b) Name of manufacturer and date of manufacture (if known).
- c) Description of, and circumstances under which defect occurred.
- d) Length of service prior to defect.
- e) Serial No. of Form A.S. 331 on which tool was returned.
- f) Any other comments.

4. The Superintending Naval and Air Store Officer, Sydney, will retain the defective tool and make it available to the Committee if necessary for inspection and test.

5. Gardening tools and specialised tools such as those required for Naval Air Arm purposes are not included in the Committee's terms of reference and any requests to examine such items should be forwarded to the Naval Board.

(3406/14/64)

1050.

NAVAL STORES (GENERAL) - TORPEDOES - REPLACEMENT OF OIL, TORPEDO, LUBRICATING, TYPE "U" (O.C. 338), PATTERN 4531 BY OIL, L.P.P., PATTERN 7590.

To ensure satisfactory arcticisation of 18 in. and 21-in. torpedoes, it has been decided to introduce Oil Torpedo Lubricating Type L.P.P., Pattern No. 7590, into the Rate Book and Authorised List of Naval Stores under Class E, Group 9.

2. Details of First Outfit and Emergency Stock quantities will be promulgated later. In the meantime, demands for oil, Pattern 7590, should be rendered on Storing Yards as necessary.

3. Oil T.L.U. Pattern No. 4531 (O.C. 338) will still continue to be used for other purposes.

4. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.P.O. 2313/1955 altered to meet R.A.N. conditions.)

(4512/90/170)

1051.

TOOL KITS FOR TRADESMEN RATINGS - CHARGES FOR LOSSES.

With reference to Navy Order 180 of 1956, variations to replacement costs of tools referred to therein are as follows:

Pattern No.	Description	Amended Replacement Costs
		£ s. d.
155	Bevel, Carpenters	14. 3.
226	Bits, Centre 1 1/4"	4. 1.
7572	Bits, Swiss 3/16"	3. 3.
2065	Boards, for Drills	10. 6.
196	Braces, carpenters	2.18. 6.
330	Calipers, outside 4"	3. 4.
332	" " 8"	8. 3.
336	" inside 4"	3. 4.
338	" " 8"	9. 6.
341	" inside Spring 6"	10. 0.
342	" Jenny 6"	10. 0.
358	Chisels, cold 1/4" x 7"	2. 0.
373	" " flat 1/2" x 6"	2. 6.
376	" " 3/4" x 8"	2. 6.
385	" " 1" x 10"	4. 1.
392	" " half-round 1/8" x 4"	2. 5.
404	" firmer, handled 1/4"	4. 6.
406	" " 1/2"	4. 6.
410	" " 1"	6. 8.
411	" " 1 1/4"	7. 6.
424	" mortice, handled 3/8"	6.10.
432	" paring, " 3/4"	8.11.
433	" " 1"	8. 1.
435	" " 1 1/2"	9. 9.
465	Clamp, Toolmakers 3"	11. 9.
480	Cleaners, File	3. 9.
574	Dividers, Spring, 6"	9.11.
607	Drifts, copper 1/4" x 6 1/2"	1.10.
609	" " 1/2" x 6 1/2"	2.11.
647	Drills, Stock, breast	2.17. 6.
648	" " hand	1. 7. 3.
759	Files, flat, bastard 10"	2.10.
767	" " second cut 8"	2. 3.
793	" half-round, smooth 8"	3. 6.
862	" square, bastard 8"	2. 1.
887	" three square, bastard 6"	2.10.
2173	Frames, Hacksaw, adjustable	11. 4.
1051	Gauge, carpenters' mortice marking	9. 9.
1276	Hammers tinmens' R & S, face 1 lb.	9. 4.
1280	Hammers, watchmakers, 2 oz.	6. 0.
1473	Irons, soldering, 12 oz.	7. 2.
1527	Knives, putty	4. 9.
7587	" sheath	16. 9.
1652	Nippers, cutting	5. 6.
2391	Palms, roping	15. 0.
2392	Palms, seaming	15. 0.
1694	Pincers, carpenters	4. 0.
1712	Planes, jack	1.16. 4.
1714	Planes, rabbet	11.11.
1716	" smoothing	1. 6. 5.
1841	Pliers, round nose, 4"	2. 6.

Pattern No.	Description	Amended Replacement Costs	
		£	s. d.
1850	Pliers, side-cutting insulated handled	7.	0.
1853	" snipe-nose, 8"	5.	9.
1865	Prickers, Ice, 6"	4.	0.
1960	Punches, Roving 3/16"	5.	0.
1961	" " 1/4"	5.	0.
2019	" tinnans 3/4"	8.	0.
2020	" " 1"	10.	6.
2034	" wad, 3/4"	4.	9.
2036	" " 1"	11.	9.
2040	" " 1 1/2"	1.	8. 9.
2226	Scrapers, half-round, 6" (Engineers)	6.	3.
2227	Engineers, half-round 8"	6.	2.
2230A	" " " 3"	3.	9.
2249	Screwdrivers, cabinet 3"	2.	0.
2251	" " 6"	3.	6.
2282	" new perfect 6 1/4"	3.	6.
2311	Scriber, fitters, 7"	2.	4.
2371	Snaps, hand 1/4" x 4 3/4"	7.	3.
2390	Snaps and set-ups 3/16"	5.	3.
2420	Spanners, adjustable 9"	7.	2.
2421	" " 11"	16.	3.
2470	" double ended 1/8" x 3/16"	4.	6.
2471	" " 3/16" x 1/4"	4.	6.
2473	" " 5/16" x 3/8"	5.	0.
2475	" " 7/16" x 1/2"	6.	6.
2477	" " 1/2" x 9/16"	7.	6.
2478	" " 5/8" x 11/16"	10.	9.
2481A	" " 3/4" x 7/8"	1.	2. 11.
4301	B.S.W., D.E. bihexagonal 1/4" x 5/16"	9.	9.
4302	Spanners, " " 3/8" x 7/16"	8.	0.
4303	Spanners, " " 1/2" x 9/16"	15.	11.
4304	Spanners, " " 5/8" x 3/4"	1.	2. 6.
2533	Spokehaves, 2 1/2"	7.	3.
2535	Square, carpenters	7.	9.
2545	" smiths 24" x 12"	1.	1. 0.
2599	Stamps, steel 1 - 0	2.	0. 0.
2909	Tools, tinsmiths, grooving, 3/16"	7.	9.
2910	" " 1/4"	8.	9.
2911	" " 5/16"	9.	0.
2912	" " 3/8"	9.	9.
2924	Trowels, pointing	9.	0.
2970	Vice, pin, No. 3, Starratt	13.	3.
3003	Wedge, steel, 1" x 2 5/8"	3.	6.
5012A	Wrenches, crescent type, 4"	7.	0.
3020	" pipe, 6"	3.	9.
7583	Boxes, steel tool	5.	6. 0.
3807	Kettles Paint 1 quart	1.	6.
3808	" " 2 "	1.	9.
760	Files, Flat Bastard 12"	4.	7.
		(in lieu of Patt. No. 763)	
773	" " 2nd Cut 6"	2.	4.
792	" half-round, smooth 6"	2.	10.

Pattern No.	Description	Amended Replacement Costs	
		£	s. d.
798	Files, hand, bastard, 6"	1.	11.
808	" " 2nd cut, 8"	2.	10.
846	" round, bastard 4"	1.	11.
848	" " 8"	2.	1.
	Locks, Padlock, Lockwood type 245A	13.	10.
7588	Planes, fore, 18" long 2 3/8" cutters	2.	15. 0.
H1912	Punches, parallel Pin 1/16"	1.	6.
H1913	" " 3/32"	1.	6.
H1915	" " 3/16"	1.	6.
H1916	" " 1/4"	2.	0.
2027	" Wad 1/4"	1.	5.
2030	" " 1/2"	2.	8.
2474	Spanners double ended 3/8" x 7/16"	5.	3.
7590	Punches, Centre Automatic	15.	3.
7006	Stones Oil Washita 8" x 2" x 1"	19.	9.
	" Carb. Coarse 7" x 2" x 1"	11.	0.
	" " 4" x 1 3/4" x 1/2"	5.	3.
	" " 4" x 1" x 1/2"	4.	6.
	" " Fine 4" x 1 3/4" x 1/2"	5.	3.
	" " 4" x 1" x 1/2"	4.	6.

(Navy Order 180 of 1956)

(5606/18/27)

SECTION 4 - DENTAL STORES, MEDICAL STORES, VICTUALLING STORES

1052.

VICTUALLING STORES - SAFETY EQUIPMENT - FLYING CLOTHING - KNIFE FOR USE IN EMERGENCY - REVISED ARRANGEMENTS.

Investigations at the R.N. Safety Equipment and Survival Training School have shown that a knife is of no assistance to aircrew in dealing with accidental inflation of dinghies. Accidental inflation of the lifejacket stole can easily be remedied by depressing the oral inflation valve.

2. In these circumstances and in view of the snagging danger of additional equipment, it has been decided to discontinue the present arrangements (set out in Navy Order 478 of 1954 - Victualling Stores - Safety Equipment - Flying Clothing - Knife for use in Emergency) for fitting daggers to all aircrew lifejackets.

3. "Q" Type operating heads for gas cylinders which are less liable to inadvertent inflation will be introduced gradually. In the meantime the attention of all aircrew is to be drawn to this Order, after which they may continue to wear knives at present fitted to lifejackets or may have them removed by Safety Equipment personnel as they wish.

4. Aircrew lifejackets issued in future should not be fitted with knives except at the request of individual aircrew whose attention should first be drawn to the terms of this Order.

5. In any event, knives may not be carried by aircrew unless they are fitted to lifejackets by Safety Equipment personnel in accordance with the Appendix to this Order.

(The foregoing is the text of A.P.O. 2103/1956 altered to meet R.A.N. conditions.)

(Navy Order 478 of 1954 is hereby cancelled)

(4533/9/21)

APPENDIX

FITTING OF DAGGERS TO AIRCREW LIFE-
JACKETS

MATERIALS

<u>Vocab. No. of Stores Ref. No.</u>	<u>Nomenclature</u>	<u>Denom.</u>	<u>Quantity</u>	<u>To be Demanded From</u>
47371	Dagger from Knife, Emergency Equipment.	No.	1	S.V.S.O., Royal Edward Victualling Yard, Sydney.
47113	Gabardine, orange.	Pieces 6-in. x 3-in.	As re- quired	
21949	Webbing, elastic black, 3/4-in.	Yds.	As re- quired	
32B/23	Leather, Basil.	Yds.	As re- quired	
15A/181	Thread, scarlet locking.	Yds.		Naval Store Officer (Air), Randwick.
32B/648	Thread, No. 18	4 oz. Cops	As re- quired	
15A/585	Thread, khaki, silk.	Yds.	As re- quired	
32A/105	Cord, 4 oz.	1 lb. Cops	As re- quired	

2. INSTRUCTIONS FOR FITTING.

a) Construction of Sheath.

- 1) Place the dagger lengthwise onto the centre of a piece of Basil leather, size 4 1/2-in. x 1 1/2-in. with the point 1/2-in. from one end.
- ii) Place a further piece of leather 3 1/2-in. x 2-in. on top of the dagger with the bottom end in line with the first piece of leather.
- iii) Shape and mark the top piece of leather around the outline of the blade of the dagger to form a closely fitting sheath.
- iv) Remove the dagger and stitch over the markings using No. 18 thread.

- v) Trim the upper piece of leather where necessary to the shape of the lower.
 - vi) Replace the dagger and using No. 18 thread stitch a length of 3/4-in black elastic to the top of the sheath which will act as a retaining becket across the handle of the dagger.
- b) Sheath Patch.
- i) Remove the dagger and place the sheath onto a piece of orange gabardine of sufficient size to allow an overlap of 1/2-in. all round.
 - ii) Using No. 18 thread attach dagger sheath to the centre of the patch by a single row of stitching around the sheath 1/4-in. from the edge.
- c) Removal of CO₂ Cylinder Pocket and Backing.
- i) Remove CO₂ cylinder from lifejacket.
 - ii) Unpick stitches and remove cylinder pocket and backing complete.
 - iii) Unpick stitches and remove cylinder pocket from backing.
 - iv) Unpick stitches and remove the tapes from cylinder pocket.
- d) Re-attachment to Lifejacket.
- i) Re-attach the tapes to the other side of the cylinder pocket opening, using thread, khaki, silk.
 - ii) Using thread, khaki, silk, re-attach the cylinder pocket to the backing, but with the open end level with one end of the backing.
 - iii) Place the sheath patch on the other side of the backing with the point of the sheath about 1-in. from the pocket opening end and using thread No. 18 attach by stitching around the edge of the gabardine, tucking the surplus material underneath.
 - iv) Using thread, khaki, silk, re-attach the backing to the lifejacket, in a position 1-in. higher than its original position, by stitching along the complete length of that side of the backing which is farthest from the zip closure of the cylinder pocket so as to bring the sheath to the front when the life-jacket is worn.
- e) Attachment of Dagger Lanyard.
- i) Make a hole with countersunk ends through the top of the dagger handle to take 4 oz. cord.
 - ii) Thread a 4-ft. length of 4 oz. cord through the hole, knotting it either side of the handle so that the knots recess into the holes countersunk for this purpose.
 - iii) Using 6 turns of No. 18 thread, secure the free end of the lanyard to the backing above the closed end of the pocket.

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1052-1053

- iv) Beeswax both ends of the cord.
- v) Flake lanyard neatly and attach to the backing above the cylinder pocket with two stitches of scarlet locking thread.
- vi) Place the dagger in the sheath.

SECTION 6 - SHORE ESTABLISHMENTS

1053.

LIFTING APPLIANCES - ROPES - EXAMINATION.

H.M.A. Dockyards and Establishments, and H.M.A. Ships

An accident occurred recently in the Royal Navy involving the lifting rope of the 5-ton auxiliary hoist of a 20-ton Electric Crane. The rope failed in service due to rusting of the wire, and perishing of the splice serving inside the ponder-ball.

2. Where the hoisting ropes of lifting appliances are enclosed for any part of their length by a ponder-ball, guard or similar covering, this covering is to be removed on each occasion that an examination of the rope is carried out, in order that the whole length of the rope may be exposed for inspection and preservation, as necessary.

3. Admiralty has advised that Home Dockyard Regulations are being amended accordingly.

(The foregoing is the text of A.P.O. 2430/1956 altered to meet R.A.N. conditions.)

(4227/1/14)

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

25th October, 1956.

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

By direction of the Naval Board,

Thos Hawkins
Naval Officer in Charge
3 - DEC 1956
SOUTH-EAST AUSTRALIAN AREA

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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1064.	Wrist Chronographs Pattern H.S. 9 - Accounting, etc.
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1065.	Motor Transport - Accidents when Reversing Vehicles.

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SECTION 1 - ADMINISTRATIVE AND GENERAL

1054.

H.M.A.S. WALRUS - COMMISSIONING AS TENDER TO H.M.A.S. WATSON.

H.M.A.S. WALRUS has been commissioned as a tender to H.M.A.S. WATSON.

2. Navy Order 386 of 1956 is hereby cancelled.

(Navy Order 386 of 1956)

(3212/28/29)

SECTION 2 - PERSONNEL

1055.

APPLICATIONS FROM R.A.N. RATINGS FOR PERMISSION TO APPLY FOR COMMISSIONS IN OTHER FIGHTING SERVICES.

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

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

3. It has been arranged that agreement at Departmental level will be reached before a candidate from one Service is permitted to appear before an Officer Selection Board of another Service. Accordingly, applications from Naval personnel are to be forwarded to the Naval Board with the Commanding Officer's recommendations and any remarks he may consider necessary. The recommendations should normally cover the educational ability of the man to pass an officer's course and his potential qualities as an officer.

4. The present general shortage of personnel in the Royal Australian Navy may however preclude an application from being forwarded to the appropriate Service Department. It should be remembered that much time and effort is expended on instructing personnel for naval duties, and it is considered that as a man had a choice of Fighting Service when he enlisted, he should remain with the Service of his selection unless exceptional circumstances exist to indicate otherwise.

5. If a rating can be released from his engagement in the Royal Australian Navy and he is considered suitable, his application will be forwarded to the Service concerned, which in due course will make its own decision regarding the applicant's suitability for entry as an officer after his appearance before a Selection Board.

6. Navy Order 265 of 1953 and A.C.N.E. 119F are hereby cancelled.

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

(Navy Order 265 of 1953)

(4001/10/38)

1056.

BOOKS - LIBRARIES - CENTRAL REFERENCE LIBRARIES -
ADDITIONS.

With reference to Navy Order 624 of 1955, a list of the books added in the quarter ending 30th September, 1956, to Central Reference Libraries held in H.M.A. Ships CERBERUS, PENGUIN and ALBATROSS is shown in Appendix hereunder.

(Navy Order 624 of 1955)

(4575/52/40)

<u>Classification and Author</u>	<u>APPENDIX Title</u>	<u>Where Held</u>
<u>Religion</u>		
Aradi	The Popes - The History of How They are Chosen, Elected and Crowned.	C.
Phillips	The Church Under the Cross.	C.
<u>Social Sciences</u>		
Whittington	Ring the Bells - A Dictionary of Australian Federal Politics.	A.C.P.
Lang	I Remember.	P.
Strachey	Contemporary Capitalism.	C.
Wood	A Simple Guide to Shareholding and Company Accounts.	P.
Croome	Introduction to Money.	A.
Rinsig	The Economic Consequences of Automation.	P.
Dunsdorfs	The Australian Wheat-growing Industry 1788-1948.	P.
Brierly	The Law of Nations.	C.P.
Slessor	The Central Blue.	A.
Campbell	Customs and Traditions of the Royal Navy.	P.
Zilliacus	From Pillar to Post.	C.
Ellis	A Picture History of Railways.	P.
Wilson	The Big Ships.	P.
Davis	Deep Diving and Submarine Operations.	P.
Bolton	The Complete Book of Etiquette.	A.C.P.
<u>Pure Science</u>		
Hogben	Men Must Measure - The Wonderful World of Mathematics.	A.C.
Heineman	Plane Trigonometry.	A.
Sidgwick	Amateur Astronomers Handbook.	C.
Alter and Clemenshaw	Pictorial Astronomy.	A.

Classification and Author

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Title

Where Held

Pure Science (Cont'd.)

Schroeder	Practical Astronomy.	A.
Wylor, Amos and Polgreen	The Golden Book of Astronomy.	P.
Clarke	The Exploration of Space.	C.
Moore	The Planet Venus.	P.
Payne - Gaposchkin	Stars in the Making.	P.
Burton	The Art of Astronomical Navigation.	P.
Titterton	Facing the Atomic Future.	C.
Pettersen	Weather Forecasting and Analysis, Vol. I - Motion and Motion Systems.	A.
Harris	Naturecraft in Australia.	A.
Ceram	Narrow Pass - Black Mountains - The Discovery of the Hittite Empire.	P.
Poulsen	Poulsen on the Rose.	A.C.
Park	Collins Guide to Roses.	P.

Applied Science

Heeming	Mankind Against the Killers.	C.
Winn	The Quest for Healing.	A.
Taylor (ed)	Scientific Wonders of the Atomic Age.	A.
Amos and Birkinshaw	Television Engineering Vols. I and II.	A.
Churn	Television Broadcasting.	A.
Norris	Principles of Electricity Illustrated.	C.
Nelkton	Principles of Technical Electricity.	A.
Seeley	Radio Electronics.	C.
Coblentz and Owens	Transistors, Theory and Application.	C.
Bevitt	Transistors Handbook.	C.
Marshall	TV Installation Techniques.	A.
Judge	Modern Petrol Engines.	P.
Smith	Gas Turbines and Jet Propulsion.	A.
Bower	The Book of the Lath.	C.
Taylor	Model Power Boats.	C.
Crawford (ed)	Farm Handbook.	P.
Gillespie and Hathaway	A Textbook of General Agriculture.	A.
Bear	Soils and Fertilisers.	A.
Yeomans	The Keyline Plan.	A.
O'Loughlin	Beef Cattle in Australia 1956.	P.
Bowen	Wool Away - The Technique and Art of Shearing.	A.
Wallis	Australian Timber Handbook.	A.
Allen	Pistols, Rifles and Machine Guns.	C.
Young	Home Decorations and Repairs.	A.
-	Australian Picture Handyman.	C.P.
<u>Arts and Recreation</u>		
Venturi	Four Steps Towards Modern Art.	C.
Hobbs	Drawing for Advertising.	C.
Taubes	Practical Anatomy of the Human Figure.	A.
Windisch	The Manual of Modern Photography.	A.
Cox	Photographic Optics.	A.
Cocle	Colour Prints.	A.
Bond	Kodachrome and Ektachrome.	A.

	<u>Title</u>	<u>Where Held</u>
Marsh	Toscanini and the Art of Orchestral Performance.	C.
Whiteaker- Wilson	How to Enjoy Music.	C.
Lambourne	Staging the Play.	A.C.
Patterson	The Complete Lawn Tennis Player.	C.
Von Nida	Golf my Business.	A.
Munrow	Pure and Applied Gymnastics.	C.
Kardross	Sabre Fencing.	P.
Hampton	The Master Diver and Underwater Sportsman.	A.P.
Carrier	Dive - The Complete Book of Skin Diving.	P.
<u>History</u>		
Churchill	A History of the English Speaking Peoples, Vol. I.	A.C.P.
Wheeler, Kostbade and Thoman	Regional Geography of the World.	C.
Leithauser	Worlds Beyond the Horizons.	C.
James	Coast of the Sun - Travels in Portugal.	A.
Welshman	Holiday in Greece.	C.
Dutton	Africa in Black and White.	C.
Mann	Joseph and His Brothers.	C.
Seelig	Albert Einstein.	A.
Clark	The Changes of China.	A.
Mendes- France	The Pursuit of Freedom.	C.
Keyes	Geoffrey Keyes V.C., M.C.	P.
Dombrowski	Mussolini - Twilight and Fall.	A.
Lamb	Franklin - Happy Voyager	P.
Ervine	Bernard Shaw - His Life, Work and Friends.	P.
Deanealy	A History of Early Medieval Europe 476-911.	C.
Smail	Crusading Warfare.	P.
Poliakov	Harvest of Hate.	C.
Pine	The History of the Peerage.	P.
Werth	France 1940-1955.	P.
Charques	A Short History of Russia.	A.
de Grunwald	Peter the Great.	C.
Heilbrunn	The Soviet Secret Services.	P.
Wiskemann	Germany's Eastern Neighbours	C.
Price	A History of Turkey.	A.
Arnold	Cyprus Challenge.	A.
Haines (ed)	Africa Today.	A.

1057.

H.M.A.S. LONSDALE II - DISPOSAL OF CANTEENS FUND
 ON PAYING OFF.

(Included in Notice Board Issue only).

(4814/11/11)

1058.

PRIZES - HERBERT LOTT NAVAL TRUST FUND PRIZE FOR
 PILOTS - 1956 COMPETITION.

Under the Herbert Lott Naval Trust Fund an annual prize is now being made available to R.N. and R.N.V.R. officers serving as Pilots, in substitution for the Henry Leigh Caralake Prize, which has now reverted to its original purpose as a prize for Observers. Officers of the Commonwealth Navies are eligible to receive this prize.

2. This prize will be awarded annually to the Pilot who has completed his training as such and who, in the opinion of the Admiralty, submits the best essay on a subject (specially set by the Admiralty each year) dealing with the work and development of the F.A.A. It will not be awarded more than once to the same officer, and may be withheld if no essay of sufficient merit is submitted.

3. The prize will consist of a cash sum of £30 and competitors are required to prepare an essay on the following subject:

"When air-to-air guided weapons are fitted in fighter aircraft, new methods of training their pilots will have to be devised since the opportunities and, indeed, the need for practice firings may well be less. It may even be difficult to avoid the lowering of morale which results from under employment.

Discuss the problem of the training and employment of fighter pilots of the future and suggest ways in which it might be solved."

Essays for this competition must reach the Admiralty by 15th December, 1956, and must be classed as Confidential.

4. The authorship of the essays must be strictly anonymous. Each competitor must adopt a motto and enclose with his essay a sealed envelope with his motto typewritten on the outside and his name and address inside. Essays are to be treated as confidential.

5. This Order should be brought to the notice of all pilots serving in the F.A.A.

(The foregoing is the unaltered text of A.P.O. 2614/1956.)
 (4813/4/31)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1059.

SPARE PARTS FOR AUTO-ELECTRICAL GUNNERY EQUIPMENT -
 REVISION OF ALLOWANCES CARRIED IN SHIPS' "C" SETS.

H.M.A. Ships and Fleet Shore Establishments

Investigation into the usage of spare parts for Auto-Electrical Gunnery Equipment shows that a reduction in the allowances of certain items can be made in the "C" sets.

2. Details are given in the Appendix to this Order.

3. Arrangements should be made for items to be returned to the nearest Gunnery Equipment Store, where they should then be taken into stock.

4. Admiralty have advised that B.R. 226 series will be amended in due course.

(The foregoing is the text of A.P.O. 2548/1956 altered to meet R.A.N. conditions.)

(4429/2/20)

APPENDIX

Index No.	Description	Quantity to be landed	Remarks
	<i>B.R. 226(B), Part 29, 4-in. Twin R.P.50, 51 and 52, Mark 19 Mountings</i>		
	<i>Section L</i>		
35	Armature, complete with shaft and clamp nuts, but less half couplings, bearings, bearing caps, fan and fan hub.	1	Metadyne Set, Mark 3 Driving Motor. ✓
42	Armature, complete with shaft and clamp nuts, but less half couplings, bearing and bearing caps.	1	Metadyne, Mark 3. ✓
50	Armature, complete with shaft and clamp nuts, but less half couplings, bearings and bearing caps.	1	Metadyne Set, Mark 3A Driving Motor. ✓
57	Armature, complete with shaft and clamp nuts, but less half couplings, bearings and bearing caps.	1	Metadyne, Mark 3A. ✓
67	Armature, complete with shaft and clamp nuts, but less half couplings, bearings and bearing caps.	1	Metadyne Set, Mark 3C Driving Motor. ✓
74	Armature, complete with shaft and clamp nuts, but less half couplings, bearings and bearing caps.	1	Metadyne, Mark 3C. ✓
86	Metadyne set complete, less comm. covers, metadyne end cover, motor and fan guard, fan hubs, fans, conduit and hose.	1	Metadyne set, Marks 5 and 6. ✓
15	ULS 5, front ball race	1	-
16	ULS 8, rear ball race	1	-
17	S 1, ball race for centre feel arm	1	-
43	Field coils wound on poles (8 in No.)	1 set	-
58	Field coils wound on poles (8 in No.)	1 set	-
75	Field coils wound on poles (8 in No.)	1 set	-
87	Metadyne main poles and coils (4 in No.)	1 set	-
	<i>Section P</i>		
370	C/O relay, fixed contact tip	12	12 to be retained.
373	Contactors, fixed contacts	2	
	<i>B.R. 226(B), Part 58</i>		
	<i>2-pdr., Marks 7 and 7*P and R.P.50, Mark 7 Mountings</i>		
	<i>Section L</i>		
146	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 1A, 220 v. Driving Motor. ✓
154	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 1A, 220 v. ✓
165	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 1CA, 100 v. Driving Motor. ✓
173	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 1CA, 100 v. ✓

Index No.	Description	Quantity to be landed	Remarks
	<i>P t 58 (Cont'd.)</i>		
	<i>Section L (Cont'd.)</i>		
188	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3, 220 v. ✓
197	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3A Driving Motor, 220 v. ✓
205	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3A, 220 v. ✓
213	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3C Driving Motor, 100 v. ✓
220	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3C, 100 v. ✓
228	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3CA Driving Motor, 100 v. ✓
236	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 3CA, 100 v. ✓
245	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 4CA Driving Motor, 100 v. ✓
253	Armature, complete with clamp nuts and shaft, but without half couplings and bearings.	1	Metadyne, Mark 4CA, 100 v. ✓
181	Armature, complete with shaft and clamp nuts, but without half couplings, bearings, bearing caps, fan and fan hub.	1	Metadyne, Mark 3 Driving Motor, 220 v. ✓
155	Set of field coils (8 wound on poles)	8	-
174	Set of field coils (8 wound on poles)	8	-

10

189	Set of field coils (8 wound on poles)	1 set	-
206	Set of field coils (8 wound on poles)	8	-
221	Set of field coils (8 wound on poles)	8	-
237	Set of field coils (8 wound on poles)	8	-
254	Set of field coils (8 wound on poles)	8	-
65	U.L.S.5 Front ball race	1	-
94	U.L.S.5 Front ball race	1	-
122	U.L.S.5 Front ball race	1	-
66	U.L.S.8 Rear ball race	1	-
95	U.L.S.8 Rear ball race	1	-
123	U.L.S.8 Rear ball race	1	-
67	S.1 Ball race for centre feel arm	1	-
96	S.1 Ball race for centre feel arm	1	-
124	S.1 Ball race for centre feel arm	1	-
	<i>Section P</i>		
405 } 430 } 446 } 403 } 424 } 449 }	C/O relay, fixed contact tip	12 }	12 to be retained.
	Contactor fixed contacts	2 }	

11

Index No.	Description	Quantity to be landed	Remarks
B.R.226(B), Part 66			
40-mm. Bofors, R.P.50, Mark 5 and 5* (British), and R.P.50, Mark 5 (Canadian) Mountings			
Section L			
30	Armature, complete with bearing nuts, coupling key and bearing sleeve, but without bearings, bearing caps and half coupling.	1	Metadyne, Mark 10 Driving Mot'r. /
36	*Armature, complete with bearing nuts, fan key, coupling key and bearing sleeves, but without fan, bearings, bearing caps and half couplings.	1	Metadyne, Mark 10. /
37	MD.75a main poles, complete with coils	4	-
38	MD.74a main poles, complete with coils	4	-
150	Metadyne main poles and coils	4	-
9	*U.L.S.5 Front ball race	1	-
10	*U.L.S.8 Rear ball race	1	-
11	*S.1 Ball race for centre feel arm	1	-
129	*Screws, No. 1 B.A.	8	-
130	*Screws, No. 4 B.A.	12	-
131	*Screws, No. 4 B.A.	16	-
132	*Screws, No. 4 B.A.	8	-

12

B.R. 226(B), Part 66 (Cont'd.)
Section P (Cont'd.)

99	*C/O relay fixed contact tip	12 } 2 }	12 to be retained.
102	*Contactor fixed contacts		

NOTE:- The reductions in the allowances of the items marked * have already been issued in the recently published revised Part 66 of B.R. 226B.

/ Destroyers, frigates and smaller vessels only.

13

NOTE:- Any Air Bolt Ammunition in which the detachable nose appears to fit badly or loosely must be discarded.

11. Navy Order 636 of 1954 is hereby cancelled.

(The foregoing is the text of A.F.O. 2401/1956 altered to meet R.A.N. conditions.)

(Navy Order 636 of 1954)

(4444/27/12)

1061.

MINE COUNTERMEASURES - A.D.3 SWEEP - DEPTH OF TOW,

Recent trials have established that the A.D.3 Sweep tows at a depth depending on the speed of the ship. Details, together with the appropriate equalising air pressures, are shown in the following table:

Speed in Knots	24-ft. Rig		18-ft. Rig	
	Mean Depth in feet	Pressure in lbs./sq. in.	Mean Depth in feet	Pressure in lbs./sq. in.
5	22 1/2	10	18	8
5 1/2	22 1/4	9.9	18	8
6	21 3/4	9.7	18	8
6 1/2	21 1/2	9.5	18	8
7	21	9.3	18	8
7 1/2	20 1/4	9.0	17 1/4	7.7
8	19 1/4	8.5	16 1/4	7.2
8 1/2	17 3/4	7.9	15 1/4	6.8
9	16	7.1	14 1/4	6.3
9 1/2	14 1/2	6.4	13 1/4	5.9
10	13 1/4	5.9	12 1/2	5.5
10 1/2	12 1/4	5.4	11 1/2	5.1
11	11 3/4	5.2	11	4.9

2. To obtain the most efficient operation the sweep should be pressurised for the intended speed, and started when within half a knot of this speed.

3. If difficulty in starting is experienced, speed should be varied and not the length of the depth setting pendant.

(The foregoing is the the unaltered text of A.F.O. 2475/1956.)

(3384/55/8)

1062-1064

16

1062.

COCKBURN AUXILIARY EXHAUST VALVE ON CONDENSERS -
MODIFICATION - DESTROYERS AND ABOVE.

Ships at present fitted with the abovementioned valve and having the control valve bolted to the side of the main valve are to have the following modifications carried out in order to reduce to a minimum the fluctuations of pressure in the closed exhaust steam range:

- a) Control valve to be re-positioned adjacent to the control platform.
- b) The steam connections between the Auxiliary exhaust valve, control valve and exhaust steam range are to be restored by pipe work as shown in Navy Order 1062 of 1956 Diagram.

2. The modification is to be treated as a defect.

(3758/11/16)

1063.

NAVAL STORES (ACCOUNTING) (CLASS F, GROUP 3B) - DISCS,
AUTOMATIC DEVIATION CORRECTION FOR A.G.M.
COMPASS EQUIPMENTS - CLASSIFICATION.

H.M.A. Ships concerned

Disc, Automatic Deviation Correction Pattern 8176 for A.G.M. Compass Equipments Type 6 is required to be changed on re-adjustment of the compass. When replaced, the old disc is of no further use and should be disposed of.

2. Pattern 8176 Discs, are shown as items of Permanent Stores in Navy Order 299 of 1956 (A.G.M. 6 Compass Equipment - Allowances of Spares) and are to be re-classified and accounted for as Consumable Stores, action being taken in accordance with Article 109(c) of B.R. 4 - Naval Storekeeping Manual.

3. Admiralty have advised that relevant publications will be amended.

(The foregoing is the text of A.P.O. 2097/1956 altered to meet R.A.N. conditions.)

(Navy Order 299 of 1956)

(4518/37/206)

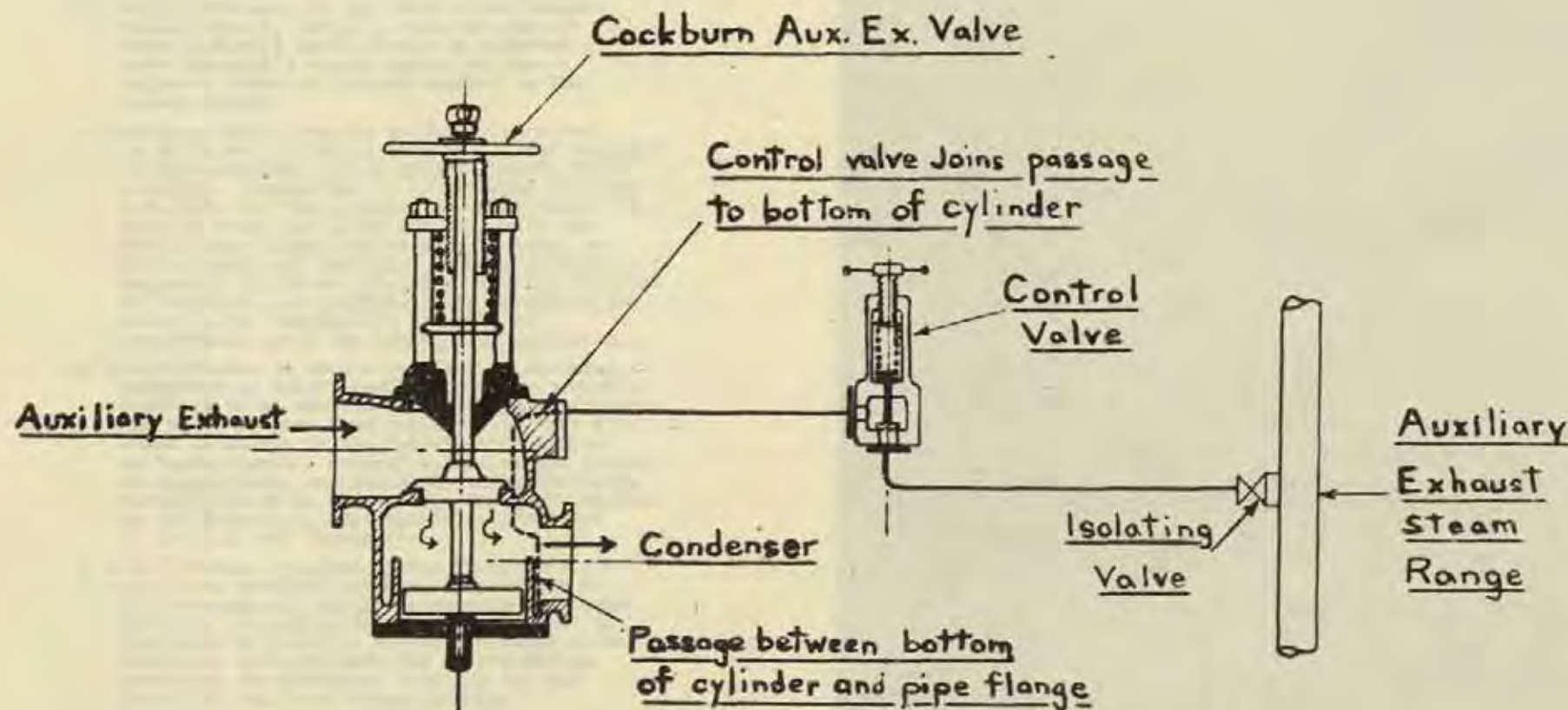
1064.

WRIST CHRONOGRAPHS PATTERN H.S. 9 - ACCOUNTING, ETC.

Wrist chronographs pattern H.S. 9 are classified as Hydrographic Stores, and the Senior Officer, Hydrographic Service, Sydney, is responsible for the issue, etc., of these items for all services in the R.A.N.

Cockburn Aux Exhaust Valve on Condensers

Modification to position of "Control Valve" and
connection from Control Valve



Connection to Aux Exh Range to be as close to Feed Heater as possible.

Control Valve to be situated near control platform.

Plugs and Blank flanges are to be fitted where required.

2. Requirements of H.S.9 watches for H.M.A. ships and establishments should be demanded from the Hydrographic Office on Forms A.S.134, and issues in accordance therewith will be effected on Forms A.H.465. The serial number of H.S.9 watches is invariably to be shown on all vouchers relating to the issue, return, etc., of these items.

3. Wrist chronographs supplied for surveying purposes are to be dealt with as hydrographic instruments. Other than these supplies H.S.9 watches are to be issued only to aircrew in receipt of flying pay, and aircrew undergoing O.F.S., Observer or Aircrewman Training, and are to be accounted for as follows:

- a) 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.
- b) Supply of H.S.9 watches to flying personnel is to be on a personal loan basis, and recorded on the pertinent flying clothing card, Form A.S.1055. Issues are to 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 Forms 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.
- c) 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, and amend the relevant flying clothing cards as necessary. The No. 2 copies of the Forms A.S.1091Y should be forwarded to S.O.H.S. for information.
- d) H.S.9 watches returned to the Supply Officer are to be forwarded as soon as possible to the Hydrographic Office accompanied by Forms A.S.331. A receipt for the watches 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 Form A.S.331 and posted to the Naval Store ledgers.
- e) Watches issued by the Supply Officer to replace others returned for survey should be dealt with in accordance with (b) above.
- f) 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 above.

- g) Losses of watches are to be reported in accordance with G.R. & A.I., copies of the reports, which should include full details of the circumstances, being forwarded to the S.O.H.S. for information.

4. R.A.N. aircrew selected for training in the United Kingdom should, whenever possible, be issued with a pattern H.S.9 wrist chronograph before departure. As far as practicable, R.A.N. personnel are not to be issued with watches of R.N. ownership and R.N. personnel serving in Australia should not normally be issued with R.A.N. watches.

5. In order to effect replacement in the United Kingdom of watches becoming defective whilst on loan to R.A.N. personnel, and to meet emergency requirements, a pool of 20 No. R.A.N. watches will be maintained at the R.N. Chronometer Department, Royal Greenwich Observatory, Herstmonceux. Replacement of unserviceable watches from the pool will be dealt with in accordance with the procedure set out in Articles 455 and 456 of A.P.(N)5.

6. Similarly, a pool of 20 No. R.N. watches will be maintained at the Hydrographic Office, Sydney, for issue as necessary to R.N. personnel serving in Australia. Returns to and issues from the pool should be dealt with as indicated in paragraph 3 of this Order.

7. All returns of unserviceable watches and replacements from the respective pools are to be effected only through the Supply Officer of the ship or establishment to which the personnel concerned are attached.

8. Commanding Officers of air squadrons, ships and establishments, holding H.S.9 watches are to render a return (Form A.H.394) of watches held on charge, and on personal loan within their command, 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.

9. Navy Order 783 of 1955 is hereby cancelled.

(Navy Order 783 of 1955)

(4576/11/81)

SECTION 6 - SHORE ESTABLISHMENTS

1065.

MOTOR TRANSPORT - ACCIDENTS WHEN REVERSING VEHICLES.

Instances have been noted recently where naval motor transport vehicles have been involved in accidents when being reversed. Officers responsible for the administration of motor transport are therefore to draw the attention of all concerned to the need for exercising the utmost care when reversing vehicles, since accidents often result in avoidable expenditure in making good damage to Service vehicles and in settling third party claims.

2. Suitable arrangements should be made to fit exterior rear vision mirrors, where not already fitted, to vehicles with canopies or required to carry high loads, etc. As, however, the range of vision afforded through rear windows and by driving mirrors is not complete and blind spots remain, the driver should immediately before moving off, ensure (by alighting if necessary) that there is in fact sufficient unobstructed space in which to reverse; in case of doubt the services of a reliable person should be obtained to act as guide.

3. It should be borne in mind that a driver involved in an accident when reversing a vehicle is rarely entirely free from blame.

(The foregoing is the text of A.P.O. 2300/1956 altered to meet R.A.N. conditions.)

(4737/4/532)

Com S.P. 4/2

Chief Officer

C.N.Os .1066-1078/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

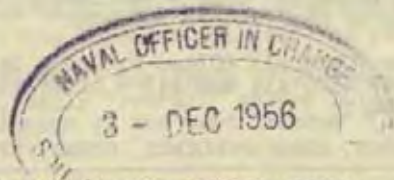
Navy Office, Melbourne.

29th October, 1956.

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.

SECTION 1 - ADMINISTRATIVE AND GENERAL

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1066.

**AVIATION - OPERATIONAL PLANNING AND WEAPON TRAINING
- STANDARDISATION OF TERMINOLOGY.**

The units of measurement defined in paragraph 2, and the terms defined in paragraph 3 below have been accepted for standard use in air weapon training and operational planning conducted by the Armed Forces of the United Kingdom, Canada and the United States of America. They are to replace existing measurements and terms as from the date of this Order.

2. *Units of Measurement.* - (a) All measurements relating to bombing and rocket firing errors are to be indicated in feet (and not in yards).

b) All measurements of target sizes are to be indicated in feet and square feet (and not in yards and acres).

c) All bombing densities are to be quoted in tons per million square feet (and not tons per acre). The abbreviation T/M.S.F. is standard.

3. *Weapon Terminology.* (a) *Deflection.* - The measurement of distance on the surface at right angles to the attacking aircraft's track (this replaces the term "Line").

b) *Lead.* - The angular measurement of aim-off applied to hit a moving target (this replaces the previous use of "Deflection" in air-to-air firing).

c) *50 per cent Circular Error (C.E.).* The radius of a circle, with the centre at the Desired Mean Point of Impact (D.M.P.I.), within which half the missiles independently aimed at that point may be expected to strike (this replaces the term "50 per cent Error Radial Overall").

d) *50 per cent Deflection Error (D.E.).* - Half the distance between two lines drawn parallel to the aircraft's track, and equidistant from the D.M.P.I., within which half the missiles independently aimed at that point may be expected to strike (this replaces the term "50 per cent Error Line").

e) *50 per cent Range Error (R.E.).* - Half the distance between two lines drawn perpendicular to the aircraft's track, and equidistant from the D.M.P.I., within which half the missiles independently aimed at that point may be expected to strike (this replaces the term "50 per cent Error Range").

NOTE: The terms in paragraph 3, sub-paragraphs (c), (d) and (e) above, imply "overall" errors unless otherwise stipulated by the inclusion of the word "random" (R) or "systematic" (S) as necessary.

(The foregoing is the unaltered text of A.P.O. 2519/1956).

(3147/1/51)

1067.

DE-GAUSSING FACILITIES AT SYDNEY.

De-gaussing shallow range facilities now exist at Sydney for the ranging of vessels up to and including destroyers and Daring Class ships.

2. The D.G. Range is administered by F.O.I.C.E.A. and operated by the Port Electrical Officer, Sydney.

3. Personnel required to operate the range will be provided from Port Electrical Staff, Sydney, assisted by other specialist ratings from ships and establishments as detailed by F.O.I.C.E.A.

4. As from the date of this Order all vessels of Daring Class and below are to be ranged at six monthly intervals or as required in accordance with B.R.825 (1) Section 4 paragraph 4. Ships are also to be ranged prior to reducing to reserve.

5. Captains of ships which require ranging are to make application to F.O.I.C.E.A. for such facilities, four hours being allowed for a full ranging.

6. Full details including communication facilities and tests required are contained in local Orders.

7. Deperming facilities are also available.

(4270/111/15)

SECTION 2 - PERSONNEL

1068.

INSTRUCTIONAL FILMS AND FILM STRIPS - A.600,
"GUN AUTO SYSTEM TESTING AND TUNING"
(PARTS 1 TO 4) - DISTRIBUTION.

Copies of the new instructional film Serial No. A.600, "Gun Auto System Testing and Tuning" (Parts 1 to 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	No. of Copies
Flag Officer Commanding H.M.A. Fleet	1
H.M.A.S. MELBOURNE	1
"Daring" Class Ships	1
Captain 10th Destroyer Squadron	1
Captain 1st Frigate Squadron	1
H.M.A.S. WATSON	1
H.M.A.S. KUTTABUL (for G.I.C.)	1
Flinders Naval Depot (for 'L' School)	1
Flinders Naval Depot (for 'G' School)	1
Flinders Naval Depot (for Library)	1
R.A.N. Film Library, Sydney	2

2. Details of the film are as follows:

Part 1. Principles and Equipment. Describes the equipment used in testing and tuning. Running time 15 minutes. 1 Spool.

Part 2. Preliminary Testing. This part is intended as a reminder of the main checks which should be carried out before attempting to tune a system. Running time 7 minutes. 1 Spool.

Part 3. Setting up the Equipment for Tuning. Deals with the principles of balancing and calibrating the equipment. Running time 9 minutes. 1 Spool.

Part 4. Tuning. Shows the effect of control adjustments on pen records. Running time 17 minutes. 1 Spool.

3. The film is intended primarily for Ordnance and Electrical Artificers to introduce them to the procedure involved in testing and tuning a gun auto system.

4. The film is classified Restricted.

5. A Training Guide for use in conjunction with the film, will be available shortly and will be distributed on the same scale as the film.

6. Navy Order 666 of 1956 is hereby cancelled.

(Navy Order 666 of 1956)

(4518/61/631)

1069.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA.632, "THE
FLYPLANE PREDICTOR SYSTEM MARK 5" (PARTS 1 TO 5) -
DISTRIBUTION.

Two copies of the new instructional film Serial No. SA.632, "The Flyplane Predictor System Mark 5" (Parts 1 to 5) are being obtained and will be issued without demand by the Superintending Naval and Air Store Officer, Sydney, to Flinders Naval Depot, for the Electrical School.

2. Details of the strip are as follows:

Part 1. The Mark 6M Director. (49 frames). Gives a general introduction to the layout and use of the Mark 6M Director. It is suitable as a general introduction for all users.

Part 2A. The Gyro Rate Unit Stabiliser Mark 3. (36 frames). Illustrates and explains the purpose of the Gyro Rate Unit Stabiliser Mark 3 generally, and the operation of the lower gyro system particularly. It is fairly detailed and is intended for use in the instruction of officers on gunnery and O/E courses, G.Is., senior gunnery rates and O.As.

Part 2B. The Gyro Rate Unit Stabiliser Mark 3. (42 frames). Describes the operation of the upper gyro system of the Gyro Rate Unit Stabiliser, Mark 3, and of the upper and lower systems in A.A. and surface firing and in Naval gunfire support. It is fairly detailed and is intended for use in instruction of officers on gunnery and O/E courses, G.Is., senior gunnery rates and O.As.

Part 3. The Tracker and Predictor. (46 frames). Explains the functions of the Tracker and Predictor of the Flyplane Predictor System Mark 5 in a detailed manner. It is intended for use in the instruction of officers on gunnery and O/E courses, G.Is., senior gunnery rates and O.As.

Part 4. A.A. Operation. (47 frames). Shows how the Flyplane Predictor System Mark 5 works in A.A. operation and explains the procedures for acquiring an aircraft target in blind, visual and joystick control. This part also briefly recapitulates the functions of the Tracker and Predictor in A.A. operation and shows how gun elevation and training and fuse number are produced.

Part 5. Surface Operation. (44 frames). Shows how the Flyplane Predictor System Mark 5 works in Surface Operation, how the target is tracked and gun elevation and training are produced. The procedures for acquiring a surface target in blind, visual and joystick control are explained.

3. The strip is classified Restricted.

(The foregoing is the text of A.F.O.2314/1956 altered to meet R.A.N. conditions.)

(4518/61/658)

1070.

**UNIFORM - TROPICAL EVENING RIG FOR CHIEF PETTY OFFICERS
- INTRODUCTION.**

The following uniform evening rig has been approved for wear by Chief Petty Officers, including Chief Bandmasters, on an optional basis, subject to paragraph 2 of this Order.

White mess jacket, of appropriate officers' pattern.

Evening tie.

Shirts, either soft white or soft with marcella fronts and cuffs, or soft with ribbed fronts and cuffs.

Collar, soft, turned down - to match shirt front.

Trousers, blue uniform.

Shoes, black leather, uniform pattern.

Socks, black.

By Chief Bandmasters only:

Scarlet silk kamarband (R.A.N. Band Officers' pattern).

Lyres, gilt (on lapels of mess jacket).

Buttons, gilt 9/16-inch, 4 No. (on front edge of mess jacket.)

Miniature medals.

Lyre, wreath and crown gilding metal (on right sleeve of mess jacket as badge of rank).

By all other Chief Petty Officers:

Black silk kamarband.

Buttons, gilt 9/16-inch, on sleeves of mess jacket (positioned as on No. 1 Dress).

Miniature medal ribbons.

Distinguishing badge - none except for Masters-at-Arms who are to wear a gold Master-at-Arms badge (in miniature if obtainable) on the right cuff of the jacket above the buttons.

The miniature badges are, as is customary, to be obtained privately.

2. Approval for the wearing of the rig will, in every instance, be at the discretion of the Captain, or the Senior Officer where more than one ship or establishment is concerned, and will normally be given only in respect of organised evening social functions taking place in, or sponsored by, H.M.A. ships or establishments or in other Services' messes and at functions organised by civic authorities for the Services, as appropriate. Officers attending functions at which the wearing of evening dress by Chief Petty Officers has been authorised, will wear either modified white mess dress or white mess undress, as ordered by the Senior Officer.

3. Black silk kamarbands may be taken up on repayment by Chief Petty Officers, and the current Clothing Price List is to be noted accordingly. White mess jackets, and red silk kamarbands required by Chief Bandmasters, may be purchased privately from the Commonwealth Government Clothing Factory.

4. No additional space can be provided in H.M.A. ships for stowage of additional clothing obtained under the above arrangements.

(The foregoing is the text of A.F.O.1683/1956 altered to meet R.A.N. conditions.)

(4716/1/291)

1071.

VARICOCELE AND HYDROCELE - RADICAL OPERATION FOR.

No operation for the radical cure of hydrocele or of varicocele is to be performed, nor is any member to be discharged, either to a Service, Repatriation or Civil Hospital for such an operation without the patient being first referred to an approved Consultant Surgeon to the Royal Australian Navy. Such consultations are to be made at Balmoral Naval Hospital or Flinders Naval Hospital, except in rare circumstances where urgency may arise in other areas.

2. The Medical Officer-in-Charge of the Naval Hospital to which the patient is admitted is to grant prior approval for the operation.

3. Cases arising in ships and establishments outside Victoria and New South Wales, if considered urgent, are to be referred for opinion to the Senior Consultant Surgeon of the Repatriation Department of the respective State, or, overseas, to an approved Consultant Surgeon.

4. Patients at TARANGAU and MELVILLE are to be evacuated to Balmoral or Flinders Naval Hospital if their condition is urgent; if non-urgent, operation may be deferred until completion of term of service in either of these two Depots and then be carried out in Balmoral Naval Hospital or Flinders Naval Hospital, subject to the Consultant Surgeon's advice and approval of the Medical Officer-in-Charge.

5. It must be realised that these two conditions are almost invariably of a non-urgent nature, and it is accordingly desired that consultations should take place at Balmoral Naval Hospital or Flinders Naval Hospital in all possible cases.

6. In doubtful cases, the opinion of the Medical Director-General is to be obtained prior to operation.

7. Navy Order 448 of 1954 is hereby cancelled.

(Navy Order 448 of 1954)

(4018/5/183)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1072.

MOTOR GENERATORS, 6kVA. D.C./A.C. 220v. D.C./205v.
1100 c/s lph - CAMPBELL AND ISHERWOOD MANUFACTURE
- HIGH TRANSIENT OUTPUT VOLTAGES.

Trouble has been experienced with equipment supplied with power from 6kVA D.C./A.C. Motor Generators of Campbell and Isherwood's manufacture due to transient overvoltages experienced on starting the machine. It has been found that these transients can be considerably reduced by connecting the generator field across the motor armature during the starting up period. The gradual increase in generator field voltage obtained with this arrangement gives a gradual increase in generator output voltage without appreciable overshoot. With the present arrangement the generator field is not switched on until the starter mechanism has completed its travel and the sudden application of the generator field causes the overshoot of the generator output voltage.

2. To change the method of operation, the panel should be removed from the starter to disclose the wiring at the back of the panel. Disconnect the connection from terminal "-", at the back of the panel and remove the length of conductor left free. Connect terminal "-" to terminal "A", at the back of the panel using conductor A.P.9396 or equivalent. Replace the panel.

3. The connections to the front of the starter panel should not be modified. With this arrangement no appreciable overshoot of output voltage should be experienced on starting the machine.

4. The above modification to the starter should be carried out by the ship's staff.

(The foregoing is the text of A.F.O.2396/1956 altered to meet R.A.N. conditions.)

(3764/11/353)

1073.

GUNS, Q.F. - 4-IN. AND ABOVE - LUBRICATION OF BREECH MECHANISMS.

As a result of trials, it has been found that colloidal graphited grease ZE (XG460) is more satisfactory than colloidal graphited oil ZA for the lubrication of sliding surfaces of breech blocks in all guns, 4-in. and above with sliding breech mechanisms.

2. ZE grease (XG460) is therefore to be used for this purpose in future instead of the graphited oil specified in B.R.292, Appendix II. Care should be taken that the ZE grease is applied evenly but sparingly, particularly to breech blocks in new guns, or to breech blocks in any guns in cold weather. If too much grease is used in these circumstances, sluggish operation of the breech block is likely to occur.

3. Grease ZE is not to be diluted with other lubricants except in very low temperatures as allowed by B.R.292, Appendix II.

4. Trials indicate that phosphating of breech blocks, in addition to the use of ZE grease, helps to eliminate scoring, particularly in the early stages of use of a new gun and/or breech block. New breech blocks of certain types are therefore being phosphated on manufacture, and consideration is being given to extending the phosphating process to breech blocks of guns already in Service use. Further instructions will be issued on this matter.

5. Admiralty has advised that B.R.292 will be amended to specify the use of ZE grease in accordance with the foregoing instructions.

(The foregoing is the unaltered text of A.F.O.2545/1956.)

(4428/30/31)

1074.

A/S WEAPONS - A/S MORTAR, MARK 10 - AUTO CONTROL SYSTEM - AMPLIFIER ASSEMBLIES, MARK 12AA AND 15AA - MODIFICATIONS.

*R.M.A. Ships, Dockyards, G.E.Ds. and Establishments
concerned*

Arrangements are to be made to carry out two modifications to the auto control amplifier assemblies associated with A/S Mortar, Mark 10, as follows.

2. a) *Amplifier Assembly, Mark 12AA and 15AA.* - Provision of facilities to transfer the weight of the inner cubicle to the framework of the outer cubicle when the former is swung out for inspection or maintenance. By this means the rubber resilient mountings, which now take the weight when the inner assembly is swung out, will be relieved of stress under this condition and thus ensure that the inner cubicle will not drop and foul the bottom of the outer.

b) *Amplifier Assembly, Mark 12AA only.* - Alteration of certain internal connections associated with the coarse/fine changeover units for both the roll and pitch motions, to ensure that both Mark 7D and 8D units are mutually interchangeable in the cubicle concerned. The wiring of the cubicle as at present arranged will permit of the use of Mark 7D amplifiers only.

3. The details of the modifications concerned are given in Appendices I and II respectively.

4. With reference to 2(a) above, the necessary parts to effect the modification will be supplied without demand on receipt from the United Kingdom in the form of a kit for each cubicle from the nearest G/E Store, in accordance with current procedure, for each Mark 12AA and 15AA cubicle fitted on board. The instructions given in Appendix I will also be issued with each kit and reference should be made to the general arrangement drawings which should be available in the ships and establishments concerned.

5. With regard to 2(b) above the only material required is a short length of equipment wire, unscreened, pink plastic insulation having 40/.0076 conductors, which should be obtained from local sources. Messrs. Metropolitan Vickers drawing X.1120157, sheet 1, issue 11 shows diagrammatically the arrangement of the plugs, as viewed from the back of the inner cubicle when the latter is opened out, and revised to include the modification. Two copies of this drawing will be forwarded to each ship concerned and one copy should be filed with the ship's officer's drawings after the modification has been carried out on board.

6. The serial numbers of the cubicles to be modified in the way described are listed in Appendix III and all ships and establishments fitted with Mark 12AA and 15AA cubicles should verify whether the modification is necessary and take action accordingly. Equipment having serial numbers other than those listed should have the modifications incorporated in the course of production but it is desirable to check this fact for any other cubicles.

7. Where applicable the modifications are to be carried out at the earliest opportunity by ships' staffs, quoting this Order as the authority. They are to be recorded as Modifications Nos. 2 and 3 respectively to A/S Mortar, Mark 10 Control Gear, and Appendix 3 of Navy Order 1130 of 1955 is to be amended accordingly.

(The foregoing is the text of A.P.O.833/1956 altered to meet R.A.N. conditions.)

(Navy Order 1130 of 1955)

(4428/33/29)

APPENDIX I

Mark 12AA and 15AA Amplifier Assemblies - Modification to Hinges

NOTE: The numbers in brackets refer to the item numbers relating to Metropolitan Vickers drawings A.2146301 and A.2146274 for Mark 12AA cubicles. The procedure for Mark 15AA cubicles is similar.

1. Remove top front cover plate of outer cubicle (35, screws 36).
2. Remove lower front cover plate, (39, screws 41).
3. Remove left-hand side panel (27) and hinged front panel (28) complete (screws 61).
4. Remove all electronic units. Open the cubicle and insert suitable packing beneath the outer end of the inner cubicle, to prevent the inner cubicle from dropping.
5. Remove left-hand upper captive bolt (9).
6. This operation may not be necessary if access to the side of the cubicle is easy allowing operations 7 to 23 to be performed in situ without removing the plate (99), in which case care should be taken when drilling, that the inner diecast cell assembly is not damaged. Otherwise remove upper left-hand resilient mounting support plate complete from inner cubicle (99, screws 65); this will necessitate the disconnecting of all the cleats fixing the wiring bundles to the plate (99), and the removal of the two screws (61) fixing the cable trough (50) to the plate (99) and the screw (59) fixing the bracket supporting the baseplate of the fan chamber to the plate (99).
7. Remove hinge bar (15) by special bolts (55) and replace by the hinge bracket from the kit of parts supplied.
8. Using this replacement hinge bracket, mark off the position of the hole in the horizontal member relative to the support plate, taking care not to deflect the resilient mountings.
9. Position the side mounting plate (99), mark-off the outer holes and drill and tap O.B.A. Mark-off the centre hole and drill 9/16-in. diameter.
10. Fit plate (99) by means of O.B.A. screws and washers (150, 106, 72).
11. Fit the anchor blocks for the chains of the captive bolt (103) and spacer (104) by means of 2 B.A. screws (61).
12. Fit the bracket (107) with 4 B.A. screws (108).
13. Finally secure the new hinge bar and insert the captive bolt and spacer to lock the resilient mounting.
14. Replace the complete support plate (13) on to the inner cubicle.

APPENDIX I (cont'd).

15. Replace the captive bolt (9).
16. Repeat the procedure detailed in 5 to 15 above for the left hand lower captive bolt (9) and the lower support plate (13).
17. Replace any wiring cleats and any other screws which have been removed (see 6 above).
18. Check whether any re-adjustment is necessary to the height of the hinge pins by means of the screws provided (71 and 89 on drawing of outer cubicle).
19. Remove the packing inserted beneath the cubicle and replace the electronic units.
20. Remove the four side bolts (9) and verify that the inner cubicle swings out satisfactorily.
21. Replace the side bolts and remove and stow the two captive bolts and spacers (103 and 104 on drawing of inner cubicle).
22. Replace side panels and hinged covers.
23. Fit the additional instruction label (supplied with the kits of parts) to the hinged side cover plate.
24. Replace top, and lower front cover plates on the cubicle.

The modification kit will comprise the following parts:

2. Hinge Brackets. Comp. Col. A.C.4048511.
2. Bars. Item 1. D.5165894.
2. Captive Bolts Comp. Col. A.D.5165901.
2. Captive Spacers Comp. Col. A.D.5165897.
2. Brackets. Item 1. D.5165999.
4. Screws. OBA x 3/4-in. lg. Slotted Hex. Hd. Stl.
4. Washers. OBA. Sun. Fin. Stl.
4. Springwashers. O.B.A. Stl.
4. Screws. 2BA x 3/8-in. lg. Slotted Hex. Hd. Stl.
4. Springwashers. 2BA. Stl.
4. Screws. 4BA x 3/8-in. lg. Ch. Hd. Stl.
4. Springwashers. 4BA. Stl.
1. Instruction Plate. Item 1. C.4049385.
4. Screws. 6BA x 3/8-in. Rd. Hd. Stl.
4. Nuts. 6BA. Fin. Hex. Stl.
4. Springwashers. 6BA. Stl. S.239798.

APPENDIX IIMark 12AA Amplifier Assembly -

Modification to ensure interchangeability of Mark 7D and 8D coarse/fine changeover units

The following modifications are to be carried out to the cubicle wiring at the back plugs of the inner cubicle:

- a) Disconnect wire No.64 from pin 2 plug 21
- Disconnect wire No.64 from pin 9 plug 24
- Disconnect wire No.64 from pin 2 plug 36
- Disconnect wire No.64 from pin 9 plug 39
- Disconnect wire No.65 from pin 1 plug 21

APPENDIX II (cont'd)

- Disconnect wire No.68 from pin 1 plug 36
Disconnect wire No.68 from pin 10 plug 39
- b) After the above there should be no connection to pins 1 and 2 of plug 21 or pins 1 and 2 of plug 36. The disconnected ends should be taped and tied back clear of any pins.
 - c) The wire No.64 connected to pin 9 of plug 11, which originally connected to pin 2 of plug 21, should be extended to pin 9 of plug 24.
 - d) A new wire, to be numbered 64, should be connected to pin 3 of plug 23 and run to pin 9 of plug 39.

APPENDIX III

- a) Modification to hinge assembly (paragraph 2 (a))

Mark 12AA Serial Numbers
460730-460742 inclusive
460744-460791 inclusive
460793-460797 inclusive

Mark 15AA Serial Numbers
460798-460820 inclusive
460822-460837 inclusive

- b) Modification to internal connections (paragraph 2 (b))

Mark 12AA Serial Numbers
460730-460735 inclusive
460737
460739-460742 inclusive
460744-5-6-7
460752-6-7
460760-2-3-6
460774-7-8
460780-1-7
460790-1-3-5-7

- c) Serial Numbers supplied to R.A.N. Authorities.-

According to Admiralty records the following cubicles have been allocated to R.A.N. Authorities.

Mark 12AA Serial Numbers
460734 and 8
460745
460760 and 2
460788

Mark 15AA Serial Numbers
460809
460812 and 6
460829

1075-1076

14

1075.

**CRYSTAL FORMATION ON ELECTRIC CABLE - PRECAUTIONS TO
BE TAKEN DURING HANDLING.**

It has been brought to notice that some electric cable is showing evidence of crystal formation after evaporation of solution used in accordance with Electrical Specification 848 for treatment of cable drums.

2. These crystals, which have a silver-like glitter and may be adhering to cable or loose in drum packing, give off a strong irritating vapour. Investigation has revealed that the crystals are poisonous and dangerous if entry is gained to cuts or the eyes and that the vapour may be damaging to mucous membrane.

3. The crystals are to be brushed or wiped off the cable and drums, using a dry brush or cloth and action is to be taken to ensure that all crystals are carefully swept up from the floors as soon as possible after removal from the drums and cable.

4. Respirators, anti-gas light type, or a similar type, which affords protection to both the respiratory system and the eyes, and gloves, pattern 99 and 100, are to be used during handling of cables and drums where crystals are in evidence and during the wiping, brushing, sweeping and disposal of the crystals.

(4227/101/3)

1076.

**NAVAL STORES (GENERAL) (CLASS B, GROUP 5, PART A) -
TAUT WIRE MEASURING GEAR - RE-CLASSIFICATION AND
ALLOCATION OF NEW PATTERN NUMBERS.**

H.M.A. Ships concerned

Taut Wire Measuring Gear which has hitherto been accounted for as Sea Stores is henceforward to be dealt with in accordance with the procedure for accounting for Portable Fittings.

2. All Taut Wire Measuring machines Pattern 9139, (as amended by Paragraph 4), 9140, 9141, 9142, 9153 and 9154, held by H.M.A. ships are to be transferred from the Naval Store Account to the Shipwright Officer's List of Equipment.

3. Wire on drums for Taut Wire Measuring Gear is to continue to be dealt with as Sea Stores.

4. In order to simplify accounting, the two separate parts of Taut Wire Measuring machines Mark 1 which have hitherto been accounted for collectively as Pattern 9139, are in future to be accounted for under individual pattern numbers which have been allocated as follows:

Pattern 14253 .. Apparatus, taut wire measuring, Mark I, machine (main frame, etc.).

Pattern 14254 .. Apparatus, taut wire measuring, Mark I, drum pedestal

15

1076-1078

5. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.P.O.2037/1956 altered to meet R.A.N. conditions.)

(4505/50/117)

1077.

**NAVAL STORES (GENERAL) (CLASS F, GROUP 2A) - TOOL
KITS, TYPES A10, A11 AND A12 - ALTERATIONS IN
COMPOSITION.**

The following items, included in Tool Kits, Types A10, A11 and A12, will, in future, be allowed to tradesmen of Able Rate and above only:

<u>Pattern</u>	<u>Description</u>	<u>No. per kit</u>
54	Torch	1
14074	Batteries	3
X951146	Bulb	1

2. These items should be withdrawn from tool kits held by tradesmen of a lower rating and returned to the nearest (Superintending) Naval Store Officer.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.P.O.2415/1956 altered to meet R.A.N. conditions.)

(4518/20/242)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1078.

ACCOUNTING FOR BOOKS OF REFERENCE AND AIR PUBLICATIONS.

With reference to Navy Order 790 of 1956, the extent to which the instructions for dealing with Books of Reference and Air Publications included in the 1955 edition of B.R.1 and A.P.O. "P" 285/1955 will be applicable in the R.A.N., has not yet been determined.

2. A further Navy Order will be promulgated as soon as R.A.N. procedure has been decided. In the meantime, existing arrangements should be continued in all respects.

(Navy Order 790 of 1956)

(4139/3/132)

1917

THE BOARD OF DIRECTORS OF THE
AMERICAN RED CROSS

WASHINGTON, D. C.

Dear Sir:

I have the honor to acknowledge the receipt of your letter of the 14th inst.

and in reply to inform you that the same has been forwarded to the
proper authorities for their consideration.

I am, Sir, very respectfully,
Yours truly,
[Signature]

Very truly yours,
[Signature]

The Secretary of the Board of Directors

AMERICAN RED CROSS

WASHINGTON, D. C.

Enclosed for you are the following documents:

1. A copy of the report of the Committee on the proposed
amendment to the Constitution of the American Red Cross.

2. A copy of the report of the Committee on the proposed
amendment to the By-Laws of the American Red Cross.

3. A copy of the report of the Committee on the proposed
amendment to the Articles of Association of the American Red Cross.

4. A copy of the report of the Committee on the proposed
amendment to the Rules and Regulations of the American Red Cross.

Very truly yours,
[Signature]

The Secretary of the Board of Directors

AMERICAN RED CROSS

Cw Spec 1/2

Carl A. Heiler

C.N.O.s. 1080-1095/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

31st October, 1956.

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

By direction of the Naval Board,

Thos. 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

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SECTION 1 - ADMINISTRATIVE AND GENERAL

1080.

CEREMONIAL AT PUBLIC FUNCTIONS.

It is particularly undesirable that the Last Post or Sunset should be included in musical programmes unless this is clearly appropriate.

(3244/1/19)

1081.

SECRECY AND SECURITY - MISUSE OF SECURITY CLASSIFICATIONS.

Attention is drawn to the need for care in the use of security classifications and in particular to the need to avoid over-grading. The originators of documents requiring security protection must be conversant with the relevant instructions and definitions given below and in B.R. Form U.2.D.

2. Misuse by over-grading causes unnecessary work and imposes needless restrictions. It also lessens the respect with which the security classifications are treated, with a consequent lessening of the protection afforded to matters properly classified. The dangers of under-grading are self-evident.

3. Much official information needs no security classification. The remainder is to be graded strictly in accordance with the following definitions:

Top Secret. - Information and material the unauthorised disclosure of which would cause exceptionally grave damage to the nation.

Secret. - Information and material the unauthorised disclosure of which would endanger national security, cause serious injury to the interests or prestige of the nation, or be of great advantage to a foreign nation.

Confidential. - Information and material the unauthorised disclosure of which would be prejudicial to the interests or prestige of the nation, or would cause administrative embarrassment, or difficulty, or be of advantage to a foreign nation.

Restricted. - Information and material which require security protection other than that determined to be Top Secret, Secret or Confidential.

These definitions supersede those in B.R. Form U.2.D. which Admiralty advises is under revision.

4. Each document is to be classified strictly according to its own contents and not by reference to the classification of the file on which it is drafted or to former documents on the same or related subjects. Before allotting one of the higher classifications the originator should always consider whether compromise of the document would cause the damage envisaged in the definition of the classification proposed. It is often possible to keep the classification down by excluding unnecessary reference to more highly graded matter.

5

1081-1082

5. There are, however, exceptions to the regulations in paragraph 4 as follows:

a) It is prohibited to make an unclassified signal which refers to a Top Secret or Secret document, letter, publication or signal. This rule does not apply, however, to the following short stereotyped replies which may be sent unclassified to Top Secret or Secret signals provided that these were marked "By Secure Means": they may also be sent whenever they refer to a Top Secret or Secret document, letter or publication:

i) YES

ii) NO

iii) AGREED (CONCUR)

iv) NOT AGREED

v) APPROVED

vi) NOT APPROVED

vii) ACKNOWLEDGED

viii) CONFIRMED

ix) REQUEST REPLY

b) Replies to messages marked "No unclassified reply or reference if date time group is quoted" or marked with the paraphrase warning, must always be classified at least Restricted in order to protect cryptographic security.

6. The need for downgrading classified documents as prescribed in B.R. Form U.2.D., Article 1A (vi) (c) should also be borne in mind in order to confine security precautions to documents of real importance.

7. A security grading applied by a foreign or Commonwealth country is to be strictly observed.

(The foregoing is the text of A.P.O. 2593/1956 altered to meet R.A.N. conditions.)

(3371/1/16)

SECTION 2 - PERSONNEL

1082.

SHIP'S IMPROVEMENT FUND.

Expenditure from the Ship's Improvement Fund not exceeding the amounts specified in the following table may be incurred each financial year as from 1st July, 1956, in respect of H.M.A. ships and establishments:

a) H.M.A. Ships:

P.O.C.A.F.	£25
Aircraft Carriers	£25
"Daring" Class	£15
Captain 'D'	£15
Destroyers	£12
Captain 'P'	£15
Frigates (includes Surveying Frigates)	£10
Ocean Minesweepers	£10
Warships not listed above	£ 3

b) H.M.A. Naval Establishments:

Flinders Naval Depot	£25
R.A.N.A.S. Nowra	£25
H.M.A.S. HIRIMEA	£25
A.J.A.S.S.	£15
H.M.A.S. WATSON	£25
H.M.A.S. PENGUIN	£15
H.M.A.S. LEEUWIN	£15
H.M.A.S. MELVILLE and COONAWARRA W/T Station	£ 5
H.M.A.S. HARMAN	£ 5
Boom Depot and Train- ing School, Sydney	£ 3
Flinders Naval Depot (Gunnery School)	Proceeds from return of empty cartridge cases
H.M.A.S. TARANGAU	£ 5
Other shore establishments	£ 3

2. The Ship's Improvement Fund is intended:

- to cover the purchase of minor fittings and devices which are not included in the usual equipment of ships but which would tend to promote efficiency; and
- to provide for minor experimental work which may be carried out as a preliminary to putting forward concrete proposals for the improvement of service material and methods.

3. The monetary limit in respect of direct purchases by H.M.A. ships from the Improvement Fund is 30/- in any one case, vide paragraph 4 of R.A.N. Supplement to B.R.4.

4. It must be clearly understood that no portion of the fund is to be expended on prizes, emoluments for any person in the Naval Service, welfare purposes, entertainment, the embellishment of the ship or of the ship's fittings, ship's maintenance stores which might be demanded in the normal course from Naval Store Depots, or stationary and office equipment not provided from official sources.

5. It is emphasised that all expenditure chargeable to the Fund is, for the future, to be strictly regulated by the provisions of this Order, and the fact that the admissibility of expenditure on certain items has not been questioned in the past should not be taken as implying that expenditure on comparable items will be allowed in future.

ACCOUNTING

6. The amounts authorised are the maximum to which expenditure may be met in any financial year and the method of accounting as follows:

- The account should be credited on the 1st July of each year with the amount allowed by this Order and debited from time to time with the value of stores demanded from Store Depots and cash expenditure as incurred. If the actual value of stores demanded from the Naval Store Officer is not known at the time, the estimated charge is to be recorded and the account amended if necessary when the actual charge has been ascertained.
- Amounts allocated for improvement purposes are not cumulative. Any balances remaining at 30th June of each year in excess of commitments entered into will lapse.
- The normal routine for the purchase of and proper accounting for stores and supplies is to be observed. Naval Board or other authority is to be obtained where necessary. Vouchers should be endorsed "Improvement Fund".
- At the close of each financial year, a certificate by the Captain in the following form is to be furnished to Navy Office, as an enclosure to the Cash Account for June:

"I certify that expenditure totalling £ has been met in H.M.A. ship under my command for purposes of ship's improvement during the current financial year, which amount does not exceed the allocated amount of £

.....

Captain"

- No details of such expenditure are required to be furnished, but record will need to be kept in the ship for preparation of the annual certificate, vide paragraph 6 (d).

7. Navy Orders 212 of 1951, 105 of 1952, 340 of 1955 and 286 of 1954 are hereby cancelled.

(The foregoing is the text of A.P.O. 2180/1954 altered to meet R.A.N. conditions.)

(Navy Orders 212 of 1951, 105 of 1952, 286 of 1954 and 340 of 1955)

(4813/3/7)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1083.

GUNMOUNTINGS - 4-INCH SINGLE MK. 20 MOUNTINGS -
MODIFICATION TO GUNSHIELD.

- a) Authorities concerned Ships and establishments holding abovementioned mountings.
- b) Purpose of modification To prevent the necessity of having to remove the shield in order to lift the mounting.
- c) Nature of modification Provision of two holes, fitted with cover plates, in top of gunshield to allow lifting sling to be fitted to mounting.
- d) Drawing N.11285 dated (25/8/56)
- e) When to be done On the next occasion of lifting the mounting.
- f) By whom to be done Ships and establishments concerned are to raise a Defect List Item to cover the work involved quoting this Order as the authority.

(4429/29/99)

1084.

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

The provisions of Navy Order 121 of 1956 relating to secondary lighting in wireless offices are to be implemented in H.M.A.S. WOOMERA and the following Alteration and Addition Item is approved:

H.M.A.S. WOOMERAItem No. 104Classification "A"Item: "To provide secondary lighting at emergency receiver installed in the wheelhouse."

Description: To fit a chart table fitting A.P.17105 with mechanical dimmer and orange filter at emergency radio receiver in the wheelhouse, and connected to 12 volt battery outfit with A.P.25003 fuze box and two (2) in number joint service No. Z590118 5-amp. H.R.C. fuses.

- References: a) Navy Order 121 of 1956.
b) F.O.I.C., E.A. memorandum E.A. 2789/444/1/1 dated 8th August, 1956.

2. The following naval stores are required to be provided for the above Alteration and Addition Item:

<u>Pattern No.</u>	<u>Description</u>	<u>Number Off</u>
17105	Chart table fitting with mechanical dimmer and orange lighting filter	1
X954201	Electric lamp 12 volts, 6 watt	1
4483	Looping-in box	1
17174	Cord grip fitting	1
25003	Fuse box, 1 way, 8 amp. 220V. D.C.W.T.	1
Z590118	Fuse, H.R.C. 5 amp.	2.

(Navy Order 121 of 1956)

(4300/10/206)

1085.

DECK COVERINGS - LAYING AND MAINTENANCE OF ABRASIVE TREADSTRIPS.

H.M.A. Ships

Stocks of Wet-or-Dry Safety Walk referred to in Navy Order 125 of 1951, are now available and are to be used in accordance with instructions contained in this Order.

2. Abrasive treadstrips are fitted to weatherdecks primarily to give a firm foothold in such spaces as working areas around equipment and in walkways. The abrasive treadstrip, if laid and maintained properly, will give up to 18 months' service, but it cannot resist the abrasion caused by dragging heavy items of equipment or stores across it; this must be avoided by the use of planks, shot mats, etc. Damaged or worn treadstrips are to be replaced with new treadstrips; treadstrips once lifted should not be relaid.

3. The following instructions are for guidance in the laying and maintenance of abrasive treadstrips:

- a) Surfaces. - Abrasive treadstrips can be applied to any clean, dry, smooth surface and clear of all irregularities such as rivet heads.
- b) Preparation of the Surfaces. -
- i) Remove all rust with scrapers and wire brush.
 - ii) Thoroughly clean the surface by scrubbing or washing with a detergent solution, such as "Teepol", to remove all oil, grease, wax, paint, etc.
 - iii) Wipe clean with a solvent, such as Carbon Tetrachloride, Pattern No. 7378 and allow surface to dry completely.
 - iv) Be sure that the surface is entirely free from dust.

c) Application of the treadstrips.-

- i) Remove the protective plastic lining from the back of the treadstrip to expose the adhesive film. This can be done by starting in one corner using the thumb nail or some sharp edge implement, loosening the lining from the adhesive film and carefully pulling the lining from the treadstrip.
- ii) Lay the treadstrip carefully in place on the prepared surface, taking care not to trap any air, and press, stamp and roll firmly, being sure to cover the entire surface.
- iii) When the treadstrip has been firmly pressed to the deck lay a bead of the special adhesive around all the edges of the treadstrip to seal against the ingress of water, oil or grease. This is important to ensure good adhesion.
- iv) Sealing may be done by filling a clean spout type oil can with adhesive and drawing the spout around the edges of each treadstrip, or by drawing a bead of adhesive around the edges with a small paint brush.
- v) The adhesive on the back of the treadstrips will adhere to any clean, smooth and perfectly dry surface. Dampness or high humidity will prevent a firm bond being made.
- vi) Should the adhesive film become dirty it may be cleaned by wiping with either Carbon Tetrachloride Pattern No. 7378 or Naphtha Pattern No. 50. This will re-activate the adhesive surface.
- vii) Low temperatures will reduce the tackiness of the adhesive film. Applications should not be attempted at temperatures below 40°F unless both treadstrips and the surface are pre-heated. The treadstrips can be conditioned by storing for an hour or two in a warm room prior to use.

d) Maintenance.-

- i) Abrasive treadstrips can be swept clean with an ordinary stiff broom for the removal of loose dirt and dust.
- ii) To scrub them prepare a cleaning solution (Tespol) to which is added 1/2 cupful of household ammonia to each gallon. Scrub the treadstrips with a stiff bristled brush and rinse with clean water. Brush off excess water and mop or sponge. Do not drag the mop over the treadstrips because of the carding action to the mop.

iii) When treadstrips are newly laid, the carborundum grit may be carried into the ship on the soles of shoes; this effect will disappear with time and washing.

- e) Cleaning hands and tools.- Carbon Tetrachloride Pattern No. 7378 may be used for cleaning the adhesive from the hands or implements used during the application of the treadstrips.

The adhesive used for beading the edges is highly inflammable and should not be used near a naked flame or in unventilated spaces.

4. Navy Order 125 of 1951 is hereby cancelled.

(The foregoing is the text of A.F.O. 2405/1956 altered to meet R.A.N. conditions.)

(Navy Order 121 of 1956)

(4512/70/304)

1086.

NAVAL STORES (GENERAL) (CLASS B, GROUP 8, PART 1) -
TECALEMIT GREASE AND OIL GUNS FOR AIR PURPOSES -
ALLOWANCES - CARRIERS, R.A.N. AIR STATIONS.

Navy Order 231 of 1956 is amended by the addition of the following item to those included in Tecalemit Grease and Oil Guns to be allowed for Air purposes in lieu of Airguns Nos. 1 and 2:

Pattern	Description	Air Stations	Carriers	Ship's Classification
6339	Tube, flexible, rubber 18" with adaptor.	4	3	C

(Navy Order 231 of 1956)

(4505/88/166)

1087.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART C) -
BITS, COUNTERSINK ROSE, 7/16-IN., PARALLEL SHANK, 120° - INTRODUCTION.

Aircraft Carriers, R.A.N. Air Stations

In view of the increasing necessity for riveting at an angle of 120° in aircraft, the following tool has been introduced into the Rate Book for Naval Stores under Class B, Group 11, Part C, specifically for inclusion in A.1 and A.4 tool kits on the basis of one for each tool kit:

Pattern	Description	Ship's Accounting Classification
13159	Bits, countersink rose, 7/16-in., parallel shank, 120°	Consumable

2. Ships and services concerned should forward demands to the appropriate storing yards for the quantity required to equip the tool kits at present held.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 2038/1956 altered to meet R.A.N. conditions.)

(4506/12/396)

1088.

NAVAL STORES (GENERAL) (CLASS B, GROUP 12D) SPRAYER CAPS AND PLUGS - REVISED ALLOWANCES H.M.A. SHIPS.

Allowances of sprayer caps and plugs to Destroyers, Frigates and Ocean Minesweepers have been revised, and are now as listed in the Appendix to this Order.

2. Ships in commission and "D" class commission in reserve should return surplus items to or demand from the appropriate (Superintending) Naval Store Officer to conform to the revised scale as necessary. Dormant demands for ships under conversion and in "E" Class commission in reserve should be adjusted by the Superintending Naval and Air Store Officer, Sydney.

3. The relevant establishments of Sea Stores will be amended. However, the revised allowances of sprayer caps and plugs to Battle and Tribal Class Destroyers and A.S. Frigates (Converted Fleet) only - for main steaming - include a R.A.N. Special Allowance of 2 No. each, additional to Admiralty allowances. Lists of Special Allowances of Naval Stores for the classes of vessels affected should be noted accordingly.

(The foregoing is the text of A.F.O. 358/1956 altered to meet R.A.N. conditions.)

(4506/22/45)

APPENDIX
Revised Allowances of Sprayer Caps and Plugs.

Patt. No.	Description		Den.	Class				Remarks
	Size	Output (lbs. per hr.)		Destroyers	Frigates	O.M.S.		
22	00	150	No.					<p>A = For lighting up (includes working quantities, plus spares). B = For each boiler (pattern as required) for lighting up and auxiliary steaming; includes working quantities, plus spares. C = For each boiler for auxiliary steaming; includes working quantities, plus spares. D = For auxiliary steaming; including working quantities, plus spares. E = For auxiliary steaming. F = For each boiler (as spares) of pattern used for main steaming. G = Pattern as required.</p>
19	0	200	"			4A	4A	
14	1	400	"			4A	4D	
15	2	600	"			4A } G 4A }		
16	3	900	"			3C		
24	3A	1050	"					
17	4	1200	"					
14	1	400	"					
15	2	600	"					
23	2A	750	"					
16	3	900	"					
24	3A	1050	"					
17	4	1200	"					
18	5	1500	"					
20	6	1800	"					
21	7	2100	"					
				Battle Tribal	A.S. Conv. Fleet	A.A. and A.S. River		

1089.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) - ADDITION
OF MALLETS, PATTERN 436, TO TOOL KITS, TYPES S1
AND S2.

To ensure correct workshop practice by Shipwright
Artificers and Joiners it has been decided to add 1 No.
Mallet, Pattern 436, to each of Tool Kits, Types S1 and S2.

2. Demands to complete should be forwarded to the
appropriate (Superintending) Naval Store Officer.

3. Admiralty has advised that the relevant publications will
be amended.

(The foregoing is the text of A.P.O. 2414/1956 altered to
meet R.A.N. conditions.)

(4514/21/323)

1090.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 1) -
BATTERY, PATTERN 14248 FOR ELECTRONIC FLASH UNIT -
INTRODUCTION.

The Vanner Silver Zinc Battery Type H705/6 for use with
the electronic flash unit, pattern 8902, has been allocated
pattern number 14248 and added to the Rate Book and
Authorized List of Naval Stores under Class F, Group 2A,
Part 1. It will be accounted for as a permanent item of
sea stores.

2. Two of these batteries will be allowed for each electronic
flash unit, pattern 8902, held on ships and services already
supplied with press camera outfits, pattern 8900, should
demand batteries from the nearest (Superintending) Naval Store
Officer to complete to this allowance.

3. Supplies of silver zinc batteries will be made in a dry,
uncharged condition, the electrolyte being contained in an
ampoule strapped to the battery. Attention is drawn to the
necessity for strict adherence to the maker's instructions
issued with each battery and the avoidance of any form of
sulphuric contamination during initial charging or recharging
operations.

4. All non-pattern batteries of this type which were
supplied filled with electrolyte should, on replacement by
pattern 14248, be returned to the nearest (Superintending)
Naval Store Officer, for retention pending the issue of a
Navy Order dealing with the recovery of their silver content.
Unserviceable batteries pattern 14248 should be dealt with
similarly.

5. Admiralty has advised that the relevant publications will
be amended.

(The foregoing is the text of A.P.O. 2351/1956 altered to
meet R.A.N. conditions.)

(4518/20/241)

1091.

NAVAL STORES (GENERAL) (CLASS F, GROUP 2A, PART 3) -
TORCHES, OLDHAM SAFETY, PATTERN 16456 - ALLOWANCES.

It has been decided that 1 No. pattern 16456, torch,
Oldham safety, type TD2A will be allowed to Sea Air Rescue
craft.

2. Demands to complete to this allowance should be
forwarded to the Superintending Naval and Air Store Officer,
Sydney.

3. Admiralty has advised that the relevant publications
will be amended.

(The foregoing is the text of A.P.O. 2035/1956 altered to
meet R.A.N. conditions.)

(4518/22/341)

1092.

NAVAL STORES (TECHNICAL) A/S TEST EQUIPMENT -
REVISED ALLOWANCES - H.M.A. SHIPS AND
ESTABLISHMENTS.

Allowances of the items of A/S test equipment have been
reviewed and will in future be on the scale shown in the
Appendix to this Order.

2. The allowances to ships have been included observing
that, in the R.A.N., it is frequently difficult to obtain
these items on loan from a base. Administrative authorities
should arrange for the allowances to be distributed through-
out the squadron concerned, thus obviating the necessity for
additional stowage.

3. Where present holdings of the listed items of test
equipment, as allowed by Establishment List A/S139 Testing
Instruments for A/S Equipment, are in excess of these
revised allowances surplus items should be returned to the
appropriate (Superintending) Naval Store Officer. Demands
to complete to the new allowances should be forwarded to
the Superintending Naval and Air Store Officer, Sydney.

4. Establishment List No. A/S.139 - Testing Instruments
for A/S Equipment - should be noted in accordance with the
provisions of this Order.

(4518/11/345)

APPENDIX

Class and Group	Patt. No.	Description	Command or Establishment Allowances
F.1a2	A.2514	Test set, portable and adaptor, for	P.O.C.A.P. - for Darings 10th Destroyer Squadron 1st Frigate Squadron R.N. School, Wiltshire Naval Depot T.A.S. School, H.M.A.S. WATSON A/S Test Room, H.M.A. Naval Dockyard, Sydney A/S Test Room, H.M.A. Naval Dockyard, Williamstown
"	A.3632	Test set, portable	
"	A.2431	Wavemeter, portable	A/S Test Room, H.M.A. Naval Dockyard, Sydney A/S Test Room, H.M.A. Naval Dockyard, Williamstown.
"	7088	Capacitance bridge	
"	A.1892B	Board testing for indicating instruments	
"	A.186		

1 each
for1 each
forSECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

1093.

SHIRTS WHITE TUNIC.

Any stocks of white tunic shirts manufactured by A.V. Burton which are held in H.M.A. ships and establishments are to be returned at the first convenient opportunity to the nearest H.M.A. Victualling Yard.

(4533/45/35)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1094.

THE NAVY LIST - OCTOBER, 1956 EDITION.

Owing to printing difficulties it has been decided to abandon the publication of the October, 1956, edition of the Navy List.

2. It is expected that the January, 1957, edition of the List will be available for distribution to the Fleet in February, 1957.

(4139/5/159)

1095.

REVISION OF FORMS.

The undermentioned forms have been revised. Supply will be effected on demand, when stock of the existing form is exhausted:

A.S.13022 - Application for Change of Home Port	(3526/12/1695)
R.A.N.R. (N.S.)6 - Oath or Affirmation of Registrants Volunteering for Naval National Service	(3526/31/85)
A.S.82 - Supply Officer's Report	(3526/12/1691)
B.270 - Record of Proceedings of Summary Investigations	(3526/12/1628)
A.S.1401/A.O.2 (Outside) - Large - Naval Armament and Torpedo Store Accounts Voucher Form	(3526/12/1641)
A.S.1401/A.O.2 (Outside) - Small - Naval Armament Store Accounts Voucher Form	(3526/12/1644)
A.S.181 - Punishment Return	(3526/12/1734)
A.S.1332 - Advice and Receipt Note	(3526/12/1709)
A.D.242 - Transfer Note	(3526/13/396)

RESTRICTED

1095

2. The following form has been abolished:

8.114 - Cooks Distribution List (3526/12/1560)

(3526/10/74)

(Faint, mirrored text from the reverse side of the page, including phrases like 'COOKS DISTRIBUTION LIST', 'REVISION 2 - 1960', and 'THE NEW LIST - 1960').

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

RESTRICTED

1005

By the following to whom they are directed

ALL - (some exceptions)

(some exceptions)

(some exceptions)

(some exceptions)

(some exceptions)

Com. H. H. H.

Genl. Meri

C.N.O. 1079/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

30th October, 1956.

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
1079.	Distribution of Non-Accountable Publications and Amendments During September, 1956.

1079.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS
DURING SEPTEMBER, 1956.

The non-accountable publications and amendments to A.P's, B.R's, miscellaneous publications, etc., contained in the Appendix to this Order have been distributed to ships and services during September, 1956; Navy Order 110 of 1954 is relevant.

2. Copies of A.P.O. "P" Series Amendments, referred to in the Appendix to this Order, are available for supply, on demand, to holders of personal copies of Books of Reference in accordance with Navy Order 1004 of 1955.

(Navy Orders 110 of 1954 and 1004 of 1955)

(4139/3/129)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication	Date
Aeroplanes	15th June, 1956
Aeroplane	22nd June, 1956
Aeroplanes	29th June, 1956
Aircraft Vol. 34, No. 12	September, 1956
Fibres Vol. 17, No. 7	July, 1956
Flight	15th June, 1956
Flight	22nd June, 1956
Flight	29th June, 1956
Flight	6th July, 1956
Joint Services Recognition Journal, Vol. II, No. 3	March, 1956
Joint Services Recognition Journal, Vol. II, No. 4	April, 1956
N.A.M.A.N. N.1602-N.1611	31st August, 1956
United Nations Review, Vol. 3, No. 1	July, 1956.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. NO.	A.L. OR LEAFLET
113	A.L.115
830 Vol. 2	A.L.33
1086 Book 1 (2nd Edition)	A.L.11
1086 Book 3 Part 1 (2nd Edition)	A.L.48
1086 Book 3 Part 2 (2nd Edition)	A.L.65 and 66
1086 Book 4 Part 1 (2nd Edition)	A.L.77 and 78
1086 Book 6 (2nd Edition)	A.L.56
1086 Book 9 (2nd Edition)	A.L.75
1086 Book 15 (2nd Edition)	A.L.83, 84 and 85
1095B Vol. 4 Part 6	A.L.8
1095C Vol. 4 Part 6	A.L.13
1181 Vol. 3 Part 1 Section 4	A.L.3
1181C Vol. 1 and Vol. 6 Part 1	A.I.L.2/56
	A.I.L.3/56
	A.I.L.4/56
1182A Vol. 1	A.L.142 and 143
1182C Vol. 1	A.L.94
1182E Vol. 1	A.L.57
1275A Vol. 1	A.L.517, 518, 519, 520, 521 and 522

A.P. NO.	A.L. OR LEAFLET
1275E Vol. 2 Part 1	(A.L.142)-D.29
1275G Vol. 2 Part 1	(A.L.76)-C.9
1275T Vol. 1	A.L.28, 29 and 30
1455	P.11 (Issue 4)
	P.12 (Issue 2)
	A.L.158, 161 and 162
1464D Vol. 1	A.L.19
1480/Amer.	A.L.16
1480/Brit.	A.L.14
1480/P.E.	A.L.19
1480/Rusa.	A.L.17
1480/W.E.	A.L.27
1538P Vol. 1 and Vol. 6 Pt. 1	A.L.3
1538P Vol. 6 Part 3	B.21
1661 Vol. 2 Part 1	E.8
	A.L.69
1661B Vol. 1	A.L.110
1664A Vol. 1	A.L.26
1664C Vol. 1	D.93 (A.L.1)
1803 Vol. 2 Part 1	B.18
	B.20
	A.L.63
1803 Vol. 2 Part 3	A.L.21
1803D Vol. 1 Book 1	A.L.23 and 24
1803D Vol. 1 Book 2	A.L.78
1803E Vol. 1	A.L.12
1803E Vol. 4 Part 6	A.L.3
1803F Vol. 4 Part 6	A.L.9
1803G Vol. 1 Book 2	A.L.58
1803P Vol. 1	A.L.8
1803P Vol. 4 Part 6	A.L.63
1803R Vol. 1	A.L.71 and 72
1803S Vol. 1	A.L.22, 24, 25, 26, 27, 28 and 29
1803T Vol. 1	A.L.7
2102D, F, H, Vol. 3 Part 1	RAH/2 (April, 1956)
2239A Vol. 2 Part 1	A.L.93
2239A Vol. 2 Part 3	A.L.116
2240A Vol. 1 Book 1	A.I.L.3/55
2240A Vol. 6 Parts 2 and 4	A.L.69
Book 1	A.L.36
2264B	(A.L.86)-G.15 (A.L.1)
2337 Vol. 2	A.L.35
2337 Vol. 6	A.L.7 and 9
2438G Vol. 1 and Vol. 6	A.L.109, 110, 111 and 112
2463 Vol. 1	A.L.11 and 12
2536C Vol. 1 Part 3	A.L.3
2552J Vol. 3	A.L.10
2552K Vol. 1	A.L.2
2552K Vol. 6 Part 2	A.L.2 and 3
2552L Vol. 3	A.L.6
2552L Vol. 5	A.L.70 and 71
2656A Vol. 1	A.L.125
2817A Vol. 1 and Vol. 6 Part 1	B.2
2817A Vol. 2 Part 1	No. 8
2876A Vol. 2 Part 1	No. 24 (A.L.1)
2914Y Vol. 2 Part 1	No. 25 (A.L.1)
2914Y Vol. 2 Part 1	No. 28
	A.L.44
2980A Vol. 1	A.L.7
3153A (C.A.P.22)	M.A.N. Correction C.31 (3/8/56)
3192C	" " C.32 (10/8/56)
	" " C.33 (17/8/56)
	" " C.34 (24/8/56)
	" " C.35 (31/8/56)

<u>A.P. NO.</u>	<u>A.L. OR LEAFLET</u>
3193C	A.L. 46C
	A.L. 48C
3323	M.A.N. 8.11 (24/8/56)
4089A	A. 62 (A.L.1)
4089E	E.170
4099J Vol. 2	(A.L.182)-B.8
	(A.L.181)-P.18
	(A.L.184)-H.20
	(A.L.183)-K.10
	(A.L.185)-K.11
4099J Vol. 3 Part 2	A.L. 9, 10, 11, 12, 13, 14
	and 15
4099M.L.	A.L. 7
4146B Vol. 1	A.L. 62
4257B Vols. 1 and 2	A.L. 90
4280T	A.L. 21
4282A Vol. 1	A.L. 33
4282B Vol. 1	A.L. 17
4282C Vol. 1	A.L. 15 and 16
4288N Vol. 1	A.L. 17 and 18
4293A and B Vol. 1	A.I.L. 2/56
	A.L. 44 and 45
4293A and B Vol. 6 Part 1	A.I.L. 1/56
4300A Vol. 1	A.L. 24
4300A Vol. 2	C. 6
	H. 3 (A.L. 2)
4300C Vol. 1	A.L. 30 and 31
4300C Vol. 6 Part 1	A.L. 22
4301A Vol. 2	M. 13 (A.L. 1)
	P. 25
4301C Vol. 1	A.L. 57, 58 and 62
4301C.D. - G.H.N.	A.L. 3
4303B Vol. 1	A.L. 103, 104, 105 and 106
4303B Vol. 2	(A.L. 10)-B.5
4303C Vol. 6	A.L. 34
4303E Vol. 1	A.I.L. 1/56
	A.I.L. 2/56
	A.L. 26 and 27
4303E Vol. 4 Part 6	A.L. 2
4320 Vol. 6 Part 2	A.L. 7
4320A Vol. 1	A.I.L. 1/56
4320A Vol. 6 Part 3	A.L. 5
4320A and B Vol. 6 Part 4	A.L. 32 and 33
4320A, B, C, Vol. 6 Part 4	A.I.L. 1/56
4320B Vol. 1	A.L. 27
4320B Vol. 2	(A.L. 66)-E.4
	(A.L. 67)-Q.7
4320B Vol. 6 Part 1	A.L. 21
4320B Vol. 6 Part 3	A.L. 4
4328 Vol. 6	A.L. 18 and 20
4328A Vol. 1	A.I.L. 1/56
	A.L. 66 and 67
4338A Vol. 1 and Vol. 6	A.L. 10
4340 Vol. 1	A.I.L. 2/56
	A.I.L. 3/56
	A.I.L. 4/56
	A.I.L. 5/56
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C.N.O.s. 1096-1117/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th November, 1956.

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

1096.

COMMONWEALTH NAVY ORDERS - ADOPTION OF SYSTEM OF
AUTOMATIC CANCELLATION OF ORDERS OF MORE THAN
2 YEARS' STANDING.

With reference to paragraph 4 of Navy Order 336 of 1956,
Navy Orders for the years 1948 and 1949 have been reviewed and
disposed of as indicated in the Appendix to this Order.

2. Disposal action for the years 1950-53 will be promulgated
as soon as possible.

3. Confidential Navy Orders will be dealt with separately.
(3712/20/21)

APPENDIX

DISPOSAL LIST.

C indicates the Order is cancelled as obsolete.

R(T) indicates the Order is cancelled and is being re-
promulgated in toto.

R(A) indicates the Order is cancelled and is being re-
promulgated in slightly amended form.

R(N) indicates the Order is cancelled and is being re-
promulgated in totally revised form.

NOTE: Action regarding Orders listed but not disposed of is
under consideration. The majority of these Orders will be
cancelled. Those subsequently re-promulgated will contain
a reference to the superseded Order.

C.N.O.'s 1948-49

C.N.O.	Disposal	C.N.O.	Disposal	C.N.O.	Disposal
1948					
1		29		63	
3		30		65	
4		31	C	67	R(A)
5	C	32		68	C
6	C	35		71	C
7		36	R(A)	73	
8		37	C	74	
9	C	38	C	75	
10	C	39	C	76	C
11	C	40		77	
12		42		79	C
13		45	C	80	C
14	C	46		83	C
15	C	51	R(T)	86	C
16	C	52	C	87	C
17	C	53		88	C
18		54		89	R(T)
20	C	56	C	90	C
21		57	C	91	
22	C	58	C	92	C
24	R(A)	59	C	93	C
25	C	60		94	C
26	C	61	C	97	
28		62	C	98	C

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1096

C.N.O.	Disposal	C.N.O.	Disposal	C.N.O.	Disposal
99	C	189		281	C
102		190		282	
103		195		284	
104		196	C	285	R(A)
108		197		287	C
109	C	198	C	288	C
111		199	C	290	C
112		200	C	292	
114		201	C	293	C
115		202	C	294	
117	C	203	C	297	C
118	C	204	C	298	
119	C	205	C	300	
120		208		301	C
121		209		303	R(A)
122		211		304	
124		213		305	
125	C	214	C	306	C
126		217	C	307	C
127	C	218		309	C
128		219	C	310	
129	C	221		312	
131		225		313	
132		227		314	C
133	C	228		315	
135	C	229	C	316	
138		233		317	
139		236		318	
140		237		319	C
141	C	238		320	
142	C	239	C	322	
143	C	240	C	323	
145		242	C	325	
147		245		327	
148		249		328	
149		250	C	329	C
150	C	251	C	330	
152		252	C	331	
153	C	253	R(A)	332	C
155	C	254		334	C
156	C	255		336	
157	C	256		337	
158		257	C	339	C
159		258	C	340	C
160		259	C	341	C
161	C	260	R(A)	344	
163	C	261	C	345	C
164	C	262	C	347	C
165	C	264		348	C
166	C	266		349	
167	C	267	C	350	
168	C	268	C	351	C
169	C	269	C	352	C
171	C	270	C		
173		271	C	1949	
178		273	C	1	
180	C	274	C	3	R(A)
182	C	275	C	5	C
183		276	C	6	
184		277		7	C
187		278	C	9	
188	C	279	C	10	C
		280		11	

C.N.O.	Disposal	C.N.O.	Disposal	C.N.O.	Disposal
12	C	96		197	R(A)
13		100	C	198	
14		101	C	199	
15	C	102	C	200	
16		103		201	C
17		104	C	202	
18		107		203	R(T)
19		109		204	C
20		110	C	205	
21		111		206	
22		112		207	
23		113	C	208	
24		116		209	C
25	C	118		211	C
26		119	C	212	
27	C	124	C	215	
29		125	C	217	C
30		126	C	219	R(T)
31	C	127	C	221	C
32		128	C	222	R(T)
33	C	129	C	223	
35		130	C	224	
36		133	C	225	
37		135		228	C
38	C	139	C	230	
39	C	140		231	C
40		141		235	
43	C	142	R(A)	239	C
44	C	143		240	
45		144	C	241	
46	C	146	C	242	R(A)
48		147		244	
51		148		245	C
52	C	150	C	246	
53		151		247	
55		152		248	
59		155		249	
60	C	156		250	
61	R(N)	159		251	C
62	C	160		252	C
64	C	161		253	R(T)
65	C	162		254	
66	C	166	C	261	
69		168		262	
70		170	C	265	
71	C	171	C	267	
72	C	174		268	C
73		176		269	
74	C	177		270	C
75		178	C	271	C
76		179	C	272	
78		180		273	
82		181		274	
85	C	183	C	275	C
87		185		277	C
88	C	186		279	C
89		187	C	280	C
90	C	188	C	284	C
91		189		286	
92	R(T)	191	C	287	
93		193		288	
94	C	195		289	
95		196	C	290	C

C.N.O.	Disposal	C.N.O.	Disposal	C.N.O.	Disposal
292		353		409	C
293		355		411	C
294		356		412	
295	R(A)	358		413	C
296		359		414	
297		360	C	415	C
298		361		416	C
300	C	362	C	418	C
305		363		419	
306	C	365		420	
307		366		421	
308		367		422	
313		368		424	C
314	C	369		425	
315	C	370		426	C
316		371		427	R(T)
317		372		428	
318		373	C	430	C
319		374		431	
320		375		432	
321	C	376	R(A)	433	C
326		377		434	C
327	C	380		435	
329		381	C	436	
330	C	382	C	438	R(T)
331		383		439	
332	C	386		440	
333		387		441	C
334	C	389		442	
335		390	R(A)	443	C
336		391	C	444	
338		393		445	C
339	C	396		447	
340	C	399	C	448	
341	C	401		451	
342	C	403	C		
346		404			
350		406			
351	R(A)	407	C		

1097.

"AIR FLASH" AND "IMMEDIATE AIRCRAFT MOVEMENT" - INSTRUCTIONS FOR AND AUTHORITIES WITHIN THE DEPARTMENT OF THE NAVY FOR ORIGINATING PRIORITY TELEPHONE TRUNK LINE CALLS IN CONNECTION WITH AIRCRAFT MOVEMENT AND SAFETY.

(Amended text of Navy Order 351 of 1949)

Attention is drawn to the arrangement in force with the Postmaster-General's Department for priority trunk line calls to be accepted from designated naval authorities in connection with the movement and safety of naval aircraft.

2. Two forms of priority are available as follows:

- 1) "AIR FLASH" - where safety of life or extreme urgency is involved.

- 11) "AIR MOVE" - where priority is necessary concerning the movements of aircraft, but where safety of life is not involved.

3. The instructions issued in the Postmaster-General's Department stipulate that when an "Air Flash" call is originated and a trunk line is not available to the office of destination, a conversation in progress must be interrupted so that service may be given with the least possible delay. It must therefore be appreciated that under these conditions considerable inconvenience may be occasioned to private telephone subscribers in the disconnecting and reconnecting of calls.

4. "Air Move" calls are completed over the first trunk line that becomes available and normally these calls are connected within a few minutes of being requested. "Air Move" priority should therefore meet all urgent cases except those where safety of life is involved. Where calls of this nature originate from other than official telephones, care is to be taken to ensure that the PMG telephonist will be informed by the caller that the charge is to the Department of the Navy.

5. With due regard to the above, a priority trunk line call is therefore not to be sought unless the matter is one of definite urgency, and the conversation is to be restricted to a minimum.

6. The following table lists those authorized to request trunk line priorities on the occasions shown:

Priority	Authorized Callers	Occasions for Use
"AIR FLASH"	a) The Fourth Naval Member and his appointed deputy(ies).	Aircraft in distress.
	b) Commanding Officers of H.M.A. carriers, R.A.N. Air Stations and their appointed deputy(ies).	Sudden deterioration of weather conditions or other factors involving the immediate diversion of in-bound aircraft owing to necessity for closing destination aerodrome.
	c) Air Traffic Control Officers at R.A.N. Air Stations.	Used by captain of aircraft at unoccupied aerodrome.
	d) Captain of aircraft at unoccupied aerodrome.	Used by captain of aircraft at unoccupied aerodrome to report crash or forced landing, casualties, damage, in obtaining assistance.
	e) The captain of an aircraft having carried out a forced or precautionary landing.	
	f) The F.O.I.C., E.A., and his appointed deputy(ies).	
	g) Commanding Officer, H.M.A.S. WATSON, and his appointed deputy(ies).	
"AIR MOVE"	As for "AIR FLASH" with exception of (e).	a) In lieu of the "AIR FLASH" priority when circumstances are known to permit.
		b) When time does not permit of an alternative means of communication, e.g., radio or teletype, being used.

(622/207/25)

1098.

ORGANISATION FOR SHIPS OR CRAFT COMMISSIONING FROM RESERVE.

(Amended text of Navy Order 295 of 1949)

GENERAL

When it is decided that a ship or craft is to be brought forward for service from reserve, the Commanding Officer designate and his officers will be appointed to the headquarter ship of the Reserve Fleet at the port, "For H.M.A.S. and on commissioning". Officers so appointed are to stand by the ship and supervise the work of preparation for service, under the direction of the Commanding Officer, Reserve Ships.

2. Immediately before commissioning, the Commanding Officer designate will carry out a joint inspection of the ship or craft in conjunction with the Commanding Officer, Reserve Ships, and the local naval authority. Form A.R.F.1 is to be produced for this inspection. See instructions inside cover of this form.

3. On completion of this inspection, and subject to it being satisfactory, the ship will commission and come under the operational and administrative control of the local naval authority, or as otherwise directed by the Naval Board, and will cease to be a responsibility of the Reserve Fleet.

4. The above conditions are also to apply to draft brought forward from reserve for use as tenders not attached to, or attending on, the Reserve Fleet.

5. Personnel appropriated for ships to be brought forward into active commission from reserve will be drafted to the parent ship of the Reserve Fleet at the port, "For H.M.A.S. and on commissioning".

PREPARATION

6. A detailed list of work required is to be prepared for the bringing forward of each ship or craft in reserve, other than those in "B" Class Commission in Reserve. This list should include the Paying-Off Defect List, and should cover all departments and be designed to afford the greatest assistance possible to the officers and men on whom this task will eventually fall. Where possible, it should be prepared by the officers responsible for the ship's preparation for reserve. (I.P.R. Chapter I, Article 100(a)).

7. The aide-memoire in Appendix A of this Order is intended as a guide to the work required to bring forward a ship of the Reserve Fleet for service. When preparing the lists mentioned in paragraph 6, the items should be elaborated as necessary to include any details of stowages, etc., peculiar to the ships or classes of ships concerned.

8. This aide-memoire is given in three sections as follows:

Section "A" - Action to be taken by Commanding Officer, Reserve Ships, or the port division concerned, on receipt of orders that ship is to be brought forward for service.

Section "B" - Action to be taken by the new Commanding Officer.

Section "C" - Action involving other establishments and organisations and requiring co-ordination.

9. a) The responsibility of bringing a ship or vessel forward from reserve into active commission is entirely that of the Commanding Officer, Reserve Ships, while the ship or vessel is still part of the Reserve Fleet.

b) The Commanding Officer designate assumes full responsibility from the date the ship or vessel commissions.

c) Items in Section "C" require the co-operation of the majority of the establishments and departments of the port. In the case of a small number of ships being brought forward at one time, the Commanding Officer, Reserve Ships, should be able to make the necessary arrangements; for a large number, the local naval authority will be responsible for making out a co-ordinated programme.

10. The Commanding Officer, Reserve Ships, should elaborate the aide-memoire as necessary in his own orders, in particular showing, where applicable, the names, addresses and telephone numbers of the authorities or departments concerned with each item. He should prepare a specimen programme, similar to that attached as Appendix B of this Order, to cover the bringing forward of up to four ships at the one time.

11. The completed form A.R.P.1 is to be kept on board for future reference on the ship being brought forward for service.

(603/247/2332)

APPENDIX A

A. Action by Commanding Officer, Reserve Ships.-

1. Arrange with Manning Directorate of Navy Office for key ratings to join in advance if possible.

2. Check contents of ship's box.

3. Check Paying-Off Defect List and List of Alterations and Additions and arrange for completion of outstanding defects affecting sea-going efficiency.

4. Make out Commissioning Cards and Routine, and post letter on notice boards.

5. a) Arrange the general scheme of stowage for provisions, clothing, etc.

b) Arrange with Victualling Yard to supply stores shown on dormant demands at a suitable time before commissioning, ensuring that they are on board before required but not before adequate measures are taken for their safety on board. See also Section C 5 below.

c) Arrange the time at which cold room is to be ready for the stowage of meat.

d) Arrange with fresh provision contractors times fresh provisions are to be supplied. Section C 19 below refers.

e) Arrange that galley gear, officers' mess traps and mess utensils are grouped in convenient order so that they may be turned over to responsible persons, from whom receipts are to be obtained, with as little delay as possible.

f) Arrange that necessary forms and stationery are available.

6. Arrange with Armament Supply Officer, Naval Store Officer and Victualling Store Officer for supply of relevant stores.

7. Arrange with Gunnery Equipment Storekeeping Officer for supply of gunnery and underwater weapons equipment not dealt with under Defect List procedure. Where there is no Gunnery Equipment Depot, the Armament Supply Officer will make the necessary arrangements.

8. Test galley fire. Check that drinking water is available and arrange hot meal for men joining.

9. Canteen: Action to be taken in accordance with C.O.R., Article 455.

10. Inform local naval authority of the date the ship should go on Duty Free List.

11. Arrange with Navy Office for supply of S.P's and C.B's and Superintending Naval and Air Store Officer, Sydney, for O.U's and B.R's.

12. Issue warnings to all authorities concerned in items in Section C below, of pending requirements. Where such work can be progressed in advance of the arrival of the ship's company, e.g., taking in water or unplugging guns, this should be arranged.

13. Inform the Senior Officer, Hydrographic Service, of probable date of ship's commissioning.

B. Action by new Commanding Officer.-

1. Check that all items in Section A have been completed. In the case of victualling stores, ensure that stocks held are in accordance with C.O.R., Articles 421, Clause 10, 479 and 487.

2. Check that organisation for Section C below is satisfactory.

3. Read Station Bill, and exercise "ACTION", "NIGHT ACTION", "FIRE", etc.

4. Replace gear not in war stowage.

5. Test all electrical equipment.

6. Bring forward and test A/S and E/S equipment.

7. Charge and prepare torpedoes.

8. Test and tune radio equipment, including remote control, etc.

9. Re-ship V/S equipment in appropriate positions.

10. Test all radar equipment.

11. Test D.G. equipment.

12. Test depth charge firing gear.

13. Fuse shell if necessary.

14. Carry out sight and director tests.
15. Carry out performance test of gyro compass.
16. Carry out darken ship trial.
17. Raise steam for auxiliary purposes. (See 7 above).
18. Complete forms for dutiable mess and canteen stores.

C. Action involving other establishments and requiring co-ordination.-

1. Initial draft of new commission join.
2. Balance of complement join.
3. Dry dock if necessary.
4. Take in fresh water for drinking and washing.
5. Embark victualling stores.
6. Take in boiler water.
7. Receive S.P's and C.B's.
8. Receive B.R's and O.U's.
9. Draw charts and chronometers, etc.
10. Embark ammunition and explosives.
11. Draw gun wharf stores.
12. Complete with naval stores.
13. Guns to be inspected.
14. Draw torpedoes - if applicable.
15. Draw medical stores.
16. Draw cash.
17. Embark canteen stores.
18. Tune radio equipment.
19. Draw secondary batteries.
20. Embark fresh meat and refrigerated stores.
21. Basin trial.
22. Move into stream.
23. Tune and test A/S and E/S equipment.
24. Embark fuel.
25. Calibrate D/P.
26. D.G. ranging.
27. Swing ship for adjustment of compasses.

28. Tune and calibrate radar equipment.
29. Carry out sight and director test.
30. Steaming trials.
31. Gunnery test firings.
32. Open store accounts and draw fixture lists.

CANTONMENT		MATERIALS		EQUIPMENT		SERVICES		OTHER	
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1		1		1		1		1	
2		2		2		2		2	
3		3		3		3		3	
4		4		4		4		4	
5		5		5		5		5	
6		6		6		6		6	
7		7		7		7		7	
8		8		8		8		8	
9		9		9		9		9	
10		10		10		10		10	
11		11		11		11		11	
12		12		12		12		12	
13		13		13		13		13	
14		14		14		14		14	
15		15		15		15		15	
16		16		16		16		16	
17		17		17		17		17	
18		18		18		18		18	
19		19		19		19		19	
20		20		20		20		20	
21		21		21		21		21	
22		22		22		22		22	
23		23		23		23		23	
24		24		24		24		24	
25		25		25		25		25	
26		26		26		26		26	
27		27		27		27		27	
28		28		28		28		28	
29		29		29		29		29	
30		30		30		30		30	
31		31		31		31		31	
32		32		32		32		32	

APPENDIX B
SPECIMEN ORGANISATION FOR COMMISSIONING

Name of Ship	Day														Remarks
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
"NON-SUCH"	1 & 3	4 & 5	2, 4 & 13	11	10	9 & 14	10 & 6	12	15 & 16	17, 8 & 22	18 & 19	20 & 21	-	-	Requires new propeller.
"HAS BEEN"	1 & 3	7	7	7 & 2, 4	4, 5 & 15	9 & 14	10 & 6	10	6 & 10	15	8 & 12	16	17 & 18	21 & 19	
"NEVER WAS"	1 & 3	5	4	4 & 14	2 & 9, 11	10 & 13	10 & 6	-	15	16 & 17	8 & 12, 22	18 & 19	20 & 21	-	

1. = Initial draft joins.
2. = Balance of complement joins.
3. = Take in domestic water.
4. = Embark victualling stores.
5. = Take in boiler water.
6. = Receive C.B.'s, S.P.'s, etc.
7. = Dry dock if necessary.
8. = Embark ammunition and explosives.
9. = Embark gun wharf stores.
10. = Complete with naval stores.
11. = Draw torpedoes.
12. = Tune W/T.

13. = Embark canteen stores.
14. = Draw secondary batteries.
15. = Draw fresh meat and refrigerated stores.
16. = Basin trial.
17. = Move into stream.
18. = Embark fuel.
19. = Calibrate D/P.
20. = D/G ranging.
21. = Swing ship for compass adjustment.
22. = Tune and test A/S and R/S equipment.

NOTES.-

1099.

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

(Revised text of Navy Order 61 of 1949)

The ship radio telephone service between telephone subscribers in Australia, merchant ships and H.M.A. ships is open to service calls and to private calls at the discretion of Commanding Officers.

2. Commercial Radio stations available for this service are Adelaide, Perth, Melbourne and Sydney. Adelaide, Perth and Melbourne stations are only suitable for short distance communication owing to limited frequencies available, but Sydney Radio is capable of long distance communication. Frequencies available at these stations are:

Station	Receiving KCS	Transmitting KCS
ADELAIDE RADIO	2100	2056
BRISBANE RADIO	2100	2072
HOBART RADIO	2100	2072
MELBOURNE RADIO	2100	2072
PERTH RADIO	2100	2056
	4087.7	4434.5
	8255.2	8804.4
	12365	13165.2
SYDNEY RADIO	2100	2056
	4087.7	4393.1
	8255.2	8804.4
	12341.9	13142.1
	16464.2	17294.4
	22011.9	22662.1

3. The procedure for booking calls is as follows:

A booking service message addressed "PHONES" Sydney, Adelaide etc., as the case may be, giving the following particulars -

- a) Serial number on board for the call.
- b) Name of called person.
- c) Name of calling person.
- d) Telephone number of called person.
- e) Date and time G.M.T. connection required.

This message is to be signed "PHONES" followed by "Warship (Ship's name)", e.g. WARSHIP NONSUCH.

4. After passing the booking service message, the ship must then pass to the same radio station, her estimated position or distance from the coast station at the time call is due, also indicate which frequency it is intended to use for the call, the coast station will similarly indicate the frequency which will be used for reply.

5. The above procedure takes place on 500 kc/s, when within range.

6. When outside 500 kc/s range but within the H.F. voice range the booking service message is relayed via Sydney Radio VIS on H.F. ship-shore frequencies addressed to the coast station concerned.

7. When outside both 500 kc/s and H.F. voice range the service booking message is addressed to Sydney Radio on H.F. ship-shore frequencies and the phone connection will be made from this station.

8. As a general rule, priority will be given where long distance calls are involved. If the person called is not available at the time required, or if for any other reasons the call is likely to be delayed, the ship will be advised accordingly.

9. To avoid undue use of Post Office trunk lines, ships are invariably to use the local coast stations if within range and the subscriber required is nearer to these Post Office terminals than Sydney.

10. Charges applicable to H.M.A. ships for this service are as follows, subject to a minimum charge as for three minutes:

- a) From the Antarctic Circle, northward along 180° E meridian to the equator. Thence west along the equator to 130° E. meridian, thence in a south-westerly direction to the position 10° S. 100° E. Thence west along the parallel 10° S. to 80° E. meridian, and thence south to the Antarctic Circle.

1) 6/8 per minute.

ii) Reports charge for an ineffective call 2/-.

- b) Outside the area in (a)

1) 16/8 per minute.

ii) Report charge for an ineffective call 2/8.

Notes: a) Charges include trunk line charges to all parts of the Commonwealth.

b) Report charges are made for calls that have been finalised and subsequently cancelled by the originator.

11. Private radio-telephone calls from official telephones on shore are prohibited.

12. In view of the fact that the above scale of charges applies equally to official calls, the use of this service for official business is to be limited to emergencies and other exceptional circumstances when normal service means of communication are unsuitable.

13. A monthly return of official and private radio-telephone calls is to be included with details of radio-telegrams on Forms A.S.1097Z and A.S.536 respectively, in accordance with Naval Account Regulations and Instructions, Article 40. Accounting and payment for these calls are also to be in accordance with this Article.

(622/202/4263)

1100.

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

(Amended text of Navy Order 222 of 1949)

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

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

The Registrar,
R.A.F.R.,
Navy Office,
MELBOURNE, S.C.I.

(549/201/331)

1101.

SHIPS AND CRAFT PREPARING FOR RESERVE -
MONTHLY REPORT OF PROGRESS.

(Amended text of Navy Order 303 of 1948)

Ships and craft preparing for reserve are to render to the Naval Board, with a copy to the local naval authority, monthly reports of the progress being made in the work of preparation of the ship for transfer to the Reserve Fleet.

2. The report should include remarks under the following headings:

General
Executive
Gunnery
T.A.S.
Engineering
Electrical
Communications
Supply and Secretariat

and should include details of any difficulties experienced and indicate the estimated date of the completion of work under each heading.

3. Detailed instructions for the preparation of ships and vessels for transfer to the Reserve Fleet are contained in "Instructions for Ships or Vessels Preparing for Reserve" (Short Title "I.P.R.").

(589/202/567)

SECTION 2 - PERSONNEL

1102.

ADDRESSES OF MEMBERS OF THE NAVAL FORCES - DISCLOSURE OF.

(Unaltered text of Navy Order 219 of 1949)

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

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

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

(443/201/1807)

1103.

BOARD OF TRADE CERTIFICATES OF SERVICE.

(Unaltered text of Navy Order 427 of 1949)

With reference to C.O.R., Article 135, regarding the issue of Board of Trade Certificates of Service, advice has been received from the Ministry of Transport in the United Kingdom that the normal sea service required for the issue of a Certificate is seven years but border-line applications will be considered. A border-line case would be that of an officer with not less than 6½ years' sea service which is of such varied experience that the Minister feels justified in making the award.

2. Commanding Officers should ensure that applications comply with the abovementioned sea-service requirement before being forwarded to Navy Office.

(561/235/580)

1104.

ELECTRICAL PERSONNEL REPORT.

(Amended text of Navy Order 67 of 1948)

The purpose of the Electrical Personnel Report is to give administrative authorities, ships and shore establishments an opportunity to comment on matters affecting electrical personnel at regular intervals.

2. The report is to be rendered on the 31st March and 30th September of each year by all ships and establishments carrying an Electrical Officer. In the case of Naval Air Squadrons the report is to be rendered by the ship or establishment to which allocated. Blank reports are required.

3. The report is to be forwarded in triplicate to the administrative authority, who is to send the original and one copy to Navy Office (for the Director of the Electrical Branch).

4. The report is to include remarks on -

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

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

- a) Ship Electrical personnel.
- b) Ship Radio personnel.
- c) Air Electrical personnel.
- d) Air Radio personnel.

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

(348/211/1)

1105.

EMPLOYMENT OF CIVIL PILOTS.

(Unaltered text of Navy Order 203 of 1949)

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

(407/218/541)

1106.

PAYMENT OF ALLOTMENTS TO SAVINGS AND TRADING BANK ACCOUNTS.

(Amended texts of Navy Orders 253 of 1948 and 414 of 1952)

The attention of all personnel is drawn to the facilities available for making allotments payable to Commonwealth and State Savings Bank Accounts. Allotments may also be made payable to trading bank accounts where they are in favour of allottees themselves or their dependents.

2. It is pointed out that where allotments are payable to bank accounts, allottees may withdraw amounts as required and when convenient to them, whereas, at post offices, payment is normally made of the full amount due on the fortnightly allotment pay-day.

3. In the case of new allotments, Form A.S.63 must show particulars of the title of the account, name of the bank and the branch (if not a head office account), and where a savings bank account the bank number of the payee's account.

4. The transfer of an allotment in force from a post office to a bank account may be arranged by application to the post office at which the allotment is normally paid, or if the allotter so desires, on request by him through his Commanding Officer. In such cases there is a necessity to forward Form A.S.63.

5. Personnel are accordingly encouraged to make use of the facilities for payment of allotments to bank accounts, if it is possible for them to do so.

(This Order will be reprinted for posting on Notice Boards.)
(4836/1/14)

1107.

QUARTERS ARMOURERS - DUTIES.

(Amended text of Navy Order 376 of 1949)

The attention of Commanding Officers is drawn to the specialist qualification of Quarters Armourer.

2. It should be noted that Quarters Armourers are specially trained for the maintenance of gunnery equipment, and should these ratings be employed on other duties to an undue extent, the necessary high standard of maintenance of gunnery equipment will not be achieved. Commanding Officers are therefore to ensure that Quarters Armourers are properly employed.

(348/261/9)

1108.

TOUCH TYPING - WRITERS AND STORES ASSISTANTS.

(Amended text of Navy Order 89 of 1948)

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

2. In each ship in which ratings who have completed this course are serving, the Supply Officer (or Commanding Officer if no Supply Officer is borne) is to ensure that this practice is carried out.

(348/202/15)

1109.

TRAINING OF NAVAL AIRMEN AT THE ROYAL AUSTRALIAN NAVAL AIR STATION, NOWRA - FUNCTIONS OF SCHOOLS.

(Amended texts of Navy Orders 260 of 1948 and 7 of 1949)

The following schools for the training of Naval Airmen are established at R.A.N. Air Station, Nowra:

- a) Naval Airman Recruit Training School.
- b) Safety Equipment and Survival Training School.
- c) School of Photography.
- d) School of Aircraft Handling.
- e) School of Meteorology - the functions and organization of this school are laid down in Navy Order 61 of 1955.

Naval Airman Recruit School.

2. The functions of this school are to give Naval Airmen Recruits an introduction to the organization of aircraft carriers and naval air stations, and an insight into all the duties of the Naval Airman Branch.

Safety Equipment and Survival Training School.

3. The functions of this school are:

- a) the training of safety equipment ratings in the supervision, maintenance, installation, fitting of and instruction in, all safety equipment; and the investigation of operating failures and defects in such equipment, putting forward proposals as necessary for improvement and modification;
- b) the instruction of naval aircrew, in conjunction with the Air Medical Officer of the station, in aircrew survival;
- c) the general instruction of service personnel, where required, in all aspects of safety equipment items;
- d) instruction in naval search and rescue, and in all current forms of search and rescue gear;
- e) trials and evaluation of safety equipment and instructional apparatus.

4. Safety equipment comprises:

- a) Flying clothing, which includes oxygen mask, oxygen apparatus (excluding airframe parts), flying helmets and all types of flying suits.
- b) Safety harness.
- c) Parachutes and parachute harnesses.
- d) Inflatable rubber dinghies.
- e) Supply dropping apparatus.
- f) Aircrew emergency survival packs.
- g) Search and rescue apparatus.
- h) Life saving waistcoats - mac wests.
- i) CO₂ cylinders.
- j) Dinghy operating heads and all ancillary equipment for the above.
- k) Ejection seat and safety equipment.

5. The Safety Equipment and Survival Training School maintains a close liaison with the R.N. Safety Equipment and Survival School, and, through the Medical Officer of the station, with the R.N. School of Air Medicine. The Commanding Officer, R.A.N.A.S., Nowra, is authorised to communicate direct with these schools on routine matters. All matters of policy are submitted to the administrative authority.

School of Photography.

6. The functions of this school are:

- a) To act as a central authority on photographic matters for the R.A.N.
- b) To undertake the training of all personnel specialising in photography.

7. The following courses are carried out at the School of Photography:

- a) Qualification for Photographer III - Naval Airmen selected for photography as their Part II specialist qualification.
- b) Qualification for Photographer II - ratings qualifying professionally for advancement to Leading Airman.
- c) Qualification for Photographer I - ratings qualifying professionally for advancement to Petty Officer Airmen.
- d) Commissioned Airman - Higher technical course in photography for officers ex Naval Airmen (phot.)
- e) Short course for Air Station or Naval Squadron Photographic Officer.

8. The Commanding Officer, R.A.N.A.S., Nowra, is authorised to communicate direct with the following on technical routine matters only:

- a) R.N. School of Photography, R.N.A.S., Ford.
- b) R.A.A.P. School of Photography, East Sale.

All matters of policy are submitted to the administrative authority.

School of Aircraft Handling.

9. This school is located at R.A.N. Air Station, Nowra, and is under the administration of the administrative authority. The main functions of the School comprise:

- a) The training of Aircraft Handler ratings in:
 - i) Aircraft Handling - all drills connected with the ranging, launching, catapulting and landing on of aircraft when embarked in a carrier. Crash removal, safe handling and movement of aircraft. Taxiing procedure, securing afloat and picketing ashore. Duties of Aircraft Handler ratings, and composition of flight deck watch bill. Operation of flight deck M/T vehicles.
 - ii) Firefighting - aircraft fire fighting and rescue of aircrew ashore and afloat. Operation and maintenance of all types of crash tenders, mobile fire pumps, domestic fire appliances and carrier borne fire appliances. Maintenance of fire-fighting clothing, hoses and ancillary fire fighting equipment. Use of A.N.S. Salvus and Pattern 230 remote breathing apparatus. Flight deck and hanger firefighting organisation. Air Station Firefighting Organisation.
 - iii) Runway and Air Traffic Control - duties of runway controllers and Petty Officers of the Air Watch. Air Traffic Control procedure and organisation. Airfield Organisation. Signals and Air Communications. Voice procedure. Instruction in the use of radio aids.
- b) The training of Passive Defence Officers for Naval Air Stations in - Domestic and aircraft fire fighting, rescue of aircrew, air station fire precautions and organisation, and the care and maintenance of all fire appliances and ancillary equipment.
- c) The training of Landing Signals and Mirror Control Officers in - Flight Deck organisation for the ranging, launching, catapulting, and landing on of aircraft. Crash removal and use of flight deck M/T vehicles. Layout and use of Aircraft Control Room. Aircraft fire fighting and rescue of aircrew. Flight deck fire organisation. Care and maintenance of flight deck fire fighting equipment.
- d) The training of Hangar Control Officers in - Hangar fire fighting organisation, precautions and equipment, organisation for fuelling and defuelling aircraft. Care and maintenance of hangar fire fighting equipment. Layout and use of Hangar Control position. Over head stowage of stores. Securing of aircraft and their movement in confined spaces.

10. The school also carries out trials of new aircraft fire fighting and aircraft handling equipment, the former without prejudice to the existing responsibilities of Chief of Naval Construction and undertakes the development of new drills and techniques connected with such equipment. Where necessary, the drafts of orders for the operation of new equipment and in the use of new drills are prepared. The services of the Officer-in-Charge or his representative are available in an advisory capacity to Lieutenant-Commanders (P) of newly commissioned carriers regarding details of flight deck and hangar organisation.

11. The school is to keep the M.T.D. school informed of the type of training and standard required by selected Naval Airmen in respect of the flight deck type of M/T vehicles.

12. The school is to maintain a close liaison with the following establishments regarding up-to-date data and instructional techniques:

- a) Commanding Officer, H.M.A.S. PENGUIN, for Damage Control and Fire-Fighting School.
- b) Commanding Officer, R.N.A.S. Gosport for Aircraft Handling School.
- c) The appropriate authorities in the Department of Civil Aviation and the R.A.A.F. on routine aircraft handling, air traffic control and fire fighting matters, and with the D.A.E. and D.A.M.R. regarding the provision of charts, data, drawings, etc., for instructional purposes.

13. All matters of policy are to be submitted through the administrative authority.

(614/207/60)

1110.

WAR SERVICE RANK - ADDRESS OF OFFICERS.

(Unaltered text of Navy Order 438 of 1949)

Officers who were granted acting higher rank during the war and have since left the Naval Service are privileged to use the higher title in civil life. Official correspondence for such officers should, therefore, show the higher rank indicated in parenthesis in the Royal Australian Navy List.

2. Officers on the Active List of Reserve Officers will continue to be addressed in their actual rank as shown in the Navy List and not their war service rank.

(578/201/267)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

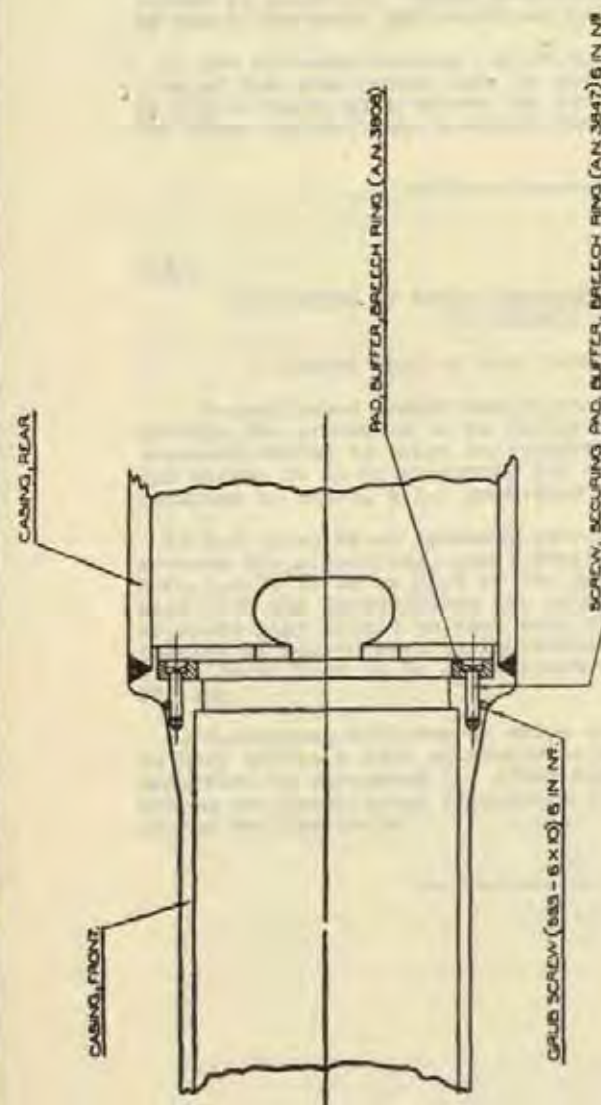
1111.

O.Q.F. 40 mm. BOFORS OF BRITISH AND U.S. MANUFACTURE.

(Unaltered text of Navy Order 92 of 1949)

O.Q.F. 40 m.m. Bofors, Mark 1, manufactured at the Ordnance Factory, Maribyrnong, were fitted with Auto Loaders obtained from the U.S.A. These equipments should, however, be treated as British, and all modifications approved for British type Loaders applied to these U.S. type M.1 Loaders accordingly.

(490/212/1534)



AS DRAWN FOR MARK N.I. & C.N.I. GUNS.
*TYPICAL FOR M3 4, 8, 9, 10 & 11 GUNS.

ORDNANCE, Q.F. 40 MM. MKS N.I. C.N.I. 4, 8, 9, 10 & 11.
SKETCH SHOWING POSITION OF GRUB SCREW SECURING SCREW A.N. 3847.

D.O.T. M. 110082.

13373/56

1112.

ORDNANCE Q.F. 40 MM, MARKS N.1, C.N.1, 4, 8, 9, 10 AND
11 - REMOVAL OF PADS, BUFFER, BREECH RING.

(Unaltered text of Navy Order 51 of 1948)

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

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

(490/212/1582)

1113.

ACCOUNTING OF NAVAL ARMAMENT STORES IN SHIPS
IN RESERVE.

(Amended text of Navy Order 197 of 1949)

Consolidated Orders and Regulations, Article 374, details the procedure to be followed for accounting of Naval Armament Stores in ships in reserve. This method of listing the stores is to be continued for those items necessarily retained on board, e.g., gunbodies and other ordnance items.

2. For those Naval Armament Stores supplied to ships in reserve for signalling, guard duties, etc., an account on Form F.A. 30 is to be kept by the headquarters ship in accordance with the instructions for normal ship's accounts. A separate list should be kept with the account showing details of stores kept in individual ships for signalling, etc. An officer is to be detailed to act as Accounting Officer.

3. Commanding Officers of ships in reserve are to forward to Navy Office a list of stores required for the purposes described in paragraph 2. After approval, these lists will become the Established Proportion for Headquarters' ships at the various ports.

(612/204/2680)

1114.

**AIRCRAFT STORES - A.O.G. AND U.R.R. PRIORITY II
REQUIREMENTS - DEFINITION AND PROCEDURE.**

(Amended text of Navy Order 253 of 1949)

Definition of Categories.

The following are the definitions of the terms "A.O.G." and "U.R.R.":

"A.O.G." - Aircraft-on-Ground. (Used by Aircraft Carriers and Air Stations only). A.O.G. requirements for individual aircraft and engines in categories P.A.E. (Front Line Aircraft Establishment), T.A.E. (Training Aircraft Establishment), F.I.R. (Front Line Immediate Replacement), P.F.S. (Preparation for Service) on which all work in all trades has stopped.

"U.R.R." - Urgent Repair Requirements. (Used by Air Stations and Civilian Repair Organizations only). Urgent repair requirements for work actually in hand. This priority to be given not more than 21 days previous to the latest date by which the item is required.

Action to notify requirements.

2. Priority II Demands (or signals if the urgency is such as to justify this course of action) are to be rendered by aircraft carriers and Air Stations on the Naval Store Officer (Air), R.A.N. Air Store Depot, Randwick, and should quote the (a) type, (b) mark and (c) serial number of the aircraft, engine or airframe concerned, and indicate invariably the latest date by which delivery is required to be effected.

3. Where the requirement is being notified by signal the preamble to the message should quote "A.O.G." or "U.R.R." as appropriate.

4. In the event of demands having already been lodged on the Naval Store Officer (Air) for items of which the full quantity or a portion thereof subsequently fall into the A.O.G. or U.R.R. category before the demand has been satisfied, a request is to be forwarded to this officer for the upgrading of the demand to the extent necessary to meet specific requirements.

Action to meet requirements.

5. On receipt of demands referred to, the Naval Store Officer (Air) is to take immediate steps to meet requirements, consideration being given to the use of the most expeditious method to effect delivery.

6. Separate instructions have been issued to the Naval Store Officer (Air) as to the action to be taken in the event of supplies not being immediately available from stock.

General.

7. As all Priority II demands for items which are not immediately available from Air Store Depot stock will necessitate special procurement action, it is important that this priority shall only be used when fully justified.

8. Procurement action on Priority II demands will be progressed until the requirement has been satisfied.

(613/201/83)

1115.

CANCELLED.

1116.

DISPOSAL OF SURPLUS STORES AND OTHER ASSETS.

(Amended text of Navy Order 285 of 1948)

Cases have come under notice where stores or other property has been stated to be surplus to Naval requirements only after applications have been received from intending purchasers.

2. Attention is therefore drawn to the necessity for the initiative to be taken by officers concerned to seek approval to declare for disposal all items as soon as they are found to be surplus. Special attention should be given by Naval Officers-in-Charge and Resident Naval Officers to property such as buildings and other items which are not in the custody of Store Officers and are thus not the subject of periodical review.

(612/238/1928)

SECTION 6 - SHORE ESTABLISHMENTS

1117.

NAVAL DOCKYARD POLICE - APPOINTMENT OF SUPERINTENDENT.

(Amended text of Navy Order 390 of 1949)

The address of the Superintendent, Naval Dockyard Police, is as follows:

The Superintendent,
Naval Dockyard Police,
Naval Headquarters,
Potts Point,
SYDNEY. New South Wales.

2. The duties and responsibilities of the Superintendent, Naval Dockyard Police, are as follows:

- (1) The Superintendent of the Naval Dockyard Police is responsible, through the Flag Officer-in-Charge, East Australian Area, to the Naval Board for the general administration of the force throughout the Commonwealth.
- (2) The duties of the Superintendent include:
 - a) The arrangement and supervision of all police training and refresher courses.
 - b) Selection and recommendation of personnel for promotion and advancement.
 - c) Inspections, involving tests of police efficiency in the protection and security of the various establishments.

RESTRICTED

1117

28

- d) Liaison with customs authorities and Commanding Officers of H.M. and H.M.A. ships and establishments in regard to prevention of the landing of dutiable goods and contraband.
- e) Liaison with state police authorities in all states.
- f) Welfare of Naval Dockyard Police personnel.
- g) In collaboration with the appropriate naval authority in each state, keep under review the police complements of all establishments and make recommendations for complements of new posts or establishments.
- h) The framing of rules, orders and instructions necessary for the guidance of the force and co-ordinating and standardising Naval Dockyard Police procedure throughout the Commonwealth with due regard to local conditions.

3. The Superintendent will normally be stationed in Sydney and will pay periodical visits to other ports where members of the force are stationed.

4. The Superintendent is authorised to communicate direct with Naval Officers-in-Charge and Resident Naval Officers on administrative and routine matters. Messages for the Superintendent should be addressed "Superintendent, Naval Dockyard Police" and routed through the Main Signal Office, Sydney.

(562/201/2973)



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Can See
Notes. 2/1/56

Cent Address
to note 1194/1121
for future reference
C.N.Os. 1118-1134/56

Staff note for [unclear] 2/1/56
Morris

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.
14th November, 1956.

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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1134	Naval Stores - Motor Transport - Purchases of Petrol, Oil and Lubricants in the United Kingdom.

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

1118.

MINISTER FOR THE NAVY.

The Hon. Charles William Davidson, O.B.E., M.P., assumed office as Minister for the Navy on 24th October, 1956, in place of Senator the Hon. Neil O'Sullivan.

(3563/21/54)

1119.

EMPLOYMENT OF CIVIL TUGS.

The use of civil tugs in Australian ports is subject to the standard towage conditions as recommended by the Chamber of Shipping of the United Kingdom. These conditions are contained in the appendix to this Order.

2. Study of the conditions by Captains of H.M.A. Ships will indicate that in accordance with these conditions the responsibility is placed on him under practically all circumstances even when the master and the crew of the tug are negligent.

(4332/40/123)

APPENDIXSTANDARD TOWAGE CONDITIONS

For the purpose of these conditions the words "ship" and "vessel" both mean and include any object, whether or not of the nature of a ship or vessel, and whether afloat or not, in respect of which the tug is engaged, and the phrase "whilst towing" shall be deemed to cover the period commencing when the tug is in a position to receive orders direct from the Hirer's vessel to pick up ropes or lines, or when the towrope has been passed to or by the tug whichever is the sooner, and ending when the final orders from the Hirer's vessel to cast off ropes or lines have been carried out, or the towrope has been finally slipped and the tug is safely clear of the vessel, whichever is the later. Towing is any operation in connection with holding, pushing, pulling or moving the ship.

2. On the employment of a tug the Master and Crew thereof become the servants of and identified with the Hirer and are under the control of the Hirer or his servants or agents, and anyone on board the Hirer's vessel who may be employed and/or paid by the Tugowner shall be considered the servant of the Hirer.

3. The Tugowner shall not, whilst towing, bear or be liable for damage of any description done by or to the tug or done by or to the Hirer's vessel, or for loss of or damage to anything on board the Hirer's vessel, or for loss of the tug or the Hirer's vessel, or for any personal injury or loss of life arising from any cause, including negligence at any time of the Tugowner's servants or agents, unseaworthiness, unfitness or breakdown of tug, its machinery, boilers, towing gear, equipment or hawsers, lack of fuel, stores or speed,

or otherwise, and the Hirer shall pay for all loss or damage and personal injury or loss of life and shall also indemnify the Tugowner against all consequences thereof, and the Tugowner shall not, whilst at the request expressed or implied of the Hirer rendering any service other than towing be held responsible for any damage done to the Hirer's vessel and the Hirer shall indemnify the Tugowner against any claim by a third party (other than a member of the crew of the tug) for personal injury or loss of life. Provided that any such liability for loss or damage as above set out is not caused by want of reasonable care on the part of the Tugowner to make his tugs seaworthy for the navigation of the tugs during the towing or other services - the burden of proof of any failure to exercise such reasonable care being upon the Owner of the tow.

4. The Hirer shall not bear or be liable for any loss or damage of any description done by or to the tug otherwise than whilst towing, as herein defined, or for loss of life or injury to the crew of the tug. Nevertheless nothing contained herein shall prejudice any claim the Tugowner may have in Admiralty or at Common Law against the Hirer.

5. The Tugowner may substitute one tug for another and may sub-let the work, wholly or in part, to other tugowners who shall also have the benefit of and be bound by these conditions.

6. The Tugowner will not be responsible for the consequences of War, Strikes, Lock-Outs, Riots, Civil Commotions, Disputes or Labour Disturbances (whether they be parties thereto or not) or anything done in contemplation or furtherance thereof, or delays of any description, however caused, including negligence of their servants or agents.

SECTION 2 - PERSONNEL

1120.

OVERSEEING, TECHNICAL AND INSPECTION DUTIES FOR NAVAL AIRCRAFT MANUFACTURING AND REPAIR IN NEW SOUTH WALES.

Appendices A to D of this Order set out the overseeing and technical duties connected with naval aircraft manufacturing and repair work in the New South Wales area carried out by civilian firms and by civilian-staffed service establishments. The term "aircraft etc." where used is to be read as referring also where applicable to aircraft, aero-engines and aircraft equipment both ground and airborne.

2. These duties and responsibilities are defined as follows:

Appendix A - Naval Air Engineer Overseer.

Appendix B - Naval Resident Technical Officer, Bankstown.

Appendix C - Aeronautical Inspection.

Appendix D - Royal Australian Navy Air Workshops.

3. Navy Order 92 of 1953 is hereby cancelled.

(Navy Order 92 of 1953)

(3031/13/288)

APPENDIX A

Naval Air Engineer Overseer

A Naval Officer with an organisation of naval and civil technical staff is appointed to the staff of the Division of Aircraft Maintenance and Repair for duty outside Navy Office as the Naval Air Engineer Overseer, N.S.W., short title N.A.E.O. The duties of the N.A.E.O. are set out in the following paragraphs.

Overseeing

2. To ensure that the manufacture and repair of naval aircraft etc. carried out by civilian firms meets naval requirements.

3. To act as the custodian of all aircraft, power plants, engines, engine stands and cases whilst they are in civilian firms. To be responsible for the movement of aircraft, etc., between civilian firms and their despatch on completion of the work against the relevant order.

4. To arrange for technical information, as required, to be made available to civilian firms engaged on the manufacture or repair of naval aircraft, etc. (See Appendix "B").

5. To keep the Flag Officer-in-Charge, East Australian Area and the Captain of the Port, Sydney, informed on naval aircraft matters that come within their jurisdiction.

6. To notify the appropriate authority of requirements for naval test pilots for aircraft undergoing repair at civilian firms.

7. As required, to certify claims by civilian firms as to the reasonableness of manhours and correctness of quantities and types of materials used in the work covered by the claim for orders placed through the Department of Defence Production. Similarly for orders placed on Fairey Aviation Company by the Naval Store Officer (Air), Randwick.

8. To advise the Captain of the Port, Sydney, as to the reasonableness of fixed price tenders, as required.

Inspection

9. To inform the appropriate aeronautical inspection authority attached to the R.A.N. of the work required on naval aircraft, etc., and to provide that authority with all technical information to enable naval requirements to be met. (See Appendix "C").

10. To give naval sanction to concessions and production permits. (See Appendix "B").

Repair, Modification and Testing of Air Stores

11. The N.A.E.O. is responsible for the technical considerations in respect of repair, modification and testing of air stores for the Naval Store Officer (Air), Randwick.

R.A.N. Air Workshops

12. The N.A.E.O. is responsible for the control and operation of the R.A.N. air workshops located at the R.A.N. Air Store Depot, Randwick, N.S.W., as laid down in Appendix "D" of this Order.

Design and Development

13. The N.A.E.O. is responsible to the Director of Aircraft Maintenance and Repair for design and development matters. In particular these include:

- a) Acting as the local design and development representative of the Director of Aircraft Maintenance and Repair.
- b) Approving designs, accepting drawings, authorising the sealing of Drawing Instruction Sheets (D.I.S.).
- c) Progressing, accepting and reporting on trial installations.
- d) Giving technical approval to local design modifications, repair and salvage schemes.
- e) Acting as the chairman of Australian local technical and modification committees, which are convened to examine naval matters.

Matters requiring approval of design, local modification, repair schemes and concessions, which involve operational limitations are required to be submitted to the Director of Aircraft Maintenance and Repair. (See Appendix "B").

General

14. Naval and civil technical officers with appropriate qualifications will be appointed to the N.A.E.O.'s staff as Naval Resident Technical Officers or Overseer's Assistants. They may be attached to one or more civilian firms as required. Overseer's Assistants and N.R.T.O.'s are responsible to the N.A.E.O. for carrying out duties delegated by him.

15. The N.A.E.O. is provided with copies of all orders for the manufacture or repair of naval aircraft, etc., placed with civilian firms or in civilian-staffed service establishments whether or not the orders are placed direct or through the Department of Defence Production (Division of Aircraft Production).

16. The N.A.E.O. is authorized to correspond with:

- a) The Director of Aircraft Maintenance and Repair, Navy Office, on all matters affecting naval aircraft repair and manufacturing work.
- b) The Flag Officer-in-Charge, East Australian Area.
- c) The Captain of the Port, Sydney.
- d) The Naval Store Officer (Air), Randwick.
- e) Captains of ships and establishments in regard to his custodian duties.
- f) The Superintending Naval and Air Store Officer, Sydney, on air radio and photographic matters.
- g) The General Manager, Garden Island Dockyard, on technical aspects in regard to air radio and electrical equipment under repair.

17. All correspondence from naval authorities to civilian firms or their representatives on matters for which the N.A.E.O. is responsible, is required to be passed through the N.A.E.O.

18. For local domestic matters, such as works, motor transport, employment of civil staff, etc., the N.A.E.O. is under the administration of the Captain of the Port, Sydney.

19. The office of the N.A.E.O. is at the Naval Store Depot, Randwick, Sydney, N.S.W., telephone PJ.3087.

APPENDIX BNaval Resident Technical Officer

Naval and civil technical officers with appropriate qualifications on the staff of N.A.E.O. will, as required, be appointed to act as Naval Resident Technical Officers to civilian firms engaged upon repair and overhaul of naval aircraft etc.

2. The N.R.T.O. attached to a civilian firm will normally have delegated to him by the N.A.E.O. the responsibility for the matters specified in Appendix A, paragraphs 4, 10 and 12, together with any other matters as determined by the N.A.E.O.

3. The N.R.T.O. is authorized to correspond direct with the Director of Aircraft Maintenance and Repair, copy to N.A.E.O., on detailed technical matters for which the N.R.T.O. is responsible: all other correspondence is required to be directed to the N.A.E.O.

APPENDIX CAeronautical Inspection

It is a fundamental requirement of Naval aviation that all manufacturing and repair work carried out on Naval aircraft and aircraft equipment in civilian firms and in civilian-staffed service establishments should be subject to independent inspection. At present this requirement is met by the services of the Aeronautical Inspection Directorate (A.I.D.) of the Department of Air.

2. For this purpose an officer of the A.I.D. is attached to the staff of the N.A.E.O. as the Aeronautical Inspection Directorate Liaison Officer (Naval), short title A.I.D. L.O. (N). Other officers of the A.I.D. are attached as necessary to civilian firms and to civilian-staffed service establishments, to meet naval requirements. These officers are responsible that all work carried out in the Civilian Repair Organisation meets current A.I.D. and naval technical standards.

3. Notwithstanding the arrangements described in paragraph 2, the authority for aviation technical standards in the Royal Australian Navy is the Director of Aircraft Maintenance and Repair, who is responsible to the Naval Board for these matters.

4. The N.A.E.O., as D.A.M.R.'s representative may, at his discretion overrule decisions of the A.I.D. in respect of naval work, immediately informing D.A.M.R. of the circumstances, and seeking covering approval.

APPENDIX DRoyal Australian Navy Air Workshop

The Air workshop situated in the Naval Air Store Depot, Randwick, N.S.W., is staffed by civil personnel under the direction of the Assistant Aircraft Engineer on the staff of and responsible to the N.A.E.O. for operating the Air Workshop in an efficient manner such that the standards and practices employed meet naval requirements.

2. The N.A.E.O. is required to ensure that the requirements of the Naval Store Officer (Air) are met in respect of the maintenance, repair and modification of air stores, and the air workshop is from time to time required to meet such commitments as are within the workshop capacity. Priorities for this work are the subject of agreement between Naval Store Officer (Air) and N.A.E.O.

3. All work completed by the Air Workshop is subjected to inspection by the A.I.D. personnel attached to the Naval Air Store Depot.

Notes 2/11/57

1121.

PAYMENT OF TRAVEL AND FREIGHT CLAIMS - MISSING WARRANTS.

The action outlined below is to be taken for payment of travel and freight claims when the claimant is unable to produce the original warrant etc.

2. An indemnity is to be obtained from the claimant and, after payment has been effected, application should be made by the Authorising Officer concerned to the local Sub-Treasury Accountant for admission of the expenditure under Section 46 of the Audit Act.

3. Where such claims are forwarded for payment under cover of Forms N.A.5, the necessary indemnity should be obtained by the Certifying Officer and forwarded to the Authorising Officer concerned with a request for action as in paragraph 2. The Authorising Officer is to notify the Certifying Officer in due course of all approvals received.

4. Navy Orders 298 of 1952 and 328 of 1953 are hereby cancelled. Naval Account Regulations and Instructions Article 331 will be amended in due course.

(Navy Order 298 of 1952 and 328 of 1953)

(4804/1/17)

1122.

R.A.N. CENTRAL CANTEN BOARD REVENUE ACCOUNT AND BALANCE SHEET AS AT 31ST JULY, 1956.

(Included in Notice Board Issue only.)

(4841/12/55)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1123.

AIRCRAFT - GUNS - HISPANO 20-MM. - COCKING-UNIT, HAND OPERATED NO.11 (ES 067) - PRECAUTIONS IN USE.

During bench servicing in the R.N. of a 20-mm. Hispano gun, the hook of a No.11 hand cocking-unit slipped out of engagement with the projection on the right hand unlocking plate.

2. This occurred due to the cable ferrule bearing against the rear end of the gun body, coupled with the fact that an excessive amount of grease was present on the hook of the cocking unit.

3. Consideration is being given to modifying the cocking-unit hook; meanwhile care is to be taken when using the No.11 hand cocking-unit.

(The foregoing is the unaltered text of A.P.O.2692/1956.)

(4428/53/234)

1124.

AIRCRAFT - GUNS, HISPANO 20-MM. - WITHDRAWAL OF SEARS EP 272 AND EP 285.

In view of the high failure rate of sears EP 272 and EP 285 it has been decided to withdraw them from service and to use only EP 441 sears in all aircraft in future.

2. At the next Group "F" Inspection of 20-mm. Hispano guns, the sear is to be inspected and where this is found to be either Pattern EP 272 or EP 285 it is to be replaced by sear EP 441.

3. Details of identification of the sears are given in Leaflets H2, H3 and H4, of A.P.1641F, Vol. 2, Part 1.

4. Stocks of Hispano guns held ready for issue at R.A.N. Armament Depots may contain sears EP 272 or EP 285 and it is not proposed to exchange these before issue. On initial receipt of guns from R.A.N. Armament Depot and before installation in aircraft they are to be inspected and sears exchanged as indicated in paragraph 2.

5. Existing stocks of sears EP 272 and EP 285 and those recovered under the terms of this Order are to be scrapped.

6. Admiralty has advised that the relevant A.Ps. and C.B.4485 will be amended in due course.

(The foregoing is the text of A.P.O.2544/1956 altered to meet R.A.N. conditions.)

(4428/53/233)

1125.

**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 ammuni- tion which may be involved.</u>
RNC 456	SC 150	B.L. 6-in; Impulse torpedo.
RNC 562XB	SC 048	Q.F. 4.7-in; Q.F. 4-in; Q.F. 3-pdr.
RNC 1404XA RNC 1406XA RNC 1407XA	HSC/T 124 - 058	Q.F. 3-pdr; Q.F. 2-pdr.
MA 735	FNHP 022	Q.F. 40-mm.
KA 144 KA 156 KA 157 KA 159 KA 161 KA 163 KA 164 KA 167 KA 168 KA 170 KA 172 KA 174	NH 025	Q.F. 40-mm.

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. 2626/1956 altered to meet R.A.N. conditions.)

(4445/6/8)

1126.

**A/S MORTARS - POWER RAMMERS - REMOVAL AND ASSEMBLY OF
RAMMER CHAIN.**

During the process of removing or replacing the rammer chain of Mark 1 or Mark 1, Mod. 1, power rammers, which form part of the squid or A/S Mortar, Mark 10, loading equipment in Type 12 and 15 frigates and Darings, it is possible for the control valve lever cut-off pin to become jammed and damaged unless the correct sequence of stripping and assembling is followed, i.e., the spur wheel, which incorporates the cut-off pin, is to be removed before either of the above operations is carried out.

2. Ships and establishments where spur wheel cover plates are not so inscribed are to raise a Defect List Item for this work to be carried out by dockyards.

(The foregoing is the text of A.F.O. 2549/1956 altered to meet R.A.N. conditions.)

(4431/44/67)

1127.

**TORPEDO COMPONENTS - LIGHTS, INDICATING, TORPEDO MARK N1
- TEMPORARY WITHDRAWAL FROM SERVICE.**

Examination and tests have shown that a flash about the size of a candle flame and lasting for a fraction of a second occurs when the tear off strips of Lights Indicating Torpedo Mark N1 are removed.

2. This is being investigated, but in the meanwhile the lights are not to be used.

3. Any of these held by Ships should be returned to the nearest Naval Armament Depot and Lights, Torpedo, Indicating, Pattern 813A or Holmes Lights drawn in lieu from the appropriate (Superintending) Naval Store Officer.

4. This Order supersedes A.G.M. 568A.

(The foregoing is the text of A.F.O. 1760/1956 altered to meet R.A.N. conditions.)

(4431/112/85)

1128.

**DIVING - PATTERNS 5561A/2A BREATHING APPARATUS -
SECURING OF COLLAR RELIEF VALVE GUIDE PINS.**

Instances have occurred in the R.N. of the guide pin of the Pattern 5571 collar relief valve spindle becoming detached from the valve base, and if this happens underwater, the counterlung will flood.

2. This guide pin is to be inspected weekly at the same time as the relief valve diaphragm. If it is found to be loose, it is to be removed by gently rocking and tapping the pin until it drops through the valve base. All excess solder and tinning should then be removed from the mating surfaces of the pin and valve base and the pin re-secured in position with silver solder. Ordinary solder is not to be used. The smallest available flame should be employed so as to localise heat and to avoid distortion of the base. The alignment of the pin should be checked after soldering.

(The foregoing is the unaltered text of A.F.O. 2697/1956.)

(4512/50/419)

1129.

NAVAL STORES (GENERAL) (CLASS B, GROUP 3) - DETONATOR LOCKERS, PATTERN 31334 - INTRODUCTION.

Following upon the introduction of new demolition outfits and the consequent increase in the number of boxes of detonators to be carried, a unit type locker, Pattern number 31334, is being introduced into service, and will be added to the Rate Book and Authorized List of Naval Stores under Class B, Group 3. It will be accounted for as "Portable Fittings".

2. The locker to drawing "D.N.C.13/578" has been designed to hold two of either boxes, D.6, N.33 or N.1.

3. The lockers are designed to be bolted together in nests, and to conform with the requirements of N.M. and E.R. 10 lbs. M.S. plates are to be inserted between the lockers before bolting together. The 10 lbs. M.S. plates should be given two coats of Pattern 5362 paint priming zinc chrome to Specification D.E.F.1115.

4. Navy Order 1129 of 1956 Diagram shows the locker and a nest of four lockers bolted together.

5. Demands for these lockers, are not to be rendered by H.M.A. Ships, but lockers will be fitted by refitting authorities concurrently with the A. and A. to provide stowage for the revised demolition outfits, if existing detonator stowage is inadequate.

(The foregoing is the text of A.F.O.1765/1956 altered to meet R.A.N. conditions.)

(4505/30/186)

1130.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART C) - CROWBARS - OBSOLESCENCE.

The following crowbars, have been deleted from the Co-ordinated Schedule of Common User Hand Tools, and will be marked "O" in the Rate Book and Authorized List of Naval Stores.

Pattern H.123 - Bars, cast steel, pilot points, 2ft. x 1/2-in. round.

Pattern H.125 - Bars, cast steel, pilot points, 2ft. 6-in. x 1 1/2-in. round.

2. Stocks of the obsolescent patterns will continue to be issued until expended.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2553/1956.)

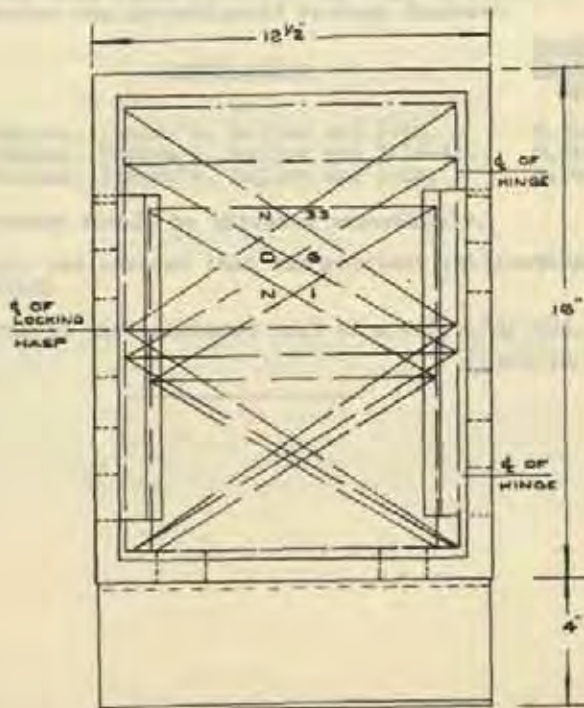
(4506/12/418)

DETONATOR LOCKER FOR DEMOLITION DETONATORS.

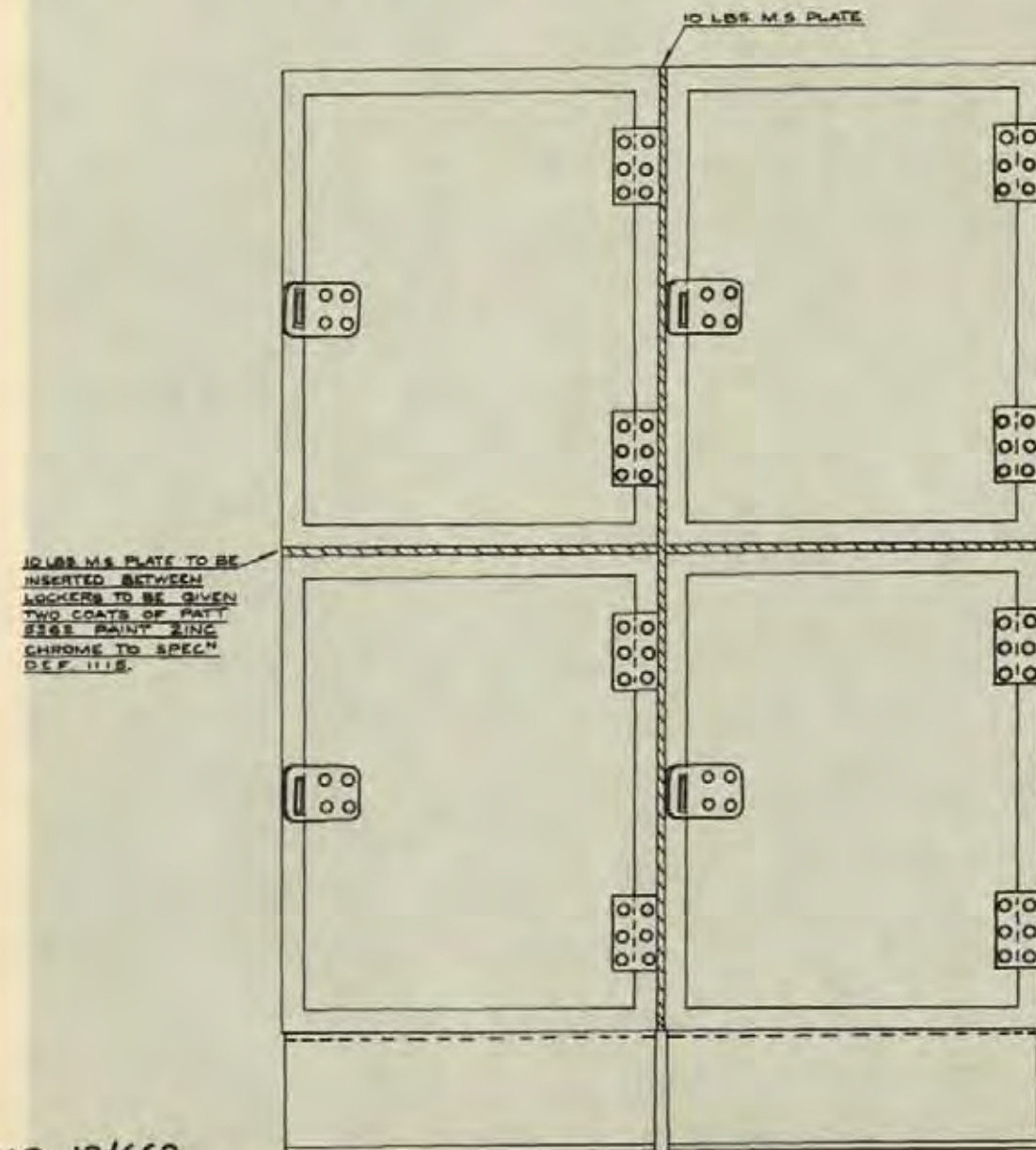
LOCKER DESIGNED TO HOLD.

- 2 BOXES N 33.
- OR 2 BOXES D 6.
- OR 2 BOXES N 1.

FRONT ELEVATION DOOR REMOVED.



ELEVATION SHOWING 4 LOCKERS BOLTED TOGETHER.



D.N.C. 13/662.

1131.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART D) -
MATCHETS, 15-IN. BLADE, AND SHEATHS FOR -
INTRODUCTION.

To facilitate store identification and accounting, the following items, which form part of the Pioneer Tools for R.A.N. Landing Parties, have been paternised and added to the Rate Book and Authorised List of Naval Stores under Class B, Group 11, Part D:

<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
14534	Matchets, 15-in. blade	Permanent
14535	Sheaths for matchets 15-in. blade	Permanent

2. The existing allowances to H.M.A. Ships remain unaltered.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O.2555/1956 altered to meet R.A.N. conditions.)

(4506/12/419)

1132.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART E) -
PUNCHES, TINMAN'S - AMENDMENT TO PATTERN NUMBERS.

The following items, previously purchased under Admiralty Pattern Numbers, have now been included in the Defence List of Common User Hand Tools (D.L.9), and will in future be dealt with under the Co-ordinated Pattern Numbers:

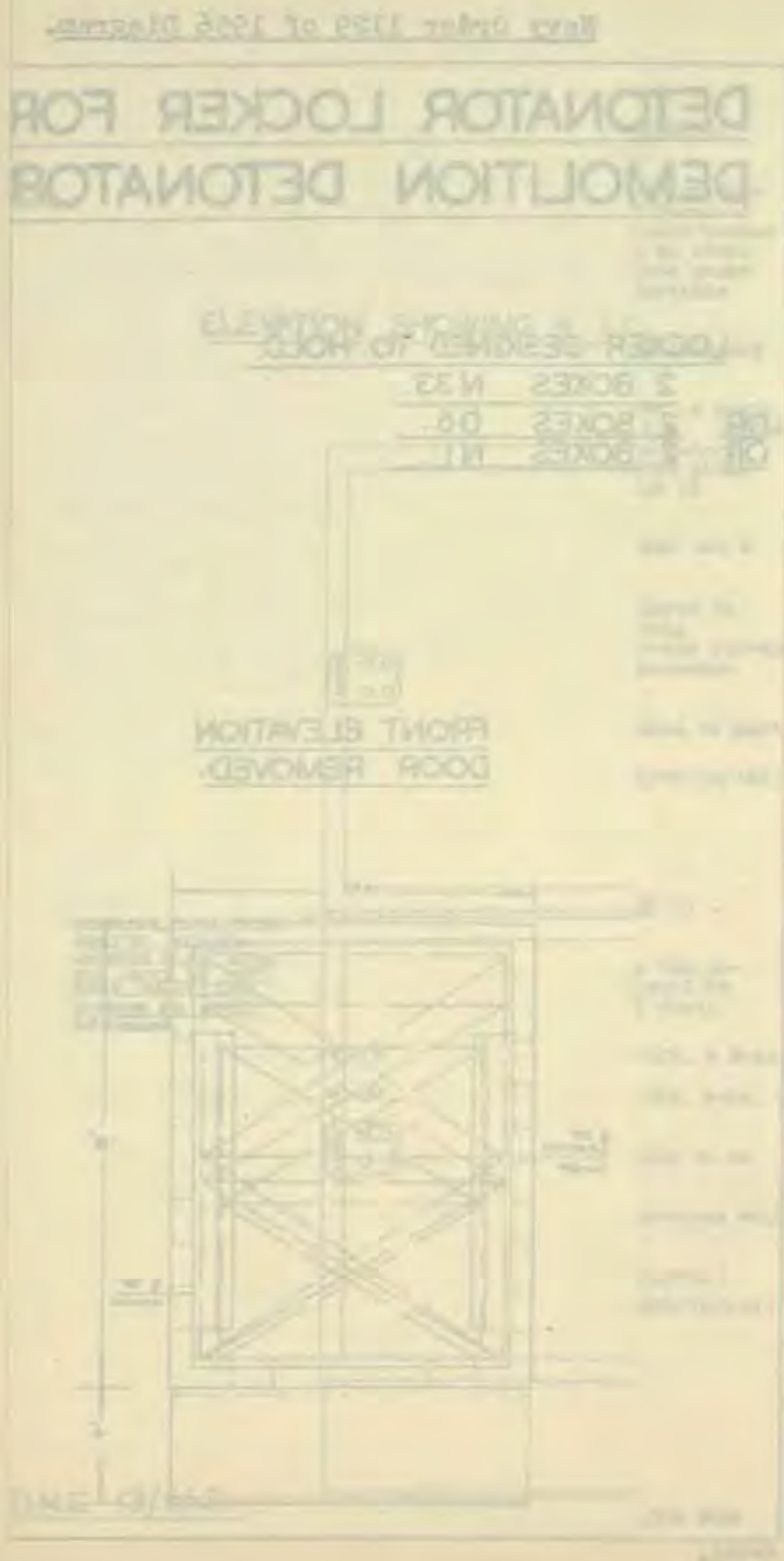
<u>Existing Pattern No.</u>	<u>Description</u>	<u>Revised Pattern No.</u>
7591	Punches, Tinman's, hollow end $\frac{1}{8}$ -in.	H.5401
7592	Punches, Tinman's, hollow end $\frac{3}{16}$ -in.	H.5402
7593	Punches, Tinman's, hollow end $\frac{1}{4}$ -in.	H.5403

Stock and records should be adjusted accordingly.

2. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2489/1956.)

(4506/12/414)



1133.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) -
TAPES, STEEL - AMENDMENTS TO PATTERN NUMBERS AND
DESCRIPTIONS.

Tapes, Steel, Patterns H2762-H2765, H2766A-H2769A and H2770, under Class B, Group 11, Part F, have been deleted from the Ministry of Defence List of Common User Hand Tools, D.I. 9, and will, in future, be identified by the pattern numbers and descriptions shown in the Appendix to this Order.

2. Stock and records should be adjusted accordingly, H.M.A. ships and naval establishments complying with E.R.4 (Naval Storekeeping Manual) Article 109(g).

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2638/1956.)

(4506/12/420)

APPENDIX.

<u>Revised Pattern No.</u>	<u>Description</u>	<u>Existing Co-ord. Pattern No.</u>
	Tapes, oil fuel measuring, steel, $\frac{1}{2}$ -in. wide, complete with winder, weighted one end:	
2762	25-ft., on metal winder	H.2762
2763	30-ft., on metal winder	H.2763
2764	40-ft., on metal winder	H.2764
2765	50-ft., on metal winder	H.2765
2766A	Tapes, steel, with weight attached, for replacement in Pattern 2762.	H.2766A
2767A	Tapes, steel, with weight attached, for replacement in Pattern 2763.	H.2767A
2768A	Tapes, steel, with weight attached, for replacement in Pattern 2764.	H.2768A
2769A	Tapes, steel, with weight attached, for replacement in Pattern 2765.	H.2769A
2770	Tapes, steel, $\frac{3}{8}$ -in. wide x 20-ft. long for measuring diameters and circumferences, complete in nickel plated case.	H.2770

1134.

NAVAL STORES - MOTOR TRANSPORT - PURCHASES OF PETROL,
OIL AND LUBRICANTS IN THE UNITED KINGDOM.

It has recently been brought to notice that requirements of petrol for H.M.A. Ships visiting the United Kingdom have not always been obtained from approved sources. As a result, considerable difficulty has been experienced in obtaining a refund of duty.

2. Requirements of petrol, oil and lubricants for use in R.A.N. vehicles, etc., in the United Kingdom, should normally be obtained from Admiralty sources. When this is impracticable, arrangements are to be made for supplies to be purchased from other units of the United Kingdom service departments or from duty paid stocks of the oil companies at a price exclusive of duty. Supplies may be obtained from retail service garages only in cases of emergency.

(4666/21/63)

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, 452-463 AND 954-966 OF 1956).

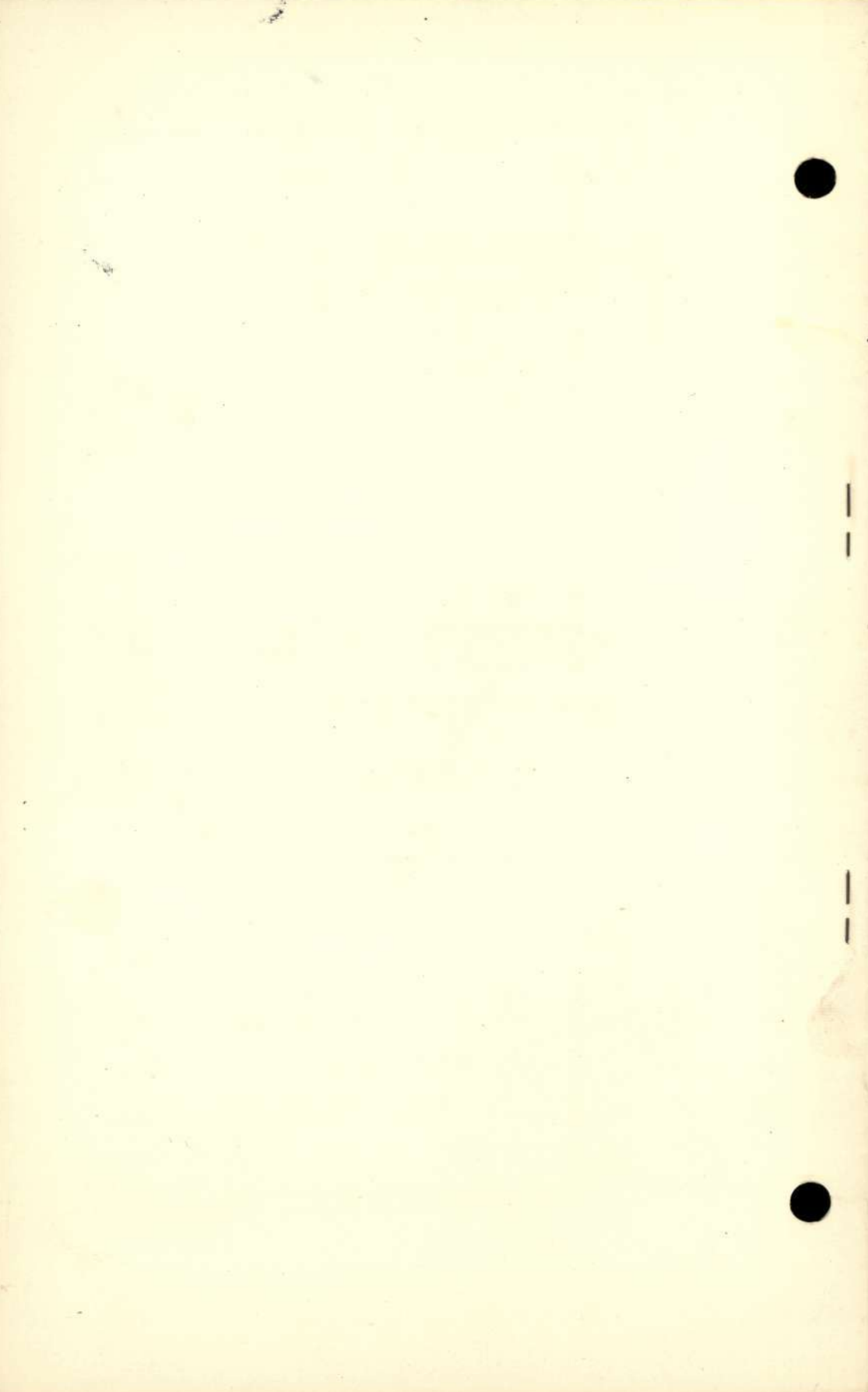
A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956.
1954		
1043	-	993
1739	-	964
2180	-	1082
1955		
2313	-	1050
2523	-	995
2732	-	978
2964	-	1031
2728	-	1035
3528	-	1009
1956		
358	-	1088
639	-	994
833	-	1074
1245	-	959
1304	-	986
1324	-	992
1490	-	971
1816	-	1005
1553	-	1070
1683	-	965
1700	-	990
1704	-	1007
1871	-	-
1959	969	-
1973	1004	-
1974	-	1048
2028	-	970
2032	-	1032
2034	-	976
2035	-	1091
2037	-	1076
2038	-	1087
2091	-	1010
2097	-	1063
2103	-	1052
2145	-	996
2150	-	1046
2155	963	-
2183	954	-
2202	-	987
2206	-	1000
2211	-	1019
2250	-	1040
2265	-	997
2267	-	999
2275	-	1018
2277	1017	-
2300	-	1065
2314	-	1069

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1956 (cont'd)		
2340	-	988
2341	-	998
2344	-	1014
2351	-	1090
2352	-	962
2396	-	1072
2398	-	1030
2401	-	1060
2403	-	1011
2405	-	1085
2414	-	1089
2415	-	1077
2430	-	1053
2475	1061	-
2476	-	1045
2519	1066	-
2545	1073	-
2548	-	1059
2593	-	1081
2614	1058	-

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 1117 of 1956, dated 1st June, 1954, to 6th November, 1956).



(ATTENTION.
MR BLOOD,
(LONSORLE).)

C.N.Os. 1118-1134/56.

RESTRICTED
(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

14th November, 1956.

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.0297

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1131	Naval Stores (General) (Class B, Group 11, Part D) - Matchets, 15-in. Blade and Sheaths For - Introduction.
1132	Naval Stores (General) (Class B, Group 11, Part E) - Punches, Tinsman's - Amendment to Pattern Numbers.
1133	Naval Stores (General) (Class B, Group 11, Part F) - Tapes, Steel - Amendment to Pattern Numbers and Description.
1134	Naval Stores - Motor Transport - Purchases of Petrol, Oil and Lubricants in the United Kingdom.

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

SECTION 1 - ADMINISTRATIVE AND GENERAL

1118.

MINISTER FOR THE NAVY.

The Hon. Charles William Davidson, O.B.E., M.P., assumed office as Minister for the Navy on 24th October, 1956, in place of Senator the Hon. Neil O'Sullivan.

(3563/21/54)

1119.

EMPLOYMENT OF CIVIL TUGS.

The use of civil tugs in Australian ports is subject to the standard towage conditions as recommended by the Chamber of Shipping of the United Kingdom. These conditions are contained in the appendix to this Order.

2. Study of the conditions by Captains of H.M.A. Ships will indicate that in accordance with these conditions the responsibility is placed on him under practically all circumstances even when the master and the crew of the tug are negligent.

(4332/40/123)

APPENDIXSTANDARD TOWAGE CONDITIONS

For the purpose of these conditions the words "ship" and "vessel" both mean and include any object, whether or not of the nature of a ship or vessel, and whether afloat or not, in respect of which the tug is engaged, and the phrase "whilst towing" shall be deemed to cover the period commencing when the tug is in a position to receive orders direct from the Hirer's vessel to pick up ropes or lines, or when the towrope has been passed to or by the tug whichever is the sooner, and ending when the final orders from the Hirer's vessel to cast off ropes or lines have been carried out, or the towrope has been finally slipped and the tug is safely clear of the vessel, whichever is the later. Towing is any operation in connection with holding, pushing, pulling or moving the ship.

2. On the employment of a tug the Master and Crew thereof become the servants of and identified with the Hirer and are under the control of the Hirer or his servants or agents, and anyone on board the Hirer's vessel who may be employed and/or paid by the Tugowner shall be considered the servant of the Hirer.

3. The Tugowner shall not, whilst towing, bear or be liable for damage of any description done by or to the tug or done by or to the Hirer's vessel, or for loss of or damage to anything on board the Hirer's vessel, or for loss of the tug or the Hirer's vessel, or for any personal injury or loss of life arising from any cause, including negligence at any time of the Tugowner's servants or agents, unseaworthiness, unfitness or breakdown of tug, its machinery, boilers, towing gear, equipment or hawsers, lack of fuel, stores or speed,

or otherwise, and the Hirer shall pay for all loss or damage and personal injury or loss of life and shall also indemnify the Tugowner against all consequences thereof, and the Tugowner shall not, whilst at the request expressed or implied of the Hirer rendering any service other than towing be held responsible for any damage done to the Hirer's vessel and the Hirer shall indemnify the Tugowner against any claim by a third party (other than a member of the crew of the tug) for personal injury or loss of life. Provided that any such liability for loss or damage as above set out is not caused by want of reasonable care on the part of the Tugowner to make his tugs seaworthy for the navigation of the tugs during the towing or other services - the burden of proof of any failure to exercise such reasonable care being upon the Owner of the tow.

4. The Hirer shall not bear or be liable for any loss or damage of any description done by or to the tug otherwise than whilst towing, as herein defined, or for loss of life or injury to the crew of the tug. Nevertheless nothing contained herein shall prejudice any claim the Tugowner may have in Admiralty or at Common Law against the Hirer.

5. The Tugowner may substitute one tug for another and may sub-let the work, wholly or in part, to other tugowners who shall also have the benefit of and be bound by these conditions.

6. The Tugowner will not be responsible for the consequences of War, Strikes, Lock-Outs, Riots, Civil Commotions, Disputes or Labour Disturbances (whether they be parties thereto or not) or anything done in contemplation or furtherance thereof, or delays of any description, however caused, including negligence of their servants or agents.

SECTION 2 - PERSONNEL

1120.

OVERSEEING, TECHNICAL AND INSPECTION DUTIES FOR NAVAL AIRCRAFT MANUFACTURING AND REPAIR IN NEW SOUTH WALES.

Appendixes A to D of this Order set out the overseeing and technical duties connected with naval aircraft manufacturing and repair work in the New South Wales area carried out by civilian firms and by civilian-staffed service establishments. The term "aircraft etc." where used is to be read as referring also where applicable to aircraft, aero-engines and aircraft equipment both ground and airborne.

2. These duties and responsibilities are defined as follows:

- Appendix A - Naval Air Engineer Overseer.
- Appendix B - Naval Resident Technical Officer, Bankstown.
- Appendix C - Aeronautical Inspection.
- Appendix D - Royal Australian Navy Air Workshops.

3. Navy Order 92 of 1953 is hereby cancelled.

(Navy Order 92 of 1953)

(3031/13/288)

APPENDIX A

Naval Air Engineer Overseer

A Naval Officer with an organisation of naval and civil technical staff is appointed to the staff of the Division of Aircraft Maintenance and Repair for duty outside Navy Office as the Naval Air Engineer Overseer, N.S.W., short title N.A.E.O. The duties of the N.A.E.O. are set out in the following paragraphs.

Overseeing

2. To ensure that the manufacture and repair of naval aircraft etc. carried out by civilian firms meets naval requirements.

3. To act as the custodian of all aircraft, power plants, engines, engine stands and cases whilst they are in civilian firms. To be responsible for the movement of aircraft, etc., between civilian firms and their despatch on completion of the work against the relevant order.

4. To arrange for technical information, as required, to be made available to civilian firms engaged on the manufacture or repair of naval aircraft, etc. (See Appendix "B").

5. To keep the Flag Officer-in-Charge, East Australian Area and the Captain of the Port, Sydney, informed on naval aircraft matters that come within their jurisdiction.

6. To notify the appropriate authority of requirements for naval test pilots for aircraft undergoing repair at civilian firms.

7. As required, to certify claims by civilian firms as to the reasonableness of manhours and correctness of quantities and types of materials used in the work covered by the claim for orders placed through the Department of Defence Production. Similarly for orders placed on Fairey Aviation Company by the Naval Store Officer (Air), Randwick.

8. To advise the Captain of the Port, Sydney, as to the reasonableness of fixed price tenders, as required.

Inspection

9. To inform the appropriate aeronautical inspection authority attached to the R.A.N. of the work required on naval aircraft, etc., and to provide that authority with all technical information to enable naval requirements to be met. (See Appendix "C").

10. To give naval sanction to concessions and production permits. (See Appendix "B").

Repair, Modification and Testing of Air Stores

11. The N.A.E.O. is responsible for the technical considerations in respect of repair, modification and testing of air stores for the Naval Store Officer (Air), Randwick.

R.A.N. Air Workshops

12. The N.A.E.O. is responsible for the control and operation of the R.A.N. air workshops located at the R.A.N. Air Store Depot, Randwick, N.S.W., as laid down in Appendix "D" of this Order.

Design and Development

13. The N.A.E.O. is responsible to the Director of Aircraft Maintenance and Repair for design and development matters. In particular these include:

- a) Acting as the local design and development representative of the Director of Aircraft Maintenance and Repair.
- b) Approving designs, accepting drawings, authorising the sealing of Drawing Instruction Sheets (D.I.S.).
- c) Progressing, accepting and reporting on trial installations.
- d) Giving technical approval to local design modifications, repair and salvage schemes.
- e) Acting as the chairman of Australian local technical and modification committees, which are convened to examine naval matters.

Matters requiring approval of design, local modification, repair schemes and concessions, which involve operational limitations are required to be submitted to the Director of Aircraft Maintenance and Repair. (See Appendix "B").

General

14. Naval and civil technical officers with appropriate qualifications will be appointed to the N.A.E.O.'s staff as Naval Resident Technical Officers or Overseer's Assistants. They may be attached to one or more civilian firms as required. Overseer's Assistants and N.R.T.O.'s are responsible to the N.A.E.O. for carrying out duties delegated by him.

15. The N.A.E.O. is provided with copies of all orders for the manufacture or repair of naval aircraft, etc., placed with civilian firms or in civilian-staffed service establishments whether or not the orders are placed direct or through the Department of Defence Production (Division of Aircraft Production).

16. The N.A.E.O. is authorized to correspond with:

- a) The Director of Aircraft Maintenance and Repair, Navy Office, on all matters affecting naval aircraft repair and manufacturing work.
- b) The Flag Officer-in-Charge, East Australian Area.
- c) The Captain of the Port, Sydney.
- d) The Naval Store Officer (Air), Randwick.
- e) Captains of ships and establishments in regard to his custodian duties.
- f) The Superintending Naval and Air Store Officer, Sydney, on air radio and photographic matters.
- g) The General Manager, Garden Island Dockyard, on technical aspects in regard to air radio and electrical equipment under repair.

17. All correspondence from naval authorities to civilian firms or their representatives on matters for which the N.A.E.O. is responsible, is required to be passed through the N.A.E.O.

18. For local domestic matters, such as works, motor transport, employment of civil staff, etc., the N.A.E.O. is under the administration of the Captain of the Port, Sydney.

19. The office of the N.A.E.O. is at the Naval Store Depot, Randwick, Sydney, N.S.W., telephone FJ.3087.

APPENDIX BNaval Resident Technical Officer

Naval and civil technical officers with appropriate qualifications on the staff of N.A.E.O. will, as required, be appointed to act as Naval Resident Technical Officers to civilian firms engaged upon repair and overhaul of naval aircraft etc.

2. The N.R.T.O. attached to a civilian firm will normally have delegated to him by the N.A.E.O. the responsibility for the matters specified in Appendix A, paragraphs 4, 10 and 12, together with any other matters as determined by the N.A.E.O.

3. The N.R.T.O. is authorized to correspond direct with the Director of Aircraft Maintenance and Repair, copy to N.A.E.O., on detailed technical matters for which the N.R.T.O. is responsible: all other correspondence is required to be directed to the N.A.E.O.

APPENDIX CAeronautical Inspection

It is a fundamental requirement of Naval aviation that all manufacturing and repair work carried out on Naval aircraft and aircraft equipment in civilian firms and in civilian-staffed service establishments should be subject to independent inspection. At present this requirement is met by the services of the Aeronautical Inspection Directorate (A.I.D.) of the Department of Air.

2. For this purpose an officer of the A.I.D. is attached to the staff of the N.A.E.O. as the Aeronautical Inspection Directorate Liaison Officer (Naval), short title A.I.D. L.O. (N). Other officers of the A.I.D. are attached as necessary to civilian firms and to civilian-staffed service establishments, to meet naval requirements. These officers are responsible that all work carried out in the Civilian Repair Organisation meets current A.I.D. and naval technical standards.

3. Notwithstanding the arrangements described in paragraph 2, the authority for aviation technical standards in the Royal Australian Navy is the Director of Aircraft Maintenance and Repair, who is responsible to the Naval Board for these matters.

4. The N.A.E.O., as D.A.M.R.'s representative may, at his discretion overrule decisions of the A.I.D. in respect of naval work, immediately informing D.A.M.R. of the circumstances, and seeking covering approval.

APPENDIX DRoyal Australian Navy Air Workshop

The Air workshop situated in the Naval Air Store Depot, Randwick, N.S.W., is staffed by civil personnel under the direction of the Assistant Aircraft Engineer on the staff of and responsible to the N.A.E.O. for operating the Air Workshop in an efficient manner such that the standards and practices employed meet naval requirements.

2. The N.A.E.O. is required to ensure that the requirements of the Naval Store Officer (Air) are met in respect of the maintenance, repair and modification of air stores, and the air workshop is from time to time required to meet such commitments as are within the workshop capacity. Priorities for this work are the subject of agreement between Naval Store Officer (Air) and N.A.E.O.

3. All work completed by the Air Workshop is subjected to inspection by the A.I.D. personnel attached to the Naval Air Store Depot.

1121.

PAYMENT OF TRAVEL AND FREIGHT CLAIMS - MISSING WARRANTS.

The action outlined below is to be taken for payment of travel and freight claims when the claimant is unable to produce the original warrant etc.

2. An indemnity is to be obtained from the claimant and, after payment has been effected, application should be made by the Authorising Officer concerned to the local Sub-Treasury Accountant for admission of the expenditure under Section 46 of the Audit Act.

3. Where such claims are forwarded for payment under cover of Forms N.A.5, the necessary indemnity should be obtained by the Certifying Officer and forwarded to the Authorising Officer concerned with a request for action as in paragraph 2. The Authorising Officer is to notify the Certifying Officer in due course of all approvals received.

4. Navy Orders 298 of 1952 and 328 of 1953 are hereby cancelled. Naval Account Regulations and Instructions Article 331 will be amended in due course.

(Navy Order 298 of 1952 and 328 of 1953)

(4804/1/17)

1122.

R.A.N. CENTRAL CANTEN BOARD REVENUE ACCOUNT AND BALANCE SHEET AS AT 31ST JULY, 1956.

(Included in Notice Board Issue only.)

(4841/12/55)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1123.

AIRCRAFT - GUNS - HISPANO 20-MM. - COCKING-UNIT, HAND OPERATED NO.11 (ES 067) - PRECAUTIONS IN USE.

During bench servicing in the R.N. of a 20-mm. Hispano gun, the hook of a No.11 hand cocking-unit slipped out of engagement with the projection on the right hand unlocking plate.

2. This occurred due to the cable ferrule bearing against the rear end of the gun body, coupled with the fact that an excessive amount of grease was present on the hook of the cocking unit.

3. Consideration is being given to modifying the cocking-unit hook; meanwhile care is to be taken when using the No.11 hand cocking-unit.

(The foregoing is the unaltered text of A.F.O.2692/1956.)

(4428/53/234)

1124.

AIRCRAFT - GUNS, HISPANO 20-MM. - WITHDRAWAL OF SEARS EP 272 AND EP 285.

In view of the high failure rate of sears EP 272 and EP 285 it has been decided to withdraw them from service and to use only EP 441 sears in all aircraft in future.

2. At the next Group "F" Inspection of 20-mm. Hispano guns, the sear is to be inspected and where this is found to be either Pattern EP 272 or EP 285 it is to be replaced by sear EP 441.

3. Details of identification of the sears are given in Leaflets H2, H3 and H4, of A.P.1641F, Vol. 2, Part 1.

4. Stocks of Hispano guns held ready for issue at R.A.N. Armament Depots may contain sears EP 272 or EP 285 and it is not proposed to exchange these before issue. On initial receipt of guns from R.A.N. Armament Depot and before installation in aircraft they are to be inspected and sears exchanged as indicated in paragraph 2.

5. Existing stocks of sears EP 272 and EP 285 and those recovered under the terms of this Order are to be scrapped.

6. Admiralty has advised that the relevant A.Ps. and C.B.4485 will be amended in due course.

(The foregoing is the text of A.F.O.2544/1956 altered to meet R.A.N. conditions.)

(4428/53/233)

1125.

**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 ammuni- tion which may be involved.</u>
RNC 456	SC 150	B.L. 6-in; Impulse torpedo.
RNC 562XB	SC 048	Q.F. 4.7-in; Q.F. 4-in; Q.F. 3-pdr.
RNC 1404XA RNC 1406XA RNC 1407XA	HSC/T 124 - 058	Q.F. 3-pdr; Q.F. 2-pdr.
MA 735	FNHP 022	Q.F. 40-mm.
KA 144 KA 156 KA 157 KA 159 KA 161 KA 163 KA 164 KA 167 KA 168 KA 170 KA 172 KA 174	NH 025	Q.F. 40-mm.

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. 2626/1956 altered to meet R.A.N. conditions.)

(4445/6/8)

1126.

**A/S MORTARS - POWER RAMMERS - REMOVAL AND ASSEMBLY OF
RAMMER CHAIN.**

During the process of removing or replacing the rammer chain of Mark 1 or Mark 1, Mod. 1, power rammers, which form part of the squid or A/S Mortar, Mark 10, loading equipment in Type 12 and 15 frigates and Darings, it is possible for the control valve lever cut-off pin to become jammed and damaged unless the correct sequence of stripping and assembling is followed, i.e., the spur wheel, which incorporates the cut-off pin, is to be removed before either of the above operations is carried out.

2. Ships and establishments where spur wheel cover plates are not so inscribed are to raise a Defect List Item for this work to be carried out by dockyards.

(The foregoing is the text of A.F.O. 2549/1956 altered to meet R.A.N. conditions.)

(4432/44/67)

1127.

**TORPEDO COMPONENTS - LIGHTS, INDICATING, TORPEDO MARK N1
- TEMPORARY WITHDRAWAL FROM SERVICE.**

Examination and tests have shown that a flash about the size of a candle flame and lasting for a fraction of a second occurs when the tear off strips of Lights Indicating Torpedo Mark N1 are removed.

2. This is being investigated, but in the meanwhile the lights are not to be used.

3. Any of these held by Ships should be returned to the nearest Naval Armament Depot and Lights, Torpedo, Indicating, Pattern 813A or Holmes Lights drawn in lieu from the appropriate (Superintending) Naval Store Officer.

4. This Order supersedes A.G.M. 568A.

(The foregoing is the text of A.F.O. 1760/1956 altered to meet R.A.N. conditions.)

(4431/112/85)

1128.

**DIVING - PATTERNS 5561A/2A BREATHING APPARATUS -
SECURING OF COLLAR RELIEF VALVE GUIDE PINS.**

Instances have occurred in the R.N. of the guide pin of the Pattern 5571 collar relief valve spindle becoming detached from the valve base, and if this happens underwater, the counterlung will flood.

2. This guide pin is to be inspected weekly at the same time as the relief valve diaphragm. If it is found to be loose, it is to be removed by gently rocking and tapping the pin until it drops through the valve base. All excess solder and tinning should then be removed from the mating surfaces of the pin and valve base and the pin re-secured in position with silver solder. Ordinary solder is not to be used. The smallest available flame should be employed so as to localise heat and to avoid distortion of the base. The alignment of the pin should be checked after soldering.

(The foregoing is the unaltered text of A.F.O. 2697/1956.)

(4512/50/419)

1129-1130

12

1129.

NAVAL STORES (GENERAL) (CLASS B, GROUP 3) - DETONATOR LOCKERS, PATTERN 31334 - INTRODUCTION.

Following upon the introduction of new demolition outfits and the consequent increase in the number of boxes of detonators to be carried, a unit type locker, Pattern number 31334, is being introduced into service, and will be added to the Rate Book and Authorized List of Naval Stores under Class B, Group 3. It will be accounted for as "Portable Fittings".

2. The locker to drawing "D.N.C.13/578" has been designed to hold two of either boxes, D.6, N.33 or N.1.

3. The lockers are designed to be bolted together in nests, and to conform with the requirements of N.M. and E.R. 10 lbs. M.S. plates are to be inserted between the lockers before bolting together. The 10 lbs. M.S. plates should be given two coats of Pattern 5362 paint priming zinc chrome to Specification D.E.F.1115.

4. Navy Order 1129 of 1956 Diagram shows the locker and a nest of four lockers bolted together.

5. Demands for these lockers, are not to be rendered by H.M.A. Ships, but lockers will be fitted by refitting authorities concurrently with the A. and A. to provide stowage for the revised demolition outfits, if existing detonator stowage is inadequate.

(The foregoing is the text of A.F.O.1765/1956 altered to meet R.A.N. conditions.)

(4505/30/186)

1130.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART C) - CROWBARS - OBSOLESCENCE.

The following crowbars, have been deleted from the Co-ordinated Schedule of Common User Hand Tools, and will be marked "O" in the Rate Book and Authorized List of Naval Stores.

Pattern H.123 - Bars, cast steel, pilot points, 2ft. x 3/4-in. round.

Pattern H.125 - Bars, cast steel, pilot points, 2ft. 6-in. x 1 1/2-in. round.

2. Stocks of the obsolescent patterns will continue to be issued until expended.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2553/1956.)

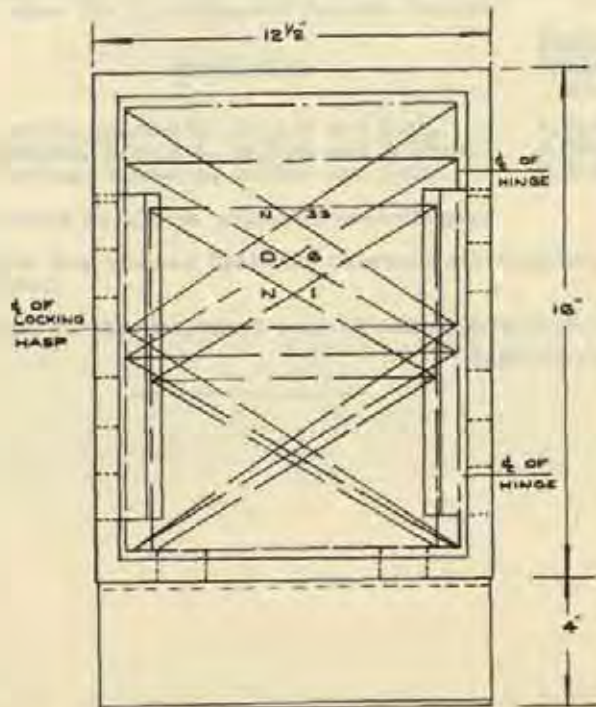
(4506/12/418)

DETONATOR LOCKER FOR DEMOLITION DETONATORS.

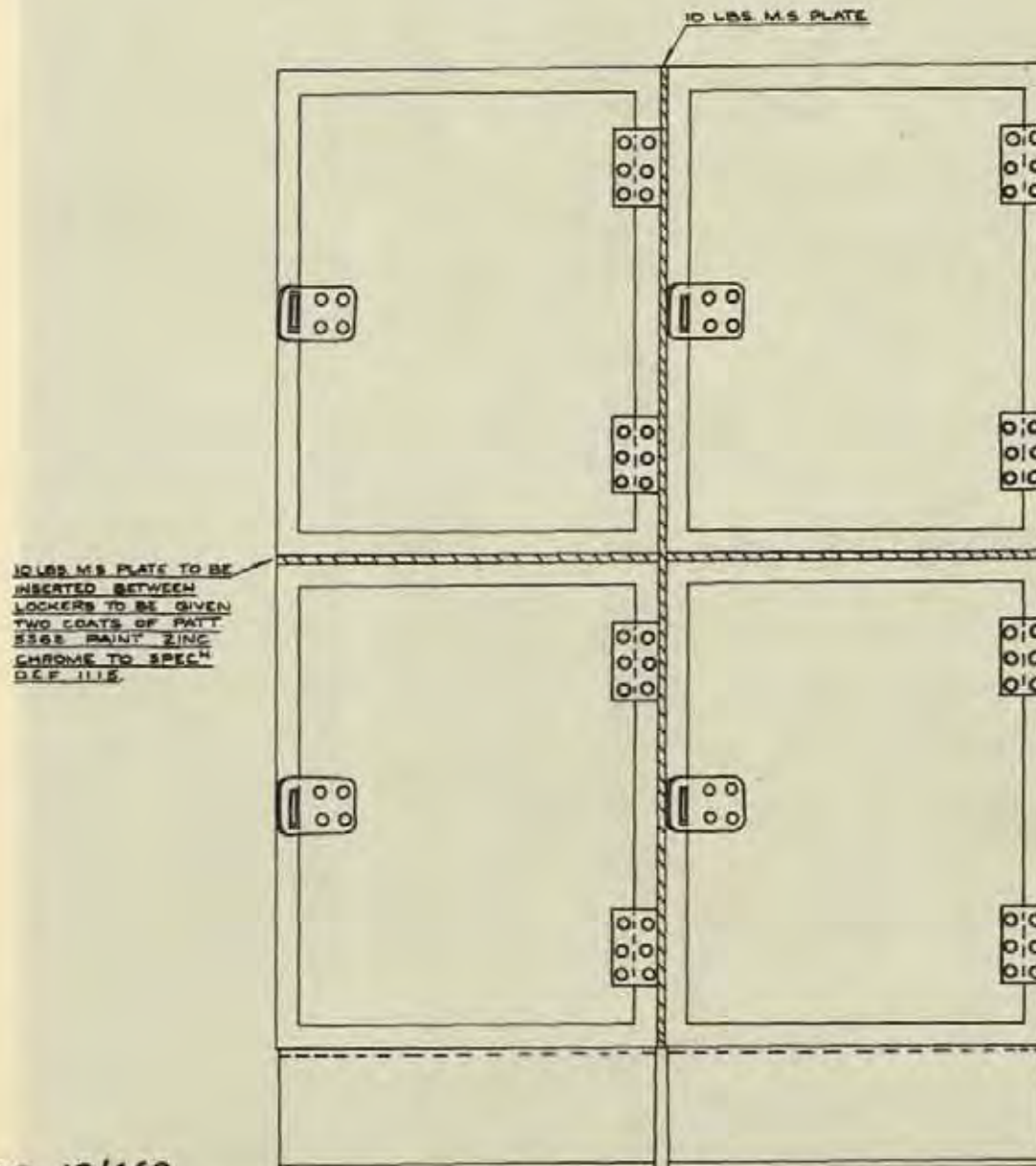
LOCKER DESIGNED TO HOLD.

	2 BOXES	N 33.
OR	2 BOXES	D 6.
OR	2 BOXES	N 1.

FRONT ELEVATION DOOR REMOVED.



ELEVATION SHOWING 4 LOCKERS BOLTED TOGETHER.



D.N.C. 13/662.

1131.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART D) -
MATCHETS, 15-IN. BLADE, AND SHEATHS FOR -
INTRODUCTION.

To facilitate store identification and accounting, the following items, which form part of the Pioneer Tools for R.A.N. Landing Parties, have been paternised and added to the Rate Book and Authorised List of Naval Stores under Class B, Group 11, Part D:

<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
14534	Matchets, 15-in. blade	Permanent
14535	Sheaths for matchets 15-in. blade	Permanent

2. The existing allowances to H.M.A. Ships remain unaltered.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O.2555/1956 altered to meet R.A.N. conditions.)

(4506/12/419)

1132.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART E) -
PUNCHES, TINMAN'S - AMENDMENT TO PATTERN NUMBERS.

The following items, previously purchased under Admiralty Pattern Numbers, have now been included in the Defence List of Common User Hand Tools (D.L.9), and will in future be dealt with under the Co-ordinated Pattern Numbers:

<u>Existing Pattern No.</u>	<u>Description</u>	<u>Revised Pattern No.</u>
7591	Punches, Tinman's, hollow end $\frac{1}{8}$ -in.	H.5401
7592	Punches, Tinman's, hollow end $\frac{3}{16}$ -in.	H.5402
7593	Punches, Tinman's, hollow end $\frac{1}{4}$ -in.	H.5403

Stock and records should be adjusted accordingly.

2. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2489/1956.)

(4506/12/414)

1133.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) -
TAPES, STEEL - AMENDMENTS TO PATTERN NUMBERS AND
DESCRIPTIONS.

Tapes, Steel, Patterns H2762-H2765, H2766A-H2769A and H2770, under Class B, Group 11, Part F, have been deleted from the Ministry of Defence List of Common User Hand Tools, D.I.9, and will, in future, be identified by the pattern numbers and descriptions shown in the Appendix to this Order.

2. Stock and records should be adjusted accordingly, H.M.A. ships and naval establishments complying with B.R.4 (Naval Storekeeping Manual) Article 109(g).

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the unaltered text of A.F.O.2638/1956.)

(4506/12/420)

APPENDIX.

<u>Revised Pattern No.</u>	<u>Description</u>	<u>Existing Co-ord. Pattern No.</u>
	Tapes, oil fuel measuring, steel, $\frac{1}{2}$ -in. wide, complete with winder, weighted one end:	
2762	25-ft., on metal winder	H.2762
2763	30-ft., on metal winder	H.2763
2764	40-ft., on metal winder	H.2764
2765	50-ft., on metal winder	H.2765
2766A	Tapes, steel, with weight attached, for replacement in Pattern 2762.	H.2766A
2767A	Tapes, steel, with weight attached, for replacement in Pattern 2763.	H.2767A
2768A	Tapes, steel, with weight attached, for replacement in Pattern 2764.	H.2768A
2769A	Tapes, steel, with weight attached, for replacement in Pattern 2765.	H.2769A
2770	Tapes, steel, $\frac{3}{8}$ -in. wide x 20-ft. long for measuring diameters and circumferences, complete in nickel plated case.	H.2770

1134.

NAVAL STORES - MOTOR TRANSPORT - PURCHASES OF PETROL,
OIL AND LUBRICANTS IN THE UNITED KINGDOM.

It has recently been brought to notice that requirements of petrol for H.M.A. Ships visiting the United Kingdom have not always been obtained from approved sources. As a result, considerable difficulty has been experienced in obtaining a refund of duty.

2. Requirements of petrol, oil and lubricants for use in R.A.N. vehicles, etc., in the United Kingdom, should normally be obtained from Admiralty sources. When this is impracticable, arrangements are to be made for supplies to be purchased from other units of the United Kingdom service departments or from duty paid stocks of the oil companies at a price exclusive of duty. Supplies may be obtained from retail service garages only in cases of emergency.

(4666/21/63)

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, 452-463 AND 954-966 OF 1956).

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956.
1954		
1043	-	993
1739	-	964
2180	-	1082
1955		
2313	-	1050
2523	-	995
2732	-	978
2964	-	1031
3128	-	1035
3528	-	1009
1956		
358	-	1088
639	-	994
833	-	1074
1245	-	959
1304	-	986
1324	-	992
1490	-	971
1816	-	1005
1553	-	1070
1683	-	965
1700	-	990
1704	-	1007
1871	-	-
1959	969	-
1973	1004	-
1974	-	1048
2028	-	970
2032	-	1032
2034	-	976
2035	-	1091
2037	-	1076
2038	-	1087
2091	-	1010
2097	-	1063
2103	-	1052
2145	-	996
2150	-	1046
2155	963	-
2183	954	-
2202	-	987
2206	-	1000
2211	-	1019
2250	-	1040
2265	-	997
2267	-	999
2275	-	1018
2277	1017	-
2300	-	1065
2314	-	1069

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
1956 (cont'd)		
2340	-	988
2341	-	998
2344	-	1014
2351	-	1090
2352	-	962
2396	-	1072
2398	-	1030
2401	-	1060
2403	-	1011
2405	-	1085
2414	-	1089
2415	-	1077
2430	-	1053
2475	1061	-
2476	-	1045
2519	1066	-
2545	1073	-
2548	-	1059
2593	-	1081
2614	1058	-

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 1117 of 1956, dated 1st June, 1954, to 6th November, 1956).

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Civ. Serv.

*See L. Atkinson
File has been created
in NO 1141/56.*

C.N.Os. 1135-1144/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

15th November, 1956.

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

By direction of the Naval Board,

Thos. P. 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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1136.	Naval Air Stores (Fuel) Fuels, Lubricants, Hydraulic Fluids and Allied Products - Introduction of Joint Service Reference Numbers.
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RESTRICTED

3

1135

SECTION 2 - PERSONNEL

1135.

RATINGS - SEAMAN BRANCH - INTRODUCTION OF NEW STRUCTURE OF GUNNERY SPECIALIST QUALIFICATIONS.

This Order sets out the new structure of Gunnery Specialist Qualifications and the arrangements for its introduction into the Royal Australian Navy.

General.

2. The new structure is being introduced in recognition of the fact that with more complex gunnery equipment there is a need for including a more technical background in the training of all gunnery ratings to enable them to assist in maintenance and to carry out their user duties with more understanding. This is reflected in the inclusion of "Armourer" in the new titles and of workshop and maintenance training in syllabuses.

3. The aims of the new structure are to:

- a) Improve the ratio between the lower and higher Gunnery S.Q.s within individual categories.
- b) Simplify the existing structure by reducing the number of categories and thus making training and drafting easier and more economical.
- c) Provide the new Gunnery S.Q.s with descriptive titles which will be readily understood and appreciated.

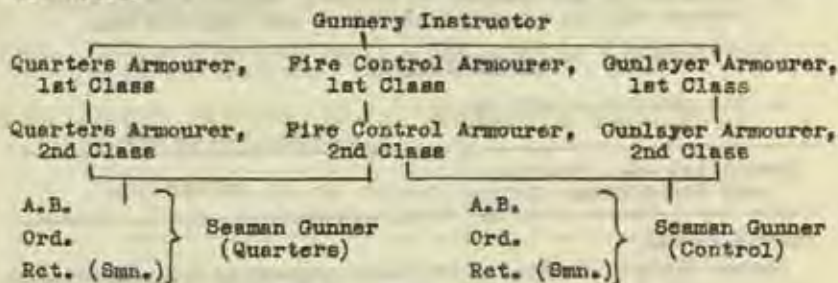
New Structure.

4. The new S.Q.s will be:

Specialist Qualification and Short Title	Duties
<u>Seaman Gunner</u>	
Seaman Gunner (Quarters) S.G.(Q)	Replaces present Q.R.3. and Seaman "Other" at equipment operated by Quarters Armourer or Fire Control Armourer as below.
Seaman Gunner (Control) S.G.(C)	Replaces present 3rd Class S.Q.s and Seaman "Other" at equipment operated by the Gunlayer Armourer and Fire Control Armourer as below.
<u>Quarters Armourer</u>	
Quarters Armourer, 2nd Class Q.A.2.	The operation and mechanical maintenance of guns and mountings 3-in. and above, i.e., the present Q.R. and Q.A. categories combined, but with the 3rd Class S.Q. eliminated and all duties with close range weapons removed.
Quarters Armourers, 1st Class Q.A.1.	

Specialist Qualifications and Short Title	Duties
Fire Control Armourer	
Fire Control Armourer, 2nd Class F.C.2.	The operation and mechanical maintenance of fire control equipment and its routine testing in conjunction with the Ordnance and Electrical Branches, i.e., the present R.C. and C.A. categories combined but with the 3rd Class S.Q. eliminated.
Fire Control Armourer, 1st Class F.C.1.	
Gunlayer Armourer	
Gunlayer Armourer, 2nd Class G.A.2.	The operation and mechanical maintenance of guns and mountings below 3-in. and all directors, i.e., the present G.L. S.Q. absorbing the maintenance of the quarters which he operates, but with the 3rd Class S.Q. eliminated.
Gunlayer Armourer, 1st Class G.A.1.	

5. The following table illustrates the revised structure of the Gunnery Branch consequent upon the introduction of the new S.Q.s:



Introduction of New Structure.

6. The new structure will be introduced on 1st January, 1957. On that date, all men holding Gunnery S.Q.s (except G.I., Q.A.I., and Q.A.2) will abandon their previous S.Q.s and assume new ones in accordance with the following table:

Present S.Q.	New S.Q.
G.I.	G.I.
Q.A.I.	Q.A.I.
Q.A.2	Q.A.2.
Q.A.3	Q.A.2 (U)
Q.R.I.	Q.A.I. (P)
Q.R.2	Q.A.2 (P)
Q.R.3	S.G. (C)
G.L.1	G.A.I. (P)
G.L.2	G.A.2 (P)
G.L.3	S.G. (C)
C.A.1	F.C.1
C.A.2	F.C.2
C.A.3	F.C.2 (U)
R.C.1	F.C.1 (P)

Present S.Q.

R.C.2
R.C.3

Obsolete S.Q.s

L.R.1 }
A.A.1 }
L.R.2 }
A.A.2 }
C.R.1 }
C.R.2 }
C.R.3 }
L.R.3 }
A.A.3 }

New S.Q.

F.C.2 (P)
S.G. (C)

G.A.1 (P)

G.A.2 (P)

F.C.1 (P)

F.C.2 (P)

S.G. (C)

7. The suffix (P) after the new S.Q. will indicate that it is provisional, but regarded as a full S.Q. for advancement purposes. Ratings holding 1st Class S.Q.s with the suffix (P) will be eligible for removal of the (P) on successfully completing the appropriate conversion course in the Gunnery School at Flinders Naval Depot. Ratings holding 2nd Class S.Q.s with the suffix (P) will be eligible for removal of the (P) on qualifying at a course in the Gunnery School for the new 1st Class S.Q. See also paragraph 11 of this Order.

8. Conversion courses for ratings holding a 1st Class S.Q. (P) will be arranged as and when the drafting situation permits. Ratings whose engagement at the time of appropriation for the conversion course is due to expire within one year of the date of completion of a course will be required to re-engage before commencement of the course. Such re-engagement will be for a period equal to the sum of:

- the unexpired portion of his current engagement; and
- the period of his next normal re-engagement.

Any rating refusing to re-engage will have his appropriation cancelled. In the event of his re-engaging in due course he will again be appropriated for the conversion course at the first opportunity.

9. Ratings holding 2nd Class S.Q.s (P) will be drafted for a 1st Class S.Q. course at the Gunnery School, Flinders Naval Depot, on being recommended in accordance with existing rules and in their turn on the course roster. Ratings already recommended for 1st Class S.Q. will be appropriated in their due turn on the course roster. Re-engagement for this course will be in accordance with normal rules, vide Navy Order 3 of 1955.

10. The suffix (U) after the new S.Q. will denote that the rating has not yet qualified for a new 2nd Class S.Q. and that the S.Q. (U) must therefore count as the equivalent of an existing 3rd Class S.Q. for advancement purposes. It will be removed after the holder has successfully completed the appropriate course in the Gunnery School for the 2nd Class S.Q. See also paragraph 13 of this Order.

11. Should a rating with one of the new 2nd Class S.Q. (P) subsequently fail to qualify for the 1st Class rate of his S.Q. the case will be dealt with on its merits by the Commodore Superintendent of Training, Flinders Naval Depot, who will decide whether the rating should continue in his present S.Q. without the suffix (P).

Qualifications for Courses in New S.Q.s.

12. Recommendation of ratings for 2nd or 1st Class S.Q.s is to be in accordance with current rules. See also paragraph 14 of this Order. Ratings already recommended for a 2nd Class or 1st Class S.Q. will be appropriated for course in accordance with the conversion table in paragraph 6 of this Order and the existing course roster.

13. Ratings converted to the new 2nd Class S.Q.(U) and who are not currently recommended for a 2nd Class S.Q. course will be placed on the appropriate course roster with basic date the date of this Navy Order.

14. When considering a rating's eligibility for recommendation for one of the new 2nd or 1st Class S.Q.s, assessment of seniority required in the lower class S.Q. rate, vide A.B.R. 10, Article 88, should take into account time spent in the equivalent lower class in his old S.Q.

15. Ratings at present serving without any S.Q. and who are not currently being recommended for any S.Q. may be considered for recommendation for Seaman Gunner (Control) or (Quarters) provided they have not been excluded from further recommendation for any reason.

Drafting.

16. Until there are sufficient ratings fully qualified in the new S.Q.s to meet requirements for manning the Fleet, action will be taken to ensure that:

- a) Ships receive sufficient ratings fully qualified in the new S.Q.s to meet the maintenance requirements of their armaments.
- b) When selecting men not fully qualified in their new S.Q. for drafting to ships, the requirements for operating the gunnery equipment are taken into account. Such ratings will therefore be drafted on the basis of their former S.Q.s.

Badges.

17. Badges for the new S.Q.s will be:

<u>S.Q.</u>	<u>Badge.</u>
S.G.(Q)	Crossed guns with star above and letter Q below.
S.G.(C)	Crossed guns with star above and letter C. below.
Q.A.2 } Q.A.1 }	As at present.
F.C.2	As for present 2nd Class S.Q. but with letters F.C.
F.C.1	As for present 1st Class S.Q. but with letters F.C.
G.A.2	As for present 2nd Class S.Q. but with letters G.A.
G.A.1	As for present 1st Class S.Q. but with letters G.A.

Supply of Badges.

18. Stocks of the new badges required in accordance with paragraph 15 above are not expected to be available until early 1957 and until these stocks become available all ratings are to retain their existing badges with the exception of those who may, in the interim period qualify in the 1st and 2nd Class Q.A. specialist qualifications. As soon as stocks become available, a Navy Order will be issued giving further information about the new range of badges and authorizing gratuitous issues to ratings who are entitled to wear them.

Reserves.

19. These provisions will apply generally to R.A.N.R. and R.A.N.V.R. ratings.

Records.

20. A.B.R. 10 and schemes of complement will be amended in due course.

21. The changes in S.Q. should be carried into men's service records, etc., with effect from 1st January, 1957, and entries made as soon after that date as administratively convenient.

(Navy Order 3 of 1955)

(4002/151/55)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1136.

NAVAL AIR STORES (FUEL) FUELS, LUBRICANTS, HYDRAULIC FLUIDS AND ALLIED PRODUCTS - INTRODUCTION OF JOINT SERVICE REFERENCE NUMBERS.

This Order applies to fuels and lubricants for naval aviation only.

2. The oils and greases with the undermentioned reference numbers have now been re-referenced under Joint Service numbers as follows. No change of description is involved.

<u>Old No.</u>	<u>New No.</u>	<u>Old No.</u>	<u>New Ref. No.</u>
34A/32	34A/100554	34A/251	34A/100448
34A/75	34A/100444	34A/256	34A/100540
34A/113	34A/100445	34A/266	34A/100591
34A/116	34A/100584	34A/292	34A/105055
34A/135	34A/100447	34B/242	34B/100513
34A/179	34A/100449	34B/1032	34B/100473
34A/209	34A/100433		

3. Aviation carrier turbine fuel (AVCAT) to Specification D.ENG.R.D.2488 has been allocated Reference No. 34A/100450.

4. The attention of all ships proceeding to N.A.T.O. countries is drawn to Admiralty Fleet Order 842/1956 which lists the relevant N.A.T.O. symbols.

5. Admiralty has advised that the relative publications will be amended.

(The foregoing is the text of A.F.O. 842/1956 altered to meet R.A.N. conditions.)

(4476/30/43)

1137.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F AND CLASS B, GROUP 8, PART G) - TOOLS FOR SOCKETING STEEL WIRE ROPE - INTRODUCTION AND ALLOWANCES.

H.M.A. Aircraft Carriers

It has been decided to introduce into naval service the following equipment for fitting end sockets of steel wire ropes for catapults and arresting gear in aircraft carriers, and to add to the Rate Book and Authorised List of Naval Stores the following:

<u>Class and Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
B11F	14394	Nippers, end cutting, 6-in.	Consumable.
"	14395	Pliers, round nose, parallel action 5½-in. or 6½-in.	"
"	14396	Magnet, pot.	Permanent.
"	14397	Bench, vice, portable, o/with pipe vice.	"
B8G	13550	Furnace, oil portable No. 2 size.	"

2. 1 No. of each pattern will be allowed or provided as a First Outfit quantity to each aircraft carrier. Supply will be effected without demand by the Superintending Naval and Air Store Officer, Sydney, on receipt of stocks.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 2157/1956 altered to meet R.A.N. conditions.)

(4505/1/402)

1138.

NAVAL STORES (GENERAL) (CLASS E, GROUP 5) - PROTECTION FOR MEN EMPLOYED ON MECHANICAL DE-SCALING, HAND CHIPPING OR BOILER CLEANING, AND FOR DENTAL TECHNICIANS - DUST RESPIRATORS.

The undermentioned dustproof respirator is to be used as protection for ratings operating power driven descaling machines and employed on hand chipping in confined spaces:

<u>Class and Group</u>	<u>Pattern</u>	<u>Description</u>	<u>Category</u>
E.5	-	Respirator dustproof 'Perfecto' type.	F
E.5	-	Filters, felt, for dustproof respirators.	G.

2. It is desirable that Perfecto dustproof respirators should be worn by men using power-driven de-scaling machines outside confined spaces, but this is left to the discretion of supervising officers.

3. The wearing of smoke masks by ratings for the above-mentioned purposes is to be discontinued, such masks being used only for their normal functions.

4. Allowances to H.M.A. ships in commission are as follows:

	<u>Allowances</u>
Aircraft Carriers, Destroyers and Frigates. (in commission).	1 No. respirator for each scaling machine (electric and pneumatic) allowed plus 1 respirator as spare for each three or fraction thereof so allowed.
Reserve Fleet Division, Sydney.	4 No. respirators for each scaling machine held. This is intended to provide one spare respirator per machine, and to cover the requirements for hand chipping.

5. In addition, Perfecto dustproof respirators are to be worn by Dental Technicians in dental laboratories, where no dust extraction is installed, when using pumice substitute as a polishing agent. The allowance for dental laboratories is one for each Dental Technician borne.

6. The Perfecto dustproof respirator is also suitable for use when cleaning boilers, handling silicate of cotton, etc. Use of respirators during boiler cleaning will not be as essential as in the past as steam cleaning or water washing is being introduced. Allowances for use by ratings engaged in boiler cleaning are therefore:

<u>Class</u>	<u>Allowances</u>
Light Fleet Carriers (in commission)	8 No.
Destroyers and below (in commission)	4 No.

7. H.M.A. ships in commission and C.O.R.S., Sydney, should forward demands to the appropriate (Superintending) Naval Store Officer to complete to allowances. Supply to ships under construction or conversion should be arranged by Storing Yards in the normal manner.

8. Instructions for use - Examine the respirator to see that it is clean, and that all parts are correctly positioned. Make sure that the rubber outlet valve is in good condition and seated correctly. Apply the respirator to the face, adjusting the straps which pass above the ears. The straps should be adjusted for length so that the facepiece is firmly in position and comfortable. Avoid excessive tension. The filter will eventually become clogged. Breathing will then become increasingly difficult. The filter should then be replaced by a new one.

9. Maintenance - It is essential that the respirator should be kept clean when not in use. This applies particularly to the rubber face piece which will deteriorate due to the action of perspiration from the face. After use the filter pads should be removed and the face piece washed with warm soapy water and the pads replaced when the respirator is dry. If the face pad is allowed to get dirty, the skin of the wearer may be affected.

10. The Perfecto respirator will be issued in lieu of Admiralty allowances of patterned respirators shown in the relevant Admiralty establishments of Sea Stores for the purposes specified in this Order; the relevant publications should be noted accordingly.

(The foregoing is the combined texts of A.F.O. 3337/1954 and 1318/1956 altered to meet R.A.N. conditions.)

(4512/50/388)

1139.

OXYGEN CYLINDERS - NECESSITY TO OBSERVE SAFETY REGULATIONS.

Whilst an R.A.N. oxygen storage cylinder was being refilled recently in the works of Commonwealth Industrial Gases Pty. Ltd., an ignition occurred in the H.P. valve. Fortunately the outbreak of fire was quickly curtailed and no serious injury or damage was sustained.

2. It is apparent that the ignition was caused by the presence of oil or grease in the cylinder valve, and the attention of all concerned is directed to the hazards associated with the presence of oil, grease or similar substances in valves or gland washers of oxygen cylinders.

3. R.A.N.A.M.M., Article 166 refers.

(4403/14/856)

1140.

STORES - ACCOUTREMENTS - WEB LEGGINGS - REPLACEMENT BY WEB ANKLETS.

Army pattern web anklets will be introduced for general use instead of naval pattern web leggings. Anklets will be of undyed material and fitted with nickel-plated buckles. There are four sizes; size 1 is the smallest. Store references have been allocated as follows:

PT 157 ANKLETS, web, undyed, size 1
PT 170 ANKLETS, web, undyed, size 2
PT 183 ANKLETS, web, undyed, size 3
PT 196 ANKLETS, web, undyed, size 4.

2. Supply of full allowances to H.M.A. ships in commission and, for ceremonial purposes only, to R.A.N. shore establishments generally has already been authorised, and in most cases, made.

3. It is now possible to make a general issue of anklets to replace the remaining holdings of leggings. H.M.A. ships and R.A.N. shore establishments may therefore now demand from the appropriate R.A.N. Armament Depot anklets required to complete to full allowances (i.e., allowances at present shown for leggings), and should on receipt of the anklets return to the R.A.N. Armament Depot any leggings still held.

4. Admiralty has advised that Proportion Books of Naval Armament Stores C.B.4419(A) and C.B.4485(A) will be amended.

5. Navy Order 596 of 1955 is hereby cancelled.

(The foregoing is the text of A.F.O. 1813/1956 altered to meet R.A.N. conditions.)

(Navy Order 596 of 1955)

(4428/65/93)

1141.

SUPPLY OF MATERIALS FOR LAUNDRIES IN H.M.A. SHIPS AND ESTABLISHMENTS.

The undermentioned materials are held by Naval Store Depots for issue on repayment to Laundry Committees in H.M.A. ships and establishments concerned:

Soap flakes
Soda ash
Starch, ordinary
Starch, collar (rice)
Hypochlorite
Pattern 862 Teepol X (liquid).

2. Issue is effected by the (Superintending) Naval Store Officer, direct to Laundry Committees which should draw at least one month's requirements at a time. In the case of ships which will be away from their storing port for a longer period, arrangements should be made to draw sufficient quantities to cover the full period of absence.

3. On receipt of advice from the Laundry Committee as to requirements, the following action is to be taken:

- a) The (Superintending) Naval Store Officer, will prepare Demand Form A.D. 623 which should be taken by the Laundry Committee representative to the (Superintending) Accountant for valuation.
- b) The form is then to be taken to the Receiver of Public Monies, to whom payment should be made, and who will note the official receipt number on the form.
- c) The form should later be returned to the (Superintending) Naval Store Officer, who will effect supply.

4. The items concerned will be charged at cost to the Department plus 5%.

5. Issues of cleaning materials in accordance with the foregoing are not to be recorded in the Naval Store Account of the ship concerned.

6. Navy Order 23 of 1949 is hereby cancelled.

(Navy Order 23 of 1949)

(3708/1/44)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

1142.

PREPARED SCONC MIX.

It has been decided to introduce prepared sconce mix for use in the R.A.N. Sconce mix is to be used under the conditions applicable to prepared cake and pudding mixes set out in Navy Order 645 of 1955.

(Navy Order 645 of 1955)

(4528/16/45)

1143.

VICTUALLING STORES - SAFETY EQUIPMENT - FLYING CLOTHING -
HELMET, FLYING, TYPE "G" - INTRODUCTION.

An improved type of flying helmet known as the Helmet, Flying, Type G, is being introduced and will gradually replace the Type F flying helmet (Stores reference Nos. 22C/1385-88) as stocks of the latter become exhausted and helmets in issue require replacement.

2. The Type G flying helmet is a more robust version of the Type F and may be worn with either the present method of oxygen mask suspension or that of the toggle harness oxygen mask which will shortly be introduced. The Type G helmet comprises the same components as the Type F helmet except for the headcover and the neck adjustment which is permanently fitted to the headcover and is non-elastic.

3. The Type G flying helmet is designed for wear under the protective helmet. Experience has shown that to be comfortable and safe both these helmets must fit correctly, and instructions concerning this and other connected matters are given in the Appendix to this Order.

4. Details of the Type G flying helmet are as follows:

Vocab. No.	Description	Stores Ref. Nos.	Sizes
	<i>Helmet, Flying, Type G</i>		
	comprising:		
47967	Bushes, rubber, split	22c/1395	-
47965	Capsules, ear, Mark 1, left	22c/1393	-
47966	Capsules, ear, Mark 1, right	22c/1354	-
47968	Clips, oxygen mask	22c/1396	-
-	Connectors, Type 10041	10HA/15158	-
-	Connectors, Type 3518	10HA/8679	-
-	Earpieces, Type 53	10AH/19	-
47236-39	Headcovers, fabric, Type G	22c/1729-32	1-4

5. Admiralty has advised that A.F.(N) 377 and 378 (Atr Stores Establishment) will be amended.

6. Appendix B of Navy Order 146 of 1955 is hereby cancelled.

(The foregoing is the text of A.F.O. 2643/1956 altered to meet R.A.N. conditions.)

(Navy Order 146 of 1955)

(4533/4/12)

APPENDIX

*Helmet, Flying Type "G" and Helmet, Flying
Protective, Mark 1A Instructions for Fitting,
Wearing and Maintenance.*

These helmets are designed to be worn together to combine good noise-exclusion with protection against buffeting, damage from displaced or ruptured canopies and crash hazards.

2. *Helmet, Flying, Type "G".* - (a) There are four sizes of inner helmet. As a rough guide Size 1 corresponds with hat sizes 6 1/2-6 3/4, Size 2 with 6 7/8-7, Size 3 with 7 1/8-7 3/8 and Size 4 with 7 1/2-7 3/4.

b) In selecting a helmet, check that the ears fit neatly within the ear capsules. A good fit of inner helmet is essential for correct fit of the protective helmet and the oxygen mask.

c) Too large a helmet will permit the capsules to hang low on the face and foul the life-jacket. It might also prevent the fitting of a pressure breathing mask. Too small a helmet will feel tight and mark the skin very quickly.

3. *Helmet, Flying, Protective, Mark 1A.* - (a) There are five sizes of outer helmet, 1, 1 1/2, 2, 3 and 4, with three fittings in each size: Narrow, Regular and Broad.

The three fittings have the same circumference, but vary in the relation of length to breadth.

b) When selecting a protective helmet the following points should be remembered:

- i) Different sizes as well as different fittings should be tried on, as, for example, a Size 2, Broad may be more comfortable than a Size 3, Narrow.
- ii) Once the size and fitting have been established a number of helmets of the same nominal size should be tried on as some small variations in measurement are inevitable in manufacture.
- iii) A properly fitted helmet should exert firm, even pressure all round the head. There should be the least possible clearance between the brow and the inside front of the helmet. It should not be easy to tilt the helmet forward over the eyes.
- iv) Both inner and outer helmets tend to adapt themselves to the wearer's head; in particular the ear doughnuts of the inner helmet tend to collapse with use. For this reason a tight fit over the ears is acceptable initially.

c) The correct size is the smallest that can be worn with comfort. If too small a helmet is selected progressive discomfort will be felt.

d) If too loose a helmet is selected:

- i) the protection afforded in the event of crash may be reduced;
- ii) when arresting, the helmet may tend to tip over the eyes;
- iii) on jettisoning the canopy prior to ejection or crash landing the helmet may be torn from the head involving possibly a severe snatchload on the neck from the chin strap.

4. General Remarks about wearing and maintaining Helmets.-

(a) The chinstraps of both helmets should be fastened in wear:

- i) If the inner helmet is lost on ejection at high altitude the oxygen mask will be lost also, resulting in possible anoxia and frost-bite.
- ii) Failure to fasten the protective helmet may result in its loss at a time when it is most valuable. If lost during catapulting with the canopy open it may damage the tail of the aircraft.

b) The protective helmet is finished in a solar-reflecting paint. Repainting, when necessary, should be done only with Finish, glossy, aluminium, Store Ref. No. 33B/865 (D.T.D. specification No. 772A) so as to retain the heat-reflecting properties. This finish is obtainable on demand from the Naval Store Depot, Sandwick, N.S.W.

c) The protective helmet is made of material which is only moderately elastic and maltreatment may result in permanent distortion of shape, possibly causing inconvenience and even danger to the wearer. Great care should therefore be observed by all personnel in the handling of this helmet.

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1144.

B.R. 2051 SERIES.

With reference to Navy Order 618 of 1955, copies of the B.R. 2051 Series are now available for distribution and should be demanded as necessary from S.N.S.O., Sydney, by ships and authorities concerned.

(Navy Order 618 of 1955)

(4139/13/1937)

as S/A

sent Officer

C.N.Os. 1145-1156/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

16th November, 1956.

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

1145.

ACCIDENTS - EXPLOSIVE STORES - PRECAUTIONS TO BE TAKEN WHEN TRANSPORTING - WARNING TO TRACTOR DRIVERS.

The investigation of an accidental explosion of two unfuzed 1,000 lb. M.C. bombs at a United Kingdom airfield, whilst being transported on a bomb trolley, shows the explosion to have been caused by heat generated by the friction of a trolley tyre rubbing against the rear of a bomb which had become displaced on the trolley. The second bomb detonated sympathetically.

2. The explosion occurred only 80 yards from the point where the bomb became displaced, while being towed at a speed of 6 3/4 m.p.h.

3. In view of the danger of such an occurrence with all types of explosives, mines, depth charges, pyrotechnics, etc., (light case stores may be more susceptible), action is to be taken to ensure that orders and instructions for the use and servicing of equipment used for transportation of explosive stores are reviewed. Particular emphasis is to be placed on the positive securing of the stores carried.

4. Tractor drivers and other persons who may be concerned in the handling of explosive stores on such trolleys, ashore or afloat, should be warned to stop at once if their load becomes displaced and not to proceed again until the load has been resecured well clear of the trolley's tyres. This warning is to be repeated periodically to ensure that drivers, etc., remain aware of it.

(The foregoing is the text of A.F.O. 2667/1956 altered to meet R.A.N. conditions.)

(4227/61/6)

SECTION 2 - PERSONNEL

1146.

A.B.C.D. COURSES - JANUARY-AUGUST, 1957.

The following courses will be held in A.B.C.D. School, H.M.A.S. PENGUIN, during the period January, 1957 to August, 1957:

Title	Duration	Commencing Date
Junior A.B.C.D.	3 days D.C.	14th January
	2 days A.B.C.	18th March
		10th June
		22nd July.
Standard D.C.	1 week	21st January
		11th February
		4th March
		8th April
		6th May
		27th May
		29th July
	12th August	
	26th August.	

<u>Title</u>	<u>Duration</u>	<u>Commencing Date</u>
Advanced D.C.	1 week	18th February 3rd June 19th August.
Standard A.B.C.	1 week	25th February 25th March 29th April 20th May 3rd June 5th August 19th August.
Advanced A.B.C.	1 week	8th April.
<u>Special Courses</u>		
Senior Officers	2 days	30th May.
D.C. Staff Instructors	4 weeks	11th February 12th August.
Short Service Officers	2 weeks	25th March.
Mechanical Training Course (1 class ex F.N.D.)	2 weeks	13th May.
A.B.C. Staff Instructors	4 weeks	8th April.
Examination Officers	1 week	11th March.

NOTE: The Standard and Advanced D.C. Course promulgated in Navy Order 457 of 1956 commencing on 11th February, has now been made a Staff Instructors Course.

(Navy Order 457 of 1956)

(4007/3/167)

1147.

COURSES - MEDICAL OFFICERS' REFRESHER COURSES IN ANAESTHETICS.

All Medical Officers should from time to time undergo brief refresher courses of instruction in the administration of anaesthetics given by a specialist in anaesthetics. Such refresher courses will also provide opportunities for them to become acquainted with advances made in this subject. These courses are of about four weeks' duration in the larger civil teaching hospitals.

2. Medical Officers-in-Charge of Royal Australian Naval Hospitals are to ensure that all Medical Officers serving therein are fully versed in the giving of anaesthetics by modern methods.

3. Applications for these courses are to be made through usual service channels to the Naval Board.

4. The attention of all Medical Officers is to be drawn to the contents of this Order.

(The foregoing is the text of A.F.O. 1934/1956 altered to meet R.A.N. conditions.)

(4007/15/15)

1148.

COURSES - OFFICERS SHORT COURSES - 1957.

The following short courses for officers will be held in H.M.A. Schools during 1957. Navy Order 1081 of 1955 refers.

<u>COURSE Reference No.</u>	<u>Title of Course</u>	<u>Duration</u>	<u>Commencing Date</u>
3	Offensive Support	2 weeks	8th April 8th July 21st October.
4	Transport Support	2 weeks	22nd April 22nd July 4th November.
6-10	(Promulgated separately)		
12	Basic Communication	1 week	4th February 29th April 5th August 11th November.
13	R.A.N.R. Lieutenants Communication	2 weeks	1st April 26th August 2nd December.
15	Officers Indoctrination	3 weeks	4th March 27th May 19th August 18th November.
15A	R.A.N.R. Officers Indoctrination	2 weeks	21st January 8th April 15th July 23rd September.
17	Basic Gunnery	1 week	18th February 20th May 12th August 4th November.
18	R.A.N.R. Lieutenants Gunnery	2 weeks	18th February 20th May 4th November.
19	Reserve Officer (g)	4 weeks (Part 1 - 2 weeks; Part 2 - 2 weeks)	23rd September 7th October.
26	Basic N.D.	2 weeks	15th April 23rd September 9th December.
27	R.A.N.R. Lieutenants N.D.	2 weeks	25th March 15th July 18th November.
29	Reserve (n) Officers	4 weeks (Part 1 - 2 weeks; Part 2 - 2 weeks)	26th August 9th September.
34	Basic T.A.S.	1 week	8th April 7th October 12th January, 1958.

<u>Course Reference No.</u>	<u>Title of Course</u>	<u>Duration</u>	<u>Commencing Date</u>
35	R.A.N.R. Lieutenant T.A.S.	2 weeks	15th April 12th August 14th October.

43 and 44 Will be included in A.J.A.S.S. programme when known.

(Navy Order 1081 of 1955)

(4007/3/160)

1149.

DIVING - BOOTS, PATTERN 3412 - QUICK RELEASE.

A method of quick release for Boots, Pattern 3412, has been devised and should be complied with by all users of Pattern 5561A and Pattern 5562A Breathing Apparatus.

2. Action by Ship's Staff

- Draw sufficient Pattern 1382 No. 11 S.W.G. phosphor bronze wire to provide a length 18 inches long for each Pattern 3412 boot held.
- Cut into 18 inch lengths and form a loop in one end between 1 1/2 and 2 inches in diameter. Bend the end of the wire over its own part and solder in position.

3. Lacing up the Boots

- Reeve the lanyard through the bottom becket and middle the lanyard.
- Reeve each of the two ends through the lower pair of beckets.
- Proceed as though lacing up the boot in the normal criss-cross manner but, on one side of the boot the lanyard should be looped loosely over the entire becket. On reaching the top of the boot the wire should be inserted down through the unlaced becket in such a way that it passes over the looped lacing. Pull the lacing taut, reef knot and tuck away the ends. The lacing is not to be passed around the leg.

4. Releasing the Boot

Pull the pin up and the lacing over the becket can fall clear so that the boot may be kicked off with little effort.

(The foregoing is the unaltered text of A.F.O. 2696/1956).

(4512/50/420)

1150.

PROMOTION TO BRANCH RANK - SELECTION BOARDS.

It has been decided that candidates for promotion to Branch rank are to appear before selection boards.

2. Selection boards will be convened by Administrative Authorities and the Commodore Superintendent of Training, Flinders Naval Depot, at the direction of the Naval Board, and for the present will be held whenever the availability of candidates for promotion justifies them. They are to comprise a Captain as President and at least two other officers, one of whom will be of the same specialisation, i.e., "X", "R", "L", "S" or Medical, as the candidate.

3. Candidates will be required to appear before selection boards as follows:

- Those qualifying for promotion without being required to undergo courses, e.g., Engineer, Writer and Stores candidates - on becoming fully qualified for promotion, including a recommendation on Form A.S. 198.
- Those who are required to undergo courses in Australia before promotion, e.g., Airman, Electrical, Cookery and Catering candidates - prior to commencement of these courses.
- Those who undergo courses in the United Kingdom before promotion, e.g., Seaman and Communication Branch candidates - before arrangements are made for this training to be carried out.

4. The names of candidates interviewed by selection boards are to be given an order of relative suitability for promotion to commissioned rank indicated as follows:

"A" - Highly suitable.

"B" - Suitable.

"C" - Not suitable at present but expected to achieve suitability with further experience.

"D" - Not suitable.

The relative order of merit of the first three categories is to be shown. The recommendations of selection boards are to be reported to the Naval Board without delay, by signal if necessary.

(4008/4/176)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1151.

POWER SUPPLIES FOR ELECTRIC RAZORS IN H.M.A. SHIPS AND SHORE ESTABLISHMENTS.

As direct current connection points only are available in all parts of ships in commission and it is not practicable to provide alternating current connection points, the attention of personnel is drawn to the fact that A.C./D.C. motor driven razors are the only type which can be used both in ships and in shore establishments. Vibrator types of razors are unsuitable for use on a direct current supply.

2. For the information of personnel who may already possess or contemplate purchasing an electric razor, A.C./D.C. motor driven razors suitable for use on 230/240 Volts A.C. and 220 Volt D.C. supplies are available in the following brands:

Philshave, Remington, Schick, Sunbeam and Viceroy.

There may be other brands of suitable A.C./D.C. motor driven razors.

3. Personnel should always consult the Electrical Officer of the ship or shore establishment as to the suitability of the razor which they may already possess or contemplate purchasing, for use on the electrical supply of the ship or shore establishment, observing that damage to a razor will be caused by connecting to an unsuitable supply.

4. There are no types of electric razors readily available which are suitable for use on 110 Volts D.C. without the use of comparatively expensive voltage convertor equipment.

5. As the connection points available in ships are unsuitable for the domestic type flat pin plug usually supplied with electric razors, personnel should purchase a pendant domestic type plug socket suitable for the plug, before joining a ship.

6. A Plug Pattern No. 4462 connected to a short piece of three core flexible cable, will be issued on temporary loan from the Naval Store on application. This fitting can be connected to the pendant domestic type plug socket to form a suitable adaptor for shipboard use.

7. Every adaptor must be submitted to the Electrical Officer of the ship or establishment before initial use and at intervals not exceeding twelve months to ensure that it does not constitute a life or fire hazard.

8. The plug and flexible cable are to be returned to the Naval Store for credit when personnel are drafted.

9. The attention of all concerned is drawn to the provisions of Navy Orders 346 and 537 of 1956 concerning maintenance of electrical appliances by qualified personnel and the unauthorised use of electrical fittings.

10. The arrangements set out in this Order will not be applicable to ships of the Daring Class where the supply is 115 Volts A.C. 60 cycles. Further consideration is being given to the practicability of providing connection points for electrical razors in these ships.

(Navy Orders 346 and 537 of 1956)

(3722/1/36)

1152.

NAVAL STORES (AIR) (SECTIONS 34B AND D) - INTRODUCTION OF JOINT SERVICE REFERENCE NUMBERS.

The oils and greases with undermentioned reference numbers in Sections 34B and D of the R.A.F. Vocabulary have now been re-referenced under Joint Service numbers, as follows. No change of description is involved.

2. H.M.A. ships and shore establishments are to adjust their Naval Store Accounts in accordance with B.R. 4, Naval Storekeeping Manual, Article 109(g).

3. Admiralty has advised that the relevant publications will be amended.

Old Reference Number	New Reference Number	Old Reference Number	New Reference Number
Section 34B	Section 34B	Section 34B	Section 34B
5	100543	274	105058
54	100522	276	100470
60	100553	282	105069
65	100525	286	100509
80	100500	289	105061
83	100567	295	105063
87	100550	621	100472
88	100528	720	100475
119	100569	733	105066
121	100507	763	100474
139	100523	813	105067
145	100571	814	105068
159	100572	881	105064
190	100487	923	100489
193	100598	955	100600
196	100508	968	105065
207	100565	1125	100497
208	100510		
222	100512	Section 34D	Section 34D
233	100517	62	100529
237	100519	68	100563
239	100539	81	423398
250	100589	94	100527
269	100514	171	100503
272	100507	232	100498

(The foregoing is the text of A.P.O. 1762/1956 altered to meet R.A.N. conditions.)

(4404/36/186)

1153.

NAVAL STORES (GENERAL) (CLASS E, GROUP 12) - PAINT ROLLERS - INTRODUCTION.

Navy Order 723 of 1956 is to be amended as follows:

Paragraph 2 Item 3 - delete "Magikoter"

Item 5 - delete Lambswol sleeves, "Magikoter"

insert Cotton sleeves for self feeding paint rollers.

Paragraph 4 Line 4 - delete "Magikoter"
insert Self Feeding.

Appendix Column 3 - delete "Magikoter"
insert Self Feeding.

Column 2 - Dockyards delete 34

Garden Island insert Like Patt. 6480
80 No.
Like Patt. 6481
40 No.

(Navy Order 723 of 1956)

(4514/21/275)

1154.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) -
POP RIVETING TOOLS - INTRODUCTION AND ALLOWANCES -
AIRCRAFT CARRIERS AND R.A.N. AIR STATION.

It has been decided to reintroduce into the Rate Book and Authorized List of Naval Stores under Class B, Group 11, Part F, the following Pop riveting tools to cover the range of aircraft repairs and modifications now being carried out by Service units. Allowances are:

Patt.	Description	Allowances			Ships Acctg. Class.
		R.A.N. Air Station	Air-craft Carriers	R.A.N. Air-craft Work-shops	
8102	Lazy tongs A.M.L.L. 10.	3	2	2	Permanent
8103	Pliers A.M.L. P.5.	2	1	1	Permanent
8104	Midget heads for 1/8" rivets, A.M.L. 501.	5	3	3	Permanent
8106	Corner heads complete with collets for 1/8-in., 5/32-in. and 3/16-in. rivets, A.M.L. 8999.	2	1	1	Permanent
8108	Stub heads complete with collets for 1/8-in. 5/32-in. and 3/16-in. rivets A.M.L. 9009.	2	1	1	Permanent
8110	Extension 9-in., A.M.L. Ex.	3	3	3	Permanent

2. Superintending Naval and Air Store Officer, Sydney, will effect supply without demand but as stocks are not yet available supplies should not be hastened.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 1972/1956 altered to meet R.A.N. conditions.)

(4506/12/398)

1155.

NAVAL STORES (MOTOR TRANSPORT) (CLASS F, GROUP 2B, PART 4) - SPARKING PLUGS FOR M/T VEHICLES - DETAILS OF MAKERS' EQUIVALENTS.

Navy Order 405 of 1956 is to be amended as follows:

The identification number of sparking plugs for Holden sedans and utilities as shown on page 2 of the Appendix in column headed "K.L.G." should read TFS 30 instead of TFS 50 as printed.

(Navy Order 405 of 1956)

(4518/27/195)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1156.

PAY ACCOUNTING FORMS - NEW PAY SYSTEM.

In order that future requirements of forms used in the new pay accounting system may be assessed, a report is to be furnished in January, 1957, to the Secretary, Department of the Navy, giving stocks of all forms shown in the Appendix to this Order, held by ships and establishments as at 31st December, 1956.

(3526/12/1731)

APPENDIX

Form A.S.9a	- Miscellaneous Credit Voucher.
" A.S.11	- Coin Sheet.
" A.S.33	- Pay Envelope.
" A.S.41	- Pay - Account Card.
" A.S.41a	- Variation Sheet.
" A.S.41b	- Temporary Pay-account Card.
" A.S.41c	- Envelope for Pay-account Card.
" A.S.42	- Pay-office Summary.
" A.S.45a	- Credit Advice Note.
" A.S.45b	- Debit Advice Note.
" A.S.45c	- Credit-Debit Adjustment Voucher.
" A.S.47	- D.F.R.B. Fund.
" A.S.48	- Pay List.
" A.S.48a	- Pay List - Extra Copy.



Can Sep 1941

Cent Office

C.N.O.1157/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

30th November, 1956.

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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RESTRICTED

SENIORITY LISTS OF THE ROYAL AUSTRALIAN NAVY LIST
UNDER THE NEW OFFICER STRUCTURE.

The seniority lists contained in this Order will come into effect as from 1st January, 1957, with the introduction of the new Officer Structure in the R.A.N.

2. The lists have been compiled to include information promulgated up to 31st October, 1956. They will be incorporated in the January, 1957, edition of the Royal Australian Navy List.

Abbreviations.

3. Explanations of abbreviations not set out in this and the following paragraph will be found in the July, 1956, edition of the Navy List.

>X denotes officers of the Post List. Captains, and those Commanders of seniority of 31st December, 1953 and above have not been divided into Post and General List.

W.S.R. denotes War Service Rank.

(G*) denotes a General List Officer who has successfully completed the Advanced Gunnery Course.

(G^L) denotes a General List Officer who has successfully completed the Long Gunnery Course, Part II.

(G) or G(G) denotes a General List Officer or a Special Duties List Officer, respectively, who has successfully completed the Long Gunnery Course, Part I.

G(g^L) denotes a Special Duties List Officer who has successfully completed the (g^L) Course.

G(g) denotes a Special Duties List Officer who is qualified as a Gunner.

X* denotes officers of the General List with limited qualifications for seaman duties.

4. The following symbols which were previously shown before officers' names are now shown after their names:

(A) denoting officers who have qualified at advanced courses.

^ denoting Supply Officers qualified for Lieutenant-Commander.

* denoting the award of a foreign decoration.

denoting the award of a life saving medal.

SENIORITY LIST OF OFFICERS ON THE ACTIVE LIST
OF THE PERMANENT NAVAL FORCES (SEAGOING).

The names of officers lent from the Royal Navy are underlined.

In cases where seniority for pay differs from actual seniority, or seniority in former rank, date of seniority for pay is shown in parentheses.

The dates shown as seniority in former rank for Special Duties List Officers are also the dates of seniority for purposes of ranking amongst themselves.

Name and Rank	Seniority	Remarks
GENERAL LIST		
ADMIRAL OF THE FLEET		
X Edinburgh, His Royal Highness The Duke of, K.G., K.T., G.B.E.	15.1.53	
VICE-ADMIRAL		
X Dowling, Roy Russell, C.B., C.B.E., D.S.O., (KM), i.d.c.	7.6.55	First Naval Member of Naval Board and Chief of Naval Staff.
REAR-ADMIRALS		
E Clark, Charles Carr, O.B.E., D.S.O. (A).	15.9.53	Third Naval Member of Naval Board and Chief of Construction.
X Harries, David Hugh, C.B.E., *, p.s.c., i.d.c.	7.7.54	(1.12.53) Flag Officer Commanding H.M.A. Fleet.
X Burrell, Henry Mackay, C.B.E., p.s.c., i.d.c.	7.7.55	(23.2.55) Second Naval Member of Naval Board and Chief of Personnel.
CAPTAINS		
X Armstrong, John Malet, C.B.E., D.S.O., *	31.12.42	(30.4.42)
X Buchanan, Herbert James, C.B.E., D.S.O., p.s.c., i.d.c. (Acting Rear-Admiral, 3.2.55).	31.12.44	(2.11.44) Flag Officer-in-Charge, East Australian Area.
S Leitch, Edward Hamilton, C.B.E., (A).	31.12.46	(13.5.46)
X Morrow, James Cairns, C.B.E., D.S.O., D.S.C., (KM), A.D.C. (Commodore 2nd Class 17.9.56).	30.6.47	(16.12.46)
S Perry, Patrick, O.B.E., (A). (Barrister-at-Law).	31.12.47	(11.7.44)
X Harrington, Wilfred Hastings, D.S.O., i.d.c.	31.12.47	

Name and Rank	Seniority	Remarks
CAPTAINS (continued)		
X Gatacre, Galfrey George Ormond, D.S.O., D.S.O., & Bar, i.d.c.	30.6.48	
X Oldham, George Carmichael, D.S.O., p.s.c.	31.12.48	
E Good, Edwin Allan, A.D.C.	30.6.49	(15.9.48)
X McNicoll, Alan Wedel Ramsay, C.B.E., G.M., *, i.d.c. (Acting Rear-Admiral 19.11.56).	30.6.49	
E (O/E) Armitage, Walter Joshua Murray	31.12.49	
X Cook, Frederick Norton, D.S.C., A.D.C.	31.12.49	
E (O/E) Urquhart, Kenneth McKenzie, A.D.C., p.s.c., (A).	30.6.50	(29.5.50)
X Mackinnon, Neil Alexander, *, (KM), i.d.c. (Commodore 2nd Class, 15.2.55).	30.6.50	
X Becher, Otto Humphrey, D.S.O., D.S.C. and Bar.	31.12.50	
E Bull, John William Newell	30.6.51	
X Rhoades, Rodney, D.S.C.	30.6.51	
E Parker, Roger Grosvenor, O.B.E.	31.12.51	
X Plunkett-Cole, John	31.12.51	
X <u>Roe, Arthur John Talbot</u> , D.S.O., O.B.E., (RT), p.s.c., p.s.a. (Commodore 2nd Class, 21.5.56)	31.12.51	Fourth Naval Member of Naval Board.
L <u>Whitaker, Geoffrey Charles Francis</u>	31.12.51	
X Tancred, George Dalton, D.S.C.	30.6.52	
E (O/E) (A/E) Clift, Alfred Maurice	31.12.52	
S Hatherell, Richard Fulton, D.S.C.	31.12.52	
X Morrison, Thomas Kenneth, O.B.E., D.S.C., A.D.C., s.s.c.	31.12.52	(24.10.52)
X Wesley, Jack Statton, M.V.O., D.S.C., A.D.C.	30.6.53	(5.4.53)
S Creal, Eric Douglas	31.12.53	
X Smith, Victor Alfred, D.S.C., A.D.C.	31.12.53	
X Marks, William Beresford Moffitt, D.S.C., *, A.D.C.	30.6.54	
E George, Frank Leveson	31.12.54	

Name and Rank	Seniority	Remarks
CAPTAINS (continued)		
S Lowe, Ralph Frank Marston, D.S.C., A.D.C.	31.12.54	(22.11.54)
X Peek, Rickard Innes, O.B.E., D.S.C., *, A.D.C., p.s.c., j.s.s.c.	31.12.54	(27.1.54)
X Hudson, Clive Martin, A.D.C., p.s.c., j.s.s.c.	30.6.55	(19.4.55)
X Downon, John Hastie	31.12.55	(3.5.55)
E Letch, Noel Albert Clairs, D.S.C.	30.6.56	
X Robertson, Ronald John, D.S.C. (A)	30.6.56	(5.7.56)
COMMANDERS		
S Currey, Ernest Haine, (A)	31.12.37	
S Crowther, Frank George, (A)	31.12.42	
X Clark, Max Joshua, D.S.C., (Acting Captain, 24.8.50)	31.12.42	
X (N/A) Gellatly, Lindsay, O.B.E. D.S.C., A.D.C. (Acting Cap- tain, 6.5.55)	30.6.45	(15.1.45)
E Phillips, Ronald Alfred	30.6.45	(6.4.44)
X (G/A) Bracegirdle, Warwick Seymour, D.S.C. and 2 Bars, *, (KM), p.s.c., j.s.s.c.	30.6.47	
E Dine, Leonard Norman (Acting Captain, 19.3.54)	31.12.47	
E (O/E) Menery, James Kennedy, (KM)	30.6.48	
X Stephenson, Charles John, O.B.E., (KM)	31.12.48	
X Power, Richard Terence (Acting Captain, 25.7.56)	31.12.48	
X (A/S) Adams, John McLauchlan, O.B.E., (Acting Captain, 6.9.54)	30.6.49	
X (C) McDonald, Ian Hunter, (KM), (Acting Captain, 29.8.55)	31.12.49	
X (G/A) Shaw, Francis David	30.6.50	
E Heithersay, Stanley William Glasson, D.S.C.	30.6.50	
E (A/E) Purves, Frederick William	31.12.50	
E (A/E) Welch, Stuart St. Vincent, (KM)	31.12.50	
X Tapp, William Keith	31.12.50	
X Beckley, Denis John, D.S.C., D.S.C., P.S.C.	31.12.50	
X (N/A) Ramsay, James, Maxwell, D.S.C., *, S.S.C., p.s.u., (Acting Captain, 12.12.56)	31.12.50	(24.11.50)

Name and Rank	Seniority	Remarks
COMMANDERS (continued)		
L Knox, George Frederick Edmund, M. (Brit.) I.R.E., S.M.I.R.E. (A)	30.6.51	(21.2.51)
X (O) Crabb, John Stuart Lawson, j.s.s.c.	30.6.51	
X (G/A) Synnot, Timothy Monckton, D.S.C., (KM)	30.6.51	
X (G/A) Crabb, Gordon John Branstone, D.S.C., (KM), (Acting Captain, 12.12.56)	30.6.51	
L Lord, Frank Fox	31.12.51	
X (A/S) Hinchliffe, Leslie Maxwell, D.S.C.	31.12.51	
S Graham, William David Hamilton, p.s.c.	31.12.51	(1.1.48)
X Dovers, William John, D.S.C., p.s.c.	31.12.51	(19.10.51)
E Musared, Brynmor Wheatley	31.12.51	
E (O/E) Shimmin, Robert Law, (NM), (A)	31.12.51	
L Branwin, Thomas Morgan, M.B.E., A.M.I.R.E.	30.6.52	(16.6.52)
X (G/A) Fowle, George Langley, D.S.C.	30.6.52	(29.8.49)
S Rose, Athol Lloyd	30.6.52	(5.11.51)
X Cook, William Frank, M.V.O.	30.6.52	(20.8.51)
L Castles, Bryan James	30.6.52	
X (N/A) Stevenson, Hugh David, p.s.c.	30.6.52	
E (E/C) Bell, John Frederick, (A)	30.6.52	
X (TAS) Purvis, Ian Kitchener	31.12.52	
X Peel, Eric John, D.S.C., *, p.s.c., j.s.s.c.	31.12.52	
X* (P) Hain, Roland Henry	30.6.53	(29.12.52)
L McMurray, Jack Robertson	30.6.53	(30.7.52)
X (C) Wells, David Charles, (KM), (IM), p.s.c.	30.6.53	
X Dollard, Allen Nelson, D.S.C., *	30.6.53	(17.4.53)
L Dunk, George Vernon	31.12.53	(11.3.53)
S Moore, John Irwin, R.D.	31.12.53	(24.11.53)
S Lochland, Allan Donald	31.12.53	(1.2.53)
X Millar, Robin Angus Harvey, p.s.c., j.s.s.c.	31.12.53	
X (H) (Met.) Cooper, Antony Hawtreay	31.12.53	

Name and Rank	Seniority	Remarks
COMMANDERS (continued)		
E Hood, Geoffrey Preston, B.E.	31.12.53	(19.8.53)
X Cartwright, Ian Hepburn-Scott	31.12.53	(21.9.53)
L Humbley, Richard Rex Wells, B.Ec.	31.12.53	(7.5.53)
S Sharp, Stephen Raymond Granville	30.6.54	(1.5.53)
X (D/A) Wright, Walter Graham, (KM)	30.6.54	(1.5.53)
S McFarlane, Alan Gibb	30.6.54	(30.1.53)
E (O/E) Watkins, Robert George	30.6.54	
X (N/A) Stevenson, John Philip	30.6.54	
L Baker, Harold Graham, B.Sc.	31.12.54	(22.6.54)
X Savage, Alister William	31.12.54	
X (G/A) Sennott, Anthony Monckton (IM), (E), (EW)	31.12.54	
L Green, Raymond Douglas	31.12.54	(10.8.54)
X (TAS) Gladstone, Geoffrey Vernon, D.S.C. and Bar, *, (KM), p.s.c., j.s.s.c.	31.12.54	
S Irvine, Frederick Edward	31.12.54	(1.10.54)
E Berry-Smith, Philip	31.12.54	(12.1.54)
E (E/C) Johns, Ian Broadbent	31.12.54	
E (O/E) Reed, Maxwell Peter	31.12.54	(20.9.54)
X Savage, Robert Cecil, D.S.C.	30.6.55	(28.4.55)
X (D/A) McDonald, Neil Ewer	30.6.55	
X (D/A) Murray, Brian Stewart	30.6.55	
E Shearing, John Allen	30.6.55	
E (P) (A/E) Hayward, Michael Alaric Josselyn Morton	31.12.55	
X (TAS) Keatinge, Eldred Pottinger	31.12.55	
E Deish, Peter James Ashenden	31.12.55	
X (C) Spencer, Peter William, D.S.C.	31.12.55	
S Craft, Robert Grant	31.12.55	(15.3.55)
X (G/A) White, Norman Harold Stephen	31.12.55	
E Connolly, Christopher Clement	31.12.55	
L Johns, David William	31.12.55	(24.9.54)
S Campbell, Graham	30.6.56	(3.2.56)
X Stevens, Duncan Herbert	30.6.56	
X (N/A) Willis, Guido James, p.s.c.	30.6.56	(11.8.55)
X (G*) Hamer, David John, D.S.C., (IM), (EW), (E), p.s.c.	30.6.56	

Name and Rank	Seniority	Remarks
COMMANDERS (continued)		
X (O) McIntosh, Alan Herbert	30.6.56	
LIEUTENANT-COMMANDERS		
X (H) Gale, D'Arcy Thomas, D.S.C., (Acting Commander, 7.7.52)	1.6.41	
X Cooper, Henry Alec Eliot	16.3.43	
X (TAS) Goodhart, Gavin Anthony James, D.S.C., p.s.c., (Al. Fr.) (Acting Commander, 16.2.56)	1.2.45	
X Jerram, Vincent George	1.8.45	
X (H) Cody, John Joseph	16.9.45	
X Bromell, Malcolm Russell	1.2.46	
X Ashley-Brown, Guy James Alexander (Acting Commander, 10.8.53)	16.3.46	
L Gourgey, Reginald Elias, A.M.I.E.E., A.M.I.R.E.	19.12.46	
S Strang, Arthur Russell (Acting 1.8.52).	6.5.47	(31.3.46)
L Dennett, Sydney Richard	19.11.47	
X Chapman, Arthur Irwin (Acting Commander, 3.8.54)	17.12.47	(1.5.46)
E Dyer, Reginald Charles	1.1.48	
X (P/T) Swan, William Noel	26.2.48	
X Cochran, Cecil James (Acting Commander, 6.6.56)	9.3.48	
X Salisbury, Aeneas William (Acting Commander, 13.6.55)	28.5.48	
X Russell Brown, Pritchard Russell Armstrong, D.S.C.	1.9.48	
E SM Rabbit, Anthony Patrick	1.1.49	
X Doran, Daniel Patrick	13.3.49	
X Evans, William Frederick	1.5.49	
X Thompson, Colin Taylor (Acting Commander, 25.8.55)	1.6.49	
X Smith, Thomas William	20.11.49	
E (O/E) Sanford, Kenneth Richard Montague	1.5.50	
L Cook, Dennis John	14.9.50	
X (N/A) Hill, Joseph Sterndale de Mont-Clair, D.S.C. and Bar	16.11.50	(10.5.52)
X (D/A) Clarke, Domara Andrews Heap, D.S.C., (Acting Commander, 15.8.55)	1.12.50	
X (H) Schofield, Stanley Rae (Acting Commander, 3.1.55)	1.12.50	

Name and Rank	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
X (H) Osborn, John Harold Savin	1.12.50	
E (F) (A/E) <u>Andrew, Richard Sidney</u>	1.12.50	
E <u>Utton, Cyril Louis George</u>	1.1.51	
X Lee Maxwell John, D.S.C.	27.1.51	
X Nicholls, David, (KM)	1.2.51	
X Pechey, Maxwell Gilbert, D.S.C.	1.2.51	
X (G/A) Jarrett, Hugh Pryce	1.2.51	
X (D/A) <u>Connor, Ralph Edwin</u>	1.2.51	
X (D/A) Merson, James Laurence Wilfrid, p.s.c. (Acting Commander, 1.12.56)	1.3.51	
X SM <u>Davis, Richard Harold</u>	1.4.51	
X (H) Herdstaff, Reginald John (Acting Commander, 31.10.56)	1.4.51	
X Roberts, Henry Knyvet	1.4.51	
X Smyth, Dacre Henry Deudraeth (Acting Commander, 25.6.56)	1.4.51	
E <u>Stapleford, Herbert William</u>	1.4.51	R.N. Retd. List
X O'Loughlin, William Wylie	27.4.51	
E Kirkman, Harold Thomas	1.6.51	
X Scrivenor, Robert John	16.6.51	
X Ferguson, John, D.S.C., p.s.c., (Acting Commander, -.12.56)	1.7.51	
X Roberts, William Owen Chellev, D.S.C.	16.7.51	
X (P) Gould, Arthur John	3.9.51	(4.12.50)
X (P) Bowles, Walter George, D.S.C., p.s.c., (Acting Commander, 1.9.55)	5.9.51	(4.12.50)
X (P) Sherborne, Fred Theophilus, p.s.c., (Acting Commander, 9.5.55)	20.9.51	
E Elliott, Peter George	1.10.51	
X Caradus, James Matthews	2.10.51	
X Dawborn, Royston Miller, D.S.C.	6.10.51	
S Streeter, Oscar George	20.10.51	
E <u>Lamb, Joseph William</u>	1.11.51	
L <u>Taylor, Noel Hugh Aldersey</u> , A.M.I.E.E.	11.11.51	
X Thomson, Ronald Hamilton, D.F.C., B.Sc., (Acting Commander, 20.1.56)	9.12.51	
E (A/E) Walmsley, William Frank	5.1.52	
X Simms, William Behrens	24.1.52	For temporary service.

Name and Rank	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
X (H) Newby, Peter Garratt	28.1.52	
E Sladdin, Lindsay Alexander Dobeon	1.2.52	
X (C) Austin, John Sydney, D.S.C., p.s.c.	1.3.52	
X Oillow, John Edmund	8.3.52	
E Kennedy, John Charles Wilson, (KM)	1.4.52	
X Gray, Kenneth Douglas, D.F.C.	29.4.52	
X (D/A) <u>Webber, Albert</u>	1.5.52	
S Williams, Herdley Roy (Acting Commander, 21.5.56)	14.5.52	
X (G/A) Griffiths, Guy Richmond, D.S.C., p.s.c. (Acting Commander, 4.12.56)	1.6.52	
X (P) Gledhill, Jeffrey Allan, D.S.C. (Acting Commander, 19.11.56)	6.6.52	
X Henna, Jack Langford	10.6.52	
E Bodman, Henry John	1.7.52	
S Newey, Robert Peter (Acting Commander, 23.2.55)	1.7.52	
X* (P) Herbert, William George	8.7.52	
X (P) Campbell, John Gillon Butler, D.F.C.	17.7.52	
X (TAS) Molony, Maurice Leo	1.8.52	
S Allen, William Arthur, (A)	6.9.52	
X (C) Thrum, Gregory Basil	16.9.52	
X (G/A) Ponton, Lealand Maynes	27.9.52	
X (G/A) Gylliss, Peter, M.B.E.	1.10.52	
X (D/A) Loxton, Bruce Hamilton	1.10.52	
X (P) Oakley, Albert Leslie, D.F.C.	29.11.52	(14.7.52)
X <u>Hartnell, Ian Baresford</u>	1.12.52	
X (H) McIntosh, Graham Herbert, (KM)	1.12.52	
X Copeland, William George	5.12.52	
X <u>Wareham, Paul</u>	16.12.52	
X Ulrich, Robert Young, D.F.C.	21.12.52	
X (P) Cavanagh, Julian Horace Garfit	14.1.53	(20.7.52)
S Winch, Laurance Fitzgerald, (A)	1.2.53	
E (A/E) Henshaw, Valentine Leith	1.2.53	
X (H) Sanderson, Noel Lindsay	1.2.53	
X (P) Bourke, Richard Evan	16.3.53	

Name and Rank	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
X (P) Goble, John Douglas, (IM)	16.3.53	
X (TAS) Wilson, Peter Henley	16.3.53	
X (TAS) Wheeler, John Hugh Vaughan	30.3.53	
X (P) Hutchison, Ian Charles	10.4.53	
X (O) Griffin, John, M.V.O.	16.4.53	
E (O/E) Jones, Ivan Raoul	1.5.53	
X (P) Beange, Guy Alexander, D.S.C.	5.5.53	
E (A/E) Fletcher, Colin Richard, B.E. (Aero.)	6.5.53	
X Golder, John William	16.5.53	
X (O) Milford, Bruce Alexander	16.5.53	
X (O) Harvey, Desmond Scott	30.5.53	
X (D) Fowler, Murray Hartley	8.6.53	
X <u>Smith, Victor Charles Stanley</u>	16.6.53	
X (TAS) Murray, Dean Robertson	16.6.53	
X (TAS) Cleary, Bryan Louis	21.6.53	
X (D) Schultz, Kenneth George	14.7.53	
L Blackett, Leonard Ralph, B.Sc., B.E.	15.7.53	
X (G) Robertson, Andrew John, D.S.C., (EM), (E), p.s.c.	1.8.53	
X Norris-Smith, Anthony Alan	1.8.53	
X (O) O'Connell, Brian Gregory	5.8.53	
X (P) Johns, Digby Charles	15.8.53	(18.5.53)
X (TAS) Boase, Neil Allan	16.8.53	
E McLachlan, Myles John, (A)	16.8.53	
X* (O) Kable, Garvon	27.8.53	
X (P) Robinson, Lionel Anthony	1.9.53	
X (D) Brasch, Ronald Owen	11.9.53	
X (C) Lesh, Rohan Edwin, (IM), (JE)	16.9.53	
X (P) Bailey, Harold Edwin, D.S.C.	30.9.53	
X Perren, William Albert	1.10.53	
E Nolan, Francis Bernard, (A) (Acting Commander, 5.12.55)	31.10.53	
X (N) Doyle, Peter Hogarth	1.12.53	
X Hume, James	28.12.53	
E Lade, Aidan Freear	16.1.54	
X Schmitzer, Clement John	22.1.54	
X <u>Carlisle, Malise Hugo Thomas</u>	1.2.54	
X Sanders, Geoffrey Howard	2.2.54	
X Wogan-Browne, Donald Morgan	23.2.54	

Name and Rank	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
S Ralston Smith, Ronald	1.3.54	(1.11.52)
X (O) Hickson, Jack Sydney	3.4.54	
X Gordon, Bruce Dudley	7.4.54	
X (D) Shands, Kenneth William	1.5.54	
X (N) Burnside, Ian Malcolm	16.5.54	
X Dyke, Donald Lewis Howard	1.6.54	
E SM <u>Simmonds, Michael Henry</u>	1.6.54	
X (TAS) <u>Skene, Edward Malcolm</u> <u>Rubislaw</u>	1.7.54	
X (P) Robertson, David John	4.7.54	
X (D) <u>Dixon, Paul Hubert Bramley</u>	11.7.54	
X (P) Wheatley, Colin Matthew Alfred	7.8.54	
X (H) <u>Fletcher, Anthony David</u>	16.9.54	
X (P) McPhee, Gordon, O.B.E.	17.9.54	
X Benny, Ivon Symonds	1.10.54	
X Lancaster, John, ♦	11.11.54	
E (O/E) Bennett, George Angus, (A)	1.12.54	
X (D) Reeves, Maurice Conrad	16.12.54	
X (D) Willis, Alan Anthony	16.12.54	
X (P) Jude, George McCallum	19.12.54	
X (C) Swan, Rothesay Cathcart, (IM), (JE)	1.1.55	
X (C) Brokenshire, Robert, (EM)	1.1.55	
S Davidson, John (A)	1.3.55	
X SM <u>Bickford-Smith, Hilary John</u> /	1.3.55	
X (P) Seed, Peter William	5.4.55	
X* (P) Brown, John Macquarie Wade	7.4.55	
X Murray, Frederick Mozart	16.4.55	
X Nutt, Ernest Frederick Stowe	24.4.55	
X (H) <u>Mills, Robin Gerald</u>	1.5.55	
S Fulton, Peter Gordon, (A)	5.5.55	
X Marshall, Douglas Alfred	14.5.55	
X (C) Robertson, John Alan	16.5.55	
L McClure, James William, B.E.E.	5.6.55	
X (P) <u>Stock, Brian Hulbert</u>	16.6.55	
L <u>Bates, Reginald Victor, A.M.I.E.E.</u>	27.6.55	
X (D) Loosli, Robert Geoffrey	1.7.55	
E <u>Dathan, James Michael Brandon,</u> (A)	1.7.55	
L <u>Hodgkinson, Cyril Duncan,</u> A.M.I.E.E.	1.7.55	
X (P/T) <u>Crawford, George Douglas</u>	19.7.55	

Name and Rank	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
X Parker, Vernon Ainslie	1.8.55	
X (C) Broben, Ian William	1.8.55	
X Martin, Peter Cuthbert Shubrick	1.8.55	
X (C) Bridger, Henry John Cecil	16.8.55	
X Fish, Joseph William Eugene	1.9.55	R.N. Emergy. List.
X Yale, John Gostwyck	1.9.55	
X (TAS) Wilson, Frank Edward, p.s.a.(a)	1.10.55	
X (TAS) Keeran, Vincent George	1.10.55	
X (D) Williams, Barry Ashley	1.10.55	
X Nicholas, John Moore	16.10.55	
X* (P) Dalloaso, Peter Richard	29.10.55	
X Scott-Holland, Jack	10.11.55	
X Bennett, Dean Charles	16.11.55	
X (W) Dunne, Arthur Gordon	16.11.55	
X (O) (Phot.) Gordon, Alexander Hughie, D.F.C.	17.11.55	
E Neeson, Eric Sydney, Dip. Mech. E.	27.11.55	
X (C) Byrne, Robin Henry Edwin	1.12.55	
E Edwards, Peter Terrington	16.12.55	
X (TAS) Ross, Donald Alexander	16.12.55	
X (P) Scott, Martin Edward	20.12.55	
X (G/L) Sellmann, Anthony Frederick, M.V.O., (KM), (IM)	1.2.56	
X* (P) Salthouse, John Roy Norman	3.2.56	
E (A/E) Wishart, John Alec, B.E. (Aero).	1.3.56	
X Spencer, George Albert Payne	16.3.56	
X (C) Stevens, Errol Victor	1.4.56	
E Mead, David Dewar	17.4.56	
X (G/L) Hutson, Peter James	12.5.56	
X (H) Dillon, Hugh William Clifford	16.5.56	
X (TAS) Stevens, John Dixon	1.6.56	
E (A/E) McMillan, Francis Roy	1.6.56	
X Pioch, Raymond Albert	10.6.56	
X (G/L) Harrington, John Edward	25.6.56	
X (P) Goldrick, Peter	1.7.56	
E McInerney, Lawrence John	1.7.56	
X (C) Cuming, John Arthur Noble	1.7.56	

Name and Rank	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
L Graves, Arnold John	23.7.56	
X Clark-Smith, Raymond William	28.7.56	
E (A/E) Jervis, Gordon Ernest, B.E. (Aero.).	1.10.56	
X Bennett, John Charles Leland	16.10.56	
LIEUTENANTS		
X Brent, John Peter	1.11.48	
L Morrison, Ernest James	18.11.48	
X McVinish, John Henry	29.11.48	
S Mill, John Leslie, (L)	1.12.48	
X (D) Rust, Richard John	16.12.48	
X Mackie, James Alexander	16.12.48	
X* (P) Payne, Arthur Edward	18.2.49	
X Baly, Lindsay Gordon	1.4.49	
S Gallasch, Keith Alwin	1.4.49	
X (D) Morbey, Charles Frederick Percy	22.5.49	(22.3.50)
E (A/E) Brettingham-Moore, John Hubert, B.E.	17.6.49	
L Lynam, Daryall Frederick, B.E.	11.7.49	
E Money, William Henry	16.8.49	
X (C) Nicholson, Ian Hawkins	16.8.49	
X (TAS) Crosthwaite, John Neville	16.9.49	
X (G/L) Leach, David Willoughby, (KM)	16.9.49	
L McClelland, Alfred James, B.E.E.	30.9.49	
X (N/L) Burnett, Patrick Richard	1.10.49	
X Impey, Ronald Sidney	27.10.49	
X (C) Rees, Peter Mervyn	1.11.49	
X (G/L) More, John St. Barbe	16.11.49	
X (P) Cordell, Alan Gill, (IM)	16.11.49	
X (P) Oldham, Ian Arthur	1.12.49	
L Binnington, Lawrence William	3.12.49	
E Bennett, Leigh Colin	16.12.49	(16.6.49)
E Rannard, Ronald Arthur	8.1.50	
X Morrell, Francis Gordon	16.1.50	
E Rourke, William John	1.2.50	(1.7.49)
E (A/E) Spong, Frank Arthur	28.2.50	
X (P/T/L) Holloway, Peter Edwin Mansfield	1.3.50	
L Calder, Ronald Rex, B.E.E.	1.3.50	

Name and Rank	Seniority	Remarks
LIEUTENANTS (continued)		
L Poggon, Philip Forsythe	1.3.50	
E Price, Kenneth John, P.M.T.C. (Mech. E.)	9.3.50	
X (P) Gubban, Peter Thomas	16.3.50	
E (A/E) Green, Reginald Thomas	25.3.50	
S Kemp, William Alexander, /	1.4.50	
X (P) Matthew, John Alexander	1.5.50	
E (A/E) Caws, William Alfred, A.F.R.Ae.S.	24.5.50	
X* (O) Clarke, Malcolm Aidan McKinnon	1.8.50	
X (G/L) Hollingsworth, Geoffrey Charles	16.8.50	
S Brown, Albert Henry	3.9.50	
L Wheeler, William Ronald	25.9.50	
E Milroy, Austin Langley	27.9.50	
E Wake, Kenneth Dennis Oborn	1.10.50	
S Rockey, Joseph Frederick	9.10.50	
X Guest, John Haydon	27.10.50	
L Neave, Kenneth Leslie	30.11.50	
X (G/L) Hames, Peter	1.2.51	
X (TAS) Simpson, Charles Fred Peter	16.2.51	
X (N) Kelly, James Maxwell, D.S.C.	16.2.51	
E (A/E) McCrossan, Tony Alan	1.3.51	
X (TAS) Carne, Oliver Tresillian Power, (O)	1.3.51	
X (TAS) Burnett, Rory Ward	1.3.51	
X (D) Nunn, Richard Bradford, (KM)	1.3.51	
E Fisher, Thomas Reed	1.3.51	
E (A/E) Christie, James Basil, B.E. (Aero.)	1.3.51	
X (P) Barnett, Kenneth Malcolm	1.4.51	
S Britten, Jeffrey William Herbert	2.4.51	
S Worrall, Bertram Horton	2.4.51	
X (C) Melzer, Edmund John	16.4.51	
X Snow, John Bamfylde	16.4.51	
X (G/L) Macgregor, Ian Alexander Gregor	1.6.51	
E (A/E) Velkou, Jim, B.E. (Aero.)	26.6.51	
S Brooker, Thomas John	1.7.51	
X Duncan, Peter George	16.7.51	
X Brook, Robert Leonard	16.7.51	
X* (O) Dedman, Keith Harold	26.7.51	

Name and Rank	Seniority	Remarks
LIEUTENANTS (continued)		
E (A/E) Burls, Frederick Alexander (Acting Lieut.-Comdr., 16.5.56)	8.8.51	
X* (O) Palmer, Lindsay William	24.8.51	
E Coombe, Peter Wilson	1.9.51	
X Percy, Robert	1.9.51	
X (H) Whitmore, Edward Ronald	1.9.51	
S Hinch, Robert Edgar	1.10.51	
X* (P) Champ, Colin Eastwood	3.10.51	
X Streater, Mervyn Thomas	3.10.51	
X (P) Webster, Ernest Ian	3.10.51	
X* (O) (Phot.) Hill, Brandon Gerard	6.10.51	
X* (P) Lane, Frederick Thomas	3.11.51	
X (P) Roland, Armand John	3.11.51	
X Weekes, Arthur Nelson Hampton	16.11.51	
L Euston, John Louis	25.12.51	
E Dalrymple, Henry Hunter Gardner	1.1.52	
X (N) Richards, Ian Herbert	16.1.52	
X George, John Stephen	16.2.52	
L Jobson, John Leonard	16.2.52	
X (N) Tulip, Richard John	16.2.52	
X* (P) Macmillan, Neil Douglas	3.3.52	
X* (P) Lee, Norman Ernest	3.3.52	
S Lea, Thomas	4.3.52	
S Hunsley, Stuart Don	1.4.52	
X Cumming, Peter Maxwell, (KM)	1.4.52	
X* (P) Matthews, Bryan Frank	7.4.52	
E Carter, Jack Broadley, M.B.E.	10.4.52	
X* (O) Bird, William Kenneth	7.5.52	
X* (O) Hilliard, David George	16.5.52	
E (O/E) Hazzard, Ronald David	28.6.52	
X (P) Rogers, John	1.7.52	
X (P) Spurgeon, Christopher Haddon Corbett	16.7.52	
X* (P) Josselyn, Ian Kenton	18.7.52	
S Carrington, Bruce Lees	1.8.52	
L Withers, Sydney Richard	1.8.52	
L Tepp, Edward William	21.8.52	
X Lambert, David Arthur	16.9.52	
S Brown, Richard John Frederick	1.10.52	
S Vonthehoff, Kaye	1.10.52	
L Sommerville, James Gordon	1.10.52	

Name and Rank	Seniority	Remarks
LIEUTENANTS (continued)		
S Walker, James Neville	1.11.52	
X Stacey, John Gordon	16.11.52	
X Gaynor, Paul Seymour	1.12.52	
E Ziegler, Bruce Millard	4.12.52	
E Laing-Schofield, George	4.12.52	
X Woolrych, Geoffrey John Humphry	16.12.52	
E (O/E) Stonebridge, Leonard Arthur	28.12.52	
S Crawford, Ian McLean	1.2.53	
X* (P) O'Farrell, James Aloysius	4.2.53	
S Matthews, Reginald Gordon	31.3.53	
X (TAS) Wilson, Ian Keith, (IM)	16.4.53	
E Middleton, Colin William	1.5.53	
X Falkiner, Charles Leslie	1.5.53	
X* (O) Anderson, Leonard Cameron	4.5.53	
X* (O) Whitten, Robert John	10.5.53	
X Duncan, Hugh Kelvin	19.5.53	
E (O/E) Richardson, Peter Scott	1.6.53	
E (O/E) Eliason, Francis Oliver, (KM)	1.6.53	
E Woodger, James Alexander	1.7.53	
X* (P) Dakin, Cyril Alfred	7.7.53	
E (O/E) Kerr, Blair Morgan	1.8.53	
X Lang, Rodney William	1.8.53	
X James, Ian Blyth, A.D.C.	1.8.53	
S Bleikie, Ian Inglis	17.8.53	
S Todd, John Charles	1.9.53	
X* (P) Ignatieff, Alexis	1.9.53	
X Williams, John Edward Cecil	16.9.53	
X (H) Calder, Michael	16.9.53	
L Miller, Desmond David	1.10.53	
X Harries, John Marshall	1.11.53	
L York, Gerald Ernest	1.11.53	
X Falconer, David Wilmot	1.12.53	
X* (O) Wilson, Edward	4.1.54	
X Woods, Frank Russell	16.1.54	
X Kennedy, Philip Graham Newman	1.2.54	
X Kelaher, Leonard James	1.2.54	
X Weil, Donald Procter	16.2.54	
L Hillis, Leo Kevin	19.2.54	
X Adams, Harold John Parker	1.4.54	
S Hall, Dennis James	13.4.54	

Name and Rank	Seniority	Remarks
LIEUTENANTS (continued)		
X Phillips, James Mellenby	16.5.54	
X (N) Clark, George James Marcus	16.5.54	
X Smith, John	1.6.54	
S Matthews, James Bernard	1.6.54	
X (OD) Titcombe, Ronald Mervyn	10.6.54	
S Fox, William Thomas	1.7.54	
L Fox, Leslie Graeme	1.7.54	
X Dudsell, Thomas Alfred, (EM) (IM)	16.7.54	
X Simmonds, Robert John	16.10.54	
X* (P) Cooke, John Henry	25.10.54	
X Hawke, Philip Adrian	1.12.54	
X Knox, Ian Warren, (IM)	1.1.55	
S Schmaack, Kenneth	1.1.55	
X* (P) Orr, David James	9.1.55	
S Holden, Thomas John	1.2.55	
S Webb, Neil David Reynolds	1.3.55	
X Dunn, Benjamin George Jackson	16.3.55	
E (A/E) Arnold, Peter James	1.4.55	
X Gray, David William	1.4.55	
X Hudson, Michael Wyndham, (KM)	1.4.55	
X* (O) Bear, Ivan John	9.4.55	
S Wood, Peter Arthur	1.5.55	
E Dalton, David John	1.6.55	
E Read, Brian Joseph	1.6.55	
X (H) Barton, Charles Denis Hampden	16.6.55	
X Martin, David James	16.7.55	
X* (O) Ralph, Neil	28.7.55	
S Clarke, Ralph Arnold	1.8.55	
X Rayment, Michael Brymer	16.8.55	
S Watson, Peter Charles	16.8.55	
X Arundel, Richard Arthur James Tagg	1.9.55	
S Brash, Warren John	1.9.55	
S Wriggles, Brian James	1.9.55	
S West, Barrie Lawson, (GM)	1.9.55	
X Griffith, Scott	16.9.55	
X Johnston, Eric Eugene	1.10.55	
X Collins, Charles Keith	1.11.55	
X James, Peter Harrington	16.11.55	
X Halley, George	1.12.55	
L Waller, John Clarke	17.12.55	Acting.

Name and Rank	Seniority	Remarks
LIEUTENANTS (continued)		
X Varley, Michael William	1.1.56	
S Oeborn, Ronald Ashby	1.1.56	
E Gunn, Arthur Eric Donald	1.2.56	
X Beaumont, Alan Lee (IM)	1.2.56	
X* (O) Hargreaves, Peter Michael	15.2.56	
X Evans, Alan Ap Hugh	16.2.56	
X Curtie, John Lyle	16.2.56	
X Hall, Ian William	1.3.56	
S Heys, Gordon	1.3.56	
S Browne, Malcolm Rowlinson	16.4.56	
S Coulson, Donald Morton	1.5.56	
S Gellibrand, John Tice	1.6.56	
S Thomson, Leonard Knowles	1.6.56	
X Baird, Richard Malcolm, (KM)	16.4.56	
X Thomson, David Henry	1.7.56	
X Sinclair, Peter Ross	1.7.56	
X Harris, Robert Graeme	1.8.56	
S Gibbs, Brian Geoffrey	1.8.56	
X Vincent, Keith Robert	1.9.56	
X Horton, Anthony Rockley	16.9.56	
X McDougall, Digby Philip	1.10.56	
S Young, Frank	1.10.56	
X Andrewartha, John	16.10.56	
S Henshaw, Peter David	1.11.56	

SUB-LIEUTENANTS

		Time Gained
X Morrice, James Osborne	1.1.54	1
X Hunt, Doyne Tremayne	1.1.54	1
X McKenzie, Ronald	1.1.54	-
E Stevenson, Hugh	1.5.54	1
X Hoare, Peter James	1.5.54	1
E Gough, Donald Bert	1.5.54	-
X Jacobs, Bruce Edwin	1.5.54	-
L Young, John David	1.9.54	-
E Charlton, Douglas	1.9.54	-
E Tilly, Graeme John	1.5.55	4
S Brinkwater, John Clifford	1.5.55	2
S Betts, Lynn Frederick	1.5.55	-

Name and Rank	Seniority	Remarks
ACTING SUB-LIEUTENANTS		
		Time Gained
L Hooker, Peter John, (QM)	1.1.55	4
X Jackson, Malcolm Douglas	1.1.55	2
X Cook, Harry Dean	1.1.55	2
X Reece, John Davidson	1.1.55	2
X Berger, Howard Paul	1.1.55	2
X Kennedy, Geoffrey Thomas	1.1.55	2
X Unwin, Malcolm Stewart	1.1.55	1
X Findlay, Haliburton Charles	1.1.55	1
X Mortensen, Edward Alfred Mark	1.1.55	-
X Wishart, Terence Edwin Kevin	1.1.55	-
X Keay, Michael John Stanley	1.3.55	-
L Nicholls, Ian George	1.5.55	3
E McKenzie, James Alexander	1.5.55	3
L Hughes, Owen John	1.5.55	3
X Brook, Philip Graham	1.5.55	2
X Horwood, John Selwyn	1.5.55	2
X Blackman, Peter Volney	1.5.55	2
X Barrell, Robert Stanley	1.5.55	2
E Forsey, Keith Ronald	1.5.55	1
X Campbell, Peter Douglas	1.5.55	1
X Courtier, Sidney Brian Ernest	1.5.55	1
X Dowling, Anthony Russell	1.5.55	-
X Odlum, Henry Francis	1.5.55	-
X Gatsore, Reginald Galfry Ormond	1.5.55	-
X Earlam, Michael Ernest Harold	1.5.55	-
X Patten, Colin Richard Lloyd	1.7.55	3
E Bambrick, Barnabas Raymond	1.9.55	2
E McAlister, John Browne	1.9.55	1
E Moore, Graham Linsley Gifford	1.9.55	1
E Hardy, Peter Arthur	1.1.56	4
E Egan, Peter Frederick	1.1.56	4
E Holthouse, David Guy	1.1.56	4
X Buchanan, James Ellis	1.1.56	4
E Wilson, Brian Hoard	1.1.56	3
X Taylor, Malcolm John	1.1.56	3
X Dickson, James Stewart, (QM)	1.1.56	3
X Cummins, Adrian Ronald	1.1.56	3
L Cooper, Ormsby Roscoe	1.1.56	3
X Murray, Keith	1.1.56	3
E Chandler, Robert Thomas Mitchell	1.1.56	2

Name and Rank	Seniority	Remarks
ACTING SUB-LIEUTENANTS (continued)		
		Time Gained
E Bassett, William Garry	1.1.56	2
E Wakeman, Ronald Ian	1.1.56	2
X Keane, Edwin Trenchard	1.1.56	2
X Rothwell, Walter Ernest	1.1.56	2
S Bowman, John Murray	1.1.56	1
X Ferris, Alan George	1.1.56	1
X Willcox, Barry Arthur	1.1.56	-
E Perrett, John Kendall	1.1.56	-
S Swanson, Robert John Millar	1.1.56	-
S Steele, Duncan	1.1.56	-
L Putre, Robert Andrew	1.1.56	-
X Furlong, Geoffrey Wayne	1.5.56	4
E Holmes, Ian Fletcher	1.5.56	4
X Langford, Kenneth Edward	1.5.56	4
X Clinch, David Edward	1.5.56	3
X Playford, Philip Irvine	1.5.56	2
X Salmon, Martin DeVille	1.5.56	2
E Ferrier, John Edwyn	1.5.56	2
X Rose, Dennis Chamberlain	1.5.56	2
X Doolan, Raymond Brian	1.5.56	1
X Foster, John Douglas	1.5.56	1
X McDermott, John Graham	1.5.56	1
X Herron, Robin Arthur	1.5.56	1
S Falloon, John Ruthven	21.5.56	1
X Hussain, Syed Iqtidar, P.N.	1.9.56	1
X Siddiqi, Salman Ahmad, P.N.	1.9.56	1
X Siddiqi, Nasir, P.N.	1.9.56	-
X Ahmad, Sultan, P.N.	1.9.56	-
X Ali, Khawja Ahsan, P.N.	1.9.56	-
X Ghaznavi, Rashid, P.N.	1.9.56	-
X Rahim, Arshad, P.N.	1.9.56	-
E Robinson, Warwick Lloyd	1.9.56	-
S Cregan, William James	1.9.56	-
MIDSHIPMEN		
X Reid, Charles Anthony	1.9.55	3
X Cook, John Acton	1.9.55	2
X Davidson, Donal Montgomerie	1.9.55	2
X Atkins, John David	1.9.55	2
X Stephens, Herbert Leonard	1.9.55	2

Name and Rank	Seniority	Remarks
MIDSHIPMEN (continued)		
		Time Gained
X Bale, Kevin John	1.9.55	1
E Ferguson, Peter Ian Murdoch	1.9.55	1
E Cant, Richard Glen Loftus	1.9.55	1
X Tsanim, Ahmad, P.N.	1.9.55	1
X Parker, John Kenneth	1.9.55	1
X Yates, James Meredith, (QM)	1.9.55	1
X Haider, Syed Wasi, P.N.	1.9.55	1
X Khalid, Saiyed Hamid, P.N.	1.9.55	-
X Raza, Syed Yousuf, P.N.	1.9.55	-
X Syed, Hasnain Hasan, P.N.	1.9.55	-
X Habib, Syed Mahamed Lutfullah, P.N.	1.9.55	-
X Bonnar, Robin Scott	1.9.55	-
E Good, Norman Charles	1.9.55	-
X Daish, David William	1.9.55	-
X Terry, Leonard Giles	1.9.55	-
X Ali Khan, Sarwar, P.N.	1.9.55	-
E Rikard-Bell, Michael George	1.1.56	4
X McKay, Peter Duncan	1.1.56	4
E McQueen, Archibald Alfred	1.1.56	3
S Tooth, Harold Edward Francois	1.1.56	3
X Stoker, Nigel John	1.1.56	3
E Bews, Douglas Graeme	1.1.56	2
X Roberts, Edward Leo, R.N.Z.N.	1.1.56	2
E Pickford, David Arthur	1.1.56	2
X Bradley, Ian Leslie Stuart Blenheim, R.N.Z.N.	1.1.56	2
S Bigelow, Brian Charles Meredith	1.1.56	2
X Dadswell, Douglas Henry	1.1.56	2
E Graham, Paul Victor	1.1.56	2
X Stone, Marcus Dudley	1.1.56	1
X Callaway, Ian Arthur	1.1.56	1
X Merton, Leslie Roy, R.N.Z.N.	1.1.56	1
X James, Donald Francis	1.1.56	1
S Gulliver, Kelvin Allan	1.1.56	-
S Denton, Keith Eric	1.1.56	-
X Shotter, Michael Thomas Edward	1.1.56	-
X Arnott, Frank David, R.N.Z.N.	1.1.56	-
X Elahi, Mansoor, P.N.	1.1.56	-
X Khan, Mohammed Jumil, P.N.	1.1.56	-

Name and Rank	Seniority	Remarks
MIDSHIPMEN (continued)		
		Time Gained
X Hasan, Syed Afsal, P.N.	1.1.56	-
X Dove, Geoffrey Kenneth	1.1.56	-
E Brownfield, Edward Eric	1.1.56	-
L Loftus, William Brian	1.5.56	2
X Wells, John Bernard	1.5.56	2
X Bartlett, Ian George	1.5.56	2
X Cockram, Geoffrey Edward	1.5.56	2
X Ments, Eric	1.5.56	2
X Bateman, Walter Samuel Grono	1.5.56	2
X Irwin, Leslie John	1.5.56	2
X Hill, Stuart William Deveril	1.5.56	2
L Mitchell, Peter Clifford	1.5.56	2
X Ward, Michael Bernard, (QM)	1.5.56	2
L Hunt, Anthony Lancaster	1.5.56	2
L Youl, Mervyn John	1.5.56	2
S Mulcare, Philip Michael	1.5.56	1
L Bowers, Charles Frederick	1.5.56	1
X Smith, Donal Drummond	1.5.56	1
X Sulman, Leonard Max	1.5.56	1
E Nelson, John Michael	1.5.56	1
X Edgar, Donald Haslam	1.5.56	1
E Farrell, John	1.5.56	1
E Frisell, Brian Parker	1.5.56	1
X Lattin, Jeremy Nicholas	1.5.56	1
X Ramsay, Gordon Leslie	1.5.56	1
X Carwardine, Anthony Michael	1.5.56	1
L Kedge, Jeremy Charles	1.5.56	1
S MacDougall, Ian Donald George	1.5.56	1
X Hole, Christopher Maurice Gosse	1.5.56	1
E Keyes, Roger Alfred	1.5.56	1
E Taylor, David John Buchanan	1.5.56	1
X Banks, Rowland Maynard	1.5.56	1
X Taylor, Michsel Banham	1.5.56	1
X Lamperd, Glennis Royden	1.5.56	1
L Maxwell, Peter Francis Philippe	1.5.56	1
X Longden, James Gervys	1.5.56	1
X Owens, Desmond Thomas	1.5.56	1
X Winter, Robert Edwin	1.5.56	1
X Crawford, Robert Ian	1.5.56	-
X Mellish, Peter	1.5.56	-

Name and Rank	Seniority	Remarks	
MIDSHIPMEN (continued)			
		Time Gained	
X Thomason, Charles Henry Stewart	1.5.56	-	
E Hugonnet, Peter John	1.5.56	-	
E Robinson, Anthony Blakiston	1.5.56	-	
X Pullar, Ian Stewart	1.5.56	-	
X Roberts, Ian Douglas	1.5.56	-	
X Carpenter, Robert John	1.5.56	-	
S Warnick, Harry Owen	1.5.56	-	
E Raymond, Warwick	1.5.56	-	
X Stephen, Kerry Charles	1.5.56	-	
X Ross, Peter Alexander	1.5.56	-	
X McKiggan, Ian Finlay	1.5.56	-	
S Wright, Michael Thomas	1.5.56	-	
X Jones, Terence William	1.5.56	-	
X Harries, David Alexander	1.5.56	-	
X Bryse, Richard Arthur	1.5.56	-	
CADET MIDSHIPMEN			
Brett Young, Michael Jonathan	1.1.56	-	
Hefferan, Reginald George	1.1.56	-	
Newman, Nicholas	1.1.56	-	
Summers, Adrian Michael Frayne	1.1.56	-	
SPECIAL DUTIES LIST			
Name and Rank	Seniority	Seniority in former rank	Remarks
LIEUTENANT-COMMANDERS			
(T) Payne, William, M.B.E.	1.4.53	1.4.45	
G (g) Holmes, Douglas Albert, M.B.E.	1.4.55	1.4.47	
G (g) Andrews, Arthur Alfred, M.B.E.	1.1.57	1.7.49	
(B) Paine, Cyril Herbert	1.1.57	1.10.50	
(B) Willder, Eric Douglas, M.B.E.	1.1.57	1.10.51	(12.12.45)
G (g) Hodgeon, Henry O'Brien	1.1.57	1.4.52	
(C) Nicholls, Charles Hilton	1.1.57	21.8.52	

Name and Rank	Seniority	Seniority in former rank	Remarks
LIEUTENANT-COMMANDERS (continued)			
(T) Wheeler, Stuart	1.1.57	1.10.52	
G (g) Duffy, Michael John, M.B.E.	1.1.57	1.4.54	
(B) (CD) Homewood, John William	1.1.57	1.10.55	(31.3.52)
G (G) Finn, Kenneth Daniel	1.1.57	1.4.56	
G (G) Harrison, Allen George	1.1.57	1.4.56	
(REG) Wattle, Arthur Albert, B.E.M.	1.1.57	1.4.56	(22.4.54)
LIEUTENANTS			
(T) Lace, John Charles, D.S.O.	1.1.57	1.10.46	(18.6.45)
G (g) Logan, John	1.1.57	1.10.47	(1.7.45)
(TAS) Soley, Reginald	1.1.57	1.4.48	(18.6.45)
(T) Pitt, Frederick Henry	1.1.57	1.4.48	(1.12.45)
(T) Price, Henry James	1.1.57	1.4.49	
G (g) Hartley, George Jack	1.1.57	1.10.49	
G (g) Williams, John Henry	1.1.57	1.4.50	
(C) Magorian, William	1.1.57	1.4.50	
(TAS) Campbell, David	1.1.57	1.10.50	
(B) Hockings, Albert William	1.1.57	1.10.50	
G (G) Mong, Roger Francis Patrick Parnham	1.1.57	1.4.51	
G (g) Fairweather, Francis Albert Wilfred	1.1.57	1.10.51	
G (g) Hurst, Keith Crowther	1.1.57	1.10.51	
(TAS) Garside, Colin	1.1.57	1.10.52	
G (g) Laws, Arthur Ernest Leonard	1.1.57	1.10.52	
(TAS) Rendall, Henry William Nils, D.S.O.	1.1.57	1.4.53	
(T) Murphy, Charles William James	1.1.57	1.4.53	
G (g) King, Denham Douglas	1.1.57	1.4.53	
(C) Hall, Stanley Arthur	1.1.57	1.10.53	
G (G) Gafford, Geoffrey Thomas	1.1.57	1.4.54	
G (g) Macadam, William Gladstone	1.1.57	1.4.55	(18.6.45)
(C) Harle, Geoffrey James	1.1.57	1.4.55	

Name and Rank	Seniority	Seniority in former rank	Remarks
LIEUTENANTS (continued)			
(B) Carter, Alfred Ernest Major	1.1.57	1.10.55	
(B) Turgeon, Peter Napoleon	1.1.57	1.10.55	
(B) Richardson, John Peter	1.1.57	1.4.56	
G (G) Devins, William Richard	1.1.57	1.4.56	
G (g) Watson, Hugh Airlie	1.1.57	11.5.56	
(TAS) Smith, David Charles Sydney	1.1.57	1.10.56	
TEMPORARY LIEUTENANTS			
(T) Webb, Frank	1.1.57	1.4.50	
(T) Hirtes, Frederick Charles	1.1.57	1.10.52	
SUB-LIEUTENANTS			
G (g) South, William Henry (Acting Lieutenant, 18.6.45)	1.1.57	1.7.49	
(P) Lister, Robert Anthony	1.1.57	6.7.49	For Short Service.
(B) Williams, Patrick Yelverton	1.1.57	1.4.50	
(C) Franks, Joseph Thomas	1.1.57	28.7.50	
(TAS) (QDD) (CD) Hillen, Ronald Norman, D.S.M.	1.1.57	23.9.50	
G (g) White, Revell Blackwood, D.S.M.	1.1.57	23.10.50	
(REG) Brown, Kenneth James	1.1.57	3.1.51	
G (g) Caswell, Leonard	1.1.57	5.3.51	
G (g) Finch, Leslie Roberts	1.1.57	5.3.51	
(TAS) Mooney, Desmond George	1.1.57	23.6.51	
(AV) Churcher, Denis Walter	1.1.57	28.6.51	
(AV) Upton, Frank Richard	1.1.57	26.7.51	
(C) Ash, John William Atwill	1.1.57	29.9.51	
(C) Baird, John Wallace	1.1.57	29.9.51	
(C) Old, Dean William Hammer	1.1.57	29.9.51	
(TAS) Pope, Victor Gregory	1.1.57	13.10.51	
(B) Donnelly, Warren James	1.1.57	10.11.51	
(B) Hamill, Bernard Joseph	1.1.57	10.11.51	
(PR) McCracken, Cornelius Gray	1.1.57	15.3.52	
(AV) Spinks, Leslie William	1.1.57	19.7.52	
(AV) Wilkinson, Edward Flowers	1.1.57	19.7.52	
(C) McQuestion, Albert Geoffrey	1.1.57	26.7.52	
(C) Stockdale, William Geoffrey	1.1.57	26.7.52	

Name and Rank	Seniority	Seniority in former rank	Remarks
SUB-LIEUTENANTS (continued)			
(C) Williams, Keith Alexander	1.1.57	26.7.52	
(C) <u>Clark, Peter Antony</u>	1.1.57	26.7.52	
(C) Nicholson, Frank Sydney	1.1.57	24.7.53	
(B) <u>Walton, David John</u>	1.1.57	17.10.53	
G (g) Hackworth, William	1.1.57	12.12.53	
G (g) McNeill, Lawrence Ellis	1.1.57	12.12.53	
(TAS) <u>Jones, Idwal Morris</u>	1.1.57	13.3.54	
(TAS) Langton, Hugh, D.S.M.	1.1.57	13.3.54	
(PR) Graham, Keith	1.1.57	20.3.54	
(TAS) Timmins, Peter Joseph	1.1.57	10.7.54	
G (g) Young, Kenneth Alfred	1.1.57	17.7.54	
(C) Josephs, Henry Alfred	1.1.57	23.7.54	
(REG) Edwards, Colin Passmore	1.1.57	25.9.54	
(REG) Lemon, Raymond Leslie	1.1.57	25.9.54	
(B) Graham, Ewan Lindsay	1.1.57	9.10.54	
(B) Pidler, Charles Claude	1.1.57	9.10.54	
(PR) Peterson, Leonard Bernard	1.1.57	26.2.55	
G (g) Levy, Jack William	1.1.57	9.3.55	
(C) Chalmers, Gerald Joseph	1.1.57	14.4.55	
(AV) Elliot, John Robert	1.1.57	19.7.55	
(B) <u>Toser, Stanley Ronald</u>	1.1.57	15.10.55	Acting.
(B) A'Church, Alan Vibert	1.1.57	15.10.55	Acting.
G (g) Triggs, Charles James Arthur	1.1.57	25.2.56	Acting.
(B) <u>Beal, Michael Polliotte</u>	1.1.57	21.7.56	Acting.
(B) Edwards, Noel William Roy	1.1.57	21.7.56	Acting.
(B) Rouse, Patrick Denis	1.1.57	21.7.56	Acting.
(B) Pegan, Norman John Boyd	1.1.57	21.7.56	Acting.
(C) Currie, Graham Angus	1.1.57	21.7.56	Acting.
(C) Macrae, Norman Bruce Dickson	1.1.57	21.7.56	Acting.
(C) Nimmo, Ian James	1.1.57	21.7.56	Acting.
SHIPWRIGHT LIEUTENANT-COMMANDERS			
Garland, William John	1.1.57	1.4.51	
Beere, William James	1.1.57	1.10.55	(5.3.53)
SHIPWRIGHT LIEUTENANTS			
<u>Popham, George Raymond</u>	1.1.57	1.4.53	
Bryant, Conolly Peter William	1.1.57	1.4.55	
<u>Grabtree, Robert John</u>	1.1.57	1.10.56	

Name and Rank	Seniority	Seniority in former rank	Remarks
SHIPWRIGHT SUB-LIEUTENANTS			
Tydeman, Keith	1.1.57	1.7.49	(8.12.44)
Fowler, John George	1.1.57	5.4.56	Acting.
Webber, Arthur Reginald	1.1.57	5.4.56	Acting.
Timmins, Patrick Bernard Raymond	1.1.57	5.4.56	Acting.
TEMPORARY SHIPWRIGHT SUB-LIEUTENANT			
<u>Ham, Ambrose John</u>	1.1.57	7.4.52	
ENGINEER COMMANDER			
(O.E.) Venns, Thomas Rupert, M.B.E.	30.6.54	-	
ENGINEER LIEUTENANT-COMMANDERS			
(M.E.) Betts, Harold George, M.B.E.	1.10.54	1.10.46	
(M.E.) Martin, Bertie Stephen	1.1.57	1.10.52	
(O.E.) Maughan, William Matthew, M.B.E.	1.1.57	1.10.54	(1.7.54)
(O.E.) <u>Thompson, Herbert Frank</u>	1.1.57	15.10.54	
(O.E.) <u>Bywater, Howard</u>	1.1.57	5.6.56	R.N. Retd. List.
ENGINEER LIEUTENANTS			
(O.E.) <u>Gladding, Herbert</u> <u>Charles William</u>	1.1.57	1.4.48	
(A.E.) <u>Ball, Geoffrey William</u>	1.1.57	1.4.50	
(M.E.) <u>Cheadle, Marcus Richard</u>	1.1.57	1.4.51	
(M.E.) Rouse, Harry Irwin	1.1.57	1.10.53	
(A.E.) Sangwell, Edward Robert	1.1.57	1.4.54	
(O.E.) Keen, Russell Edward Charles	1.1.57	1.4.54	
(M.E.) Dicks, Thomas Victor	1.1.57	1.10.54	
(M.E.) Jones, Ronald Vivian	1.1.57	1.10.54	
(A.E.) <u>Maddison, John</u>	1.1.57	1.4.55	
(M.E.) Ctercteko, William David	1.1.57	1.4.55	
(M.E.) Ryan, Alec Russell	1.1.57	1.4.55	
TEMPORARY ENGINEER LIEUTENANTS			
(M.E.) <u>Shepperd, Cecil Leslie</u> <u>Maurice, D.S.M.</u>	1.1.57	1.10.53	R.N. Retd. List.
(M.E.) <u>Jago, Joseph</u>	1.1.57	1.4.54	R.N. Retd. List.

Name and Rank	Seniority	Seniority in former rank	Remarks
ENGINEER SUB-LIEUTENANTS			
(M.E.) <u>Oakshott, William</u> <u>Leonard</u>	1.1.57	1.10.48	
(A.E.) <u>Arling, Frank Norman</u>	1.1.57	15.8.52	
(M.E.) <u>Waish, Brain Benediot</u> <u>Higgins</u>	1.1.57	9.10.52	
(O.E.) <u>Brett, Donald Clarence</u>	1.1.57	8.1.53	
(O.E.) <u>Goodwin, Charles Edward</u>	1.1.57	8.1.53	
(M.E.) <u>Fuller, Stanley Cecil</u>	1.1.57	15.2.53	
(A.E.) <u>Springett, Edward</u> <u>Robert James</u>	1.1.57	5.5.53	
(A.E.) <u>Simpson, John Cameron</u>	1.1.57	5.5.53	
(A.E.) <u>Sara, Arthur William</u>	1.1.57	5.5.53	
(M.E.) <u>Train, Harold</u>	1.1.57	4.6.53	
(A.E.) <u>Coker-Godson, Bernard</u> <u>Geoffrey</u>	1.1.57	1.7.53	
(M.E.) <u>Seddon, Ernest</u>	1.1.57	20.10.53	
(O.E.) <u>Dalglish, Andrew</u> <u>Gloag, B.E.M.</u>	1.1.57	23.11.53	
(M.E.) <u>Cooke, Keith Harold</u>	1.1.57	23.4.54	
(M.E.) <u>George, John</u>	1.1.57	23.4.54	
(M.E.) <u>Hill, William Thomas</u>	1.1.57	30.9.54	
(O.E.) <u>Evarist, Raymond Gibson</u>	1.1.57	6.1.55	
(M.E.) <u>Birch, William John</u>	1.1.57	10.2.55	
(M.E.) <u>Fahay, James Anthony</u>	1.1.57	16.3.55	
(M.E.) <u>Parr, David Robinson</u>	1.1.57	21.3.55	
(A.E.) <u>Poale, Gordon Lewis</u>	1.1.57	24.5.55	
(O.E.) <u>McAllery, John Clarence</u>	1.1.57	20.6.55	
(A.E.) <u>Wilson, Edward Leslie</u>	1.1.57	27.8.55	
(A.O.) <u>Jones, Victor William</u>	1.1.57	20.6.56	Acting.
(A.E.) <u>Rose, Victor Alfred</u>	1.1.57	20.6.56	Acting.
(M.E.) <u>McNamara, John Kevin</u>	1.1.57	27.6.56	Acting.
(M.E.) <u>Clough, Patrick John</u>	1.1.57	27.6.56	Acting.
(M.E.) <u>Markham, John Kevin</u>	1.1.57	27.6.56	Acting.
(A.E.) <u>Lamb, Jim</u>	1.1.57	15.9.56	Acting.
ELECTRICAL LIEUTENANT-COMMANDERS			
<u>Boxall, Henry John Percy,</u> <u>M.B.E.</u>	1.4.56	1.4.48	
(L) <u>Pittaway, Henry Macdonald</u>	1.4.56	1.4.48	
(L) <u>Blatchford, Edward, M.B.E.</u>	1.4.56	1.4.48	
(R) <u>Smart, James Copland</u>	1.4.56	1.4.48	(23.10.46)

Name and Rank	Seniority	Seniority in former rank	Remarks
ELECTRICAL LIEUTENANT-COMMANDERS (continued)			
(L) <u>Raymont, William Devon</u>	1.1.57	1.10.50	
(L) <u>Axford, John Richard</u>	1.1.57	1.10.50	
(L) <u>Cantor, Samuel George</u>	1.1.57	1.6.51	
ELECTRICAL LIEUTENANTS			
(R) <u>Heggie, Alexander Francis</u>	1.1.57	1.10.48	
(L) <u>King, Aubrey Lenard</u>	1.1.57	1.4.49	
(AL) <u>Moore, Jack Percy</u>	1.1.57	1.10.49	
(R) <u>May, Robert Arthur</u>	1.1.57	1.4.52	
(R) <u>Herman, Albert Henry</u>	1.1.57	1.4.52	
(L) <u>Rutherford, Raymond Arthur</u>	1.1.57	1.10.52	
(R) <u>Stewart, Colin Henry</u>	1.1.57	1.4.53	
(R) <u>Tiller, Clement George,</u> <u>D.S.C.</u>	1.1.57	1.10.54	
(R) <u>Kerkin, Edward James</u>	1.1.57	1.10.54	(22.10.46)
(L) <u>Leaver, George</u>	1.1.57	1.10.55	
(L) <u>Walke, Ronald Leslie</u>	1.1.57	1.4.56	
(R) <u>Gravell, David George</u>	1.1.57	1.4.56	
ELECTRICAL SUB-LIEUTENANTS			
(L) <u>Buchanan, Leonard John</u>	1.1.57	25.7.51	
(AR) <u>Leck, James Eric</u>	1.1.57	4.7.52	
(L) <u>Whelan, James Patrick</u>	1.1.57	9.12.52	
(AL) <u>Vance, Thomas Wentworth</u>	1.1.57	16.3.53	
(AL) <u>Lewis, Frederick Ferris</u>	1.1.57	18.9.53	
(R) <u>Raven, Kenneth Francis</u> <u>William</u>	1.1.57	1.10.54	
(AL) <u>Morris, Charles James</u> <u>Robert</u>	1.1.57	30.9.55	Acting.
(AL) <u>Allford, Frederick George</u>	1.1.57	30.9.55	Acting.
(L) <u>Tredrea, John Thomas</u>	1.1.57	4.6.56	Acting.
(AR) <u>Mowday, Robert John</u>	1.1.57	4.6.56	Acting.
(L) <u>Spanton, Kenneth Stanley</u> <u>Frederick</u>	1.1.57	4.6.56	Acting.
(AR) <u>Stevens, George Woodfull</u>	1.1.57	4.6.56	Acting.
(L) <u>Maseord, Ronald William</u>	1.1.57	4.6.56	Acting.
(R) <u>Cousins, James William</u>	1.1.57	20.8.56	Acting.
WARDMASTER LIEUTENANTS			
<u>Trulsson, Montan Pehr Adolphus</u>	1.1.57	1.10.54	
<u>Clark, Ivor Reginald</u>	1.1.57	1.10.55	

Name and Rank	Seniority	Seniority in former rank	Remarks
WARDMASTER SUB-LIEUTENANTS			
Jay, Charles	1.1.57	19.9.51	
Gilmore, Harold Thomas	1.1.57	19.1.54	
Williams, Leslie James	1.1.57	19.1.54	
Henstridge, Mac Edgar	1.1.57	1.3.54	
Donohoe, James	1.1.57	21.9.54	
Andrews, Colin William	1.1.57	10.8.56	Acting.
SUPPLY COMMANDERS			
(W) Hodgkinson, Harold Alexander, (A)	31.12.54	-	(11.6.52)
(W) Cameron, Keith Clarence, M.B.E.	30.6.56	-	(4.4.55)
SUPPLY LIEUTENANT-COMMANDERS			
(S) Harris, William	1.10.51	1.10.43	(23.6.39)
(W) Miller, Austin Lawrence, M.B.E.	1.8.54	1.8.46	(9.8.43)
(W) Tarrant, D'Arcy Allman, M.B.E.	28.2.55	28.2.47	
(S) Wallace, Edward Arthur John	1.1.57	20.12.49	
(S) Godfrey, Angus Beale	1.1.57	1.4.52	
(S) Caldwell, Loel James, LL.B., A.A.S.A., A.C.I.S. (Barrister-at-Law)	1.1.57	1.4.53	(1.3.47)
(W) Smith, James Graham	1.1.57	1.10.54	
(W) Burley, Albert George	1.1.57	1.10.55	
SUPPLY LIEUTENANTS			
(S) Holmes, Stanley George	1.1.57	1.4.51	
(S) Salway, Allan	1.1.57	1.10.51	
(W) Bock, Lyell Adolphe	1.1.57	1.4.52	
(W) Stokes, Edward George Cyril	1.1.57	1.10.52	
(W) Calder, Alfred Bede	1.1.57	1.10.52	
(W) Turk, Neville Quinn Ansoe	1.1.57	1.4.53	
(W) Eccleston, John Trevethan	1.1.57	1.4.53	
(S) Anderson, Ralph Nelson	1.1.57	1.4.54	
(W) Williams, Owen Edward	1.1.57	1.4.54	
(S) Cox, George Jamieson	1.1.57	1.4.54	
(S) Daffey, Cecil George	1.1.57	1.4.54	
(S) Langdon, Chadwick John Robert	1.1.57	1.10.54	

Name and Rank	Seniority	Seniority in former rank	Remarks
SUPPLY LIEUTENANTS			
(W) Armstrong, Kenneth Bain	1.1.57	1.4.55	
(S) Vollmer, Edgar Maitland	1.1.57	1.4.55	
(W) Pilkington, Vincent James	1.1.57	1.10.55	
(CK) Norris, Roy Davis	1.1.57	1.10.55	
(S) Coote, George Stuart	1.1.57	1.10.55	
(S) Lovell, George Henry	1.1.57	1.10.55	
(CK) Sidebottom, Francis George	1.1.57	1.4.56	
(W) Hare, John Maxwell	1.1.57	1.4.56	
(W) Marshall, William Herbert	1.1.57	1.4.56	
(S) Prilay, Vincent William	1.1.57	1.10.56	
SUPPLY SUB-LIEUTENANTS			
(S) Hitchin, Leslie Arthur	1.1.57	1.7.49	(10.11.45)
(CA) Hamilton, Edwin	1.1.57	12.4.50	
(W) Berry, Ralph	1.1.57	28.7.50	
(S) Grace, Frederick Victor	1.1.57	28.7.50	
(W) Findlay, Clair James	1.1.57	26.4.51	
(W) Cooper, Stanley George	1.1.57	28.6.51	
(S) Stevens, Ronald Alfred	1.1.57	23.7.52	
(W) Rogers, Edwin	1.1.57	13.8.52	
(W) Prest, Norvin Eric	1.1.57	13.8.52	
(W) Langworthy, Eric John	1.1.57	13.8.52	
(S) Sawyer, Cyril William	1.1.57	30.6.53	
(W) Carter, Cyril Kenneth	1.1.57	4.12.53	
(S) <u>Brsin, Frederick William</u>	1.1.57	17.5.54	
(S) Baylis, William Joseph	1.1.57	6.7.54	
(S) Spence, Charles Patrick	1.1.57	6.7.54	
(S) Slade, Albert Francis	1.1.57	20.5.55	
(W) Gardiner, Maxwell Ronald	1.1.57	30.5.55	
(W) Dennis, John Richard Faxter	1.1.57	15.2.56	Acting.
(S) Andrews, Eaver Simon Franklyn	1.1.57	15.2.56	Acting.
(S) Maxwell, Gordon Stanley	1.1.57	15.2.56	Acting.
(S) Morey, Hugh Clifford Whalley	1.1.57	15.2.56	Acting.
BANDMASTER LIEUTENANT-COMMANDER			
Hooker, George, L.R.A.M.	1.1.57	1.4.54	

Name and Rank	Seniority	Seniority in former rank	Remarks
SECOND LIEUTENANTS (BM) ROYAL MARINES			
<u>Barnes, Edward</u> , L.R.A.M.	1.1.57	15.12.49	
<u>Arnold, Leo Henry Albert</u> , L.R.A.M.	1.1.57	15.7.53	

SUPPLEMENTARY LIST

Name and Rank	Seniority	Remarks
LIEUTENANTS		
X* Peck, Harry George	25.8.49	
(P) May, Kenneth Nigel	1.11.51	
(P) Pollock, John Bryson	22.10.52	
(P) <u>Reid, Anthony Allen</u>	18.5.53	
(O) Farghar, Charles Frederick Ernest	4.12.53	
(P) Becker, Herbert Noel	13.12.53	
(P) <u>Carter, Robin Michael</u>	2.1.54	
(O) Stewart, Patrick John Nalty	4.2.54	
(O) Brennan, Bernard Charles	12.3.54	
(P) Carmichael, Stanley Ray	31.7.54	
(O) Eccleston, George Barry	22.9.54	
(O) Sandberg, Edward Donald	22.9.54	
(P) <u>McNay, Peter Frank</u>	24.10.54	
(P) Knowles, Kevin Henry	8.11.54	
Barron, George Harvey	8.12.54	
(P) Sutcliffe, John	8.12.54	
(P) McIver, Ronald Evander	8.12.54	
(O) Dudley, John Burs	31.12.54	
(O) Lord, Francis Barry	31.12.54	
(P) Williams, John Spencer	6.3.55	
(P) Davidson, Donald James	6.4.55	
(O) <u>Penfold, Thomas John</u>	5.5.55	
(P) Litchfield, Geoffrey Brian	6.5.55	
(O) Lovell, George Henry	28.6.55	
(O) <u>Wilce, Trevor Livingstone</u>	2.7.55	
(P) <u>Dobson, Alan Wards</u>	6.7.55	
(P) King, Geoffrey James	15.8.55	
(O) (Phot.) Roberts, Keith William	18.8.55	

Name and Rank	Seniority	Remarks
LIEUTENANTS (continued)		
(P) Waites, Robert Henry	22.9.55	
(O) Whitton, Arthur George	5.12.55	
(O) Mulholland, William Ivo Thomas	5.1.56	
(P) Hunt, Henry Peter	8.4.56	
(P) Van Gelder, Johannes Pieter	8.4.56	
(O) Batten, Antony Granville	10.4.56	
(P) Champion, John Lambton	12.5.56	
(P) Pain, John Christopher	12.5.56	
(P) Rowe, Phillip Kenneth	12.5.56	
(O) <u>Baker, Lionel Joseph Valentine</u>	29.5.56	
(P) Douglas, Murray Donald	9.6.56	
(O) McKeon, Brian Charles	19.6.56	
(P) Anstee, Douglas George	2.8.56	
(P) Barratt, Malcolm McGregor	2.8.56	
(P) Curtie, Norman Douglas	2.8.56	

SUB-LIEUTENANTS

		Time Gained
(O) Boughton, Richard Brian	9.5.54	1
(P) <u>Ogilvy, Ian William</u>	24.5.54	2
(P) <u>Thorne, Michael Gwynne</u>	2.6.54	-
(O) Eccleston, Anthony Leonard	21.8.55	-
(P) Howells, Adrian David	2.9.55	1
(P) Smith, Bruce Wearing	2.9.55	1
(P) Astbury, Michael John	4.2.56	1
(P) Lea, Richard Robert Maclure	4.2.56	1
(P) O'Day, Robert Charles	4.2.56	1
(P) Rodgers, Desmond Noel	4.2.56	1
(P) O'Grady, Francis Joseph	4.2.56	-
(P) Stevens, Graham Redvers	4.2.56	-
(P) Cooper, Leigh Donald	4.2.56	-
(P) Browne, Warren John	7.4.56	1
(O) Vallack, William Walton	2.6.56	-
(O) Farthing, Brian	2.6.56	-
(P) Morrill, Raymond Vincent	17.6.56	-
(P) Davidson, James Ernest John	26.8.56	-
(P) Waddell-Wood, Rowley Alan	26.8.56	-

ACTING SUB-LIEUTENANTS

X Anderson, Leslie Monro	2.9.54	1
(P) <u>Eagles, John David</u>	24.9.55	4
(O) McConchie, Barrie Davidson	9.12.55	2

Name and Rank	Seniority	Remarks
ACTING SUB-LIEUTENANTS (continued)		
		Time Gained
(O) Bloffwitch, Robert Richard	9.12.55	1
(O) Ward, Murray	9.12.55	-
(O) Selsmark, John Eric	9.12.55	-
(O) Wheelahan, Brian John	9.12.55	-
(O) Powell, Leslie Edmund	9.12.55	-
(P) <u>Arundel, Arthur</u>	27.1.56	2
(P) Douglas, Kenneth Alick	15.3.56	2
(P) Thurkle, Carl Louis	15.3.56	2
(P) Hillier, Frank Warwick	15.3.56	1
(P) O'Donnell, Kieran Miller	15.3.56	1
McLaren, Donald Cameron	2.6.56	-
(P) Callan, William Ernest	7.6.56	-
(P) Nestor, John Francis	7.6.56	-
(P) Bell, Edward Stannington	23.8.56	-
(P) DaCosta, John Raymond	23.8.56	-
(P) Orr, Barry	23.8.56	-
(P) Poole, Brian Henry	23.8.56	-
(P) Roberts, Barry John	23.8.56	-
(P) Sticpewich, John Warren	23.8.56	-
MIDSHIPMEN		
Kennell, Edward George	5.12.55	-
Ledlie, Bruce Franklyn	5.12.55	-
Bersins, Alvars Peter	9.1.56	-
Proud, Jonathan	9.3.56	-
Fogarty, Noel Francis	15.3.56	1
Stopford, Keith	15.3.56	1
Debus, Donald Geoffrey	30.4.56	-
Innes, David Alexander	30.4.56	-
Sharpe, Stewart Dale	30.4.56	-
Caird, Ian Thomas	6.6.56	-
Davies-Graham, Alistair Gordon	18.7.56	-
Piddington, Kevin Harold	18.7.56	-
Rennick, Robert Harward	18.7.56	-
Turner, Gordon Arthur	18.7.56	-
Bennett, Anthony Richard	5.10.56	-
Moy, Peter John	5.10.56	-
Pring-Shambler, Allan Ross	5.10.56	-
Magee, Martin William Phillip	5.10.56	-

Name and Rank	Seniority	Remarks
ENGINEER LIEUTENANT-COMMANDERS		
(P) (A/E) Lovell, William John	13.12.51	On probation.
Townsend, Alexander Albert	10.4.53	
Wickett, William Albert Edward	19.3.56	On probation.
ENGINEER LIEUTENANTS		
Kinny, Robert Lyle	13.4.50	
Coy, Leslie Frederick	1.2.52	
Krummel, Kevin Hodgson	30.4.56	Acting.
ELECTRICAL LIEUTENANTS		
Reid, Thomas, B.Sc.	25.9.49	
Elliott, Hope, B.E.E.	9.3.50	
Catchpoole, William Edward	10.5.51	
Stevens, Geoffrey Frank, Dip.E.E., Dip.M.E.	12.4.52	

SENIORITY LIST OF OFFICERS ON THE ACTIVE LIST OF THE
PERMANENT NAVAL FORCES (AUXILIARY SERVICES).

SHORE WIRELESS SERVICE

Name and Rank	Seniority	Seniority in former rank	Rank and seniority for executive command in relation to the sea-going forces.	
			Rank	Seniority
COMMUNICATION LIEUTENANT-COMMANDER.				
Phaup, William Robert	1.1.57	1.10.49	Communica- tion Sub- Lieutenant	25.3.57

SENIORITY LIST OF OFFICERS ON THE EMERGENCY LIST OF
THE ROYAL AUSTRALIAN NAVY.

The names of officers lent from the Retired and Emergency Lists of the Royal Navy are underlined.

In cases where seniority for pay differs from actual seniority or seniority in former rank, date of seniority for pay is shown in parentheses.

The dates shown as seniority in former rank for Special Duties List Officers are also the dates of seniority for purposes of ranking amongst themselves.

The names of officers who fail to report by letter to the Secretary, Department of the Navy, Navy Office, Melbourne, during January or February each year, will be removed from the List.

GENERAL LIST

CAPTAINS

X Showers, Henry Arthur, C.B.E. (W.S.R. Rear-Admiral) 31.12.39
E Hutcheson, George Ian Dewart, B.E. 25.9.43

COMMANDERS

X Esdail, James Claude Durie, C.B.E. (W.S.R. Captain) 31.12.33
E White, Alexander John 31.12.34
E Cairns, Allan Dregghorn, O.B.E., P.N.F.-9.3.53 30.6.35
X Wheatley, Ross Valdar, O.B.E. (W.S.R. Captain) 31.12.35
X Rosenthal, Alvord Sydney, D.S.O. and Bar, *, O.B.E., P.N.F.-15.5.52 (Acting Captain 29-1-45) 30.1.37
X Spurgeon, Stanley Herbert King, D.S.O., O.B.E. 31.12.37
X D'Arcy, Kenneth Judge, D.S.O., O.B.E. (W.S.R. Captain) 30.6.38
X Morris, Franklyn Bryce, O.B.E. (W.S.R. Captain) 31.12.38
X Brooks, Claude Henry, O.B.E. (EM), (W.S.R. Captain) 30.6.39
X Buchanan, Alfred Edgar, D.S.O., *, (W.S.R. Captain) 31.12.39
E Oliver, Harrie Glen Daniel, P.N.F.-29.1.53 31.12.39
E Wilson, Gordon McDougall, D.S.C. 31.12.40
X Walsh, John Anthony, O.B.E. (AI. Pr.) (Acting Captain, 4.9.51) 31.12.40
X Walton, James Kenneth, O.B.E. 30.6.41
X Storey, Arthur Stanley, D.S.C. and Bar, *, (EM) 31.12.42
E Calder, William Charles 30.6.46
E Cable, James William, O.B.E. 30.10.48
X Black, Alexander Duncan, (IM), (JE) 30.6.54

COMMANDERS

(Promoted from the Lieutenant-Commanders' List.)

	Retired Commander.	Lieutenant- Commander.
X <u>Hore-Lacy, Dyaon Standish</u>	3.9.45	14.9.26
X Long, Rupert Basil Michel, O.B.E.	19.9.44	15.1.28
X <u>Plumer, Claude</u>	17.4.41	15.2.28
X Little, Colin Goydar, O.B.E. D.S.C., *	12.6.46	15.2.30
X Thurlby, William Harold	16.7.55	1.3.30
X Chesterman, Henry Swinfield, O.B.E., *, (19.9.40) (Serving as Acting Commander)	15.2.46	15.4.30
X Kennedy, Vincent Edward, *, (HC), (5.2.41) (Serving as Acting Commander)	3.2.46	15.4.30
X Miller, John Robert	13.8.41	15.5.30
E Rands, Walter Herbert Stanley (31.5.40)	2.2.46	15.7.30
X Gower, Sydney Thomas Milton (29.6.42) (Serving as Acting Commander)	30.1.46	30.9.30
X <u>Melrose, Walter James</u> , O.B.E., D.S.C.	3.9.45	15.12.30
X Hunt, Robert Bagster Atlas, O.B.E., *, (3.10.55) (Serving as Acting Commander)	17.6.46	28.2.31
E Hodgson, Frederick Charles	13.6.41	15.4.31
X Donovan, Jack	22.10.42	1.2.32
X Pearson, Robert Stephen	13.9.49	15.9.32
X Cant, Glen Loftus	1.6.55	15.12.32
X Mather, Alan Olive	18.7.51	15.9.33
X Barwood, James Benjamin Spencer	5.2.50	15.10.33
X Fowler, Alexander Earl	5.9.43	1.9.34
X Travis, Alan Jager	1.4.55	15.2.37
X Lewis, Alan Gilbert	7.12.51	28.2.38
X <u>Hodgson, Frederick</u>	14.8.49	1.10.39

COMMANDERS

(Promoted from the Lieutenants' List.)

	Retired Commander	Lieutenant
X <u>Powell, Arthur</u>	22.3.57	15.7.18
X <u>Seymour, William John</u>	8.5.46	15.10.20

COMMANDER

(Promoted from the Sub-Lieutenants' List.)

	Retired Commander	Sub- Lieutenant
X <u>Brewster, Basil Theodore, D.S.C.</u>	8.5.46	31.8.17

COMMANDERS

(From the Auxiliary Services.)

	Seniority	Rank and seniority for executive command.
X <u>Ramage, Victor Andrew Thomas</u>	23.6.42	Lieutenant-Commander 23.5.27
X <u>Calder, Norman Keith, O.B.E., (6.4.40) P.N.F.-15.5.52 (Serving as Acting Commander)</u>	17.11.44	Lieutenant-Commander 15.3.28
X (C/A) <u>Newman, Jack Bolton, (Acting Captain, 15.7.54)</u>	20.4.39	Lieutenant-Commander 15.11.28

LIEUTENANT-COMMANDERS

X <u>Bowling, Geoffrey Randolph</u>	15.8.27
X <u>Briggs, Ansten Robert Stackpoole</u>	30.9.27
X <u>Reilly, Winn Lockyer, (EM), (W.S.R. Commander)</u>	15.11.27
X <u>Feldt, Eric Augustus, O.B.E. (W.S.R. Commander)</u>	1.2.28
X <u>Sedleir, Cyril Arthur Roy</u>	1.11.28
X <u>Hirst, Paul Hugill</u>	1.12.28
E <u>Aitken, David Dundas</u>	15.4.29
X <u>Anderson, Peter Corsar</u>	15.5.29
X <u>Melville, Harry Gordon Ker</u>	1.6.29
X <u>Dash, Percy Ferguson</u>	15.7.29
X <u>Gould, Gordon Allick</u>	15.9.29
X <u>Adams, Cecil Norman</u>	15.9.29
X <u>Abbott, John</u>	15.1.31
X <u>Hall, Geoffrey Aitken</u>	28.2.31
X <u>Stocks, John Allen Amherst</u>	1.3.32
X <u>Robertson, Stanley William Scott, D.S.C.</u>	15.1.33
X <u>Williamson, William Henry</u>	15.2.33
X <u>Lancaster, Maurice Walter</u>	15.6.33
X <u>James, Frederick Ross (Acting Commander, 13.2.42)</u>	1.11.33
X <u>Brooks, Leslie Rundle</u>	1.2.35
X (C/A) <u>Hodge, Robert John Vere, P.N.F. 15.5.52</u>	15.4.36
X <u>Bolton, Sydney Ford, D.S.C.</u>	15.9.36

LIEUTENANT-COMMANDERS (continued)

X <u>Barnett, Harold Stuart</u>	30.11.36
X <u>Green, Arnold Holbrook, D.S.C. and Bar, P.N.F. 15.5.52 (Acting Commander, 27.7.50)</u>	30.10.37
X <u>Whitford, Kenneth George, (KM)</u>	16.3.38
X <u>Wight, Ewan James Byam</u>	16.6.38
E <u>Amott, Oswald Thomas</u>	1.12.40
X <u>Lewis, Thomas Reginald Sale</u>	7.1.41
X <u>Carter, Gerald Chester</u>	16.1.41
S <u>Wood, Arthur Thomas, R.D.</u>	6.3.41
X <u>Percival, Thomas Frederick</u>	1.5.41
X <u>Lancaster, John Moys</u>	16.12.41
X <u>Logan, David</u>	16.10.43
X <u>Gunn, Herbert Logan, D.S.C. (Acting Commander, 27.11.50)</u>	16.2.46
X <u>Gordon, Gilbert Sutherland</u>	16.8.46
X <u>Winter, Thomas William</u>	15.11.46
X <u>Frazier, George Peebles, M.B.E.</u>	16.8.47
X <u>Horner, George Robert William Terence</u>	22.10.47
S <u>Bryan, Alan Bernard</u>	1.12.47
X <u>Dallaway, James Stanley, M.B.E.</u>	1.4.48
X <u>Sharp, Robert Gordon, D.S.C., R.D.</u>	17.6.48
E <u>Sundercombe, John Charles Robert</u>	7.9.48
X <u>Simpson, Geoffrey Stephenson</u>	1.10.48
E <u>Abel, Robert Thomas</u>	4.4.49
X <u>Ford, Alwyn James</u>	29.11.49
X <u>Goldsmith, Christopher Sidney</u>	28.12.49
S <u>Shinkfield, Maurice Gordon</u>	14.6.50
X <u>McDonald, Hugh Thomas, D.S.C.</u>	1.12.50
X <u>Blau, Edgar James</u>	1.3.51
X <u>Gregory, Mackenzie Jesse</u>	1.7.51
X <u>Bryant, Kenneth Hyett</u>	1.8.51
S <u>Ridley, Lance Allen Henry</u>	1.12.51
E <u>Vagg, Desmond William Knuckey</u>	1.1.52
X <u>Moore, Gerald David</u>	1.8.54

LIEUTENANT-COMMANDERS

(Promoted from the Acting Lieutenants' and Sub-Lieutenants' List.)

	Retired Lieutenant- Commander.	Retired Lieutenant	Sub- Lieutenant
X <u>Bowden, Victor William</u>	15.5.28	15.5.20	15.5.18
X <u>Phelan, Bernard Kirwan</u>	25.4.40	16.3.32	16.3.29
X <u>Harding, John Horace</u>	1.1.45	16.5.32	16.5.29
X <u>Haynes, Gerald Mellor, D.S.O.</u>	1.5.43	1.5.35	1.5.32

LIEUTENANTS

S Miller, Keith Stafford (W.S.R. Lieutenant-Commander)	1.10.26
X Wines, Donald Pilcher (W.S.R. Lieutenant-Commander)	8.9.41
S Reilly, Ronald Alan	15.8.42
S Griffiths, Sydney John	1.2.43
E Shields, Lionel Owen	1.4.43
C Irving, John Davidson Smart	1.2.45
X Norton, Derek Morice	1.4.45
S <u>Jacobs, William Humphrey</u>	1.5.45
X Lovett, Bruce Colin	16.11.45
X Young, Henry Samuel Calhoun	26.3.46
S Baker, Max	1.3.47
S Wilson, Peter Hamilton	1.2.48
X Lavett, John Leslie	18.6.48
X Cooper, Peter Brassey	1.10.48

SUB-LIEUTENANTS

E Michael, Kenneth Samuel	12.10.44
E Bourke, Brian Walter	12.10.44

CHAPLAINS

Oliver, Rev. Frank Leslie, M.A.	16.1.25
Romanis, Rev. John Espenett, M.A., Th.L.	28.4.38
Evans, Rev. William David	12.7.39
Nash, Rev. Laurence Langley, M.A.	1.7.41
Marshall, Rev. John	18.11.41
Roche, Rev. John Bernard	25.10.43
Paynter, Rev. Norman Catchlove	7.4.50
Hingston, Rev. Thomas James	30.5.52

INSTRUCTOR COMMANDER

Gloury, John Arthur, M.B.E.	31.12.47
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INSTRUCTOR LIEUTENANT-COMMANDER

McGrath, Brian Joseph, B.A., B.Sc. (Barrister-at-Law)	1.11.25
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SURGEON CAPTAIN

Gault, Henry Woodall, M.B., B.S. (D.N.M.O. Victoria)	31.12.49
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SURGEON COMMANDERS

Downard, Charles Anthony, D.S.C., M.B. (Acting Surgeon Captain, 12.3.55)	12.6.37
<u>Wells, Hill Gillman</u> , M.B., Ch.B., M.R.C.S., L.R.C.P. (20.5.41) P.N.F.-24.8.56.	18.9.40

SURGEON LIEUTENANT-COMMANDERS

Courtney, Geoffrey Charles Palliser, M.B., B.S.	22.10.31
Serjeant, Brian Andrew, M.D., B.S., M.R.A.C.P., D.P.H., D.D.R. (W.S.R. Surgeon Commander)	16.6.33
Hudson, Kingsley Edric Penton Dixon, M.B., Ch.M.	20.11.41
Reilly, Charles Patrick Cumberford, M.B., B.S.	31.5.45
Robertson, Athol Herbert, M.B., B.S., D.T.M., D.P.H., M.R.A.C.P.	27.9.45

SURGEON LIEUTENANTS

Woods, Jack McKenzie, M.B., Ch.M.	3.8.23
Nihill, Robert, M.B., Ch.M.	12.3.26
Parrell, William George, M.B., B.S.	1.6.29
Harrison, Leo John, M.B., B.S.	27.8.34

SURGEON COMMANDER (D)

Ward, Percival John, L.D.S., B.D.Sc.	31.12.47
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SURGEON LIEUTENANT-COMMANDER (D)

Ward, Alan Victor, L.D.S., B.D.Sc.	2.12.45
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SPECIAL DUTIES LIST

	Seniority	Seniority in former rank	Remarks
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LIEUTENANT-COMMANDERS

Elley, John Charles, M.B.E.	1.4.51	1.4.43	
(C) Lane, Ralph, M.B.E.	1.4.53	1.4.45	
(REG) Webster, Norman Craig, Alan, M.B.E.	1.1.57	1.10.49	
G Godfrey, John Stuart, M.B.E.	1.1.57	12.10.49	
G (g ^A) <u>Smith, Harold Richard</u> <u>Bon, M.B.E.</u>	1.1.57	5.4.54	(17.5.54) P.N.F.- 24.5.56.

LIEUTENANT-COMMANDER

(Promoted from the Sub-Lieutenants' List.)

	Retired Lieutenant-Commander	Retired Lieutenant	Seniority as Sub-Lieutenant
-			
(REG) <u>Rogers, Walter Edward</u>	1.1.57	3.4.51	1.4.46

	Seniority	Seniority in former rank	Remarks
LIEUTENANTS			
G (G) Graham, Frederick Arthur	1.1.57	1.10.43	
(TAS) Falls-Gallagher, Francis Jessop O'Neill	1.1.57	1.10.46	(21.11.46) P.N.F. - 11.3.54
Toop, Thomas Westray, M.B.E.	1.1.57	1.10.46	
(C) McKenzie, Poster	1.1.57	1.10.54	
SUB-LIEUTENANTS			
G O'Neill, Kevin Francis	1.1.57	12.9.42	
(B) Stead, William, D.S.M.	1.1.57	17.12.44	
(PT) Saltmarsh, Allen Rupert (Acting Lieutenant, 18.6.45)	1.1.57	1.7.49	
(PT) Millwood, Edward, (Acting Lieutenant, 18.6.45)	1.1.57	1.7.49	
(C) White, Edwin, (Acting Lieutenant, 18.6.45)	1.1.57	1.7.49	
(C) Shiplee, Arthur Edward	1.1.57	6.8.49	
SHIPWRIGHT LIEUTENANT-COMMANDER			
Gooch, Ernest Victor, M.B.E.	1.1.57	1.10.49	
SHIPWRIGHT LIEUTENANT			
Potter, Norman Rawsley	1.1.57	1.4.52	
SHIPWRIGHT SUB-LIEUTENANT			
Cook, Alfred George	1.1.57	1.7.49	(18.6.43)
ENGINEER LIEUTENANT-COMMANDERS			
(M.E.) Williams, Cecil St. Clare	1.1.57	1.10.50	
(M.E.) Sibun, John Clifford Lewis	1.1.57	1.10.50	
(M.E.) Hall, Frederic Tom	1.1.57	14.11.50	
(A.E.) Kent, Harold Leonard	1.1.57	6.7.51	
(M.E.) Nicholls, Frederick Stanley	1.1.57	12.10.51	P.N.F. - 2.7.53

	Seniority	Seniority in former rank	Remarks
ENGINEER LIEUTENANT			
(A.E.) Burniston, George Leonard	1.1.57	1.10.50	(29.11.50) P.N.F. - 10.5.56
ENGINEER SUB-LIEUTENANTS			
(M.E.) Barlow, Edward Joseph	1.1.57	25.9.44	
(M.E.) Tyrell, Reuben Herbert	1.1.57	6.7.51	
ELECTRICAL LIEUTENANT			
(R) Eaton, John Thomas	1.1.57	1.10.53	
SUPPLY COMMANDER			
(W) Watson, Reginald Charles, M.B.E., A.A.S.A.	31.12.52	-	
SUPPLY SUB-LIEUTENANTS			
(S) Walter, Robert John	1.1.57	28.9.45	
(S) Woodley, Claude James (Acting Supply Lieutenant, 18.6.45)	1.1.57	1.7.49	
(CA) Pledge, James John William	1.1.57	7.12.49	
INSTRUCTOR SUB-LIEUTENANT			
Lambourne, Frederick Clive	1.1.57	11.12.22	
INSPECTOR, NAVAL DOCKYARD POLICE			
Gougeon, George Joseph	30.6.50	-	
SUPPLEMENTARY LIST			
LIEUTENANT-COMMANDERS			
Walker, John Francis, P.N.F. - 15.5.52		15.10.45	
Dixon-Child, Eric		1.11.49	
Dent, Arthur Robert John, P.N.F. - 2.12.56		12.8.53	
Asker, John Etheridge		19.9.53	

	Seniority	Remarks
LIEUTENANT-COMMANDERS (continued)		
<u>Holister, Reginald William HERRY,</u> P.N.F.-18.5.56	2.9.55	
<u>Bateman, Leonard Michael, P.N.F.-</u> 22.1.56	13.7.56	
LIEUTENANTS		
Ferguson, James Thomas	13.12.53	
Suriano, John Frederick	4.1.54	
Branson, Timothy Charles Fremantle	10.2.54	
Gratwick, Geoffrey John	31.7.54	
ENGINEER LIEUTENANT-COMMANDER		
(A.E.) <u>Finkel, George Irvine,</u> P.N.F.-15.5.52	25.7.48	

SENIORITY LIST OF OFFICERS ON THE ACTIVE LIST OF THE
CITIZEN NAVAL FORCES.

I. -ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

The July, 1956, edition of the Navy List applies, amended as follows:

- a) Before the list of Lieutenants (E) insert the heading ENGINEERING BRANCH.
- b) Before the list of Commanders (S) insert the heading SUPPLY AND SECRETARIAT BRANCH.
- c) Delete the suffixes (E) and (S) where appearing.

II. -ROYAL AUSTRALIAN NAVAL RESERVE.

The July, 1956, edition of the Navy List applies, amended as follows:

- a) Before the list of Commander (E) insert the heading ENGINEERING BRANCH.
- b) Before the list of Commander (L) insert the heading ELECTRICAL BRANCH.
- c) Before the list of Commanders (S) insert the heading SUPPLY AND SECRETARIAT BRANCH.
- d) Delete the suffixes (E), (L) and (S) where appearing.
- e) After the list of Sub-Lieutenants (Special Branch) delete all Branch List Officers and insert the following list:

Name and Rank	Seniority in former rank	Port	Remarks
SPECIAL DUTIES LIST			
LIEUTENANT-COMMANDERS			
(B) Roberts, Leonard Douglas Martyn, M.B.E., V.R.D.	1.1.57 1.4.53	B'bane.	
(B) Jewell, Alfred John Henry, V.R.D.	1.1.57 1.4.56	Sydney.	
LIEUTENANT			
(C) (C.E.) Bertram, Darrell William	1.1.57 1.4.54	Sydney.	
SUB-LIEUTENANTS			
(C) Harrison, Thomas Howarth	1.1.57 31.12.52	Pt. Melb.	
(C) Kreutzmann, John Henry Verdun	1.1.57 19.3.53	B'bane.	
(C) Brightman, Roy Gordon	1.1.57 23.3.53	B'bane.	
(C) Wyatt, John Adrian	1.1.57 31.3.53	Sydney.	
(C) Frearson, Donald	1.1.57 7.8.54	P'tle.	

Name and Rank	Seniority	Seniority in former rank	Port	Remarks
ENGINEER SUB-LIEUTENANT				
(M.E.) Erickson, William	1.1.57	30.6.53	F'tle.	
ELECTRICAL SUB-LIEUTENANTS				
(R) Waugh, Richard Leslie Harvey	1.1.57	7.6.46	Pt. Melb.	
(L) Warwick, Alfred Edward	1.1.57	31.12.51	Pt. Melb.	
SUPPLY LIEUTENANT				
(W) Barkley, James Cairns	1.1.57	1.4.53	B'bane.	
BANDMASTER LIEUTENANTS				
Martin, John Stanislaus Peter, V.R.D.	1.1.57	1.10.40	W'town.	
Bird, Alan Robert	1.1.57	1.10.54	Sydney.	

III. -ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

The July, 1956, edition of the Navy List applies, amended as follows:

- Before the list of Commander (E) insert the heading ENGINEERING BRANCH.
- Before the list of Lieutenant-Commanders (L) insert the heading ELECTRICAL BRANCH.
- Before the list of Commander (S) insert the heading SUPPLY AND SECRETARIAT BRANCH.
- Delete the suffixes (E), (L) and (S) where appearing.
- Delete the symbol \times where appearing and insert the abbreviation W.S.R.
- After the list of Sub-Lieutenants (Special Branch) delete all Branch List Officers and insert the following list:

Name and Rank	Seniority	Seniority in former rank	Port	Remarks
SPECIAL DUTIES LIST				
LIEUTENANT-COMMANDERS				
(B) Jeans, Herbert Jack Ratcliffe	1.1.57	30.6.44	Sydney	
(B) Dale, Francis George	1.1.57	1.10.45	F'tle.	

Name and Rank	Seniority	Seniority in former rank	Port	Remarks
LIEUTENANTS				
(B) Henbest, William	1.1.57	20.10.45	Sydney	P.N.F. - 26.10.54
(B) Herrington, Percy William	1.1.57	1.10.48	Sydney	P.N.F. - 5.7.54
(T) Raymant, Herbert John	1.1.57	1.4.49	Sydney	(15.11.54) P.N.F. - 15.11.55
(T) Eastwood, William John	1.1.57	1.10.49	Pt. Melb.	P.N.F. - 18.10.56
(B) White, James Ernest, V.R.D.	1.1.57	1.4.53	F'tle.	(18.9.52) P.N.F. - 18.9.52
(B) Hayter, Alfred Joseph, M.B.E.	1.1.57	1.4.53	Sydney	(27.9.45) P.N.F. - 15.5.52
(B) Read, Geoffrey	1.1.57	2.4.53	F'tle.	
(B) Morris, Jack	1.1.57	1.10.53	Sydney	
(B) Davis, Alfred Charles	1.1.57	1.4.56	Sydney	P.N.F. - 15.5.52
SUB-LIEUTENANTS				
(B) Shelton, William Henry	1.1.57	4.11.46	Hobart	
(B) Kelly, Brakine Beveridge (Acting Lieutenant, 26.11.53)	1.1.57	26.5.50	F'tle.	
(B) Sheridan, Robert Carl Martin	1.1.57	2.4.51	Sydney	(28.8.49) P.N.F. - 15.5.52
(C) Reynolds, Edward Charles	1.1.57	4.5.53	Sydney	
ENGINEER LIEUTENANT-COMMANDER				
(M.E.) Bannigan, Clement Augustine Braddock	1.1.57	1.4.53	Pt. Ad'le.	
ENGINEER LIEUTENANTS				
(M.E.) Stubbs, John Francis, D.S.M.	1.1.57	1.10.55	Sydney	(1.4.46)
(M.E.) McMinn, John William	1.1.57	1.4.56	Sydney	P.N.F. - 15.5.52
(M.E.) Logan, Cecil Adrian	1.1.57	1.4.56	Sydney	P.N.F. - 15.11.53
ELECTRICAL SUB-LIEUTENANT				
(L) Lewis, Edward Thomas	1.1.57	7.3.45	Pt. Melb.	

Name and Rank	Seniority	Seniority in former rank	Port	Remarks
WARDMASTER SUB-LIEUTENANTS				
Crane, Frederick William, V.R.D. (Acting Ward- master Lieutenant, 1.10.45)	1.1.57	1.10.41	Sydney	
Taylor, Harry Oliver	1.1.57	27.1.48	Pt. Melb.	
SUPPLY SUB-LIEUTENANT				
(S) Horler, Clarence Edmund	1.1.57	31.10.49	P'tle.	

LISTS OF OFFICERS ON THE RETIRED LISTS WITH THE
DATES OF THEIR SENIORITY.

The names of officers who fail to report by letter to the Secretary, Department of the Navy, Navy Office, Melbourne, during January or February each year will be removed from the List.

I. -ROYAL AUSTRALIAN NAVY.

GENERAL LIST

FLAG OFFICERS

	Vice- Admiral	Rear- Admiral	Captain
X Collins, Sir John Augustine, K.B.E., C.B., (E), * * *	10.5.50	8.1.47	31.12.37
E Doyle, Alec Broughton, C.B.E., B.E.	-	25.9.43	31.12.34
X Farncomb, Harold Bruce, C.B., D.S.O., M.V.O., * * *	-	8.1.47	30.6.37
E Wishart, John Webster, C.B., C.B.E.	-	14.9.47	26.8.42

FLAG OFFICERS

(Promoted from the Captains' List.)

	Retired Rear- Admiral	Captain
X Stevenson, John Bryan, C.M.G.	7.8.31	1.1.19
X Pope, Cuthbert John, C.B.E.	26.9.46	31.12.29
X Farquhar-Smith, Charles	29.1.48	31.12.30

FLAG OFFICER

(From Auxiliary Services)

	Retired Rear- Admiral	Captain
X Bracegirdle, Sir Leighton Seymour, K.C.V.O., C.M.G., D.S.O.	31.5.45	31.12.24

CAPTAINS

S Trivett, Ernest William, O.B.E.	30.6.33
X Moore, George Dunbar, C.B.E., (W.S.R. Rear-Admiral)	31.12.35
X Howden, Harry Leslie, C.B.E.	30.6.38
E Mears, Arthur Cyril Weeks, C.B.E.	1.7.38
S Foley, James Bernard, C.B.E. (Director-General of the Supply and Secretariat Branch, Chief Naval Judge Advocate and Director of Administrative Planning)	30.6.43
S Blacklock, Charles Herbert	31.12.49
S Hehir, John Edward, O.B.E.	30.6.53

CAPTAINS

(Promoted from the Commanders' List.)

	Retired Captain	Commander
S Parker, Charles Avison, C.B.E.	12.6.46	27.4.18
E Ross, Trevor Wilson, O.B.E., M.Sc., B.E., M.I.Mech.E., M.I.Mar.E.	24.4.38	30.6.24
E Herbert, Douglas Phillips, B.Sc., B.E.	11.11.38	30.6.24
E Ireland, Oscar Arthur, B.E.	13.11.46	30.6.25
E Bridge, Clarence Walter, O.B.E., B.E.	18.1.42	31.12.25
E Carr, Leopold James Phillimore, O.B.E., B.E.	6.8.42	30.6.28
X Rhodes, Ernest Clifford, M.V.O.	16.3.43	30.6.29
S Jackson, James Dunlop	24.5.51	1.9.29

COMMANDERS

L Cresswell, Frank Gillespie	1.7.16
E McMahon, Otto Francis, O.B.E.	31.12.33
S Kedge, Frederick Elliott	30.6.35
E Clarke, Donald James Huntley	31.12.35
X Wright, Harley Chamberlain, D.S.C.	31.12.41
X Com, Karl Eric, O.B.E., * *	30.6.43
E McGuire, Neville	31.12.45
S Owen, Philipp Oliver Laelius	30.6.46
X Bath, John Langton, O.B.E.	30.6.46
L Bassett, Robert James	30.6.52

COMMANDERS

(From Auxiliary Services.)

	Seniority	Rank and seniority for executive command.
X Stevens, Charles Whettnall	1.9.23	Lt.-Cdr. 12.9.18
X Langford, George Francis	19.1.27	Lt.-Cdr. 29.12.18
X Bowen, Rowland Griffiths	1.4.19	Lt.-Cdr. 1.11.19
X Loudoun-Shand, Alexander John, O.B.E.	30.6.26	Lt.-Cdr. 1.2.23
X Heriot, Francis William	21.8.35	Lt.-Cdr. 1.4.25
X Symonds, Samuel Richard	30.1.32	Lt.-Cdr. 1.10.27

COMMANDERS

(Promoted from the Lieutenant-Commanders' List.)

	Retired Commander	Lieutenant- Commander.
E Beeston, Samuel Lievealey	31.12.28	4.3.21
S Kingsford-Smith, Eric	31.12.29	26.8.21
E Stafford, Frank Douglas	27.7.30	6.2.23
X Hannan, John Michael	10.12.37	1.4.30

LIEUTENANT-COMMANDERS

X Goodchild, Herbert William	1.1.21
E Sinclair, Walter Robert	6.2.23
X Nixon, Thomas	25.9.23
S Sharp, Alfred Edwin	31.12.24
X McManus, James Cathal Boyd, O.B.E. (W.S.R. Commander)	11.3.25
X Thompson, Horace John Harold	1.1.28
X Armitage, George William Thomas	15.6.29
E Dustin, Henry	1.4.30
X Tonkin, John Peter (W.S.R. Commander)	1.4.30
X McKenzie, Donald	1.1.33
X Luke, James Monteith, *	15.1.33
X Read, Neven Robinson (W.S.R. Commander)	1.9.33
S McLaughlin, William Edward	1.11.33
X Reid, Charles Rupert (W.S.R. Commander)	30.5.35
X McArthur, Milford Rennie	16.6.38
X Carr, Palgrave Ebdan, D.F.C.	1.1.39
X Kerruish, Robert Henry Edmund (W.S.R. Commander)	16.9.45

LIEUTENANT-COMMANDERS (continued)

E Williams, Leslie Lloyd	16.8.46
X Maxwell, John, D.S.C.	1.6.47
X Guyett, Robert Telfer, D.S.C.	11.2.50
X Mushins, Leslie	9.4.52
X Todman, John Frederick	29.5.54

LIEUTENANTS

S O'Reilly, Patrick Vivian	1.7.25
E Harvie, Bruce D'Arcy	1.12.35
S Rees, Nelson Owen Griffith	25.9.40
E Jeffries, Peter Wibmer	1.12.43
X Dowling, Bruce	16.2.44
X Parker, Audley Irvine	1.6.44
E George, Anthony St. Vincent	16.12.45
X Bernard, James McAllan	1.6.47
L Rainbird, Frederick John	27.3.51
E King, Peter Robert	1.4.51
X Simpson, Alan William, (IM)	16.6.51

SUB-LIEUTENANT

X Tranter, Alan Norman	1.9.44
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CHAPLAINS

Hardie, Rev. Andrew Oswald, B.A.	6.12.16
Henderson, Rev. William Henry, O.B.E. (Acting as Shore Chaplain (Church of England) to R.A.N.R., Port Melbourne)	1.2.20
Backhouse, Rev. Nigel a'Beckett Talworth	1.1.21
Martin, Rev. Adrian James, B.D.	1.10.21
Lynch, Rev. Patrick	15.9.34

NAVAL INSTRUCTOR

Eldridge, Frank Burgess, M.A.	1.1.44
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INSTRUCTOR CAPTAIN

Rednall, Francis Gibson, M.A.	31.12.47
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INSTRUCTOR CAPTAIN

(Promoted from the Instructor Commanders' List.)

-	Retired Instructor Captain	Instructor Commander.
Moyes, Merton Henry, O.B.E., B.Sc.	20.7.46	22.10.24

INSTRUCTOR COMMANDER

(Promoted from the Instructor Lieutenant-Commanders' List.)

-	Retired Instructor Commander.	Instructor Lieutenant-Commander.
Lucas, George, B.Sc., B.E.	26.9.44	26.1.31

HEADMASTER COMMANDER

(Promoted from the Headmaster Lieutenant-Commanders' List.)

-	Retired Headmaster Commander.	Headmaster Lieutenant-Commander.
Edgerton, William Sydney, M.B.E.	1.2.46	31.12.39

INSTRUCTOR LIEUTENANT-COMMANDERS

Flood, Bernard Edward	1.4.46
Hurst, Allan Ormond	1.7.47
McGinness, Ronald John	1.7.47

INSTRUCTOR LIEUTENANTS

Westphalen, John Arthur, B.Sc.	16.7.50
George, Maxwell, Alan, B.Sc.	3.10.50

SURGEON REAR-ADMIRAL

Carr, William James, C.B.E., M.R.C.S., L.R.C.P., P.R.A.C.P., B.A.	7.3.46
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SURGEON COMMANDERS

Prentice, David Shields, M.B., M.R.C.P., (W.S.R. Surgeon Captain)	1.7.30
Lane, Godfrey Joseph Kelleher, M.B., B.S., (D.N.M.O., N.S.W.)	30.9.46

SURGEON LIEUTENANT-COMMANDERS

Willis, Jack Rupert Law, M.B., B.S.	22.8.20
Brookes, William Langley, M.B., Ch.M.	3.8.29
Henshall, Harding Herbert, M.B., B.S.	23.10.39

SURGEON LIEUTENANTS

Eakin, Robert Agnew, M.B., Ch.B.	6.8.14
Lendon, Guy Austin, M.D., M.R.C.P.	6.8.17
Burkitt, Arthur Neville St. George, M.B., M.S., B.Sc.	1.7.18

SURGEON COMMANDER (D)

Richards, John Ellis, O.B.E., L.D.S., B.D.Sc. 4.1.38

SURGEON LIEUTENANT-COMMANDER (D)

Abraham-Wilms, Sydney Joseph Leon, L.D.S.,
B.D.Sc. 7.2.44

SPECIAL DUTIES LIST

COMMANDER

(From Auxiliary Services.)

-	Seniority	Rank and seniority for executive command
McLachlan, Archibald Duncan, M.B.E.	22.7.48	Lieutenant - 30.6.38

-	Seniority	Seniority in former rank	Remarks
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LIEUTENANT-COMMANDERS

(B) Hewish, George Frederick, M.B.E. 30.6.44 30.6.36
(T) James, Samuel Stuart, M.B.E. 5.2.47 5.2.39
G Copeland, George Henry, M.B.E. 1.10.47 1.10.39
(T) Pettigrew, James Livingstone, M.B.E. 1.4.50 1.4.42
G Hardiman, Harold, M.B.E. 1.4.51 1.4.43
G Harte, John Albert, M.B.E. 1.10.52 1.10.44
(B) Williams, Joseph Walton, M.B.E. 1.1.57 31.12.38

LIEUTENANT-COMMANDERS

(From Auxiliary Services.)

-	Seniority	Rank and seniority for executive command.
Willet, Frank Percival (W.S.R. Commander)	1.9.34	Lieutenant .. -
(B) Tucker, John Frederick, M.B.E.	31.12.39	Lieutenant .. -

LIEUTENANT-COMMANDERS (continued)
(From Auxiliary Services.)

-	Seniority	Rank and seniority for executive command.
(T) Saunders, George Thomas, M.B.E.	31.12.43	Lieutenant .. -

LIEUTENANT-COMMANDERS

(Promoted from the Sub-Lieutenants' List.)

-	Retired Lieutenant- Commander.	Retired Lieutenant	Sub- Lieutenant
Frolick, Charles	1.1.57	25.8.42	1.1.24
Baker, Robert Alexander	1.1.57	1.5.41	1.7.24
G Lowrie, Frederick George	1.1.57	25.1.42	30.6.29

Name and Rank	Seniority	Seniority in former rank	Remarks
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LIEUTENANTS

(C) Booth, Reginald Selwyn 1.1.57 6.2.37
(T) Springall, George Holwell 1.1.57 1.7.37
(T) Lower, Adrian Ivanhoe 1.1.57 5.5.38
(REG) Walke, Harold Philip 1.1.57 7.1.39
(C) MacLeod, Alexander Edward Leo 1.1.57 18.4.39
(T) Ley, Frank Hector Redvers 1.1.57 1.4.40
G Stratton, David Victor 1.1.57 1.5.41
(TAS) Deahm, Frederick William 1.1.57 1.10.45

SUB-LIEUTENANTS

(B) Hurst, William James 1.1.57 1.4.24
(C) Woolmer, John Glover (Acting Lieutenant, 18.6.45) 1.1.57 1.1.34
(TAS) Pascoe, Francis Albert 1.1.57 12.2.47
G Holmes, Donald Moreton 1.1.57 5.3.49
(B) McCarthy, Bernard Dennis, D.S.M. and Bar. 1.1.57 1.7.49

Name and Rank	Seniority	Seniority in former rank	Remarks
SHIPWRIGHT LIEUTENANT-COMMANDER			
White, William John Thomas, M.B.E.	30.6.38	30.6.30	
SHIPWRIGHT SUB-LIEUTENANTS			
Walker, Harold Wallace	1.1.57	1.12.19	
Johnstone, William	1.1.57	1.7.49	
ENGINEER LIEUTENANT-COMMANDER			
(M.E.) Edwards, Albert Eric, M.B.E.	1.4.50	1.4.42	
(O.E.) Fogarty, William Gove	1.1.57	1.10.50	
ENGINEER LIEUTENANT-COMMANDERS (Promoted from the Engineer Lieutenants' List.)			
-	Retired Engineer Lieutenant-Commander	Engineer Lieutenant	
(M.E.) Rose Edwin John	31.12.34	31.12.26	
(M.E.) Nicol, William Leslie, M.B.E.	1.10.48	1.10.40	
(M.E.) Hutton, John Alfred, M.B.E.	1.4.51	1.4.43	
(M.E.) Cook, William Arthur, M.B.E.	1.4.52	1.4.44	
ENGINEER LIEUTENANT-COMMANDER (Promoted from the Engineer Sub-Lieutenants' List.)			
-	Retired Engineer Lieutenant- Commander.	Retired Engineer Lieutenant	Engineer Sub- Lieutenant
(M.E.) Turnbull, Thomas, M.S.M.	1.1.57	24.10.37	3.9.33

Name and Rank	Seniority	Seniority in former rank	Remarks
ENGINEER LIEUTENANTS			
(M.E.) Standen, George Allen	1.1.57	13.7.42	
(M.E.) Denham, George Dunlop	1.1.57	1.10.43	
ENGINEER SUB-LIEUTENANT			
(O.E.) Lucas, William Henry, (Acting Engineer Lieutenant, 18.6.45)	1.1.57	9.5.41	
ELECTRICAL LIEUTENANT-COMMANDER			
Harding, Bertram, M.B.E.	1.4.48	1.4.40	
ELECTRICAL LIEUTENANT-COMMANDERS (Promoted from the Electrical Lieutenants' List.)			
-	Retired Electrical Lieutenant- Commander.	Electrical Lieutenant	Electrical Lieutenant Commander
Simmonds, Norman Henry, M.B.E.	1.10.47	1.10.39	
Giles, Harry Reginald, M.B.E.	1.10.51	1.10.43	
WARDMASTER LIEUTENANT-COMMANDERS			
Mullins, Thomas Edward, D.S.M.	1.1.57	31.12.34	
Warwick, James Henry	1.1.57	27.5.47	
Levy, Jack, M.B.E.	1.1.57	1.10.47	
WARDMASTER LIEUTENANT-COMMANDER (Promoted from the Wardmaster Lieutenants' List.)			
-	Retired Wardmaster Lieutenant- Commander	Wardmaster Lieutenant	Wardmaster Lieutenant Commander
Haines, Victor Allan, M.B.E.	1.4.49	1.4.41	

Name and Rank	Seniority	Seniority in former rank	Remarks
SUPPLY LIEUTENANT-COMMANDERS			
(W) Irving, Louis Charles, M.B.E. (W.S.R. Supply Commander)	30.6.46	30.6.38	
(S) Wilson, Charles, M.B.E.	1.10.47	1.10.39	
(S) Nelson, Frederick Walter M.B.E.	1.10.47	1.10.39	
(W) Lea, Thomas	1.1.57	31.12.31	

SUPPLY LIEUTENANT-COMMANDERS
(Promoted from the Supply Lieutenants' List.)

	Retired Supply Lieutenant- Commander.	Supply Lieutenant
(W) Pearce, William John	30.6.32	30.6.24
(W) Smith, Harold Willis, M.B.E. (W.S.R. Supply Commander)	30.6.44	30.6.36
(OK) Honeybunn, Walter James	1.10.51	1.10.43

Name and Rank	Seniority	Seniority in former rank	Remarks
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SUPPLY LIEUTENANTS

(S) Arnold, Frank Stephen	1.1.57	1.4.41	
(CA) Healy, Edward	1.1.57	1.10.43	
(W) MacKensie, Clive Alexander	1.1.57	1.10.49	

SUPPLY SUB-LIEUTENANTS

(CA) Purton, Claude Leonard	1.1.57	20.11.47	
(CA) Dow, William Jesse	1.1.57	31.10.48	

BANDMASTER LIEUTENANT-COMMANDER

Cockshead, Frank William, A.L.C.M.	1.1.57	1.4.47	
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BANDMASTER LIEUTENANT

Blaskett, Harry Alexander	1.1.57	1.10.46	
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Name and Rank	Seniority	Seniority in former rank	Remarks
INSTRUCTOR SUB-LIEUTENANTS			
Downes, Henry Frank	1.1.57	1.1.26	
Parkinson, Alan	1.1.57	1.1.26	

II. -ROYAL AUSTRALIAN NAVAL RESERVE FORCES.

The July, 1956, edition of the Navy List applies, amended as follows:

- a) Before the list of Commanders (E) insert the heading ENGINEERING BRANCH.
- b) Before the list of Lieutenant-Commander (L) insert the heading ELECTRICAL BRANCH.
- c) Before the list of Commanders (S) insert the heading SUPPLY AND SECRETARIAT BRANCH.
- d) Transfer the particulars of the three Lieutenant-Commanders (E) to the list of Engineer Lieutenant-Commanders in seniority order.
- e) Delete the prefix ENGINEER and the suffixes (E), (L) and (S) where appearing.
- f) After the list of Lieutenants (Special Branch) delete all Branch List Officers and insert the following List:

Name and Rank	Seniority	Seniority in former rank	Remarks
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SPECIAL DUTIES LIST

LIEUTENANT-COMMANDER

(B) Prior, Thomas Richard, V.R.D.	1.1.57	3.9.45	
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TEMPORARY LIEUTENANT-COMMANDER

(B) Young, Cecil Frank	1.1.57	30.6.45	
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LIEUTENANTS

(B) Baird, Neil Hutchison, V.R.D.	1.1.57	28.3.42	
(C) Harvey, Harold Septimus, V.R.D.	1.1.57	1.1.44	
(C) Baty, Richard	1.1.57	1.8.46	

RESTRICTED

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Name and Rank	Seniority	Seniority in former rank	Remarks
ENGINEER SUB-LIEUTENANTS			
(M.E.) Rich, William	1.1.57	23.2.48	
BANDMASTER LIEUTENANTS			
Law, Thomas George	1.1.57	1.7.23	
Rodda, William Charles, V.R.D.	1.1.57	1.7.26	
Smith, George Henry Valentine	1.1.57	1.4.35	

(4002/121/80)

RESTRICTED

1957

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Item	Quantity	Unit Price	Total
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REVENUE AND EXPENDITURES

1957 Total Revenue \$1,000.00

EXPENDITURES

Salaries	1,000.00		1,000.00
Travel	100.00		100.00
Supplies	50.00		50.00
Other	150.00		150.00

1957 Total Expenditures \$1,300.00

Civ. Sec. B 231/57

Nav. Offr.

C.N.Os. 1158-1171/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

3rd December, 1956.

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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1160. Programme of Educational Tests in the R.A.N. - 1957.
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1169. B.R.1040 - Handbook of Echo Sounding Set Type 765 Series - Reclassification.
1170. Form A.D.499a1 - Result of Testing Motor Generators - Abolition.

SECTION 7 - CANCELLED LIST

1171. Cancellation of Navy Orders.

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

SECTION 2 - PERSONNEL

1158. EXAMINATIONS FOR LIEUTENANT-COMMANDER (SUPPLY AND SECRETARIAT SPECIALISATION).
- Examinations for the rank of Lieutenant-Commander (Supply and Secretariat Specialisation) during 1957 will be held as follows:
- | | |
|---------------------------------------|---|
| Part I - Monday, 16th September, 1957 | Returns due at Navy Office on 1st July, 1957 |
| Thursday, 19th September, 1957 | |
| Part II - Monday, 18th March, 1957 | Returns due at Navy Office on 1st February, 1957. |
| Thursday, 21st March, 1957 | |
- (4007/3/170)

1159. OFFICERS - NAVIGATION DIRECTION BRANCH - (N.D.(D)) SUB-SPECIALIST TRAINING AND LITTLE "d" SCHEME.

Certain disadvantages have become apparent in the little "d" scheme which was adopted in the R.A.N. in 1955, viz:

- 1) The scheme lacks flexibility in that the only avenue to N.D.(D) specialisation is through little "d" qualification and experience.
- 1i) Due to the small number of little "d" billets available in the R.A.N., it has not been practicable to avoid calling upon all little "d" officers to ultimately specialise in N.D.(D).
2. The Naval Board has therefore decided to make available the following appointments to officers qualified in little "d":

Operational carriers	2
Destroyers	1
Frigates	1
Derings	1
N.D. School	1
N.A.S. Nowra	1.

3. Officers who apply for the little "d" course in accordance with the provisions of this Order will undergo a course of 9 weeks at H.M.A.S. WATSON and after approximately two years' experience in a little "d" appointment will revert to general service or may be selected to specialise in the normal way. It is stressed that these officers will be under no obligation to specialise in N.D.(D).

4. In order not to prejudice the choice of specialisation at a favourable seniority, officers will be chosen for the "d" course at a seniority as Lieutenant of approximately one to two years, and preference will be given to those officers who have opted for N.D.(D) on completion of Sub-Lieutenants' courses.

5. N.D.(D) Specialisation. In addition to those N.D.(D) specialists provided from the little "d" graduates, N.D.(D) candidates will in future also be selected from Lieutenants of approximately three to four years' seniority whose applications should be forwarded in the normal manner. These officers will have an eight week course at the N.D. Schools in the United Kingdom before being joined by those who have already served as little "d" officers, and together they will carry out a further twenty-one weeks' course.

6. Appointments at present available to N.D.(D) or (D^x) officers are:

H.M.A.S. MELBOURNE	3
10th Destroyer Squadron	1
1st Frigate Squadron	1
808 Squadron	1
H.M.A.S. WATSON	2 or 3
N.A.S. Nowra	2 (including 1 appointment "and for AJASS")
Staff of D.T.S.R., Navy Office	1.

7. The Advanced N.D.(D) course has been replaced by the Aircraft Direction Tactics Course (see B.R. 1933) which is designed for officers about to take up senior and staff appointments.

8. Navy Order 62 of 1956 is hereby cancelled.

(Navy Order 62 of 1956)

(4002/22/44)

1160.

PROGRAMME OF EDUCATIONAL TESTS IN THE R.A.N. - 1957.

(Included in Notice Board Issue only).

(4017/7/231)

1161.

R.A.N. RELIEF TRUST FUND - FINANCIAL STATEMENT
FOR 1955/56.

The statement of accounts of the R.A.N. Relief Trust Fund for the period 1st July, 1955, to 30th June, 1956, and the balance sheet as at 30th June, 1956, are promulgated as an Appendix to this Order.

2. The assets of the fund, as shown on the balance sheet comprise:

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	<u>As at 30th June, 1955</u>	<u>As at 30th June, 1956</u>
Invested capital bearing interest	16,759	10,062
Money out on loan bearing no interest	64,808	86,287
Working capital, some of which bears Savings Bank interest	16,898	20,521
	<u>£100,465</u>	<u>£116,870</u>

3. Additional money has become available during the year for loan purposes as follows:

Invested capital realised	£ 6,697
Donations as detailed in paragraph 10	2,586
Annual contribution from the Central Canteen Fund	10,000

4. The development of loan business since the present Trust Fund was established on 1st July, 1947, is shown 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
1955-56	121,986	86,287

The marked increase in the last three years is due to the introduction of substantial housing and furniture loans towards the close of 1953-54.

5. The reasons for which loans have been made are broadly as follows:

<u>Nature</u>	<u>No. of loans made</u>	<u>Percentage of cases</u>
Hospital and medical expenses	864	25
Housing and accommodation	438	13
Furniture and household necessities	453	14
Travelling and removals	453	14
Arrears in household bills	939	27
Other reasons	249	7
	<u>3,396</u>	<u>100</u>

Housing loans are limited to a maximum of £300 to any one person; furniture loans to a maximum of £150. The total amounts expended during the year under the respective categories are:

Housing loans	54,083
Furniture loans	16,111
Other loans	51,792
Total	<u>£121,986</u>

6. As is shown above, the greater portion of loan money has gone to personnel who are establishing homes and urgently require to supplement their own savings for purpose of making initial payments on houses or land or for provision of essential furnishings. Loans for housing and furniture are normally made on the principle of supplementing on a pound for pound basis the applicant's contribution from his own money. It will be seen that the amount loaned for housing and furniture constitutes the greater part of loan expenditure, and that a large proportion of other loans are due to heavy family medical expenses and other unforeseeable emergencies.

8. The Naval Health Benefits Scheme came into operation on the 14th September, 1956. The benefits obtainable are substantial and the majority of married personnel may be expected to subscribe. Loans from the Relief Fund will be available to assist personnel in meeting the initial medical expenses, on the understanding that money subsequently received from the Health Benefits Society will on receipt be devoted to repayment of the loan.

9. Grants have been made during the year as follows:

To widows or dependants of personnel who died while serving	1,030
To ex-naval men who are ineligible for Services Canteens Trust Fund benefits (not having served between 3.9.39 and 30.6.47).	45
	<u>£1,075</u>

10. The following donations have been received during the year:

H.M.A. ships on paying off:	£	s.	d.
H.M.A.S. VENGEANCE	1,000.	0.	0.
H.M.A.S. CONDAMINE	600.	0.	0.
H.M.A.S. MURCHISON	14.	5.	2.
H.M.A.S. RUSHCUTTER	500.	0.	0.
H.M.A.S. LONSDALE II	50.	0.	0.
Miss Mutton bequest (balance)	94.	6.	10.
Reserve ships, Sydney	10.	0.	0.
Australian Broadcasting Commission for naval band performances	35.	0.	0.

Aeronautical Society in connection with air displays in which the Fleet Air Arm took part	117.	0.	0.
Excess funds arising from lunch to Admiral The Earl Mountbatten of Burma	146.	6.	0.
Messrs. J.P. Crosbie and Co. Pty. Ltd. - annual donation	5.	0.	0.
Miscellaneous	14.	8.	7.
	<u>£2,586.</u>	<u>6.</u>	<u>7.</u>

The valuable additions to the assets of the fund are most welcome and the grateful thanks of the trustees have been conveyed to the donors.

11. The period on the waiting list for housing loans is approximately six months, with earlier payment in especially urgent cases. If additional funds were available the trustees would be glad to reduce this time lag, and possibly to increase the maximum furniture loan of £150. They wish therefore, to invite the attention of Welfare Committees to the advantage which could be afforded to members of the Service by their assisting their own fund, when surplus monies are under consideration by Committees for disposal.

12. As indicating the extent to which the facilities of the Relief Fund are availed of by serving personnel, it is noteworthy that on 1st July, 1956, there were 1566 names on the books. As the total personnel borne then was approximately 13,000, it will be seen that 12% or 1 man in every 8 was on that date in receipt of an interest-free loan. The proportion is much greater if loans repaid prior to 1st July, 1956, are taken into consideration.

(This Order will be reprinted for posting on Notice Boards.)
(4814/51/38)

APPENDIX

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND.

1161

(I) STATEMENT OF INCOME AND EXPENDITURE FOR YEAR ENDED 30TH JUNE, 1956.

1954/55	Expenditure	1955/56	1954/55	Income	1955/56
£ 418	Administrative expenses		£ 1,287	Interest on investments and bank balances	594. 2. 1.
	Salaries £393.16.11.		8,333	R.A.N. Central Canteen Fund contribution	10,000. 0. 0.
	Postage, etc. 12.17. 0.	411.16. 8.	7,654	Donations	2,586. 6. 7.
	Miscellaneous 5. 2. 9.				
543	Grants	1,075. 1. 9.			
194	Loss on sale of investments	30.11. 2.			
	Bad debts 291.10. 3.				
256	Less bad debts revived 33. 5. 0.	258. 5. 3.			
15,863	Excess of income over expenditure	11,404.13.10.			
£17,274		£13,180. 8. 8.	£17,274		£13,180. 8. 8.

(II) BALANCE SHEET AS AT 30TH JUNE, 1956

1954/55	Liabilities	1955/56	1954/55	Assets	1955/56
£ 82,132	Accumulated fund - balance at 1/7/55	82,132.12. 9.	£ 18,898	Cash in hand, bank and agencies' advances.	20,521. 4. 8.
	Add - Excess of income over expenditure for year ended 30/6/56.	11,404.13.10.	16,759	Investments - trustee securities at cost (face value £11,100.)	10,061.13.11.
	Balance 30/6/56.	93,537. 6. 7.		Loans outstanding -	
	R.A.N. Central Canteens Fund contributions received in advance.	23,333. 6. 8.		Balance outstanding at 1/7/55.	64,808. 2.11.
18,333				Add - New loans 1/7/55 to 30/6/56.	121,986. 1. 3.
					186,794. 4. 2.
				Less - Repayments 1/7/55 to 30/6/56.	100,248. 4. 3.
				Bad debts.	258. 5. 3.
					£100,506. 9. 6.
			64,908		86,287.14. 8.
£100,465		£116,870.13. 3.	£100,465		£116,870.13. 3.

J.C. Morrow Commodore }
 J.B. Foley Captain (S) } TRUSTEES,
 J.H. Dowson Captain } R.A.N. RELIEF TRUST FUND.

C.A. Parker Captain (S) (R'td.)
 Secretary.

1161

1162.

R.A.N.R. (S) AND R.A.N.R./V.R. OFFICERS - QUALIFIED STATUS.

Navy Order 456 of 1956 is to be amended as follows:

Where appearing in line 3 the title "R.A.N.R./V.S." is to read "R.A.N.R./V.R."

(Navy Order 456 of 1956)

(4002/21/79)

1163.

RATINGS - SEAMAN BRANCH - GUNNERY OFFICERS' WRITERS - CHANGE OF TITLE TO GUNNERY OFFICE WRITER.

It has been decided to change the title of Gunnery Officers' Writer to Gunnery Office Writer, which describes more aptly the duties attaching to this rating.

2. Interim Pay Instructions and A.B.R.10 will be amended accordingly.

(4006/41/84)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1164.

RADAR TYPE 974 - MODIFICATION OF RECEIVER UNIT.

As a result of investigation of failures of power transformers fitted in Radar Type 974 Receiver, it has been decided to introduce a minor modification designed to provide more reliable protection of the power supply circuits in this unit.

2. Captains of ships concerned are to include a defect item - deficiency in existing arrangements - worded as hereunder, in the next main defect list in accordance with Navy Order 412 of 1956:

"Radar Type 974 Receiver Unit to be modified to provide fuse protection of the power transformers in accordance with Navy Office Drawing No. 1001/1062 and 1001/1063."

3. This modification is to be entered in the relevant sheet of Form A.S. 1275 - Radio Equipment Log - quoting this Order as authority.

4. Dockyard assistance should be obtained, if necessary, to carry out this modification in shore establishments.

5. Supplies of the following Naval Stores are being obtained and will be issued, without demand, to enable the modification to be applied in H.M.A. ships and establishments fitted with Radar Type 974:

Pattern No. or J.S. Reference No.	Class and Group	Description	No. off Required per Type 974 Receiver
Z.590100	F.1.A. Pt. 1 (Radar)	Fuseholder	8
Z.590107	F.2.B. Pt. 3	Fuselink, H.R.C. Midget, 1/4 amp.	5
18525	F.2.B. Pt. 3	Fuselink, H.R.C. Midget, 100 mA.	3

(4519/31/776)

1165.

CARTRIDGES WITH FLASHLESS PROPELLANT - SUPPLY TO SHIPS ARMED WITH Q.F. 4.7" AND 4" MK. 16* GUNS.

In order to reduce the rate of exchange of loose barrels in H.M.A. ships armed with Q.F. 4.7" and 4" Mk. 16*, it has been decided that such ships should be outfitted with 100% flashless propellant for these guns.

2. Adjustment is to be effected at the next exchange of outfit.

3. It will still be necessary to utilise full flash propellant for practice expenditure, and sufficient for that purpose is to be embarked by ships concerned, a corresponding number of flashless rounds being landed if necessary to accommodate them.

(4442/1/48)

1166.

H.M.A. SHIPS - FIREMAINS.

A leak in a firemain in one of H.M.A. ships caused a minor flooding which seriously damaged stores and equipment of considerable value.

2. The leak was due to a corrosion piece wasting to the point of failure and remaining unobserved due to the piping being lagged.

3. In order to prevent further incidents of this nature the following action is to be taken forthwith:

- Corrosion pieces in salt water systems are to be removed and inspected at intervals of not more than three years.
- To facilitate this inspection, that portion of any lagging covering corrosion pieces is to be removed. Where it is considered that the exposed piping will cause excessive condensation the area is to be coated with cork adhesive composition and cork dusting. This work is to be progressed by ships' staffs as a defect item.

- c) Valuable stores, when stored in compartments where there is a firemain corrosion piece, are to be stowed above the height of the sill. Suitable racks are to be provided where necessary by ships' staffs.

(4276/4/426)

1167.

NAVAL STORES (AIR) - SECTION 33A - INTRODUCTION OF JOINT SERVICE REFERENCE NUMBERS FOR CERTAIN PAINTS.

Certain paints under Section 33A of the R.A.F. Vocabulary have been re-referenced under Joint Service numbers as shown below, and are to be dealt with under the new numbers forthwith.

2. Naval Store Accounts should be adjusted in accordance with B.R. 4, Naval Storekeeping Manual, Article 109(g).

3. Admiralty has advised that the relevant publications will be amended.

<u>Old Reference No.</u>	<u>New Reference No.</u>
354	106790
358	106787
365	106803
369	106810
370	106811
458	107037
758	107017
802	106707
804	106725
831	106663

(The foregoing is the text of A.F.O. 2632/1956 altered to meet R.A.N. conditions.)

(4404/30/119)

1168.

"SCOPE" ELECTRIC SOLDERING IRONS - WITHDRAWAL FROM SERVICE.

As a result of adverse reports, it has been decided to discontinue the use of "Scope" Electric Soldering Irons in the R.A.N. when present stocks are exhausted. "Adcola" Series Electric Soldering Irons as shown hereunder will be issued in lieu, as applicable. These irons are consumable Naval Stores.

<u>Patt. No.</u>	<u>Description</u>
19660	Iron, soldering, miniature 220/230V., 25W, with detachable bit 3/16-in.
19661	Heating element 220/230V., 25W
19662	Bit 3/16-in.
19668	Bit 1/32-in. face detachable
19669	Bit 1/8-in. face detachable
19663	Iron, soldering, miniature, 110/115V., 25W. with detachable bit 3/16-in.
19662	Bit 3/16-in.
19664	Heating element 110/115V., 25W
19668	Bit 1/32-in. face detachable
19669	Bit 1/8-in. face.

2. Navy Order 30 of 1955 is hereby cancelled.

(Navy Order 30 of 1955)

(4518/27/210)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1169.

B.R.1040 - HANDBOOK OF ECHO SOUNDING SET TYPE 765 SERIES - RECLASSIFICATION.

Advice has been received from Admiralty that B.R.1040 has been downgraded from Restricted to Unclassified.

2. Holders are to effect the necessary alterations.

(The foregoing is the text of A.P.O. 2567/1956 altered to meet R.A.N. conditions.)

(4139/13/2047)

1170.

FORM A.D.499a1 - RESULT OF TESTING MOTOR GENERATORS - ABOLITION.

Form A.D.499a1 which tabulates the results of tests of motor generators has been abolished.

2. Results of trials of this equipment involved should be recorded on Forms A.D.499H or A.D.499M as appropriate.

(3526/13/377)

SECTION 7 - CANCELLED LIST

1171.

CANCELLATION OF NAVY ORDERS.

Navy Orders 530 and 671 of 1955 have been sufficiently promulgated or no longer apply, and are hereby cancelled.

(3712/20/25)

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, 452-463 AND 954-966 OF 1956).

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
<u>1954</u>		
1043	-	993
1739	-	964
2180	-	1082
3337	-	1138
<u>1955</u>		
2313	-	1050
2523	-	995
2732	-	978
2964	-	1031
3128	-	1035
3328	-	1009
<u>1956</u>		
358	-	1088
639	-	994
833	-	1074
842	-	1136
1245	-	959
1304	-	986
1324	-	992
1490	-	971
1760	-	1127
1762	-	1152
1765	-	1129
1813	-	1140
1816	-	971
1553	-	1005
1683	-	1070
1700	-	965
1704	-	990
1871	-	1007
1934	-	1147
1959	969	-
1972	-	1154
1973	1004	-
1974	-	1048
2028	-	970
2032	-	1032
2034	-	976
2035	-	1091
2037	-	1076
2038	-	1087
2091	-	1010
2097	-	1063
2103	-	1052
2145	-	996
2150	-	1046
2155	963	-
2157	-	1137
2183	954	-
2202	-	987
2206	-	1000

RESTRICTED

16

A.F.O's	ADOPTED IN FULL C.N.O. 1956	ADOPTED IN AMENDED FORM C.N.O. 1956
<u>1956 (Cont'd.)</u>		
2211	-	1019
2250	-	1040
2265	-	997
2267	-	999
2275	-	1018
2277	1017	-
2300	-	1065
2314	-	1069
2340	-	988
2341	-	992
2344	-	1014
2351	-	1090
2352	-	962
2396	-	1072
2398	-	1030
2401	-	1060
2403	-	1011
2405	-	1085
2414	-	1089
2415	-	1077
2430	-	1053
2475	1061	-
2476	-	1045
2489	-	1132
2519	1066	-
2543	-	1143
2544	-	1124
2545	1073	-
2548	-	1059
2553	1130	-
2555	-	1131
2593	-	1081
2614	1058	-
2638	1133	-
2667	-	1145
2692	1123	-
2696	-	1149
2697	1128	-

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 1157 of 1956, dated 1st June, 1954, to 3rd December, 1956).

Civ Sec. 8231/57
Cerk Offr

C.N.Os. 1172-1185/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy office, Melbourne.

4th December, 1956.

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.0305.

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- 1184 Form S.250 - Size 2 - Abolition.

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SECTION 2 - PERSONNEL

1172.

INSTRUCTIONAL FILMS AND FILM STRIPS - E.819, "THE H BOMB" - DISTRIBUTION.

Copies of the civil defence training film Serial No. E.819, "The H Bomb" 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 copies</u>
Flinders Naval Depot.	1.
H.M.A.S. LEEUWIN	1.
H.M.A.S. PENGUIN	1.
R.A.N. Film Library, Sydney.	1.

2. This film, which consists of live action and animation sequences, compares the effects of the A. and H. Bombs, presenting a great deal of factual information on the effects of the latter bomb. Running time 22 minutes. 1 spool.

3. Navy Order 852 of 1956 is hereby cancelled.

(The foregoing is the text of A.P.O.2383/1956 altered to meet R.A.N. conditions.)

(Navy Order 852 of 1956)

(4518/61/669)

1173.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA.422, "AUXILIARY MACHINERY" (PART 4) - DISTRIBUTION.

Copies of the new instructional filmstrip Serial No. SA.422, "Auxiliary Machinery" (Part 4) 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 & Establishments</u>	<u>No. of copies</u>
H.M.A. Training Ship	1.
Flinders Naval Depot (for Engineering School).	1.
H.M.A.S. NIRIMBA	1.
H.M.A.S. PENGUIN	1.
R.A.N. Film Library, Sydney.	1.

2. Details of the filmstrip are as follows:

Part 4A - Refrigerating Machinery, Principles and Operation.	Forty-one frames.
Part 4B - Refrigerating Circuits.	Forty-five frames.

This filmstrip illustrates the basic principles of refrigeration and their application to modern naval refrigeration plants and installations. It is designed to link theory and practice and is particularly intended for the instruction of Engineering Branch personnel when undergoing the Auxiliary Watchkeeping Course.

(The foregoing is the text of A.P.O. 2188/1956 altered to meet R.A.N. conditions.)

(4518/61/654)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1174.

RADAR - INFLUENCE OF RADAR ON THE RULE OF THE ROAD AT SEA.

The following revised notes on the Influence of Radar on the Rule of the Road at Sea amend the present guidance in the Admiralty Manual of Navigation, Volume I, 1954, pages 513 and 514.

2. When the International Regulations for Preventing Collisions at Sea were reviewed in 1948, the International Conference on Safety of Life at Sea made the following statement:

"Navigation of Ships Equipped with Radar, etc. - The Conference, while recognising that the recent advances in radar and electronic navigational aids are of great service to shipping, is of the opinion that the possession of any such device in no way relieves the master of a ship from his obligation strictly to observe the requirements laid down in the International Regulations for Preventing Collision at Sea, and in particular, the obligations contained in Article 15 and 16 of those Regulations."

In the following paragraphs the implications of this statement are examined.

Fog Signals

3. The fog signals prescribed by Rule 15 must be given whether or not radar is operating.

Moderate Speed

4. The first part of Rule 16 states: "Every vessel ... shall, in fog ... go at a moderate speed, having careful regard to the existing circumstances and conditions". The fact that a ship is operating radar may be considered as one of the "existing circumstances and conditions" and, in fact, the Queen's Regulations and Admiralty Instructions state that H.M. Ships should "proceed at a moderate speed consistent with the distance at which other ships and objects can be located either visually or by radar, due consideration being given to the proper maintenance of control over the unit ... as well as to the distance which must be travelled before any vessel can be made to lose all her way if required to do so. The possibility that other ships may not be equipped with radar must constantly be borne in mind."

5. When considering what should be this "moderate speed" in terms of knots three other factors must be taken into account:

- that small wooden craft may not be detected by radar until very close;
- that the radar may not be operating at full efficiency owing to some technical fault or to the inefficiency of the operator;
- that propagation conditions may possibly reduce the ranges of detection below that to be expected normally.

Action on Hearing a Fog Signal

6. Rule 16 goes on to say "... A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over".

7. Whether radar is a legitimate method of ascertaining the position of a vessel within the meaning of this Rule, has not yet been decided in the courts. But if a ship is at such close quarters as to hear the fog signal of the other vessel, it is prudent to obey the letter of the law by stopping engines.

Avoiding Action

8. With regard to avoiding action to be taken using radar information alone, the following factors must be borne in mind:

- the other ship may or may not be fitted with radar; therefore any radar contact may or may not be mutual;
- the other ship may or may not be in the fog;
- the accuracy of a radar position depends upon the efficiency of the operator and of the equipment itself; neither is infallible;
- whereas in clear weather the direction in which the other vessel is heading can normally be seen at a glance, in circumstances where risk of collision exists in fog only her past track can be ascertained by plotting from radar information using present-day equipment: the accuracy of that track depends upon the efficiency of the operators and the plotter and of the equipment itself: any alteration of course by the other ship may not become evident for some minutes after it has occurred.

9. A ship which had radar available but did not use it or take any action on the information it provided would be guilty of "... neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen ..." (Rule 29). For example, a ship which collided with another immediately after entering a fog-bank was held to blame in failing to operate her radar before entering the fog.

10. Bearing the above factors in mind it is the responsibility of the radar-fitted ship, when using radar information alone, either:

- a) to avoid the close quarter situation (this may be defined as passing within 2 miles in the open sea) by a bold and timely alteration of course; or
- b) should the close quarter situation be unavoidable due to navigational hazards or density of shipping, to approach with due caution taking full advantage of the information provided by radar but acting strictly only in accordance with Rules 15 and 16 of the International Regulations.

11. It is emphasised that the International Rules can only effectively be applied when ships are in sight or hearing of each other. At long range the radar-fitted ship should assess the risk of collision by reference to the range of the Closest Point of Approach and/or by plotting. If there appears a probability of a close quarter situation developing the radar-fitted ship should, if circumstances permit, make a bold and early alteration of course or speed to avoid such a situation.

12. It cannot be too strongly emphasised that once a ship finds herself in a close quarter situation, either by sighting in low visibility, or by the hearing of a fog signal apparently forward of the beam, then the International Rules are fully operative and the radar-fitted ship must obey the regulations. In this situation independent action must not be taken on radar information alone.

Exchange of Sound Signals

13. The one, two, and three short blasts authorised by Rule 28 are for use only by vessels in sight of one another. The use of radar in no way alters this Rule.

Conclusion

14. Radar information must be used if available, but the Rules are in no way modified except insofar as the use of radar may constitute a "special circumstance". In the long range situation in fog, out of sight and sound of the other vessel, radar, wisely used, gives a special safeguard and responsibility for taking early and bold action to avoid the close quarter situation. Any action taken must be more positive than in good visibility and it must be taken in ample time.

15. Once a ship is committed to the close quarter situation by visual or sound contact, radar makes no difference to the strict observance of the speed and steering rules, and the appropriate sound signals.

16. The Admiralty Manual of Navigation will be amended by A.P.O. "P" Series.

(The foregoing is the text of A.P.O. 2787/1956 altered to meet R.A.N. conditions.)

(3858/1/15)

1175.

ELECTRIC CABLES - ANNUAL REPORT OF STATE.

The annual report of the state of electric cables as called for in Queen's Regulations and Admiralty Instructions, Article 5481, is no longer required and is cancelled.

2. Where it is necessary to report on cables, use is to be made of Form A.S. 1183 or the Half Yearly Electrical Material Report as appropriate.

3. Admiralty has advised that Queen's Regulations and Admiralty Instructions are being amended.

(The foregoing is the text of A.P.O. 2623/1956 altered to meet R.A.N. conditions.)

(4518/13/292)

1176.

AMMUNITION - PYROTECHNICS - MARKERS, SMOKE, WHITE FILLED 1951 AND EARLIER - WITHDRAWAL FROM SERVICE.

Markers, smoke, white filled 1951 and earlier are liable to explode on functioning due to air-hydrogen mixture in the float chamber. The use of these markers is forbidden and any held are to be returned to the nearest R.A.N. Armament Depot.

R.A.N. Armament Depots Only. Disposal of these markers is by dumping in weighted packages. The float chamber must NOT be holed to destroy buoyancy.

2. The following new entry No. 12 is to be inserted on Sheet 231 of Restriction List (B):

Column 2 Markers, smoke, white A/S (U)
 Column 3 All filled 1951 and earlier
 Column 4 Withdraw
 Column 5 Dump
 Column 6 AS/BM 2480 dated 24/8/56.

(The foregoing is the text of A.P.O. 2693/1956 altered to meet R.A.N. conditions.)

(4444/17/58)

1177.

GUNS, 4.5-IN. MARK 5 - MODIFICATIONS TO AIR BLAST CONTROL BRACKET AND BREECH BLOCK - INTRODUCTION OF NEW TOOLS.

The following modification is approved:

Gun
 Q.F. 4.5-in. Mark 5.

Parts affected

BP 004 MECHANISM, breech, left gun - Assembly.
 BP 017 MECHANISM, breech, right gun - Assembly.
 BP 092 BRACKET, control, air blast, left gun - Assembly.

Parts affected (cont'd)

BP 105 BRACKET, control, air blast, right gun - Assembly.
BP 001 BLOCK, breech - Assembly.

Purpose

To provide improved means of securing certain items of the gun mechanism and to facilitate their removal when examination or replacement is necessary.

Nature of modification

- (1) Modify air blast control bracket body to ensure clearance for wrench. After modification stamp with new Store Reference numbers BP 638 (for left gun) and BP 651 (for right gun).
Fit new timing needle locking plate securing screw BP 660.
- (2) Modify air blast plate to take new hexagon socket headed screw BP 554. After modification stamp with new Store Reference number BP 734.
Fit air blast plate fixing screw locking plate with new hexagon socket headed screws BP 647.
- (3) Modify air blast seating preserving plate to take new hexagon socket headed screw BP 554. After modification stamp with new Store Reference number BP 747.
- (4) Fit new air blast valve bracket fixing screws (BP 567).

Drawing

N.O.D. 3175/73.

New parts required

BP 554 SCREW, FIXING, air blast plate, breech block, and SCREW, FIXING, air blast seating preserving plate, breech block (2 No.).
BP 567 SCREW, FIXING, air blast valve bracket (2 No.).
BP 647 SCREW, SECURING, air blast plate fixing screw locking plate breech block (1 No.).
BP 660 SCREW, SECURING, timing needle locking plate, air blast control bracket (2 No.).

By whom to be done

R.A.N. Armament depots.

When to be done

As soon as possible.

2. Spare BP 001 BLOCK, BP 092 and BP 105 BRACKET, BP 201 PLATE on board H.M.A. ships or in store are to be modified concurrently. Spare BP 004 and BP 017 MECHANISM and BP 331 PLATE in store are also to be modified.

3. BP 216 and BP 242 SCREW, FIXING and BP 270 and BP 450 SCREW, SECURING recovered are to be scrapped.

4. Schedule of modifications Part 1:

Q.F. 4.5-in. Mark 5 and accessories. Add Serial No.24.

5. H.M.A. ships are to be supplied with the following new accessories on the basis of one per turret:

AV 249 Screwdriver.
AV 451 Wrench, B.M. N.21, Mark 1.
AV 464 Wrench, B.M. N.22, Mark 1.
AV 477 Wrench, B.M. N.23, Mark 1.
AV 361 Wrench, Barrel locking plate fixing screw, Mark N1.
AV 124 Tommy No.2.

6. The following items of consumable Naval Stores will be required (Class B, Group 11):

Pattern No.H2504 Spanner, S.E., 1-in. B.S.W.
Pattern No.H2478 Spanner, D.E., 5/8-in. x 11/16-in. B.S.W.
Pattern No.H2479 Spanner, D.E., 5/8-in. x 3/4-in. B.S.W.
Pattern No.H2477 Spanner, D.E., 1/2-in. x 9/16-in. B.S.W.
Pattern No.H4264 Wrenches for hexagon socket-headed screws, 1/16-in.
Pattern No.H4266 Wrenches for hexagon socket-headed screws, 3/32-in.
Pattern No.H4270 Wrenches for hexagon socket-headed screws, 3/16-in.
Pattern No.H4274 Wrenches for hexagon socket-headed screws, 3/8-in.

Any items not already available on board should be demanded from storing yards in the normal manner.

7. AV 334, AV 347 and AV 360 WRENCH are to be withdrawn from H.M.A. ships and scrapped.

8. Navy Order 948 of 1956 is hereby cancelled.

(The foregoing is the text of A.F.O.2546/1956 altered to meet R.A.N. conditions.)

(Navy Order 948 of 1956)

(1428/26/162)

1178.**SPERRY 'MINOR' GYRO COMPASS - FITTING TELEHYDRAULIC SHOCK MOUNTING.**

As a result of trials carried out by the Admiralty Engineering Laboratory on the Sperry 'Minor' Gyro Compass, a telehydraulic type of shock mounting has been developed and will enable this compass to meet the appropriate shock and vibration requirements.

2. Captains of ships concerned are therefore to include a defect item - deficiency in existing arrangements - worded as follows, in the next main defect list:

"To fit telehydraulic type of shock mounting to Sperry 'Minor' Gyro Compass in accordance with Navy Office drawing No.1001/1058".

3. The necessary conversion parts are to be demanded from the nearest Naval Store Depot.

(4518/137/11)

1179.

A/S WEAPONS - A/S MORTAR, MARK 10 - MODIFICATION TO DEPTH-SETTING CONTROL PANEL, MARK 2.

The indicating lamps in the Asdic Control Room and Operations Room, for Mortar Ready, Fuses Homed (1) and Fuses Homed (2); are fed from separate fuseways on the A/S Mortar, Mark 10, Fuse Panel in the Stabiliser compartment. The lamps are controlled by relay contacts in the Depth-Setting Control Panel, Mark 2, in the Handling Room.

2. The 24v. supplies to the lamps have been unnecessarily linked together in the internal wiring of the D.S.C.P., Mark 2, and should be modified to provide a separate supply to each indicating lamp.

3. The following modification has therefore been approved:

a) *Ships, Establishments and Authorities concerned*

Types 12, and 15 Frigates and R.A.N. Daring. H.M.A. dockyards, shore establishments and store depots concerned.

b) *Purpose of modification*

To separate the 24-volt supplies to the indicating lamps for Mortar Ready, Fuses Homed (1) and Fuses Homed (2).

c) *Details of modification*

- i) Remove the removable frame carrying the relays.
- ii) On the main case, identify terminal strips B and D and the gate jack strip.
- iii) Remove R-BK-W connection between TSB1 and TSB5.
- iv) Remove R-BK-W connection between TSB5 and TSD7.
- v) Shift remaining R-BK-W wire from TSB1 to TSB5, pulling wire back through the cable form as required.
- vi) Run a new wire from TSB1 to Tag 94 on the gate jack strip.
- vii) Run a new wire from TSD7 to tag 95 on the gate jack strip.
- viii) On the removable frame, identify relays CN, DN, FN and PH.
- ix) Remove the red loop between tags 21 on relays CN and DN.
- x) Remove R-BK-W loop between tag 21 on relay FN and and tag 6 on relay PH.
- xi) Run a new wire from tag 21 on relay DN to tag 94 on the gate jack strip.
- xii) Run a new wire from tag 6 on relay PH to tag 95 on the gate jack strip.

NOTE:- The disconnected wires are to be cut back to the cable form and new wires tied to it as neatly as possible. New wire used is to be Equipment Wire, Type 2, joint services catalogue No. 100147 or equivalent.

d) *Drawings or Navy Order diagrams*

D.E.E.50580 - Wiring diagram (main case).
D.E.E.50581 - Wiring diagram (removable frame).
D.E.E.50567 - Schematic diagram.
Authorities holding these drawings are to amend them to show the wiring changes.

e) *By whom to be done*

By ships' staffs, assisted by dockyard if necessary. Authorities concerned.

f) *When to be done*

At the earliest opportunity.

g) *How to be treated*

As a defect.

h. The work is to be recorded as Modification No.7 to the Off-Mounting Control Equipment.

(The foregoing is the text of A.F.O.2752/1956 altered to meet R.A.N. conditions.)

(14431/14/68)

1180.

ACCOUNTING FOR RADIO, RADAR, ASDIC, ECHO-SOUNDING, HYDROPHONE AND AUDIO FREQUENCY EQUIPMENT - H.M.A. SHIPS AND ESTABLISHMENTS.

Navy Order 924 of 1956, (title as above) is to be amended as follows:

Paragraph 6. After "A.D.184" insert "or A.D.623, as appropriate".

(14476/6/75)

1181.

NAVAL STORES (GENERAL) (CLASS B, GROUP 81) - OIL GUNS, PATTERN 6331 - ALLOWANCES FOR USE ON A/S MORTAR, MARK 10 - DARING CLASS SHIPS AND FRIGATES, TYPES 12 AND 15.

Daring Class Ships, Frigates Type 12 and those Type 15 fitted with A/S Mortar, Mark 10, are each to be allowed oil guns, Pattern 6331, and accessories.

2. The authorised allowances and first outfit quantity of the items are as follows:

Pattern	Description	Quantity	Category
6331	Oil guns	4	F
6337	Tubes, delivery	7	C
6335	Hydraulic connectors	4	C

3. Supply to ships concerned in commission will be effected by the appropriate (Superintending) Naval Store Officer without demand. Dormant demands for ships under construction or undergoing conversion should be raised by the appropriate storing yard.

4. Admiralty has advised that the relevant Admiralty publications will be amended. The allowances for Daring Class Ships, for which there is no equivalent Admiralty allowance, will be included in the relevant R.A.N. List of Special Allowances of Naval Stores.

(The foregoing is the text of A.F.O.2634/1956 altered to meet R.A.N. conditions.)

(4505/88/184)

1182.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) -
GARDEN TOOLS - INTRODUCTION.

The following garden tools have been allotted pattern numbers and are being added to the Rate Book and Authorised List of Naval Stores under Class B, Group 11, Part F:

<u>Joint Services</u> <u>Catalogue No.</u> <u>(Class 3750)</u>	<u>Description</u>	<u>Old (Pro-</u> <u>visional)</u> <u>Pattern</u> <u>No.</u>	<u>Ships'</u> <u>Accounting</u> <u>Classification</u>
105249	Forks, digging or garden, 8-in. x 15-in.	12254	Permanent
105255	Hoes, draw, short neck, 6-in.	12256	Permanent
105254	Hoes, dutch, 6-in.	12257	Permanent
105689	Rakes, garden, 11-in. 12 teeth	12259	Permanent
105919	Shears, garden, short	12262	Permanent
106758	Trowels, garden, 6-in.	12264	Permanent

Admiralty
Pattern No.

12258	Lawn-mower, hand 12-in.	} No change Permanent
12261	Roller, garden	
12260	Reel, hose	

2. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O.2510/1956 altered to meet R.A.N. conditions.)

(4506/12/415)

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1183.

FORM A.S.12752 - RADAR SEA ACCEPTANCE TRIALS -
INTRODUCTION.

In order to standardise the methods of reporting radar sea trials and to make performance figures of radar equipments readily available to ship's officers, Form A.S.12752 (Radar Sea Acceptance Trials) has been introduced.

2. The form is to be used for recording the overall range performance data of radar equipment. It is to be completed in quintuplicate for each equipment fitted:

- On the occasion of the acceptance test of a radar equipment after first fitting in a ship.
- After refitting or extensive alterations to a radar equipment have been carried out.
- Additional for gunnery radar sets during sea overall gunnery control trials.

3. The information contained on the completed form is confidential, and the ship's copy is to be kept in the captain's Ship's Book.

4. Supply of the form will be made by the Superintending Naval and Air Store Officer, Sydney, on demand.

5. The officer conducting the trial is responsible for:
- demanding the forms, and
 - distributing the completed copies.

(The foregoing is the text of A.F.O.3212/1955 altered to meet R.A.N. conditions.)

(3526/12/1510)

1184.

FORM S.250 - SIZE 2 - ABOLITION.

Form S.250 - Size 2, Watch and Station Bill, has been abolished. Form S.471 is to be used in lieu.

(The foregoing is the unaltered text of A.F.O.1391/1956.)

(3526/12/1627)

SECTION 6 - SHORE ESTABLISHMENTS

1185.

MACHINERY AND PLANT - ANNUAL PROPOSALS.

Navy Order 697 of 1956 is to be amended as follows:
For "Paragraph 9 (d)" read "Paragraph 9 (c)".

(3756/4/17)



~~Civ. Sec. B~~ 23/1/57
Cent. Offr.

C.N.O. 1186/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne.

5th December, 1956.

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
1186.	Books - Distribution of Non-Accountable Publications During October, 1956.

RESTRICTED

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1186

1186.

BOOKS - DISTRIBUTION OF NON-ACCOUNTABLE PUBLICATIONS
DURING OCTOBER, 1956.

The non-accountable publications and amendments to A.F.'s, E.R.'s, miscellaneous publications etc., contained in the Appendix to this Order have been distributed to ships and services during October, 1956: Navy Order 110 of 1954 is relevant.

2. Copies of A.F.O. "P" Series Amendments, referred to in the Appendix to this Order, are available for supply, on demand, to holders of personal copies of Books of Reference in accordance with Navy Order 1004 of 1955.

(Navy Orders 110 of 1954 and 1004 of 1955)

(4139/3/129)

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS, ETC.

<u>Publications</u>	<u>Date</u>
Aeroplane	6th July, 1956.
Aeroplane	20th July, 1956.
Aeroplane	10th August, 1956.
Fibres Vol.17 No.8	August, 1955.
Flight	13th July, 1956.
Flight	20th July, 1956.
Flight	27th July, 1956.
Flight	3rd August, 1956.
Flight	10th August, 1956.
Flight	17th August, 1956.
Joint Services Recognition Journal Vol.II No.5	May, 1956.
Journal of Naval Engineering Vol.9 No.3	July, 1956.
Journal of the R.N. Medical Service Vol.XIII No.2	Spring, 1956.
List of Propellant Lots Accepted for Naval Service	Amendment No.28.
Live Wire Vol.8 No.2	Summer, 1956.
N.A.M.A.N. N1590-N1601	31st July, 1956.
N.A.M.A.N. N1612-N1624	29th September, 1956.
Occupational Safety and Health	July-September, 1956.
Post Office Guide	Air Mail Schedule No.14 March, 1956.
The Navy List (R.N.)	April, 1956.
United Nations Review Vol.3 No.2 Section 1	August, 1956.
United Nations Review Vol.3 No.2 Section 2	August, 1956.

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1186

AMENDMENTS TO AIR PUBLICATIONS

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
113	A.L.116
830 Vol.2 (2nd Edition)	A.L.34
880B Vol.1	A.L.52
1086 Book 2 (2nd Edition)	A.L.63 and 64
1086 Book 3 Part 1 (2nd Edition)	A.L.49 and 50
1086 Book 3 Part 2 (2nd Edition)	A.L.64 (Errata)
1086 Book 5 (2nd Edition)	A.L.55 and 56
1086 Book 6 (2nd Edition)	A.L.57, 58, 59 and 60
1086 Book 7 (2nd Edition)	A.L.56, 57 and 58
1086 Book 11 (2nd Edition)	A.L.90
1086 Book 12 (2nd Edition)	A.L.79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89 and 90
1086 Book 14 (2nd Edition)	A.L.19, 20 and 21
1181 Vol. 2.	{A.L.26} - B.8 {A.L.27} - B.8 (Alt. 1) {A.L.28} - B.9 {A.L.29} - B.9 (Alt. 1) {A.L.25} - B.16
1181C Vol.6 Parts 2, 3 and 4	A.L.13, 14 and 15.
1182A Vol.2 Part 1	C.14 (A.L.2) C.18
1182B Vol.1	A.L.33
1182B Vol.2 Part 1	(A.L.14) - B.9
1182C Vol.1	A.L.95 and 96
1182C Vol.4 Part 6	A.L.9
1182E Vol.2	(A.L.40) - C.1
1275A Vol.2 Pt. 1	{A.L.256} - B.28 {A.L.254} - P8. (Alt.1). {A.L.255} - L.11.
1275B Vol.2 Part 1	(A.L.161) - C.51
1275E Vol.1	A.L.69
1355A Vol.1	A.L.55
1355C Vol.1	A.L.47
1355D Vol.1	A.L.24
1355D Vol.4 Pt. 6	A.L.5
1374G Vol.1	A.L.27
1455	Cover and Spine Label. Q.6 (Issue 5).
1464B, Vol.1	A.L.145, 146, 147, 148 and 149.
1464D, Vol.1	A.L.163
1464D Vol.2 Part 1	28 (A.L. 3 inc.) 42
1464G Vol.1	A.L.135
1538D Vol.1 and Vol.6 Part 1	A.L.58
1538P Vol.2	B.7

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
1641P Vol. 2 Part 1	C.14 (cancelled) M.26 Z.1 (A.L.4) Z.2 (A.L.3)
1641P Vol. 1 and Vol. 5 Part 2	A.L.37
1661B Vol. 1	A.L.70
1661E Vol. 1	A.L.55
1664D Vol. 1 Parts 1 and 3	A.L.25
1697D Vol. 3 Part 1	A.L.3
1697E Vol. 1 Part 2	A.L.10, 11, 12, 13, 14 and 15
1803 Vol. 2 Part 1	J.7
1803B Vol. 1	A.L.136 and 137
1803D Vol. 1 Book 1	A.L.22
1803D Vol. 1 Book 4	A.L.34
1803E Vol. 1	A.L.79 and 80
1803E Vol. 2 Part 2	A.L.49 and 50
1803J Vol. 1	A.L.36
1803J Vol. 2 Part 3	A.L.23
1803P Vol. 1	A.L.59 and 60
1803P Vol. 2 Part 3	A.L.7
1957 (6th Edition)	A.L.13
2102 DPH. Vol. 3 Part 1	A.L.8
2102F Vol.1	A.L.65
2102F Vol.2 Part 1	A.36 (A.L.2)
2102H Vol.2 Part 1	A.9 (A.L.2)
2239A Vol.1	A.L.70, 71 and 72
2240A Vol.2 Part 1	No. 70 and 81
2337 Vol.6	A.L.36 and 37
2527B Vol.1 Parts 1, 2 and 3	A.L.75
2536C Vol.1	A.L.13
2538HA. Vol.2	(A.L.53) - B.37 (A.L.54) - B.42
2538M Vol.2 Pt. 1	No.6
2552L Vol.1	A.L.22, 23 and 24
2876A Vol.2 Part 1	No.9 and 10
2898D Vol.1	A.L.10
3192C	M.A.N. Correction C.38 (21/9/56)
3193C	A.L.50C. (28/9/56)
4089D	D.406 (Issue 5)
4099J Vol.1	A.L.55
4099J Vol.2	(A.L.188) - D.10 (A.L.189) - F.12 (Alt.1). (A.L.186) - M.14 (A.L.187) - Q.7

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
4099J Vol.3 Pt. 2 (App. "A" 2147)	A.L.16
4121C Vol.2 Pt. 1	(A.L.77) - N.12
4167BCD Vol.1	A.L.31
4167BCD & E. Vol.6 Part 1	A.L.9
4269A Vol.1	A.L.42
4282A Vol.1	A.L.34
4282A Vol.2 Part 2	A.L.10 and 11
4288N Vol.1	A.I.L.1/56
4293 A & B Vol.1	A.L.46
4302A Vol.1	A.L.47
4303B Vol.1	A.L.107
4303C Vol.1	A.L.82
4306A	A.L.26
4320 Vol.6 Pt. 2	A.L.8
4320A Vol.6 Part 3	A.L.6
4320B Vol.2	(A.L.69) - E.1 (Alt. 1) (A.L.68) - G.17
4328 Vol.6 Part 2	A.L.19
4328A.B.C.D. Vol.5 Pt.2(N)	A.L.3 and 4
4340 Vol.1	A.L.61
4343 Vol.1	A.L.92, 93 and 94
4343 Vol.6	A.L.20
4343A Vol.1	A.L.41
4343B Vol.1	A.I.L.1/56 (with Marker Card). A.L.180
4343B Vol.2	(A.L.53)-P.4 (Alt.2)
4343B Vol.4 Part 6	A.L.15 and 16
4343C Vol.1	A.L.51, 52, 53, 54, 55, 56 and 57
4343D Vol.1	A.L.115, 116, 117, 118 and 119
4343E Vol.1	A.L.35
4360A Vol.1	A.L.45
4360A Vol.4 Part 3 (N) (Office and working copies)	A.L.4
4360B - P.N.	A.L.3
4360B Vol.1	A.L.33 and 34 A.I.L.2/56
4360B Vol.4 Pt.3 (N) (Pro- visional) (Office and working copies)	A.L.7
4360B Vol.5 Part 2 (N) Supplement	A.L.3

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4360C Vol.2	A.25, B.13 (A.L.1), B.17, P.14, P.15
4360C Vol.3 Pt.1	A.L.1
4361 Vol.6 Parts 1 and 2	A.L.14, Repair Leaflet No.1
4361 Vol.6 Pt.4	A.L.11, 12 and 13
4361 BC & E Vol.1	A.L.41
4389A Vol.1	A.L.43
4389A Vol.2	C.1 (A.L.1), P.7, RAN/1 (July 1956)
4389A Vol.6 Part 4	A.L.17, 18, 19 and 20
4401 Vol.2	B.14, B.15
4487 Vol.6 Part 2	A.L.13
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4487A Vol.4 Part 3 (N) (Office and working copies)	A.L.3
4487B Vol.2	A.5, C.1 (A.L.2), C.3 (A.L.1), C.12, C.13, F.13, F.14, F.15, H.1, J.14, J.15, J.16, J.17, J.21, J.22, M.5
4487B Vol.5 (Part 3 (N))	A.L.2
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A.P.(N) 377 (FI)	A.L.73
A.P.(N) 378	A.L.97
A.P.(N) 383	A.L.93
A.P.(N) 400 (VN)	A.L.4
A.P.(N) 1023 (7)	A.L.2
S.A.L.383	A.L.93
A.P.(RAN)7 Vol.2	A.1 (Mod. Vampire V664) B.2 { " " V682 } P.2 { " " V669 } G.1 (A.L.1) (Mod. Vampire V685) G.2 (Mod. Vampire V671 (Issue 2)) Q.1 (Mod. Vampire V.678)
Names Engines	A.L.26, E2 (Issue 17) (23/6/56), E26 (27/6/56), L.28 (Issue 2) (12/6/56), P.4 (Issue 8) (19/6/56), X.50 (6/6/56) SI/GIPSY QUEEN/8B (2 leaves) (28/6/56), SI/GRIFFON/7 (11/6/56)

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
N.A.M.O. GANNET	A.L.6, E.5 (18/6/56) G.I. (6 leaves) (23/6/56) STI/31 (27/6/56) S.I./9 (18/6/56)
N.A.M.O. GENERAL	A.L.42, A.63 (Issue 3) (21/6/56) L.81 (Issue 2) (6/6/56) L.84 (25/6/56), W.44 (9/6/56) W.45 (11/6/56) STI/ELECTRICAL/109 (2/6/56) STI/ " /110 (25/6/56) STI/R.A.A./78 29/6/56 STI/SAFETY EQUIPMENT/10A (20/6/56) STI/SAFETY EQUIPMENT/11 (28/6/56) STI/SAFETY EQUIPMENT/11 Figs. 1 & 2 SI/SAFETY EQUIPMENT/Index (2 leaves) (29/6/56) SI/SAFETY EQUIPMENT/2A (26/6/56) SI/SAFETY EQUIPMENT/2A (diagram)
N.A.M.O. MISCELLANEOUS	Dragonfly/GI. Issue 4 (7/6/56) Westland Whirlwind/X.1 (2 leaves) (22/6/56) Westland Whirlwind/X.2 Issue 3 (28/6/56) Westland Whirlwind/X.7 (21/6/56) STI/DEVON/Index (2 leaves) (18/6/56) SI/DEVON/Index (2 leaves) (18/6/56) S.I./Devon/11 (3 leaves) (7/6/56) S.I./DRAGONFLY/14 (20/6/56) S.I./ " /14 (diagram) S.I./Westland Whirlwind/7 (21/6/56) S.I./Westland Whirlwind/7 (Diagram)
N.A.M.O. SEA VAMPIRE	A.20 (29/6/56), STI/144C (25/6/56)
N.A.M.O. SEA VENOM	A.L.7, A.5 (22/6/56), STI/124 (29/6/56), STI/124 (Diagram) STI/126 (3/7/56)
R.A.N.A.M.O. ENGINES GENERAL	E.11 (November 1955) E.12 { " " } E.13 { " " } E.14 { " " } M.2 { " " } M.3 { " 1956 } M.4 (September, 1956) P.4 (Issue 2) December, 1956 P.6 (November, 1955) P.8 { " " } R.A.N.A.M.O./N.A.M.O. Cross Reference (EI/EI etc.)
R.A.N.A.M.O. FIREFLY	F.3 (February 1956)

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
R.A.N.A.M.O. GENERAL	A.10 (February 1956)
	A.11 " "
	A.12 " "
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	C.5 " "
	I.23 (December 1955)
	I.24 " "
	I.25 (January 1956)
	I.29 (May 1956)
	I.33 (September 1956)
	L.18 " "
	L.34 (June 1956)
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	O.17 " "
	Q.4 (December 1955)
	Q.5 " "
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	Q.7 " "
	Q.8 (January 1956)
	Q.9 " "
	X.5 " "
	STI/Armament/R.A.N.4 (November 1955)
	STI/Armament/R.A.N.5 (November 1955)
	STI/Armament/R.A.N.6 (November 1955)
	STI/Armament/R.A.N.7 (November 1955)
	STI/Armament/R.A.N.8 (November 1955)
	STI/Elsc./RAN.14 (September 1955)
	" " RAN.17 (October 1955)
	" " RAN.18 (January 1956)
	" " RAN.19 (Issue 2) (Sept. 1956)
	STI/Elsc./RAN.24 (August 1956)
	" " RAN.29 (August 1956)
	" " RAN.30 (August 1956)
	STI/INSTRUMENT/R.A.N.6 (Oct. 1955)
	STI/FLYING CLOTHING/R.A.N.1 (January 1956)
	STI/R.A.A./R.A.N.19 (August 1956)
	STI/R.A.A./R.A.N.21 (August 1956)
	STI/INSTRUMENT/R.A.N.3 (September 1955)
	SI/INSTRUMENT/R.A.N.5 (October 1955)
	SI/INSTRUMENT/R.A.N.6 (October 1955)
	SI/MISC./RAN 6 (February 1956)
	N.A.M.O./R.A.N.A.M.O. Cross Reference (A.7 etc.)
	N.A.M.O./R.A.N.A.M.O. Cross Reference (I.L & R)

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
R.A.N.A.M.O. GRIFPON	No.17 (November 1955)
	No.18 " "
	No.20 " "
	No.21 " "
	No.23 (September 1956)
	STI/RAN/9 (December 1955)
	SI/RAN/5 (November 1955)
	R.A.N.A.M.O./N.A.M.O. Cross Reference (E(RR) 8 etc.)
R.A.N.A.M.O. SEA VENOM	A.3 (July 1956)
	STI/RAN.11 (June 1956)
	R.A.N.A.M.O./N.A.M.O. Cross Reference (A.I./Gen.A.66 etc.)
Air Clue	July, 1956
Air Pictorial	July, 1956
Bristol Sycamore Mk.50 Pilot's Notes	A.L.4
D.C.A. Aeronautical Information Publication	Communication Amendment List No.4 (1.8.56)
	R.A.C./2 Amendment List No.4 (1/8/56)
	R.A.C./3 (A.L.3)
D.C.A. Airways Operations Instruction Pts. 2 & 3	A.L.12
Smiths Aircraft Instruments Ltd., Publications	Technical Instruction 25/2/55
	Amendment Issue N.S.6
	SAI/SP. Sect. 1
	SAI/SP. Sect. 2
	SAI/SP. Sect. 3
	SAI/SP. Sect. 5
	Field Service Bulletins:
	Issue 29 dated 3/7/56
	" 30 " 11/7/56
	" 31 " 12/7/56
	" 32 " 12/7/56
	Modifications:
	No.134 Issue 2 (11/5/56)
	No.152 (11/5/56)
Sperry Field Service Bulletins	Index Electric Gyro Horizon Type H.L.3
	No.4B (11/4/56) Gyro Horizon Type H.L.3
	No.133B (24/4/56) Gyrosyn Compass Type C.L.I. and C.L.I.A.
	No.41A (17/4/56) Gyrosyn Compass Type C.L.I. and C.L.I.A.
	No.49B (24/4/56) Gyrosyn Compass Type CL2
	No.65A (17/4/56) Gyrosyn Compass Type CL2 Index Horizon Gyro Unit Type B
	No.6B (20/4/56) Index Horizon Gyro Unit Type B
	No.8B (21/4/56) " " " "
	No.1C (19/4/56) " " " "

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
Sperry Instruction Manual for the Gyro Horizon Type HL6 and HL6A (Publication No.566)	A.L.3
A.A.P. No.2 Table of Contents (11th Edition)	Sub. A.L.66 (A.L.7617)
A.A.P. No.2 Group A Sect.17 (4th Edition)	Sub. A.L.16 (A.L.7678)
A.A.P. No.2 Group D Sect.1A (7th Edition)	Sub. A.L.52 (A.L.7714)
A.A.P. No.2 Group F Sect.14A (11th Edition)	Sub. A.L.38 (A.L.7690)
A.A.P. No.2 Group F Sect.14C (5th Edition)	Sub. A.L.24 (A.L.7593)
A.A.P. No.2 Group G Sect.5C Vol.1	Sub. A.L.26 (A.L.7576)
A.A.P. No.2 Group G Sect.106D (3rd Edition)	Sub. A.L.9 (A.L.7384)
A.A.P. No.2 Group H Sect.128F Vol.1 (2nd Edition)	Sub. A.L.29 (A.L.7709)
A.A.P. No.2 Group H Sect.128F Vol.4 (2nd Edition)	Sub. A.L.21 (A.L.7649)
A.A.P. No.2 Group I Sect.1 Vol.1	Sub. A.L.17 (A.L.7727)
A.A.P. No.2 Group J Sect.12A (6th Edition)	Sub. A.L.26 (A.L.7696)
A.A.P. No.2 Group K Sect.3 (9th Edition)	Sub. A.L.27 (A.L.7692)
A.A.P. No.2 Group K Sect.4 (13th Edition)	Sub. A.L.47 (A.L.7687)
A.A.P. No.2 Group P Sect.1	Sub. A.L.8 (A.L.7670)
A.A.P. No.2 Group W Sect.2A (3rd Edition)	Sub. A.L.26 (A.L.7552)
A.A.P.702.1	A.L.55, 56, 56 (Corrigendum) 57 and 58
A.A.P.716 - 30 Vol.3 Pt.1	A.L.1
A.A.P.717.00 Vol.2 Pt.1	A.L.8 and 10
A.A.P.721.79 Vol.2 Pt.2	A.L.51, 54, 55 and 56
A.A.P.741.00 Vol.2 Pt.1	A.L.9
A.A.P.741.00 Vol.2 Pt.2	A.L.18 and 19
A.A.P.750.00 Vol.2 Pt.2	A.L.22
R.A.A.F. Accessory DTS. Special Instructions.	No.18 and 19
R.A.A.F. Amendment Special Instructions	Bombs and Components/14
R.A.A.F. Electrical DTS. Special Instructions	No.119
R.A.A.F. Gas Turbine Fuel Equipment DTS. Special Instructions	No.6
R.A.A.F. Merlin Instructions	A.L.34

<u>A.P. NO.</u>	<u>A.L. or LEAFLET</u>
R.A.A.F. Merlin Orders	A.L.49
R.A.A.F. Radio Facility Charts Aust. & N.Z. (Publication 'D') - Corrected to 1/10/56	Military Aviation Notices to R.A.A.F. Radio Facility Units. No.39D (24/9/56) No.40D (1/10/56) No.41D (8/10/56) No.42D (15/10/56)
R.A.A.F. Repair and Maintenance General Instructions	A.L.175, 206, 213, 214, 216, 217, 218, 219, 221 and 222.
R.A.A.F. Summary of Defects	No.1-2/56 Part 2 Electrical - 1/1/56 to 30/6/56
R.A.A.F. Twin Wasp Instructions	A.L.46 and 47
R.A.A.F. Vampire DTS. Special Instructions	No.117

AMENDMENTS TO B.R.'S ETC.

<u>Publication</u>	<u>Amendment No.</u>
B.R.31	Q.R.1/56
B.R.55	11
B.R.65	4
B.R.70/1956	June Supplement 1956
B.R.125/56-57	Suppl. No.1 and New Entries No.1 July 1956. Suppl. No.2 and New Entries No.2 August 1956
B.R.358(1)	2
B.R.358(2)	2
B.R.358(3)	2
B.R.669	A.F.O. "P" 297/56
B.R.669(1)	A.F.O. "P" 349/55, 297/56
B.R.819(5)	AS.A/C 498 dated 3.9.56
B.R.1232	9
B.R.1582	4
B.R.1692	54, 55, 56, 57
B.R.1737	1, 2
B.R.1780	1
B.R.1784	Errata No.12, Extra Pages 237-238 to Errata No.12. Errata No.13, Errata No.14, New Pages to Errata No.14, Errata No.15
B.R.1807	30
B.R.1822(1)	10
B.R.1822(11A)	2
B.R.1837(1)	19, 20
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B.R.1837(7) Div. J. Section JD	1

RESTRICTED

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<u>Publication</u>	<u>Amendment No.</u>
B.R.1837(7) Div.J, Section JF	1
B.R.1837(7) Div.J, Section JH	1
B.R.1837(7) Div.J, Section JW	1
B.R.1837(7) Div.J, Section JX	1
B.R.1837(7) Div.J, Section JZ	1
B.R.1837(7) Div.K, Intro. Pages	9
B.R.1837(7) Div.K, Section KC	5
B.R.1837(7) Div.K, Section KG	2
B.R.1837(7) Div.K, Section KJ	7
B.R.1837(7) Div.K, Section KL	4
B.R.1837(7) Div.K, Section KE	5, 6
B.R.1837(7) Div.L, Intro. Pages	7
B.R.1837(7) Div.L, Section LA	3
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B.R.1837(7) Div.L, Section LX	6
B.R.1837(7) Div.L, Section LY	7
B.R.1837(8) Div.M, Section MM	1
B.R.1837(8) Div.M, Section MP	1
B.R.1837(8) Div.M, Section MV	1
B.R.1837(8) Div.M, Section MY	1
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A.C.P.117 R.A.A.P. Aust. Joint Suppl.	Corr.2
F.E. 735	Err.3
F.E. 943 App.	Err.2
F.E.1062	Err.1
F.E.1067 App.	Err.1

<u>Title</u>	<u>Date</u>
Lloyds Shipping Index	1st October, 1956
" " "	8th " "
" " "	15th " "
" " "	22nd " "
" " "	29th " "

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

6th December, 1956.

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

1187.

RE-ORGANISATION OF THE AMERICA AND WEST INDIES AND SOUTH ATLANTIC STATIONS - FORMATION OF WEST INDIES AND SOUTH ATLANTIC AND SOUTH AMERICA STATIONS.

The following interim re-organisation of the America and West Indies and South Atlantic Stations has been approved. Final arrangements will be promulgated after a re-examination of the British Naval Command system has been completed.

Boundaries

2. The present area of the America and West Indies Station will cease to come under a single Command. The various areas will be dealt with as follows:

- a) Formation of West Indies Station. - A West Indies Station will be formed consisting of an area in the North Atlantic, Gulf of Mexico and Caribbean Sea bounded on the north by the parallel of latitude through Bermuda, the north by the parallel of latitude through Bermuda, the east by the Home Station and on the west by the American continent. The south-east boundary of the Station will be a line drawn from the south-western corner of the Home Station to the point where the latitude 40° N. cuts the South American coast. The new boundaries of this area are shown on the attached chart. (Navy Order 1187 of 1956 Diagram).
- b) South Atlantic Station to be enlarged and re-named South Atlantic and South America. - The remainder of the present America and West Indies Station lying in the South Atlantic Ocean and that part of the present America and West Indies Station lying in the Pacific Ocean south of latitude 10° S. will be transferred to the control of the Commander-in-Chief, South Atlantic, who will in future be known as the Commander-in-Chief, South Atlantic and South America.
- c) The allocation of the remaining areas of the present America and West Indies Station in the Pacific Ocean and in the North Atlantic is under consideration. For the present they remain unallocated.

Command

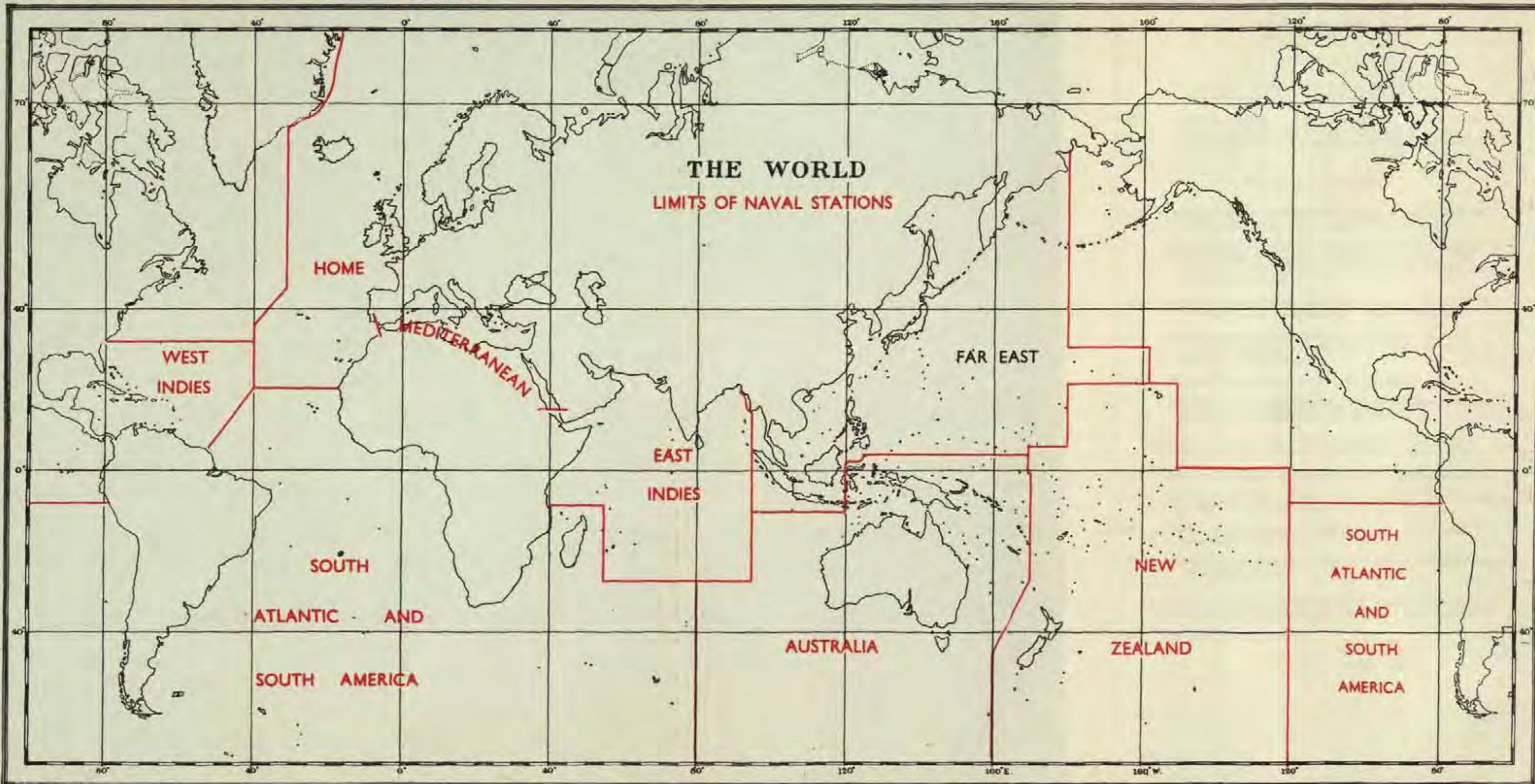
3. The present Commander-in-Chief, America and West Indies, will become Deputy SACLANT in a full-time capacity at Norfolk, Virginia. The new West Indies Station will be commanded from afloat by a Commodore, Second Class, embarked as Commanding Officer in one of the frigates on the Station, who will be responsible operationally to the Admiralty and administratively to the Commander-in-Chief, Home Fleet, and will be known as Senior Naval Officer, West Indies. The post of Captain (F) Seventh Frigate Squadron will be allowed to lapse.

Shore Organisation at Bermuda

4. Admiralty House will be closed but the Resident Naval Officer will remain, together with the existing self-refit facilities and communications centre at Ireland Island.

Island Commander, Bermuda

5. Commander-in-Chief, America and West Indies' N.A.T.O. duties as ISCOM Bermuda will be transferred as follows:



- a) Officer Commanding Troops, Bermuda, to be ISCOM.
- b) Resident Naval Officer to be Deputy.

Colonial Defence Planning.

6. Responsibility for Colonial defence planning will remain with the Senior Naval Officer, West Indies, but with limited facilities and staff he will not be able to do more than attend occasional major conferences and discuss local defence matters with Colonial authorities when visiting their territories.

Date of Implementation

7. The re-organisation is to take effect from 1st November, 1956.

8. Navy Order 607 of 1956 refers.

(The foregoing is the text of A.F.O. 2724/1956 altered to meet R.A.N. conditions.)

(Navy Order 607 of 1956)

(3391/6/2)

SECTION 2 - PERSONNEL

1188.

DISCIPLINE - GOOD CONDUCT BADGES - AMENDMENT OF RULES FOR AWARD OF SECOND OR THIRD BADGE.

The Naval Board has approved a modification in the rules governing the award of a second or third good conduct badge. The present rules require two years' service with continuous possession of the previous badge or badges immediately before the award of a further badge. This period is to be reduced to twelve months. The amended rule is to take effect from the date of this Order. The other rules, including the requirement of 4, 8 and 12 years' service for the award of the 1st, 2nd and 3rd badges, will remain unchanged.

2. Admiralty has advised that Q.R. and A.I., Article 1873, will be amended in due course.

(The foregoing is the text of A.F.O. 2733/1956 altered to meet R.A.N. conditions.)

(3593/2/98)

1189.

DISCIPLINE - MODIFIED ARRANGEMENTS FOR STOPPAGE OF LEAVE AND REDUCTION TO THE SECOND CLASS FOR CONDUCT, AND ABOLITION OF REDUCTION TO THE SECOND CLASS FOR LEAVE.

The Naval Board has reviewed the existing regulations on the length of the restriction which may be placed on a rating's leave; at the same time, they have given consideration to the conditions governing reduction to the second class for leave.

2. They consider that the present maximum stoppage of leave of 60 days during which time a rating may be retained onboard with no chance of going ashore is too great and accordingly they have decided to reduce the maximum number of days for which it can be awarded as a punishment under the Naval Discipline Act to 30. Further, they have decided to dispense with stoppage of leave as a naval penalty following conviction by the civil power.

3. They have also decided to abolish reduction to the second class for leave both as a punishment under the Naval Discipline Act and as a naval penalty following conviction by the civil power.

4. It is not the Naval Board's intention that, because of the abolition of No. 8 punishment, men who are reduced to the second class for conduct should escape altogether from the penalty of leave restriction. They have, however, decided that the penalty should take the more moderate and standardised form of the withdrawal of all leave during the first 14 days only, with the grant of leave on one day a week thereafter at the discretion of the Captain.

5. These arrangements are to take effect from 1st January, 1957. Sentences already running on that date will not be affected, except that any man who has been in the second class for leave continuously for 3 months or more is to be restored to the first class at once; similarly, other men in the second class for leave are to be restored to the first class not later than 3 months from the date of their reduction. The modified leave restriction referred to in paragraph 4 will apply to any men who remain in the second class for conduct after restoration to the first class for leave under this provision.

6. Admiralty has advised that Q.R. and A.I. will be amended as necessary.

(The foregoing is the text of A.F.O. 2734/1956 altered to meet R.A.N. conditions.)

(4011/21/64)

1190.

INSTRUCTIONAL FILMS AND FILM STRIPS - E. 817, "THE PRINCIPLES OF GAS MAKING" - DISTRIBUTION.

Copies of the educational film Serial No. E.817 "The Principles of Gas Making" 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 Copies</u>
Flinders Naval Depot	1
R.A.N. Film Library, Sydney	1.

2. In this general film the various methods of gas manufacture and purification are explained. The emphasis is on the purpose of the different processes and is not confined to any particular type of plant.

3. The film was completed in the latter part of 1955 and shows the latest methods employed. The photography and commentary are of a high standard and the film is considered to be of considerable educational and interest value. Running time 14 minutes. 1 spool.

(The foregoing is the text of A.F.O. 1791/1956 altered to meet R.A.N. conditions.)

(4518/61/638)

1191.

INSTRUCTIONAL FILMS AND FILM STRIPS - SA.609,
"RADIO COMMUNICATION ORGANISATION" - (PARTS
3, 4 AND 5) - DISTRIBUTION.

Copies of the new instructional film strip Serial No. SA.609, "Radio Communication Organisation" (Parts 3, 4 and 5) 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 each
Daring Class Ships	1 each
Captain, 10th Destroyer Squadron	1
Captain, 1st Frigate Squadron	1
R.A.N.A.S. Nowra	1
Reserve Training Depots	1 each
H.M.A.S. HARMAN	1
H.M.A.S. WATSON	1
A.J.A.S.S. Nowra	1
H.M.A. Signal School, Flinders Naval Depot	1.

2. Details of the strips are as follows:

Part 3 - Merchant Ship Radio Communication Organisation. Issued with 79 frames.

Part 4 - Convoy Radio Communication Organisation. Issued with 36 frames.

Part 5 - Ground/Air Communications. Issued with 35 frames.

Parts 3 and 4 are intended as a primary visual aid in Radio Communication Organisation lectures for all types of classes in signal schools and at signal training centres. They are also suitable for training classes and pre-advancement course training at sea. Part 5 gives a survey of the communications required between naval aircraft and their parent airfields and other ground stations.

3. These parts are classified "Restricted".

4. Navy Order 104 of 1955 (Films and Film strips - Instructional - for Communication Training) is to be amended as follows:

Paragraph 2 (b) after SA.609, Part II, add:

"Part III - Merchant Ship Radio Communication Organisation.

Part IV - Convoy Radio Communication Organisation.

Part V - Ground/Air Communications.

Appendix after SA.609, Part II, in column 2, add:

Part III - Merchant Ship Radio Communication Organisation.

Part IV - Convoy Radio Communication Organisation.

Part V - Ground/Air Communications."

Extend existing brackets to embrace all five parts.

(The foregoing is the combined texts of A.F.O. 2189/1956 and A.F.O. 2313/1956, altered to meet R.A.N. conditions.)

(Navy Order 104 of 1955)

(4518/61/659)

1192.

OFFICER'S UNIFORM - METAL CAP BADGES.

No further issues of officers' metal cap badges are to be made.

2. Any stocks of these badges held in H.M.A. ships and establishments are to be returned to an H.M.A. victualling yard at the first convenient opportunity.

(4532/12/134)

1193.

RATINGS - AIR ENGINEERING BRANCH - PILOTS' MATES -
GRADUAL DISAPPEARANCE OF CATEGORY.

The Naval Board has recently reviewed the position of the category of Pilot's Mate in the light of, among other things, the introduction of new aircraft into the Fleet Air Arm and the development of aircraft maintenance. They have decided that the category of Pilot's Mate is no longer necessary and should disappear. The training of ratings as Pilots' Mates ceased on 30th September, 1956, and there will be no further entries to this category.

Pilots' Mates now Serving

2. Ratings who are now serving as Pilots' Mates volunteered to undertake the additional training and responsibilities involved on the following basis:

- They are given priority in selection for training as Aircraft Mechanician.
- They are paid a special duty allowance when fully qualified.

The Naval Board will continue to honour these conditions of service on the lines indicated in the following paragraphs.

3. Ratings now serving as Pilots' Mates may choose either:

- a) to remain as Pilots' Mates. In this case they will continue to receive the special duty allowance (but this may need to be reviewed in three or four years' time if there are any Pilots' Mates still serving then); the instructions for their advancement will remain as they are now; and they will be given the same degree of priority for selection for Aircraft Mechanician as they now enjoy. They will continue to remain liable for service as Pilot's Mate, but eventually many of them will be employed mainly in their basic specialisation: this will not affect their pay as Pilots' Mates; or
- b) to return, in their present rating, to the category of Airman Mechanic (A) or (E), i.e., to their original basic specialisation. They may make this choice at any time after the publication of this Order, and the choice will become effective as soon as the rating concerned can be drafted to Airman Mechanic duties, except where he is employed on them already, in which event the choice will not become effective until confirmed by the Naval Board, who may withhold confirmation if, for example, the rating concerned is already earmarked for draft to a Pilot's Mate billet. Any rating choosing to revert to his basic specialisation will, from the date his choice becomes effective, cease to be paid the special duty allowance. A rating who has once chosen to revert to his basic specialisation may not change back into the Pilot's Mate category.

Performance of maintenance duties

5. Where Pilots' Mates are borne for duty as such, they will continue to be responsible for their full present range of duties.

6. Elsewhere Airman Mechanics will be substituted for Pilots' Mates, on a one for one basis.

7. Pilots' Mates not specifically borne for duty as such may be employed as Pilots' Mates or in their basic specialisation at the Squadron Commanding Officer's discretion.

8. Pilots' Mates will count against the numbers of their single specialisation category.

Further action

9. Schemes of complement for squadrons should be read in the light of the foregoing paragraphs; they will in due course be amended.

(The foregoing is the text of A.P.O. 1878/1956 altered to meet R.A.N. conditions.)

(4002/57/54)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES.

1194.

RADAR - DISPLAY OUTFITS JCA/B/C - INTRODUCTION.

Display outfits in the JCA, JCB and JCC series are expected to be available for limited fitting during 1957. The display units of these outfits are based on those of the JD/JE/JN series and incorporate modifications resulting in improved reliability and added operational facilities. These display units are the same size and shape as those of Outfits JD/JE/JN and replace them in all respective applications.

2. Fitting instructions are contained in A.S.R.E. Installation Specification B.810. B.R. 2097 "Handbook for Display Outfits JCA, JCB, JCC Series" will be distributed to ships, establishments and authorities concerned, on receipt of supplies from the United Kingdom. Admiralty has advised that pamphlets containing operating instructions will also be distributed as soon as available from H.M. Ships DRYAD and EXCELLENT. The relevant Establishment List is E.1126.

3. Interim policy is to fit Display Outfits JCA/B/C series in "Battle" Class and converted "Q" Class only. The work is to be carried out as an A and A item classified "Ships staff with dockyard assistance". A's and A's for the ships concerned will be raised by the Naval Board.

(The foregoing is the text of A.P.O. 284/1956 altered to meet R.A.N. conditions.)

(4519/31/801)

1195.

RADAR, TYPE 960 - POWER SUPPLY OUTFIT DVH - PATTERN 54980 MOTOR ALTERNATOR.

Some Motor Alternators Pattern 54980 have been issued with tally plates bearing lubrication instructions with a recommendation to use Vacuum Oil Company's BRB3 grease. This instruction is to be disregarded and the plate removed.

2. The correct grease to use is X.G.271 (Admiralty Pattern 10039) which will mix with BRB3 grease without damage to the bearings should such mixing be necessary in emergency. The existing grease in machines marked as above should however be removed completely as soon as convenient and replaced by grease X.G.271 (Admiralty Pattern 10039) the procedure given in B.R. 157 being followed when filling the bearing with grease. The bearing should thereafter be lubricated through the limiting type lubricator every two or three months.

(The foregoing is the text of A.P.O. 1809/1956 altered to meet R.A.N. conditions.)

(4519/31/882)

1196.

GUNS - Q.F. 40-MM. - ALLOWANCE OF AV294 TOOL
REMOVING CARTRIDGE.

Approval has been given to increasing the allowance of AV 294 TOOL removing cartridge for Q.F. 40-mm. guns to one per mounting.

2. H.M.A. ships mounting Q.F. 40-mm. guns are to demand additional tools to complete to the new allowance from the nearest R.A.N. armament depot quoting this Order as authority.

3. Gunners' warrants should be amended accordingly.

4. Admiralty has advised that C.B. 4419A will be amended.

(The foregoing is the text of A.F.O. 2873/1956 altered to meet R.A.N. conditions.)

(4428/4/105)

1197.

NAVAL STORES (FUEL) - LIQUID FUELS - STANDARDISATION
OF NOMENCLATURE.

The descriptions of liquid fuels used by the Royal Australian Navy and the approved system of nomenclature are shown in the Appendix to this Order.

2. The nomenclature is shown in column 2 of the Appendix and requirements of fuel are to be demanded by the full designation. When demands are made by signal the abbreviated designation shown in column 3 of the Appendix should be used.

3. Information regarding fuels as used by the United Kingdom armed services may be obtained by reference to A.F.O. 1/1955.

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

(3531/1/23)

APPENDIX
TABLE SHOWING NOMENCLATURE, ETC., OF PETROLEUM FUELS.

(1) Item	(2) Designation	(3) Abbreviation	(4) Abbreviation for clips and seals	(5) Uses	(6) Pattern/ Stores Ref. No.	(7) Specification	(8) Notes
1	Aviation gasoline 100/130 grade	100/130 AVGAS	100/130 AG	Aviation piston engines and certain marine craft.	34A/100444	D.Eng.R.D. 2485, Issue No. 2	
2	Aviation gasoline 91/96 grade	91/96 AVGAS	91/96 AG	Certain marine craft.	34A/100445	D.Eng.R.D. 2485, Issue No. 2	
3	Aviation gasoline 80 grade	80 AVGAS	80 AG	Aviation piston engines (Anster aircraft).	-	-	
4	Aviation gasoline non-leaded 73 grade	73 NL AVGAS	73/NL AG	Certain small aviation piston engines.	34A/100447	D.Eng.R.D. 2485, Issue No. 2	
5	Aviation turbine fuel	AVTUR	AT	Aviation turbine engines.	34A/100449	D.Eng.R.D. 2482, Issue No. 2 - Am.1	(a)
6	Aviation carrier turbine fuel	AVCAT	AC	Aviation turbine engines in carrier- borne aircraft.	34A/100450	D.Eng.R.D. 2488	(b)
7	MT gasoline 80 octane	80 MTGAS	80 MT	Motor transport and certain heating and lighting units.	-	-	

(1) Item	(2) Designation	(3) Abbreviation	(4) Abbreviation for clips and seals	(5) Uses	(6) Pattern/ Stores Ref. No.	(7) Specification Notes	(8) Notes
8	Non-leaded gasoline	NLGAS	NL	Heating and cleaning equipment.	34C/100454	-	
9	Vaporising oil	VAPO	VO	Kerosene burning engines	-	-	
10	Kerosene	KERO	K	Heating and lighting (not suitable for I.C. engines).	-	-	
11	Diesel fuel 47 cetane 20 pour	47/20 DIESSO	47/20D	Compression-ignition engines mainly of high and medium speed at medium and high ambient temperatures. Suitable for heating and lighting equipment.	-	DEZ-2402 (20 pour)	
12	Purcase fuel oil (c)	PFO	Not applicable	Steam raising. Certain heating and lighting plants.	-	Schedule 390A E. in C.O.-1A.	(d)
13	Light shale oil	LSO	Not applicable	Fuel for torpedoes	K/29		(e)

NOTES: (a) NOT to be stored in double bottoms of aircraft carriers.

(b) Flash point 140°F. Suitable for double-bottom stowage in aircraft carriers.

(c) One grade only.

(d) Normal trade grades of fuel to be utilised in emergency.

(e) Normally supplied in two-gallon cans, Pattern 29A, painted pink and marked in black letters and figures: SHALE. ADMIRALTY PATTERN 29.

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY
1198.

REVISION OF FORMS.

The undermentioned forms have been revised. When stocks of the existing form are exhausted, supply of the new form will be effected on demand.

- A.S.48A - Pay List - Extra copy.
- A.S.72 - Repayment Mess Account.
- A.S.256 - Balance Sheet and Audit.
- A.S.273 - Report of Arrest and Trial by Civil Power.
- S.318 - Battery Log - Loose Leaf Sheets.
- A.S.346 - Report of Trials of Main Machinery at Sea.
- A.S.541 - Report of Loss or Breakage of Chain Cables or Anchors.
- A.S.549 (Large) - Demand, Supply or Receipt Note for Occasional Supplies.
- A.S.1048 - Daily Abstract of Clothing Issued on Repayment.
- A.S.1117 - Report of Radar Equipment Fitted.
- S.1360 - Board of Enquiry - Order for.
- S.1516 - Report of Mine Washed Ashore or Brought into Harbour.
- A.S.2001Z - Entertainment Allowance - Application for Re-imburement of Expenses.
- A.D.237A/A.S.339A - Report of Completion of Defects, Alterations and Additions of H.M.A. Ships.
- A.D.249Y - Note of Removal from Sick List.
- N.S.7 - Record of National Service Technical Training.
- R.A.N.E. (N/S) 8 and 8A - Annual Reporting and Change of Address Card.
- A.701b - Inspection, Test and Modification Certificate.
- A.701c - List of Modifications and Special Instructions Embodied or Fulfilled during Repair.
- N.A.27 - Transfer Account.

(3526/10/75)



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Civ Sec. D 23/1/57
Sent Off

C.N.Os. 1199-1209/56.

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(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

7th December, 1956.

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

1199.

ACCIDENTS - USE OF FENDERS WITH JACOB'S LADDERS.

A fatal accident occurred in the Royal Navy when a rating fell from a Jacob's ladder which had been secured to lie close to a vertical bulwark.

2. Jumping ladders are provided for use against vertical surfaces such as ships' sides, but in some cases these may not be suitable.

3. When a Jacob's ladder is used against flat surfaces a fender should be placed beneath it to ensure that hand and foothold is available.

4. Admiralty has advised that B.R. 67 (2/51) will be amended in due course.

(The foregoing is the text of A.F.O. 2909/1956 altered to meet R.A.N. conditions.)

(4227/99/14)

1200.

SUNKEN SUBMARINE - SEARCH AND RESCUE.

Paragraph 21(vii) of Navy Order 897 of 1955 is to be amended as follows:

For "281.9 Mts" read "282.5 Mts".

(Navy Order 897 of 1955)

(3384/191/7)

1201.

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 522 XA	SC122	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 467 } RNC 523XA }	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 573 XB	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. (P.A.).
RNC 1295 } RNC 1299 }	HSC/T 124-058	Q.F. 3-pdr.; Q.F. 2-pdr.

2. Attention is drawn to paragraphs 6, 7 and 9 of B.R. 862A - Naval Cordite Regulations, Article 53.

3. Separate instructions have been issued to R.A.N. armament depots.

(The foregoing is the text of A.F.O. 2871/1956 altered to meet R.A.N. conditions.)

(4445/6/16)

1202.

GUNNEY EQUIPMENT - C.R.B.F. DIRECTORS - DOME ANALYSERS.

A case recently occurred of the seizure of the convergence valve of a close range blind fire director because of foreign matter in the oil.

2. In cases where the seizure is not excessive, reversing the pressure and exhaust pipes to the convergence valve in the dome analyser has been found to be an effective measure in bringing the mounting back into operation, but the hydraulic system should be drained at the first opportunity and the oil passed through a "Streamline" filter. The oil tanks should also be cleaned at the same time and the affected valve examined for damage and replaced if necessary.

(4430/7/2)

1203.

DEMOLITION AND EXPLOSIVES - IGNITER, SAFETY FUZE, WATERTIGHT MARK 1 - ALLOWANCE OF BALLS, STEEL, 5/32-in. dia. AS SPARES.

Admiralty has advised that reports have been received of Igniters, Safety Fuse, Watertight, Mark 1, becoming unserviceable after one or more firings due to the steel ball connecting striker and striker spindle pulling through the spindle nut of the igniter when the striker functions: the ball being invariably lost, the igniter is rendered incapable of being recocked.

2. To provide against possible requirements after firing, an allowance of 10 No. spare balls, steel, 5/32-in. dia. will in future be included in each box of Igniters, Safety Fuse, Watertight Mark 1 supplied to H.M.A. ships and establishments.

3. Demands for spare balls to complete outfits in the proportion of 10 spares per box held should be forwarded to the nearest R.A.N. armament depot.

(The foregoing is the text of A.F.O. 2753/1956 altered to meet R.A.N. conditions.)

(4437/69/10)

1204.

DIVING - A.S.W.D.D. PATTERN 3420 AND BREATHING APPARATUS PATTERNS 5561A/2A - REMOVAL FROM MOUTHPIECES OF METAL SPREADER, PATTERN 3791.

Experience has shown that the oval shaped brass insert known as Pattern 3791 Metal Spreader fitted to Mouthpieces Pattern 3439 and 3395 in the equipments referred to above is not only unnecessary, but constitutes a danger, as it is liable to become dislodged.

2. Spreaders are therefore to be removed from mouthpieces by ships or base staffs and may be returned with scrap metal.

3. (Superintending) Naval Store Officers are to make arrangements with local technical officers for the removal of spreaders from mouthpieces "in store".

4. Action will be taken to stop the fitting of metal spreaders in future manufacture.

(The foregoing is the unaltered text of A.F.O. 2819/1956.)

(4512/50/421)

1205.

DIVING MANUAL PATTERN 7650 - CLEARANCE DIVING BREATHING APPARATUS PATTERN 5561A AND SHALLOW-WATER BREATHING APPARATUS PATTERN 5562A - AMENDMENT NO. 5.

Section 1, Chapter 2, paragraph 15.

Add -

Before placing in store the relief valve diaphragm should be removed, washed in fresh water and when dry, lightly coated with french chalk prior to replacing.

Section 1, Chapter 3, paragraph 23(3).

Delete first sentence under "Maintenance Operation" and insert new sentence:

Remove and inspect the diaphragm of the outlet relief valve, wash in fresh water, replace and test (see Section 1, paragraphs 36-41).

NOTE: When removing the top cover from the valve body do not cant the top cover by sideways pressure on the knurled knob. This is liable to cause the guide pin to be strained and possibly loosened in its seating. Should the pin be found to be loose it should be removed and carefully silver soldered into position.

(Previous amendment No. 4 - Navy Order 580 of 1956.)

(The foregoing is the text of A.F.O. 2754/1956 altered to meet R.A.N. conditions.)

(Navy Order 580 of 1956)

(4512/50/392)

1206.

BATTLE PRACTICE TARGETS HELD AT SYDNEY - ACCOUNTING.

Navy Order 706 of 1956 is to be amended as follows:
For "General Manager, Garden Island Dockyard"
read "Captain of the Port".

(Navy Order 706 of 1956)

(1183/1/13)

1207.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3A) - CLOCKS,
PATTERN 310 - ALLOWANCES FOR MECHANICAL LAUNDRIES -
H.M.A. SHIPS.

The following item is to be allowed for the mechanical
laundry in each ship so fitted:

<u>Class and Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Category</u>
F3A	310	Clocks, deck 9" dial	P.

2. The authorised allowances of the item are as follows:

One each for:

Class of Ship

Light Fleet Carriers

Derings

Destroyers:

Battle

Tribal

Frigates:

A/S (Modified River)

A/S (Converted Fleet)

A/S (Sloop)

A/A (Modified River)

Officers' Training Sloop (H.M.A.S. SWAN)

3. Captains of ships concerned in commission and C.O.R.S. on behalf of ships in reserve, used as accommodation ships and not already supplied with a clock for use in the laundry, should forward demands to the appropriate (Superintending) Naval Store Officer to complete to the allowance. Dormant demands should be raised by the appropriate storing yard for ships concerned under construction.

4. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 1701/1956 altered to meet R.A.N. conditions.)

(4518/36/422)

1208.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - MINERAL
TURPENTINE - SUPPLY.

Following on recommendations of the Naval Paint Committee, it has been decided that future purchases of mineral turpentine will be made to Australian Standard Specification KB. This material will be accounted for as a non-pattern item under Class E, Group 7.

2. The undermentioned items have been superseded by the introduction of this material. The new item is not to be issued until serviceable stocks of the superseded items are exhausted.

<u>Pattern</u>	<u>Description</u>
N.12311	Spirit, white.
78	Turpentine, spirits of (vegetable turpentine).
775	Thinners for patterns 774 and 4289 varnishes.
-	Thinners for "Roscoe" cylinder black.
-	"Dulux" thinners D8102, D8131, D8206, D8222 and other "Dulux" thinners.
-	Thinners for Armcell varnish 108 and 213.
-	Thinners for Ohmeline varnish 68.
-	Thinners for olive green enamel.
-	Thinners for quick drying paint 1962.
-	Thinners for red enamel 9846.

(4512/71/209)

SECTION 4 - DENTAL STORES, MEDICAL STORES,
VICTUALLING STORES

1209.

MESS GEAR - TUMBLERS - PONY.

A new pattern tumbler of 5 oz. capacity has been introduced for use in Commanding Officers' and Wardroom Messes, and may be drawn in lieu of the existing tumbler (Vocab. No. 51965) if desired. The nomenclature of the new item will be Tumblers, pony 5 oz. (Vocab. No. 55000) and the issuing price 7d. each.

2. The nomenclature of the existing tumbler will be amended to read Tumblers, pony, 6 1/2 oz. (Vocab. No. 51965). Page 9 of the current Mess Gear Price List is to be noted accordingly.

3. R.A.N. Scales of Mess Gear will be amended in due course.

(4530/20/66)

1947-1948

1948

1. The first part of the report deals with the general situation in the country during the year 1947-1948. It is noted that the economy has been severely affected by the war and the subsequent blockade. The government has taken various measures to stabilize the situation, but the results have been mixed. The report also discusses the social and political conditions, which remain tense due to the ongoing conflict.

2. The second part of the report provides a detailed analysis of the economic data for the year. It shows a significant decline in industrial production and a corresponding increase in unemployment. The government's policies of price control and rationing have had a profound impact on the population, leading to widespread hardship. The report concludes that the economic situation is dire and that urgent measures are needed to address the crisis.

3. The third part of the report discusses the political and social developments. It notes that the government has been unable to maintain a stable coalition, leading to a period of political uncertainty. The population's morale is low, and there is a growing sense of despair. The report suggests that the government should focus on addressing the people's basic needs and restoring a sense of hope.

4. The fourth part of the report offers conclusions and recommendations. It emphasizes the need for a comprehensive reform program that addresses both economic and political issues. The report calls for greater transparency and accountability from the government, as well as a commitment to social justice and the well-being of the citizenry. It also suggests that international support and cooperation are essential for the country's recovery.

5. The final part of the report provides a summary of the findings and a final assessment of the country's prospects. It acknowledges the challenges ahead but expresses a cautious optimism that, with the right leadership and policies, the country can overcome its current difficulties and build a more stable and prosperous future.

Can. J. 1956

Gen. H. H. H. H.

C.N.Os. 1210-1225/56.

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COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

11th December, 1956.

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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1210-1211

4

SECTION 2 - PERSONNEL

1210.

DISCIPLINE - SUSPENDED/SUMMARY SENTENCES - REVISED REPORTING ARRANGEMENTS.

In order to reduce paper work, the Naval Board have decided to dispense with the special reports of suspended sentences required by Q.R. & A.I., Article 2003 (4) and 2006 (3).

2. When forwarding the quarterly punishment return, Commanding Officers should report details of sentences which have been reviewed during the quarter and left in suspense, and a certificate should be inserted on page 3 of the return that "during the period covered by this return all suspended sentences have been reviewed in accordance with the regulations".

3. These arrangements are to take effect forthwith. Admiralty has advised that Q.R. and A.I. will be amended in due course. Form A.S. 181 will also be amended.

(The foregoing is the text of A.F.O. 3266/1956 altered to meet R.A.N. conditions.)

(4011/27/29)

1211.

INSTRUCTIONAL FILMS AND FILM STRIPS - REVISED SECURITY CLASSIFICATION.

The following U.S. Navy training film and film strips have been downgraded to Unclassified:

<u>U.S. Navy Serial No.</u>	<u>Previous Admiralty Serial No.</u>	<u>Title</u>
		<u>Film</u>
MN. 2104C	G.177	The Cathode Ray Tube, Part 3 - In Airborne Radar.
		<u>Film Strips</u>
SN. 2737A	SG.409	AN/APS.-4 Operations, Part 1 - What it is and How it Works.
SN. 2737B	SG.409	AN/APS.-4 Operations, Part 2 - Knob Turning and Ground Check.
SN. 2737C	SG.409	AN/APS.-4 Operations, Part 3 - Search Interpretation.
SN. 2737D	SG.409	AN/APS.-4 Operations, Part 4 - Intercept and Beacon Interpretation.

2. Appropriate action should therefore be taken by holders of the film and film strips to remove the security classification title.

(The foregoing is the text of A.F.O. 2380/1956 altered to meet R.A.N. conditions.)

(4518/61/666)

5

1212-1213

1212.

TRAINING - FIRST AID TRAINING FOR NAVAL PERSONNEL.

Navy Order 201 of 1955 has been revised as stated in Navy Order 854 of 1956 and printed in unclassified pamphlet form. Stock is held by the Medical Director-General, Navy Office, to whom demands for requirements are to be forwarded. Commanding Officers are to arrange accordingly on the following basis indicating the purpose for which required.

One copy each for holders of:

B.R. 888 "Handbook of the Royal Naval Sick Berth Staff".

B.R. 888(D) "Handbook for Royal Naval Dental Surgery Attendants".

B.R. 25 "First Aid in the Royal Navy" - held by members other than Sick Berth and Dental Staff.

(Coxswains, Quartermasters and Physical Training Instructors).

2. Storekeeping officers are to demand sufficient for insertion of one copy of the pamphlet in each of the above books of reference held in stock.

3. Arrangements are being made to obtain suitable sets of anatomy and physiology charts for lecturing purposes. The Senior Medical Officer of any ships and establishments not already holding a set on charge is to place a latent demand for one set on the Medical and Dental Store Officer, Sydney, who will supply immediately upon receipt of stock. The number of this Order is to be shown on such demands.

4. It is considered that sufficient quantities of other items for first aid training, such as triangular bandages, splints, etc., are already carried on Scale.

(Navy Orders 201 of 1955 and 854 of 1956)

(4018/4/129)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1213.

INSTRUMENTS - PITOMETER LOG TYPE D - FAILURE OF 100 OHM RESISTOR IN FOLLOW-UP MOTOR CIRCUIT.

Sea experience has shown that the diaphragm and calibrated spring type of differential in the Pitometer Log Type D, is very sensitive to small changes in pressure. The damping, which was inherent in the earlier mercury tube type of differential, is not a feature of the new type and there appears to be no practical way of providing it.

2. The follow-up motor of the speed unit in the Type D Log is therefore subject to more frequent reversals, which has increased the average operating current from approximately 35 milli-amps to 250 milli-amps.

3. Although the motor is capable of working continuously under the more arduous conditions, without overheating, the 100 Ohm resistor in series with the motor overheats and is liable to burn-out.

4. It has been decided that this resistor, which is rated at 2 watts, shall be replaced by an A.P.862 resistor, 100 Ohm, 40 watts.

5. Ships concerned should demand and fit the replacement resistor, quoting this Order as authority.

(The foregoing is the text of A.F.O. 3001/1956 altered to meet R.A.N. conditions.)

(4518/36/442)

1214.

AMMUNITION - 40-MM., 20-MM., 2-PDR. - CARTRIDGES, Q.F., 2-PDR., L.V. GUN, FITTED PRIMERS, ELECTRIC, NO. 13, MARK 2N BA.12/51, LOT 72, CY.12/52 - WITHDRAWAL.

A number of Primers, Electric, No. 13, Mark 2N, BA.12/51, Lot 72, CY.12/52, in Cartridges, Q.F., 2-pdr., Sub-calibre, have been found with loose magazines and it has been decided that all cartridges fitted with these primers are to be withdrawn from service.

2. Captains of H.M.A. ships are to arrange for all Cartridges, Q.F., 2-pdr., Sub-calibre, to be scrutinised and any cartridges fitted with the above primers to be landed at the first opportunity, replacements being demanded as necessary.

3. 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.

4. Officers-in-Charge of armament depots are to arrange for all cartridges fitted with the above primers and all loose primers to be dealt with as in paragraph 5.

5. The following entries are to be inserted in Restriction List (B):

Sheet 68

Col. 1 4.
Col. 2 All (A).
Col. 3 Fitted Primers, Electric, No. 13, Mark 2N, BA. 12/51; Lot 72, CY.12/52.
Col. 4 Withdraw.
Col. 5 Primer magazines to be checked for tightness. Any with loose magazines to be re-cemented and re-assembled.
Col. 6 Navy Order 1214 of 1956.

Sheet 121

Col. 1 2.
Col. 2 Mark 2N (A).
Col. 3 BA. 12/51, Lot 72, CY.12/52.
Col. 4 Withdraw.
Col. 5 Primer magazines to be checked for tightness. Any with loose magazines to be re-cemented and re-assembled.
Col. 6 Navy Order 1214 of 1956.

(The foregoing is the text of A.F.O. 2934/1956 altered to meet R.A.N. conditions.)

(Navy Order 1214 of 1956)

(4442/1/50)

1215.

DIVING - BREATHING APPARATUS - UNDERWATER BURNING EQUIPMENT (OXY-HYDROGEN).

Investigations have shown that dangers exist when using underwater burning equipment (oxy-hydrogen) with self-contained breathing apparatus Pattern 5561A/5562A. These dangers which may cause serious accidents are:

- A flashback in the breathing apparatus if the lighted torch is brought into close contact with the counterlung.
- Puncturing of the counterlung by small pieces of red hot slag discharged from the metal during the cutting operation.

2. The practicability of providing an asbestos apron to safeguard the breathing bag is being investigated. Meanwhile, operations involving the use of underwater burning equipment with Pattern 5561A or 5562A breathing gear are to be performed only by trained and experienced divers who are to be warned of the danger referred to in paragraphs 1 (a) and (b).

3. Navy Order 47 of 1955 is hereby cancelled.

(The foregoing is the text of A.F.O. 2936/1956 altered to meet R.A.N. conditions.)

(Navy Order 47 of 1955)

(4512/50/422)

1216.

GYRO COMPASS - SPERRY MARK XIV - LUBRICATION.

Attention is drawn to changes in the types of lubricants now specified by the Sperry Gyroscope Co. for use on the Sperry Gyro Compass Mark XIV.

2. Details are included in the Marine Service Manual, Publication No. 542, and the lubricants now to be used are as follows:

OIL (replacing oil, Sperry, Part No. 42483) Pattern No. 100576 (O.M.65) in lieu of Oil Nos. 91 and 165 specified.

GREASE (replacing grease, Sperry, Part No. 163251) Reference No. 34B/222 for 4 oz. tube or 34B/242 for 1 lb. tube to Specification D.T.D. 825.

(4518/37/230)

1217.

ALTERATION AND ADDITION ITEM - MAJESTIC CLASS LIGHT FLEET CARRIER - H.M.A.S. MELBOURNE.

The following Alteration and Addition Item has been approved for Majestic Class Light Fleet Carrier H.M.A.S. MELBOURNE.

Class List Item No. 44 Classification "A"

Item: "To fit 7 in number 4-drawer, foolscap - size filing cabinets, in accordance with the List of Special Allowances of Permanent Naval Stores as follows:

- 5 No. in 5N Office Flat.
- 1 No. in 2B Arresting Gear Compartment.
- 1 No. in 2H Low Power Distribution Centre.

- References:
- a) F.O.C.A.F.'s letter A.F. 700/1850/55 dated 23rd May, 1956.
 - b) A.C.N.B. 190235/July, 1956.
 - c) Navy Office letter 74034 of 10th August, 1956.
 - d) F.O.C.A.F.'s letter A.F. 1324/1850/55 dated 28th August, 1956.

(4278/2/330)

1218.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) - "UNISPANN" PROFILE CLAMP - INTRODUCTION AND ALLOWANCES.

The following item is being introduced into the R.A.N. for use with all types of vices to assist in the clamping of irregular shaped articles:

<u>Class and Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Category</u>
B 11F	-	Clamp, profile, "UNISPANN"	P.

2. The authorised allowances of the item are as follows:

<u>H.M.A. Ships or Establishments</u>	<u>Size</u>	<u>Allowances</u>
H.M.A.S. MELBOURNE	4 1/2" (110 mm)	1
H.M.A.S. SYDNEY	" "	1
H.M.A.S. VAMPIRE	" "	1
H.M.A.S. VENDETTA	" "	1
H.M.A.S. VOYAGER	" "	1
H.M.A. Naval Dockyard, Garden Island	6" (150 mm)	1
H.M.A. Naval Dockyard, Garden Island	4 1/2" (110 mm)	1
H.M.A. Naval Dockyard, Williamstown	" "	1
Flinders Naval Depot (Engineering School)	" "	1
H.M.A.S. NIRIMBA (R.A.N. Apprentice Training Establishment)	" "	1
R.A.N. Garage, Bunnorrong	" "	1.

3. When stocks are available, supply will be effected to ships in commission and services concerned by the Superintending Naval and Air Store Officer, Sydney, without demand. Dormant demands for ships concerned under construction should be raised by the appropriate storing yard.

4. The relevant Lists of Special Allowances of Naval Stores will be amended as necessary.

(4506/12/431)

1219.

NAVAL STORES (GENERAL) (CLASS E, GROUP 7) - NON-SKID EXTERIOR PAINT - INTRODUCTION.

Future purchases of abrasive non-skid deck paint will be made to specification S.A.A. Int. 230. The new item will be known as Non-Skid Exterior Paint and will be supplied in the undermentioned colours:

<u>Class and Group</u>	<u>Pattern</u>	<u>Description</u>
Non-Skid Exterior Paint:		
E7	like 4158	Dark Admiralty Grey, Colour 632 of British Standard 3810.
E7	-	Sage Green, Colour 209 of British Standard 3810.
E7	-	Golden Yellow, Colour 356 of British Standard 3810.

2. The undermentioned items have been superseded in the Royal Australian Navy by the introduction of the new paint. Stocks of superseded items are to be expended before the new item is issued.

Pattern	Description
N12319	Paint non-slip, deck
4157	" " " " Olive green
4158	" " " " Battleship grey
4159	" " " " Dark blue grey
-	Paint deck, hard setting, non-slip, fire retardant to specification D.O.T.M. 5258 Addendum 6/1950 Type (a) - abrasive.

3. The new paint is similar in appearance and application properties to those at present in use.

4. Navy Order 175 of 1955 is hereby cancelled.

(Navy Order 175 of 1955)

(4512/71/207)

1220.

NAVAL STORES (GENERAL) (CLASS F, GROUP 3A) - METEOROLOGICAL INSTRUMENTS - THERMOGRAPHS, PATTERNS 1647 AND 1123 AND THERMOMETERS, PATTERNS 1016 AND 1486 - INTRODUCTION.

Certain meteorological instruments are no longer in production and have been superseded by instruments of later marks, which will be added to the Rate Book and Authorized List of Naval Stores under Class F, Group 3A, as follows:

<u>Pattern Number and Description</u>	<u>Ships' Accounting Classification</u>	<u>Item Superseded Pattern Number</u>
1647 - Thermograph, distant reading, Mark 3B, with 2 lengths of 130-ft. capillary. (M.O.Reference 1647).	Permanent (Sea Stores)	1485 (M.O.Reference 1485)
1123 - Thermograph, bi-metallic, Mark 3 (M.O. Reference 1123), complete with clock and drum unit Pattern 2781.	Permanent (Sea Stores)	678 (M.O.Reference 577)
1016 - Thermometer, maximum, sheathed, Mark 2B, 0°-130°F. (M.O.Reference 1016).	Consumable (Sea Stores)	2785 (M.O.Reference 656)
1486 - Thermometer, Assman, Mark 2, Type A (for psychrometers), 20°-120°F. (M.O.Reference 1486).	Consumable (Sea Stores)	747 (M.O.Reference 582)

2. The superseded instruments will be made obsolete and deleted from the Rate Book for Naval Stores but stocks should be utilized until unfit for further service.

3. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 2881/1956 altered to meet R.A.N. conditions.)

(4518/36/439)

1221.

NAVAL STORES (TECHNICAL) - LIFTING GEAR - CRANES, AIR-CRAFT, BOAT AND DECK - S.W. ROPE.

Navy Order 132 of 1956 is to be amended by the addition of the following paragraph:

" 9. The purchase and supply of both replace fitted and unfitted spare ropes for aircraft, boat and deck cranes, should be dealt with under Naval Stores, Class B, Group 5."

(Navy Order 132 of 1955)

(4505/50/119)

1222.

REPLENISHMENT AT SEA - HEAVY JACKSTAY RIG - PRECAUTIONS.

A stump mast for the heavy jackstay rig in an R.N. aircraft carrier collapsed during a recent test. The primary cause of the failure is attributed to the test load, which was being exerted by a tug, being applied at an angle for which the rig was not designed.

2. The wire backstays in this type of rig are fitted at an angle of about 25° forward and aft of the athwartship line through the stump mast. These backstays have no effect if the load on the jackstay is exerted at an angle outside that subtended by the stays, i.e., forward of about Red 65° or aft of about Red Green 115°, since the rig then becomes unstable.

3. The attention of all ships replenishing to or from ships fitted with this type of rig is drawn to the necessity for maintaining station, so that the loaded jackstay exerts its force well within the angle of the backstays. Similar precautions must be taken by those conducting tests on high points of this nature.

4. Admiralty has advised that modifications to the high points for the heavy jackstay rig in aircraft carriers are being considered and will be promulgated in due course.

(The foregoing is the text of A.F.O. 2829/1956 altered to meet R.A.N. conditions.)

(3384/98/11)

SECTION 4 - DENTAL STORES, MEDICAL STORES VICTUALLING STORES

1223.

KITS - RATINGS - INCLUSION OF BATH TOWELS IN OPTIONAL KITS.

All ratings are in future to be permitted to take up large, Bath, Towels, on repayment from Service sources and may include one of these towels in their optional kits.

2. Interim Pay Instructions, Articles 165/2, 165/3, 165/4, 165/5 and 165/6 will be amended in due course.

(The foregoing is the text of A.F.O. 2607/1956 altered to meet R.A.N. conditions.)

(4716/1/309)

SECTION 6 - SHORE ESTABLISHMENTS

1224.

NAVAL STORES (MOTOR TRANSPORT) - TUBELESS TYRES - INTRODUCTION.

Tubeless tyres are being fitted by manufacturers to certain new vehicles of types in use in the R.A.N. and it has been decided that tubeless tyres are to be the standard tyre for vehicles of these types in service. Details of the vehicles concerned are as follows:

Ford "Customline" Sedans.

Holden Sedans.

Holden Utilities.

International A.S.110 series vehicles, fitted with tyres 650 x 16 x 6 ply and 700 x 16 x 6 ply.

Conventional tyres and tubes should continue to be used until stocks are exhausted except where required for issue to motor vehicles purchased with tubeless tyres.

2. As tubeless tyres are adopted by manufacturers for other vehicle types, tubeless tyres will also be introduced as the standard tyre for these vehicles in R.A.N. use. Details of such vehicles will be promulgated by Navy Order.

3. Tubeless tyres are outwardly similar in appearance to conventional tyres but bear the word "Tubeless" on the wall markings.

4. Two types of valves are available for use with tubeless tyres, the "snap in" rubber valve (Fig. 1) and the "screw in" metal valve (Fig. 2). The valve core is of the conventional type in each case. The "snap in" type valve is being used in the vehicles at present being supplied with tubeless tyres and the use of this type valve will be continued.

5. Before a tubeless tyre is fitted to a wheel previously fitted with a conventional tyre and tube, the wheel must be trued, all rust marks buffed out, rivet heads peened and preferably coated with patching cement. The valve base should be dipped in patching solution and inserted in the valve hole from the tyre side of rim using the valve inserting tool to force the valve into the hole and to seat the valve head truly against the rim surface.

6. The fitting of a tubeless tyre should be effected as follows:

Navy Order 1224 of 1956 Diagram.



FIG. 2
"Screw-in" Type Valve

FIG. 1
Snap-in Type Valve

- a) Wet the tyre with water and slide it onto the wheel, taking care not to damage the rim seal ridges.
- b) Apply bead expander or tourniquet around the centre of the tyre and tighten.
- c) Remove the valve core (except in the case of a safety wheel), give the tyre a quick burst of air to about 5 lbs. pressure and replace the valve core.
- d) Bump the tyre to seal the bead to the wheel.
- e) Remove the bead expander.
- f) Inflate the tyre to about 35 lbs. pressure, check the seat of the bead and allow the tyre to stand for a few minutes. Check for air leaks by submerging the wheel and tyre assembly in water. Then deflate the tyre to required pressure.

7. If a repair outfit is carried for special journeys it is to comprise ten assorted plugs, one plug needle and one 2 oz. tin of patching cement.

Repair Procedures

8. Penetration by nails and similar objects will not normally deflate a tubeless tyre until the puncturing object is removed. Such punctures leaving holes as large as $\frac{3}{16}$ " diam. may be simply repaired in a few minutes without removing the tyre from the rim, and usually without removing the wheel from the car, in the following manner:

- a) Remove the injuring object from the inflated tyre and clean the puncture hole.
- b) Lubricate the hole with patching cement and select a plug about twice the size of the puncture hole.
- c) Dip about one third of the plug and the eye of the needle into the patching cement, then push the needle, with the plug threaded, through the tyre until the whole of the plug is almost through.
- d) Twist the needle and withdraw. Any part of the plug protruding above the tread or surface of the tyre may be cut off.

9. When dealing with punctures having an irregular shaped cut, remove the tyre from the wheel and effect repair on the inner liner of the tyre by the normal methods, special care being taken to fill any holes in the outside of the cover with tread filler.

10. It is necessary to inspect tubeless tyres regularly and to remove all puncturing objects and repair punctures at a convenient time. A puncturing object in a tubeless tyre will not necessarily cause a leak and, in most cases, at normal driving speeds the tyre will give many miles of trouble free service with the object remaining in the tyre and without leaking at the puncture. On occasions, some puncturing objects may be thrown out of the tyre at high speeds and thereby cause leakage, although this in itself may not result in the tyre losing its pressure rapidly.

Retreading

11. Tubeless tyres may be retreaded and recapped in the same manner as conventional tyres.

Storage

12. Tubeless tyres are to be stored in an upright position, in cool, dark conditions, and not stacked on each other. During storage of the tyres the beads should be separated by wooden spacers. These should be about one inch longer than the normal width of the tyre between the beads and placed, three to a tyre, at equal distances apart around the circumference. This pre-sets the beads and a contractor tool will not be necessary when fitting.

(The foregoing is the text of A.F.O. 211/1956 altered to meet R.A.N. conditions.)

(4737/11/133)

1225.

PAINTING OF WORKSHOP MACHINERY.

Following upon recommendations of the Naval Paint Committee it has been decided that enamels to Specifications S.A.A. Int. 53A and 227 are to be used as finishing coats for workshop machinery.

Use of Colour

2. Extensive research recently carried out in industry and elsewhere has shown that proper use of colour in workshops has great value in reducing eye-fatigue with its attendant adverse effects on health, morale and efficiency, and in preventing accidents by emphasising potential hazards.

3. The following are recommended principles of colour selection for the guidance of ships and establishments when painting workshop machinery.

a) *Main castings and massive, immovable parts of machines.*

Light colours - pale blue, pale green, pale gray or a similar pale colour tinted from white. Inner or recessed surfaces may be coloured in a lighter shade than that used for outside surfaces to help minimise shadows and to aid cleanliness, but otherwise two tone colourings should not be used.

b) *Working areas and large moving parts of machines.*

Light colours which provide contrast between the material being worked and the immediate background. Light buff (B.S.C. 358) and light green are suitable. Attention should be given to the colours of walls, floors and surrounding machines when deciding on contrast colours.

c) *Power controls, operating levers and handwheels, safety switches.*

Arresting colours for sharp focus and quick identification: orange (B.S.C. 557) and yellow (B.S.C. 356) are suitable.

d) *Hazards - projections, areas inside machinery guards and fuse boxes, etc.*

Orange (B.S.C. 557) is most suitable. The outside surfaces of large guards and fuse boxes should be painted in the same colour as the machine. The inside should be coloured orange to denote the danger present when the cover is off.

NOTE: Excessive use of orange is to be avoided as this would tend to destroy its alerting effect.

4. Colours which should be avoided are:

- a) Dull colours: dark grey, dark blue, dark green, black.
- b) Bright, strong colours, except restricted use of orange and yellow as above.

5. The restricted use of the following colours should be noted:

Red.

- a) Use of signal red (B.S.C. 537) is reserved for fire fighting equipment.

White.

- b) This should be used as a "cleanliness colour" only, to denote areas to be kept clear of traffic or other areas which should be kept clean.

(4512/71/211)

REPORT

The first part of the report deals with the general situation of the country. It is noted that the economy is showing signs of recovery, but that the unemployment rate remains high. The government has implemented various measures to stimulate growth, including tax cuts and increased public spending. However, the pace of recovery is slow, and more action is needed to create jobs and improve living standards.

The second part of the report focuses on the financial sector. It highlights the challenges faced by banks and financial institutions, particularly in terms of liquidity and credit availability. The central bank has taken steps to provide support, but the overall health of the financial system remains a concern. It is recommended that the government continue to monitor the situation closely and take preventive measures to avoid a full-blown financial crisis.

The third part of the report discusses the social and political environment. It notes that there is a growing sense of dissatisfaction among the population, particularly regarding the government's performance and the state of the economy. Political tensions are also on the rise, with various groups and parties vying for power. It is essential for the government to address these concerns and engage in dialogue with the people to restore confidence and stability.

The fourth part of the report provides a summary of the findings and recommendations. It emphasizes the need for a comprehensive and coordinated approach to address the country's economic, financial, and social challenges. Key recommendations include:

- Implementing further structural reforms to improve the efficiency of the economy.
- Strengthening the financial system and ensuring the stability of the banking sector.
- Improving social services and addressing the needs of the most vulnerable populations.
- Enhancing transparency and accountability in government operations.

Can See

Bank Office

C.N.Os. 1226-1241/56.

RESTRICTED

(FOR OFFICIAL USE ONLY.)

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne.

21st December, 1956.

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

By direction of the Naval Board,

Thos. 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

1226.

SHIPS' IMPROVEMENT FUND.

Paragraph 7 of Navy Order 1082 of 1956 is to be amended to read:

Navy Orders 212 of 1951, 105 of 1952, 340 of 1952 and 286 of 1954 are hereby cancelled.

(Navy Order 1082 of 1956)

(4813/3/7)

SECTION 2 - PERSONNEL

1227.

COURSES AT H.M.A. SIGNAL SCHOOL.

The Appendix to Navy Order 32 of 1956 is to be amended by deleting the details shown against L. Tel.(Q), P.O. Tel. (S) (Q) and Tel. (S) Conversion and substituting the following:

Course	Freq ^{cy} per year	Total Length Weeks	Signal School	ABCD	LONS-DALE	WAT-SON	HAR-MAN	NOWRA	REMARKS
									L.Tel.(Q)
P.O.Tel. (S) (Q)	1(2nd half)	16	2	1 (PEN-QUIN)	-	8	5	-	
Tel.(S) Conversion	2	17	2	1 (P.N.D.)	-	8	6	-	

(Navy Order 32 of 1956)

FLYING PAY - REVISED CONDITIONS.

The conditions governing the payment of Flying Pay have been revised as shown and are effective as from 1st October, 1956.

2. **FLYING PAY - OFFICERS.** Flying Pay, at the appropriate rate shown hereunder will be payable to:

- a) an officer who is training to qualify as a service Pilot or Observer; or
- b) to an officer (up to and including the rank of Captain with less than 10 years' pay seniority) who is certified by the Naval Board to be appointable to an actual flying appointment and who remains liable, qualified and available at all times for flying as aircrew in the course of his duties.

3. The daily rates of flying pay are:

	<u>Shillings per day</u>
a) whilst under training	3
b) when appointable for flying duties, such of the following rates as is appropriate to the rank held -	
A/Sub-Lieutenant	5
Sub-Lieutenant (S.D.)	5
Sub-Lieutenant	6
Lieutenant (S.D.)	6
Lieutenant	7
Lieutenant-Commander	7
Lieutenant-Commander (S.D.)	7
Commander	7
Captain of less than 10 years' pay seniority	4

4. Credit of Flying Pay will commence on:

- a) the date of first appointment for flying training in the case of an officer not qualified as a service Pilot or Observer; or
- b) the date of entry or promotion to officer rank in the case of an officer already qualified as a service Pilot or Observer, and subject to the succeeding paragraphs of this Order.

Payment will be made continuously including periods whilst an officer is prisoner of war, on leave, on passage, undergoing courses or where the officer is temporarily medically unfit for flying duties for reasons beyond his own control.

5. Officers entitled to Command Money may be paid either Flying Pay or Command Money, whichever is to their advantage.

6. Where an officer who is being credited with the "Under Training" rate of Flying Pay is unable to continue flying through illness or injury not attributable to his own misconduct or neglect, payment may be continued until the day upon which it is decided he will not resume flying training, or until the expiration of 91 days from the day on which he was first "checked sick", whichever first occurs.

7. Credit of Flying Pay at the rates appropriate under paragraph 3 (b) of this Order will cease or be suspended, as the case may be, for:

- a) An officer who becomes permanently medically unfit for flying due to an action wound or flying accident - as from 12 months after the date of the occurrence.
- b) An officer who becomes medically unfit for flying due to reasons within his own control - as from the date upon which he was first checked sick. In cases where such an officer is not permanently medically unfit to fly, payment of Flying Pay will recommence on the day he is certified as being medically fit for flying duties, and otherwise fulfils the conditions governing payment of Flying Pay.
- c) An officer who is taken prisoner of war through his own neglect or misconduct - as from the date of forfeiture of pay.
- d) An officer who is permanently reverted to general service or permanently grounded - as from the date of such reversion or grounding.
- e) An officer who is temporarily reverted to general service at his own request or for misconduct or other reasons within his own control - as from the date of such reversion.
- f) An officer who, for reasons within his own control, fails to perform such hours of flying practice as may be ordered from time to time - as from expiration of the period set down for performance of such flying practice.

8. The appointment of an officer eligible to be paid one of the rates of Flying Pay provided in paragraph 3 (b) of this Order will include the letters (P) or (O) as appropriate immediately after the name of the ship or establishment to which he is appointed.

9. In cases where credit of Flying Pay is stopped or suspended, it is necessary for an amending appointment to be issued. It is essential therefore that where credits are stopped or suspended, Commanding Officers advise Navy Office with as little delay as possible, advising also details of the circumstances giving rise to the stoppage or suspension of Flying Pay.

10. Where any doubt exists as to the entitlement of an officer to the credit of Flying Pay, payment is to be suspended and the circumstances of the case reported to Navy Office for decision. If it is decided that the officer is eligible for Flying Pay, the allowance will be recommenced as from the date following that on which payment was suspended.

11. Special Duties Officers who are rendered medically unfit for Operational Flying Pay because of physical limitations occasioned by age will be paid Flying Pay at the rate of 4/- per diem until the officer is permanently grounded or permanently reverted to general service.

12. Royal Navy Officers on loan or exchange receive Flying Pay at the rates and in accordance with the conditions laid down in Naval Pay Regulations (B.R. 1950).

13. INSTRUCTIONAL FLYING PAY - RATINGS. Instructional Flying Pay at the rate of 1/- per diem shall be paid to:

- a) a Probationary Pilot or Observer; and
- b) a man transferred from another branch as Probationary Pilot or Observer;

from the date on which he commences to receive basic flying training until his course of instruction in flying ceases, or until he is promoted to officer rank, whichever occurs later; provided that where a rating is unable to continue flying through illness or injury not attributable to his own misconduct or neglect, payment of Instructional Flying Pay may be continued until the day upon which it is decided he will not resume flying training or until the expiration of 91 days from the day on which he was first "checked sick" whichever first occurs.

14. Instructions 22 to 22/5 and Instruction 41 of Interim Pay Instructions will be suitably amended in due course.

15. Navy Order 564 of 1954 is hereby cancelled.

(Navy Order 564 of 1954)

(4822/102/7)

1229.

SEAMAN BRANCH - RADAR PLOT RATINGS - RECOMMENDATION FOR RP1 COURSE.

Existing qualifications for recommendation for First Class Specialist Qualification Courses in the Seaman Branch include 1 year's seniority in the Second Class Specialist Qualification.

2. This requirement has been reviewed and it has been decided that in the case of the Radar Plot Branch only, the qualification "1 year's seniority as RP2", is to be replaced by "6 months sea service as RP2".

3. RP2 already recommended under the existing regulations will remain on the roster for RP1 course, but the rule in paragraph 2 is to apply to future recommendations.

4. The relevant table in A.B.R.10, Chapter VI, is to be amended accordingly.

(4002/84/6)

SECTION 3 - HULL, MACHINERY, EQUIPMENT AND STORES

1230.

NAVAL AIRCRAFT INSIGNIA - NATIONAL ROUNDEL.

In order that the national roundel on Australian military aircraft might embody a characteristic national emblem, it has been decided to adopt an insignia depicting a kangaroo in red against the white background of a blue and white roundel. (See Fig. 1).

2. This marking, henceforth to be known as the national roundel, is to be applied to all R.A.N. aircraft in lieu of the red, white and blue roundel.

3. Action is being taken to arrange supply of stencils for the kangaroo insignia in accordance with the scale shown in the Appendix to this Order.

4. On receipt of stencils, action is to be taken to obliterate all red from existing painted roundels on R.A.N. aircraft and superimpose the kangaroo insignia in identification colour bright red in accordance with the specified aircraft paint finishing scheme, e.g., D.T.D. 772A. Existing transfer type roundels on aircraft should be completely removed and the new roundel painted on.

5. Positioning of Roundel

- a) For the national roundel applied to fuselage and tail booms, the kangaroo is to be upright and facing forward (See Fig. 2).
- b) For upper mainplane marking, the kangaroo is to face forward with feet inboard (See Fig. 2).
- c) For under mainplane marking, the kangaroo is to face forward with feet inboard (See Fig. 2).

(3583/14/97)

APPENDIX
STENCILS FOR KANGAROO INSIGNIA - SCALE OF ALLOWANCES

Kangaroo Insignia	Drawing Number	H. M. A. S. MELBOURNE	N. A. S. NOWRA	Fairey Aviation Co., A/asia.	de Havilland Aircraft (Aust.)	Bristol Aviation Services	Spares (Randwick)
For 36" diam. Roundel	AMR/Misc/77/1	2	3	2	2	-	2
For 32" diam. Roundel	AMR/Misc/77/2	2	3	2	-	-	2
For 30" diam. Roundel	AMR/Misc/77/3	-	3	2	-	-	1
For 24" diam. Roundel	AMR/Misc/77/4	2	2	-	2	-	2
For 18" diam. Roundel	AMR/Misc/77/5	2	2	-	2	-	2
For 15" diam. Roundel	AMR/Misc/77/6	1	1	-	-	1	1

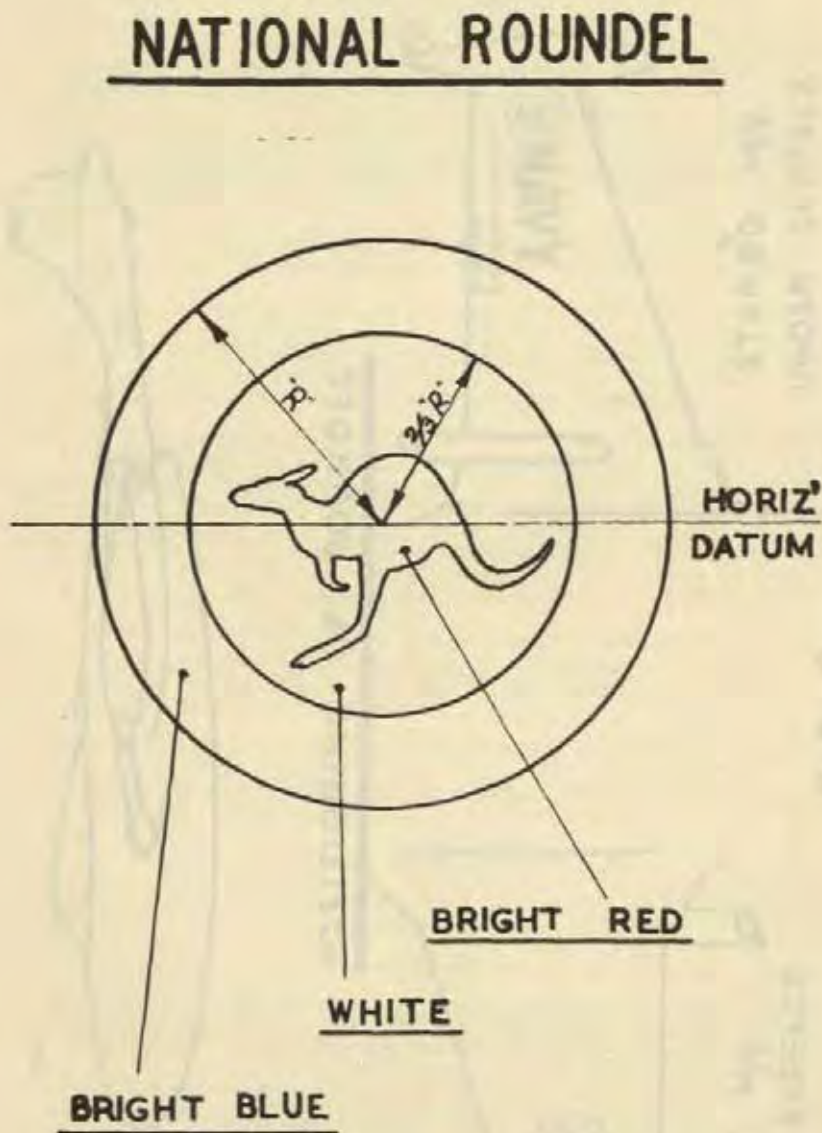


FIG. 1.

NATIONAL - ROUND

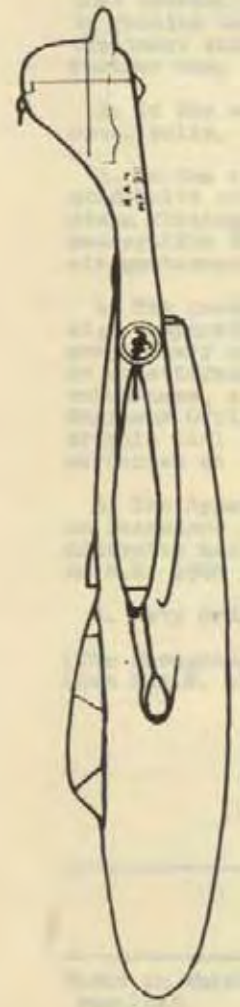


BRIGHT RED
WHITE

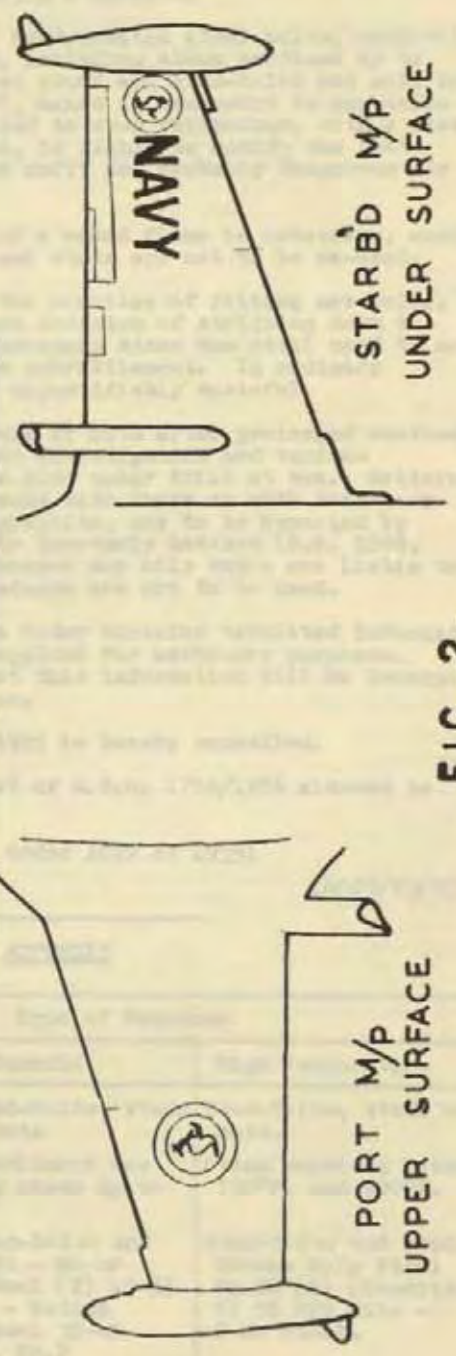
BRIGHT BLUE

FIG. 1

513/2
r



POSITIONING OF ROUND



STARBD M/P
UNDER SURFACE

PORT M/P
UPPER SURFACE

FIG. 2.

1231.

MACHINERY - HEAT-TREATED STEEL BOLTS, STUD-BOLTS, STUDS AND NUTS FOR MACHINERY PURPOSES - TREATMENT IN SERVICE - REPORTS.

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, Article 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. Admiralty has advised that this information will be incorporated in B.R. 1988 in due course.

6. Navy Order 1022 of 1955 is hereby cancelled.

(The foregoing is the text of A.P.O. 1758/1956 altered to meet R.A.N. conditions.)

(Navy Order 1022 of 1955)

(4505/23/93)

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 studs - Mn - Mo or Carbon 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 - C-Mn Steel.

	Type of Fastener	
	High Tensile	High Temperature
Heat treated	Bolts, stud-bolts and studs - yes. Nuts - No.	Stud-bolts and studs - Yes. Nuts - Yes.
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 class/group	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) or En.100 (Condition R) bar. Rate book Class/Group B.2(b). Nuts - En.6, En.7.	Stud-bolts and studs - En.20 (Condition T). Ratebook Class/Group B.2(b). Nuts - En.16.

NOTES: (1) A stud-bolt is for use in place of a bolt and is equally threaded at both ends as opposed to a stud which is for insertion into a blind hold and is threaded only to 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 En. 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.

1232.

AMMUNITION - PROPELLANT - LANDING - DESTRUCTION - REPORTS.

Navy Order 1027 of 1956 is to be amended as follows:
For "RNC555XS" read "RNC555XB".

(Navy Order 1027 of 1956)

(4433/51/310)

1233.

A/S WEAPONS - CJ 224 CASE TESTING FIRING CIRCUIT
A/S MARK 10 MORTAR.

Armament Depots and H.M.A. Ships

To ensure consistent contact testing conditions for firing circuits of A/S Mortars, Mark 10, it has been found necessary to exchange existing CJ 224 cases for CJ 224 cases on which minor modifications have been carried out.

2. A means of identifying modified and unmodified cases is by the marking, viz., unmodified cases have the marking stencilled on them, whereas the marking on modified cases is engraved.

3. H.M.A. ships are to exchange unmodified CJ 224 cases held in CJ 003 chests for modified CJ 224 cases at first opportunity.

4. R.A.N. Armament Depots only.- Sufficient CJ 224 cases received from H.M.A. ships to satisfy current requirements are to be modified as instructed in U.W.(G) 19/56, dated 6th January, 1956.

(The foregoing is the text of A.F.O. 3007/1956 altered to meet R.A.N. conditions.)

(4428/33/41)

1234.

MINE COUNTERMEASURES - MINESWEEP A.H. MARK 4 - SPRING
HAMMER MARK 2, MOD. 1.

Difficulty may be experienced when fitting a new Spring Hammer Mark 2, Mod. 1, A.P. 21648 into Box S.A. Mark 1, Mod. 2, A.P. 21644B, because through a manufacturing error the base plates of some spring hammers now in stock are wider than the correct width of 10 inches.

2. The base plates of any spring hammers that do not slide easily into the hammer box are to be filed down to the correct dimensions on assembly by ship's or base staff.

(The foregoing is the unaltered text of A.P.O. 2820/1956.)
(4505/51/121)

1235.

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

The following item is approved for A.S. Frigates
(Converted Fleet):

Class Item No. 537 Classification "A"

Item: "To modify Radar Type 277Q in accordance with
B.R.1917(1) and (11) Mod. 16."

NOTES: (1) Display Outfit J.E. is to be removed from the bridge in H.M.A. Ships QUEENBOROUGH and QUADRANT concurrently and landed as compensation for this alteration and addition.

(2) Decision regarding topweight compensation for remainder of class will be promulgated in due course. Work will not be carried out until compensation is available.

Reference: Navy Office letter No. 5175.1.40 (03855)
dated 18th April, 1956.

(5175/1/40)

1236.

TESTS OF BOATS' SLINGS.

An instance has occurred where boats' slings have been tested, condemned, and returned to the ship concerned, the ship being advised accordingly. Ship's officers did not raise a defect item to cover the manufacture of new slings and the work was not undertaken by the dockyard.

2. Investigation reveals that this is not an isolated occurrence; similar instances often arise with the result that ships continue to use condemned slings.

3. This practice is dangerous and is to cease forthwith.

4. Condemned slings are to be returned to the Dockyard Test House at the first opportunity and new slings demanded, quoting this Order as authority. It is known that a number of ships retain condemned slings after receipt of new sets manufactured by the dockyard, and, in order to prevent the use of unsafe slings, all dockyards and authorities concerned are instructed that consequent on the condemnation by dockyard, boats' slings are not to be returned to the ship but are to be rendered inoperable. New slings are to be manufactured and supplied and the ship is to be advised accordingly. All slings surplus to requirements are to be returned to the dockyard.

5. All ships are to include in their defect lists an item for boats slings to be surveyed, repaired or renewed and tested, when due, in accordance with this Order.

(4282/3/305)

1237.

NAVAL STORES (GENERAL) (CLASS B, GROUP 11, PART F) -
PISTOL, PNEUMATIC, DE-RUSTING - INTRODUCTION AND
ALLOWANCES.

The following portable pneumatic de-rusting and scaling pistol is being introduced into the R.A.N. under Class B, Group 11, Part F, for use in H.M.A. ships and R.A.N. services where L.P. air lines are available:

<u>Class and Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Ships Accounting Classification</u>
B.11F	-	Pistol, de-rusting pneumatic (Jason V.A. Model IIIB or equivalent).	P.

2. The following items will also be supplied for use with the de-rusting pistol:

<u>Class and Group</u>	<u>Pattern No.</u>	<u>Description</u>	<u>Qty.</u>	<u>Ships Accounting Classification</u>
B.11F	-	Needles, large	2 sets	P
B.11F	-	Needles, small	2 "	P
B.11F	-	Mouth piece, straight	1 No.	P
B.11F	-	Mouth piece, round	1 No.	P
B.11F	-	Essential service tools	1 set	P.

3. The authorised allowances of the pneumatic de-rusting pistol complete with standard kit and attachments are as follows:

<u>Service</u>	<u>Allowance</u>
Light fleet carriers	1 set
Headquarters ship, Reserve Fleet, Sydney	5 sets
H.M.A.S. MORETON (for H.M.A.S. MILDURA)	1 set

4. Supply will be effected to ships and services concerned to complete to these allowances by the Superintending Naval and Air Store Officer, Sydney, without demand when stocks are available.

5. A decision regarding allowances to other ships and services has been deferred pending the issue of portable air compressors or the possible introduction of electrically operated de-rusting sets.

6. The relevant R.A.N. Lists of Special Allowances of Naval Stores will be amended as necessary.

(4506/12/391)

1238.

NAVAL STORES (GENERAL) CLASS E, GROUP 2, PART D,
SYNTHETIC RUBBER COMPRESSED ASBESTOS FIBRE
JOINTING (SPEC. J4) - INTRODUCTION.

The poor oil-resisting properties of Natural Rubber Compressed Asbestos Fibre Jointing make it uneuitable for use in Avgas, Avtur and oil systems generally.

2. An improved jointing of Synthetic Rubber C.A.F. to Engineer-in-Chief's specification J.4 has therefore been introduced for use in these systems, although in certain cases where greater resilience is required (e.g., Avgas pump casings) it may be necessary to use "Oilproof" Jointing (Pattern 2315 or 2150 series).

3. The sizes and pattern numbers which have been added to the Rate Book and Authorised List of Naval Stores (B.R.810) are as follows:

Synthetic Rubber Compressed Asbestos Fibre Jointing
(Spec. J.4):

<u>Pattern</u>	<u>Ships Accounting Classification</u>
5194 - 60" x 40" x 1/64"	Consumable
5195 - 60" x 40" x 1/32"	"
5196 - 60" x 40" x 1/16"	"

4. Arrangements for the supply of initial stocks to Naval Store Depots have been communicated separately.

5. An emergency stock of half sheet of each size should be carried by all ships and will be provided as first outfit quantities.

6. H.M.A. ships in commission and in "D" class commission (fully stored) in Operational and Supplementary Reserve should forward demands (Form A.S.134) to the appropriate (Superintending) Naval Store Officer. Dormant demands for H.M.A. ships undergoing modernisation or conversion and in "E" class commission in Extended Reserve should be raised by the Storing Yard concerned.

7. Admiralty has advised that the relevant publications will be amended.

(The foregoing is the text of A.F.O. 3062/1955 altered to meet R.A.N. conditions.)

(4512/23/59)

1239.

NAVAL STORES (MOTOR TRANSPORT) - VEHICLES BORNE IN
H.M.A. SHIPS - ALLOWANCES.

The following allowances of sedan cars, land rovers and land rover trailers have been approved for H.M.A. ships:

Aircraft Carrier	- 2 No. land rovers 2 No. trailers
Flagship	- 1 No. land rover additional Sedan car to be embarked at discretion of F.O.C.A.F.
Cruiser	} - 1 No. land rover
Daring	
Destroyer	
Frigate	- 1 No. land rover 1 No. trailer additional when engaged on surveying duties.

(4737/5/227)

1240.

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.A. ships and in shore establishments should be returned to the nearest (S) N.S.C., 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).

5. Admiralty has advised that B.R. 810 and B.R. 1979 (Alphabetical List of Consumable Naval Stores) will be amended.

(The foregoing is the text of A.F.O. 2231/1956 altered to meet R.A.N. conditions.)

(4519/31/890)

APPENDIX A

<u>Pattern No.</u>	<u>Description</u>	<u>Pattern No.</u>	<u>Description</u>
W192	Transformer	W204	Transformer
W201	Transformer	W205A	Transformer
W202	Transformer	W206	Transformer
W203	Transformer	W207	Transformer

Pattern No.	Description	Pattern No.	Description
W209	Transformer	W754	Support Arm
W386	Ferrule	W755	Support Arm
W442A	Board	W757	Support Arm
W445A	Board	W758	Support Arm
W446A	Panel	W833	Lock Magnetic
W447A	Panel	W834	Coil
W448A	Panel	W851	Mast
W449	Panel	W852	Connection
W450B/C	Panel	W855	Support Arm
W451A	Panel	W856	Support Arm
W452	Mast	W857	Rod
W453	Bracket	W875	Drive
W454	Bracket	W1073	Gear Box
W455	Bracket	W1100	Switch
W456	Support Arm	1104	Coupling
W457	Support Arm	W1107	Handle
W458	Rod	W1108/A	Switch
W459	Support Arm	W1112	Support
W465	Board	W1115	Plugs, Pair of
W466	Connection	W1116	Plugs, Pair of
W467	Bracket	W1122A	Switch
W469	Support	W1123	Plug
W471	Insulator	W1124	Plug
W473	Aerial Control Unit	W1125	Plug
W479	Mount	W1146	Board
W484	Wavemonitor	W1147	Board
W485	Wavemonitor	W1148	Board
W486	Resistance Assembly	W1153/A/B	Switch Unit
W488	Bracket	W1258A	Box, Junction
W490	Modulation Generator	W1368	Stub, Earthing
W491B	Mount	W1411	Washer
W492	Reck	W1414	Gland
W493	Reck	W1415	Washer
W494A/B/C	Receiver	W1416	Washer
W519	Clamp	W1417	Washer
W567	Support Arm	W1706	Motor
W568	Bracket	W1728	Transformer
W569	Stub Earthing	W1733	Bracket
W570	Clamp	W1744 to	Support Arm
W571	Conductor	W1748	
W572	Plugs, Pair of	W1754 to	Rod
W573	Plugs, Pair of	W1758	
W583	Plug	W1764 to	Connections, Set of
W594/A	Support	W1770	Coupling
W596	Bushes	1770	Connections, Set of
W597	Socket	W1771 to	Connections, Set of
W598	Socket	W1786	Connections, Set of
W609	Ammeter	W1789	Connections, Set of
W611/A	Strips	W1790	Connections, Set of
W615	Connection	W1791 to	Board, Terminal
W630	Transformer	W1795	
W632	Transformer	W1796 to	Support Arm
W659	Base Plate	W1800	
W662/A	Aerial Pedestal	W1802 to	Connections, Set of
W732	Tool Box	W1816	Board, Terminal
W733	Box Junction	W1829	Board, Terminal
W745	Mast	W1830	Board, Terminal
W746	Mast	W1831/A	Board, Terminal
W748	Rod	W1832	Board, Terminal
W749	Rod	W1833	Board, Terminal
W751	Connection	W1834 to	Plug
W752	Connection	W1838	

Pattern No.	Description	Pattern No.	Description
W1875	Pedestal Unit	W3387/A	Scale
W1876	Gearbox	W3388	Scale
W1893 to	Transformer	W3733	Transformer
W1897	Connections, Set of	W3734	Transformer
W1898	Bracket	W5847	Mast
W1899	Clamp for Rod	W5848	Mast
W1956	Pedestal Unit	W5849	Bracket
W1976	Pedestal Unit	W5850	Bracket
W1977	Gearbox	W5853	Lampholder Unit
W1978	Bracket	W6120	Gland
W2021	Mast	6343	Circuit Breaker
W2104	Connections, Set of	W6499	Gearwheel
W2307	Cathode Ray Unit	W6500	Gearwheel
W2449/A/B	Transformer	W6939	Rocker Arm
W2599	Voltsmeter	W6942	Bolt, Insulated
W2888	Box, Junction	W7076	Bracket
W2931	Socket	7487	Motor
W2933	Socket	W8107	Switch
W2934	Socket	W8327	Connection
W2935	Socket	51484	Rectifier
W2938	Socket	55349	Socket
W2939	Socket	56941	Aerial Dipole
W2941	Diode Switch	56943	Aerial Dipole
W2942	Diode Switch	57664	Transmitter
W2943	Diode Switch	57686	Contacto
W2945	Transformer Unit	57687	Regulator Unit
W2946	Transformer Unit	60372	Switch
W2947	Transformer Unit	65321	Coil Inductance
W3015/A	Receiver		
W3235	Feeder Unit		
W3236	Feeder Unit		
W3237	Feeder Unit		
W3288	Aerial Connection		
W3361	Ring for Pedestal		
W3386A	Scales with Fittings		

APPENDIX B

Pattern No.	Description	Pattern No.	Description
W1114	Board	54658	Multiple Mixer
W7094	Box, Junction		Rack
		56567	Transformer

SECTION 5 - BOOKS, CORRESPONDENCE, FORMS, STATIONERY

1241.

BOOKS - TEXTBOOKS AND INSTRUMENTS FOR EDUCATIONAL PURPOSES - ESTABLISHMENT.

Appendix I of Navy Order 648 of 1956 is to be amended by the substitution of "Intermediate Geography (James)" for "Junior Geography (James)".

(Navy Order 648 of 1956)

(4575/1/26)

